

REAR VIEW



Branch member and TV celebrity, Phil Traves on telly demonstrating a classic car horn for sale at the auction rooms where he works. It appeared on an episode of 'Celebrity Cash in the Attic' on BBC recently and was spotted by Jacky. (I'm sure you are all relieved I have finally run out of photos of Laurie and Nev!) - Ed

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MORRIS MINOR OWNERS CLUB

DORSET BRANCH



March 2009 Volume 12 Issue 5

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www.dorsetmmoc.co.uk

DORSET BRANCH NEWSLETTER

<http://www.dorsetmmoc.co.uk>

Or <http://homepage.ntlworld.com/brian.wood13/index.html>

Dorset Branch of the Morris Minor Owners Club

Helping to preserve the post war Morris Minor in the Dorset area and beyond

The MMOC Dorset Branch

was founded in 1977 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 shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £9 per year, £11.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690



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Spares Manager: John Bainbridge (01258 458749)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER
***Another 2008 photo
taken on the Devon
Weekend outside the
Royal Glen Hotel in
Sidmouth.***



CHAIRMAN'S REPORT



Good evening and welcome to the March Clubnight. I am sorry that I will not be there tonight because Ann and myself are going on holiday to Torquay with the West Moors Bowls Club. I was very pleased with the turnout of club members on February's Mock Auction clubnight. Also the number of contributions donated to raise funds for this years club charity was much appreciated. £140.20 was raised. I would like to thank Karl for garaging the branch Van and also wish him good luck to him and his wife Anita in their new home in Winton. The van is going to have a 'mock' MOT to see what work needs doing, so the members who said that they would like to help – please let me know. Thanks to Steve Brown for getting the new van wheels shot blasted. We are suggesting that the cakes for sale at the rally can be made in advance and be frozen. We have a freezer which can be used. Thanks for choosing Youth Cancer Trust as our nominated charity this year – voting results are shown below. The Aubrey Batt run will be joining the Bournemouth & Poole Preservation Club at Honey Brook Farm and CCOTP (see page 14 for details). Please note that the Bristol Classic Car Show at Shepton Mallet is now on 2nd – 4th May.

Good Motoring and all the best – John Jenkinson.

The votes cast for the Charity nominations last month were:

Dorset Youth Cancer Trust: 17

Dorset Air Ambulance: 12

Julia's House: 5

Dogs for the Disabled: 5

Macmillan Cancer: 2

Forishal Home: 2

Naomi House: 1

BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the clubnights. Thank you.



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FOR SALE & WANTED & CLUB NOTICES



FOR SALE

1965 Traveller. Spares or repair, sold with large quantity of spares – some new. Will not split. **£150.** (Spares listed on web site in full) John Webb Tel 01204 532033 – **Bolton** (02/09)

AUBREY BATT RUN 19TH APRIL 2009



This year's Aubrey Batt run will be held on Sunday 19th April and we are planning to go to Honeybrook Farm which is near Wimborne. We are starting from Avon Heath Country Park for a full English breakfast (including coffee or tea) at 9:00 and leaving for Honeybrook farm at about 10:30 (ish). For those who wish to attend Classic Cars on the Prom later, we will be leaving about 3:00. "Honeybrook has been a working farm for over 500 years. Nestled beside the River Allen, near

Wimborne, we are still farming and producing food. We rear pork and free range beef and lamb, produce and pasteurise our own milk and cream. The eggs, vegetables and flowers are from the farm and are for sale in our farm shop. Honeybrook aims to make the countryside accessible to everyone who visits by providing country walks, farm animals to meet, gorgeous picnic spots, exciting nature based activities for children and adults and a constantly updated education programme." Cost is £8.00 per person and includes the breakfast and a donation for entry to the farm.

Slips are available at the clubnight or with the newsletter this month.

MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor

POLO SHIRTS -VARIOUS SIZES / COLOURS: £12 EACH
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2007 PHOTO CD OF CLUB EVENTS £2.50
30TH COMMEMORATIVE PHOTO CD ALBUM £2.50
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MODEL MORRIS MINORS - £3.50 EACH.

MMOC Dorset Branch Newsletter

March 2009

Volume 12 Issue 5



DORSET BRANCH

• Clubnight activity:

• Talk on Lee Motors by Norman Aish

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Next clubnight – Talk by 'Youth Cancer Trust' (our nominated 2009 Charity

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for free download from the Internet usually about 10 days before the clubnight.

