

## REAR VIEW



Thanks to Ash Holmes (via Dave Walker) for the photos of an overseas Minor. Guess where it is. (answer at bottom of page).



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# MORRIS MINOR OWNERS CLUB

## DORSET BRANCH

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JANUARY 2011  
VOLUME 14  
ISSUE 3

[WWW.DORSETMMOC.CO.UK](http://WWW.DORSETMMOC.CO.UK)

DORSET BRANCH NEWSLETTER

**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 £10 per year, £12.50 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

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members). Traders advertisements: £30 per year.

**FRONT COVER**

*Wouldn't it have been brilliant if I had thought of using this photo on November's newsletter – when we had Tina & Des Waller's Traveller rebuild article? Sorry about that - here they are, anyway at the Mid-Summer Saunter in August at Blue Pool!*

**Committee Members 2010-11:**

President: Graham Jarvis (07856 918136)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673, 07947 525884)

Treasurer: Jacky Wood (01202 573501).

Membership Secretary – Des Waller (01202 573403)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Newsletter /Website Editor: Brian Wood (01202 573501)  
( [brian@dorsetmmoc.co.uk](mailto:brian@dorsetmmoc.co.uk) )

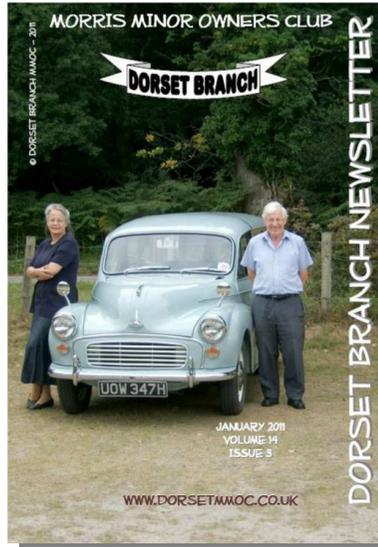
**Non Committee posts:**

Raffle Coordinators: Chris Tilly and Val Palmer

Spares Manager: John Bainbridge (01258 458749)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry



**WHAT'S ON?**

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

28th December – Mistletoe Meander – SEB Club – Broadway Lane

**2011**

5th January – Clubnight – Highway Code Quiz

29th January – Dinner and Dance (Elstead Hotel, Knyveton Road.)

2nd February – Clubnight – Blind Auction

2nd March – Clubnight – (TBA)

11th March – Inter Club Quiz (MGO) - Hamworthy Club 7:30 for 8

6th April – Clubnight – Talk on Minor Servicing (Brian and Laurie)

15-17 April, Spring Weekend, Glen Hotel, Sidmouth.

17th April – FBHVC Drive it Day

4th May – Clubnight – (TBA)

8th May – Aubrey Batt Run

14-15th May – Beaulieu Spring Autojumble

**22nd May – Visit to Forge Garage (MOT Centre) SEE P.14**

1st June – Clubnight – Talk on Visit to China by Phil Traves

18-19 June – BPPC Steam Up – Canford Park Arena

9-10 July Dorset Branch Rally – Avon Heath Country Park

17th July – Muscliffe Community Day

17th July – Poole Bay Classics at Breamore

7th August – Mid Summer Saunter

I reckon about 3 inches (or 75mm)

**NEXT CLUBNIGHT:  
BLIND AUCTION**

Hoping you all made it home ok from clubnight last month. The 4-door got a good covering of snow and Nev looks like he is checking the depth of snow with his right hand!



# VISIT TO WINTON MOT CENTRE

Karl Payne (owner of the Forge Garage) has kindly offered to carry out up to 6 MOT's for member's Minors on 22nd May Branch Visit to the Winton MOT centre for a very reasonable £20. If your MOT expires at any time between 22nd May and 22nd June you may be eligible for this opportunity. YOU MUST PRE-BOOK and this can be done on line (see advert below).

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<p style="text-align: center;">DISCOUNT FOR CLUB MEMBERS (MUST SHOW CARD)</p> <p><b>Book your MOT test on-line at:</b> <a href="http://www.forgegaragebournemouth.co.uk">www.forgegaragebournemouth.co.uk</a></p>	

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## MMOC DORSET BRANCH NEWSLETTER

JANUARY 2011

**VOLUME 14 ISSUE 3**

• CLUBNIGHT ACTIVITY:

• Highway Code Quiz (Pt.2)

**INSIDE**



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*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 download from the Internet usually about 10 days before the clubnight.*

# EDITORIAL

Hello everyone and thanks again to contributors. Dave Walker's article about an EU directive may be of interest in relation to consumer goods which fail between 1 and 2 years old. This looks like a result in favour of the 'little man' as opposed to Eddie Gilmore's salutary tale about the long arm of the DVLA.



As you might have gathered from the photo (left), the 911 is on the road again after about 16 months. One or two small jobs still to do – sadly curtailed by the cold weather.

Sorry to have photos from East Enders two months running but it was interesting to note the new use for a Minor bonnet. (Hope they didn't dent it!)



Photo from I-Player – East Enders 29/11/2010

### ROY STORY 2



Our intrepid investigators have, by popular request, obtained further information relating to 'Roy Gale Diesel Fuel Incident' as reported in the December newsletter.

Apparently, Roy, oblivious to