THIS MONTH'S NEW MEMBERS

Morris Minor owners who have joined the Branch in the last month are:

**Jackson Kingham from Poole, Richard &
Norah Lines from Wimborne,
Michael Cooper from Warminster.**
A warm welcome to you all.

LETTERS TO THE EDITOR



Thanks to Dave and Jackie Walker for sending me this shot of Jackie's (previously owned) Traveller (taken on 3rd February) which now resides in Surrey, where we believe they may have had a few flakes of snow recently? The car now belongs to new member Bruce Eggleton.

Hi. I was clearing out my garage and came across a quantity of used minor parts. These include brake drums, steering wheel, sealed beam lights and others. I am willing to donate them to the Dorset branch if someone would be willing to pick them up. I was a member of the branch a few years ago but arthritis forced me to give up my Minor for a more modern form of transport. I am in Wimborne close to the market, I expect Laurie will remember me.

Bob Wareham 01202 885150

DAVID SMITH MOTORS

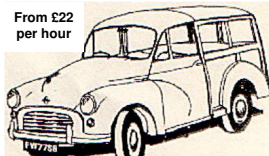
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WHAT'S ON?

<http://www.dorsetmmoc.co.uk>

(Don't forget to check the website for latest updates to events)

2009

4th March – Clubnight – Talk on Lee Motors by Norman Aish
1st April – Clubnight – Talk by 'Youth Cancer Trust'
12th April – Arf's Easter Run (not organised by DMMOC)
19th April – Aubrey Batt Run to Hollybrook Farm, Wimborne
2-4th May – Bristol Classic Car Show **NOTE NEW DATE**
6th May – Clubnight – Talk by Dave Daniels
16th/17th May – Beaulieu Spring Autojumble
3rd June – Clubnight – Autojumble
7th June – Southern Regional Rally – Milestones, Basingstoke
14th June – Visit to Winton MOT Centre
21st June – Hampshire Rally
25-28th June – National MMOC Rally
1st July – Clubnight – Rally Planning
10-12th July Dorset Branch Rally – Avon Heath
19th July – Show – Muscliffe Community Park
5th August – Clubnight – Reverend Timbrell
2nd September – Clubnight – Antiques Evening with Phil Traves
6th September – IOW Rally
27th September – Area 6 Picnic at Watercress Line
3rd October – Wimborne/3 in 1 Run (details TBA)
7th October – Clubnight – AGM
4th November – Clubnight -Call My Bluff type quiz
28th November – Dinner and Dance Quality Hotel, Bournemouth
2nd December – Clubnight – Natter and Noggin.
27th December – Mistletoe Meander



MORRIS MINOR SPARES - DORSET BRANCH

Please order from; **John Bainbridge**, 334 Bournemouth Road, Charlton Marshall
Blandford, Dorset DT11 9NJ Tel (01258) 458749. Or see at Club Meetings. (The
stock list is shown on the website www.dorsetmmoc.co.uk)

SECRETARY'S REPORT

Good evening and welcome to March clubnight. Tonight we will be having a talk by Norman Aish on the history of Lee Motors. Norman is the owner of that fine Bedford coach that he brings along to our rally. This means that Graham's Call My Bluff has been moved to November. Well done to you all for the fantastic amount of money raised at this year's Blind Auction which will be going to the Youth Cancer Trust. This year's Aubrey Batt Run will now be going to Honeybrook Farm. We will be starting at Avon Heath Country Park at 9am for breakfast so we will need to know numbers in advance for catering purposes. We will be meeting up with The Bournemouth and Poole Preservation Club who are also holding a run finishing at the same place. We plan to arrive before them so that the café and the farm are not overrun!

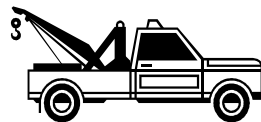
I have received a letter from Shaftesbury Town Council giving us permission to park in the same place as we did last year for the carnival. The date for this event is 3rd October this year.

Plans are starting to come together already for this year's Dorset Branch Rally with a steady stream of entries coming through the post every day. If you know of any traders who may like to come along please let me know and I will send them a trade stand entry form. Don't forget to let me have your own entry form in as soon as you can. Any ideas for other attractions for this year will be gratefully received. The engine rebuild on Victoria is going well. The stripped block has now gone off to have the studs removed, to be skimmed and to be re-bored. I managed to pick up some new, old stock +0.040" pistons on Ebay so the block will be engineered to match. I've also managed to acquire a new, old stock carburettor, which has just this minute been fitted to the old engine to test, and it ran perfectly. With the original carburettor there has always been a dreadful flat spot at the very bottom end of the rev range, which has now gone. So, now we know the new carburettor is OK we can take it off again and start to dismantle the old engine. In order to remove it though most of the front end of the car will have to be removed! Another progress report will be printed next time.

Well that's it from me for this month – sorry its short and sweet but time has just run away with me this month.
Happy Minorng, Laurie.

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G3ZJY

EDITORIAL

Hope you all survived the snowy weather last month. We have a couple of 'winter' oriented articles this month, arguably, a little late but they will stand you in good stead for next winter anyway! I must say, I found the heater improvement article interesting because I thought I had gained an improvement in the heater efficiency by getting all the air out. De-gunging the heater matrix certainly seems like a good idea and I will probably have a go at this myself sometime. The engineering logic behind it seems to stack up and Bruce's drawings help to illustrate the internals of the heater very well. Many thanks to Dave and Bruce for this article. (Keep 'em coming). Did anyone see 'Classic Drives' with Richard (*"I don't believe it"*) Wilson on Thursday 18th Feb? It featured a rather nice 'B' reg. Traveller. I had my anorak on and couldn't work out the combination of colour, indicators, wiper and steering wheel. The registration would have been 1964, the colour looked like 'Clipper Blue' (pre '62?) the indicators and registration were 1098cc (ie post '62) but the wipers and steering wheel looked like 948cc items (pre '62). Bit of a mix-up then? Haven't been out in the garage much myself this last month, too cold! I did manage to sort out another of the niggling problems with the 911 though, which has been apparent since I got it in 1999. The drivers door electric window had an intermittent and annoying habit of rotating forwards when descending. This would then need manual intervention to straighten up prior to being able to continue its descent. It always seemed to happen at about 1/3 of the distance downwards. Dismantling the door innards (which is not quite so difficult as a Minor door!) revealed that the lifter rail to which the window drop glass is fixed had corroded and there were two nylon wheels in the runner channel. There is a 'scissor' arrangement which controls the position of these wheels in the channel and at a certain point the front wheel would fall out of the channel and jam the whole thing. I managed to order a new part and the associated felt and rubber seals to make a proper job for about the same cost as doing all windows/doors on both my Minors!

There is a certain satisfaction about 'fixing' something isn't there? When you can fly in the face of the 'chuck it away and buy a new one' philosophy it feels good. My roller shutter garage door some months ago, started making a 'twang' noise when operated. This turned out to be one of the dozen or so metal straps that attach the slats to the roller and ensure that the slats are all pushed into the vertical position to stop them being levered up by burglars. The chaps in the van came round and found the spot welds on one of the straps had come adrift and it was flapping around. It was deemed too costly and not worth fixing properly since the whole 4.5m long roller would have to come off for repair. So they left it off on the basis that the other 11 were still OK. Fine. Until another one started to 'twang' recently. With only 10 straps left it might start to not work properly. I had a look myself and reasoned that if I drilled a couple of holes in the strap (which was fixed to the roller with a self tap screw and was easily removable) I could pop rivet it back to the top slat and there was little chance of it coming off again. Simple. Seems to work fine. I'll count that as a result on the 'Engineering' front. Cheers for now, Brian.

HOT STUFF (BY DAVID WALKER)

The heater on Jackie's traveller was very poor. The previous owner had tried to improve matters but to no avail. So this is how I had a go at it.

Firstly let me say that this relates to the "round" type heater. Actually it covers all types of heater fitted to a Minor prior to the final type of fresh air heater with the "elephants trunk" "fresh air pipe" that runs from behind the radiator grill panel.

Jackie's car is a 1960 d/l traveller with the fresh air attachment that takes in air from the front cross member area under the floor. But this explanation will also help in the more basic type. Many people say that those heaters are poor but the one that we have in the '54 convertible is good and back in the 60's when I was running Minors on a daily basis they gave good heat.

So, here's the situation. At best the output was just about tepid, with the engine fully warmed up and the blower on full. In fact the heat was so marginal that it was necessary to "phone a friend" to get a second opinion! Sounds familiar? If so read on. check was to see if both the rubber heater pipes were hot: they were.

Next remove the heater pipes from the engine and see if there is a good flow through the heater. Using the garden hose produced a good clean flow so it wasn't that.

After that replace thermostat and replace with one of a winter setting. Still cold - huh.

Now the tap itself. On this car it is a brass one with the turn wheel on the top, not the one operated by a cable. It was partially restricted so a new one was fitted. Still no heat.

Now, getting really cheesed off (well that's being polite) I purchased a second hand heater from Steve Brown as I thought that our one could be suffering with a lime scale build-up acting as an inhibitor to the heat getting through to the matrix.

On taking the replacement heater apart I checked the flow, it was good and clear. Fearing that this one may also be clogged up with lime scale I took it to the radiator repairers and had it cleaned in their acid bath. Certainly a good amount of muck came out. I decided to flush it out thoroughly back at home using the garden hose with HOT water. After a couple of seconds it was too hot to hold. So after some germolene on the hands to ease the slight burn, I took out the complete heater from the car. A rotten job as you have to remove the steering wheel, indicator switch and drop the steering column after lowering the parcel shelf. The driver's side glove box had to

(Continued on page 7)

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2009 BRANCH RALLY

Morris Minor Owners Club

Dorset Branch Rally

Sunday 12th July 2009

Avon Heath Country Park

You are invited to join in with our annual celebrations at this year's Branch Rally for the weekend or just Sunday for the Rally.

The Rally will be held as usual on the green near the visitor's centre at the Avon Heath Country Park.

There are some interesting countryside walks and the facilities provided on site include toilets and a café where snacks and drinks can be bought.

Avon Heath Country Park is situated just a few miles away from the historic towns of Ringwood, Wimborne and Christchurch and just 10 miles from Bournemouth with its famous sandy beaches. Camping will be available on site from 4:30pm on Friday 10th July with the pre-rally party being held on Saturday 11th July. The main rally day will be on Sunday 12th July and will feature judging of all your favourite classes. There will be a separate section for vehicles, which have won at concours level. We will have trade stands, raffle, cake stalls and a 'Working Minors' Class and a Post Production Convertible class.

Entry forms for Minors and other 'visitors' classic cars are available from the branch or on the website www.dorsetmmoc.co.uk

A map showing the directions to the Country Park will be sent with your Rally entry number.

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WATER LEAKS (CONTINUED)

If the screen rubber is OK and the front carpets are wet, check the bonnet hinges (bulkhead end) (photo 2) have the rubber gaskets fitted correctly. Also the rubber seals in the wiper escutcheons should be checked (photo 3). Also, of course, if you have any holes in the sills or the rear of the front wing – this will not help.

If the rear footwell is wet, this can still mean that the above need attention – especially if you park the car on a



Photo – 2. You can't see it in this shot but I sincerely believe that there is a rubber seal under that bonnet hinge!



Photo – 3. Lots of interesting lichen and other flora and fauna in this photo. Best get David Bellamy on the phone please!

slope and the water can find its way to the lowest point. I recently had wet rear footwells and replacing the felt drop glass seals (which had rotted out) with new 'lip' seals seemed to cure it. Travellers can leak through the roof seal between the cab and back roof. Corrosion in the area of floor

around the spring mounts can admit water into the box section under the rear seat which seeps into the footwell. *Editor*

Article compiled from a subtle blend of personal experience and the MMOC Technical Tips Manual.

HOT STUFF (CONTINUED)

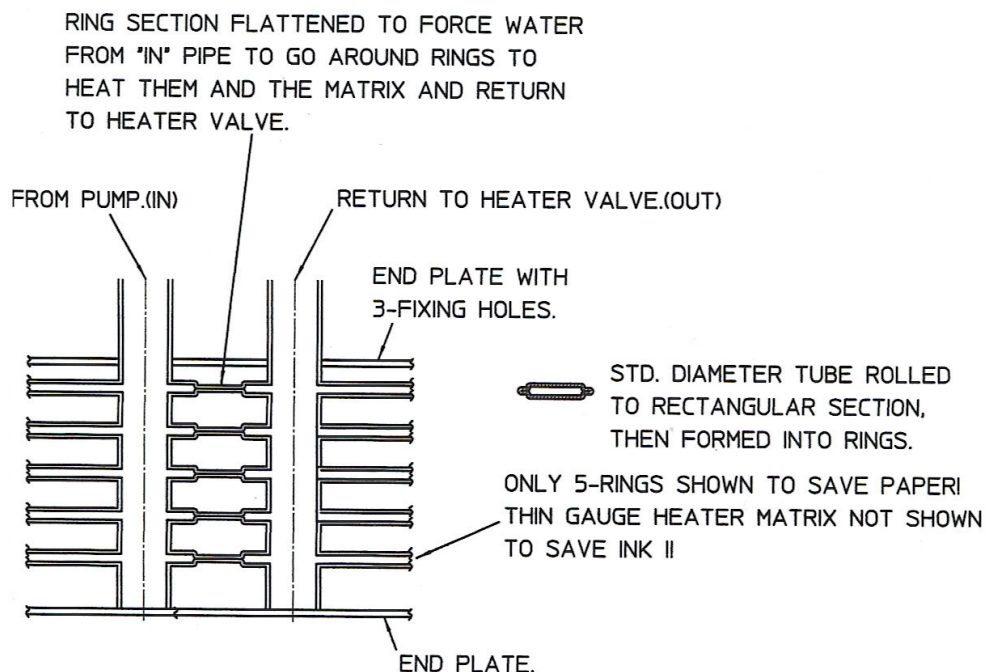
(Continued from page 6)

come out and then you can actually remove the heater proper.

On removing the matrix I decided to flush it out with hot water - this time using gloves as I felt that it would probably be hot. After all it was presumably one continuous loop inside so hot in should mean hot out. The water came out hot but with the exception of the edge near where the pipes went into the matrix it felt cold. I have a remote thermometer, you know, like the one that your doctor points in your ear to take your temperature. One side of the matrix showed well over 120 degrees F and the other about 35 degrees F!

Further investigation showed that the matrix was not a serpentine or continuous loop. It was in fact a series of rings coming off the inlet and going back to the return.

I am not any good at drawing this to show you what I mean but an old school friend (in both senses) offered to drive down from Surrey a distance of about 160



miles to draw it up for the benefit of Dorset Branch. Now Bruce has been a design

(Continued on page 8)

HOT STUFF (CONTINUED)

(Continued from page 7)

draughtsman all of his working life so have a look at the pictures and see what I was trying to explain.

I now went back to my "new" matrix and ran the hot water via the garden hose through it. Even with the gloves on it was very hot to the touch - at both sides. The thermometer showed 120 degrees plus at all points on the matrix.

So the heater went back with the "new" matrix in it. All I had to do was then bleed the air from it. Looking back I should have pre-filled the matrix prior to fitting but it didn't occur to me. It took several attempts to get all of the air out. The old trick of removing the heater hose from the tap, allowing the fluid to spew out didn't work. So what I did was to purchase a small piece of half inch transparent plastic hose and connect it between the metal water tube that runs along the top of the exhaust manifold, and the heater outlet hose. You only need the hose to be about 200mm long so that you can see the water flow and bubbles. I had the



transparent tube loosely connected to the pipe above the manifold and allowed it to weep fluid out while the engine was running. This, finally removed the trapped air. The plastic tube was removed and the rubber hose re-connected.

The result is superb. In fact it gets so hot that the metal deflector at the base of the heater burns you if you touch it and the top of the dashboard gets really hot around the heater ducts. My only sadness is that I needn't have bought the heated front screen. Actually after having it fitted it has turned out to be faulty and I am now trying to get a replacement from the suppliers

but they won't reply to me.

I'm sorry that this has taken so long to explain but I hope that it will help some of you to keep a little warmer.

My sincere thanks to Bruce Eggleton for drawing up the plan of the heater, Steve Brown for supplying a replacement heater. Ferns did the acid burn out job and the half inch plastic hose and connector came from B&Q.

Dave Walker.

2008 PHOTO ALBUM ON DVD

The 'official' record of the Dorset Branch events is now available on a DVD which plays as a 37 minute 'movie' extravaganza set to music. There are 14 sections covering most of the activities and events of the 60th year of our favourite car from the Plowmans

Lunch in January to the Mistletoe Meander in December. There are one or two actual 'movie' scenes but most are still photographs with many provided by Branch members who are credited at the end of the DVD.

It is amazing value at only £3.00 'while stocks last' (*as they say*).

If you would like one sent by post, please contact Brian Wood by email or phone. Please add £1.50 to the cost for P&P.



WATER LEAKS



Photo – 1. This screen seal has exceeded its useful life, however, the green fungus is playing its part in sealing the cracks.

Probably a good topic for discussion during winter months – yes I know Spring is on the way, but it will still keep raining (trust me!). There are a number of places water can find its way in and these can be very difficult to find.

The first place to start is the windscreen rubber. Has it hardened with age and split (see photo 1) and can

you see any water streaking at the bottom corners? If so, treat yourself to a new one. It is not a difficult job (although I always seem to have trouble getting the spreader back in again – particularly on the 948 type!)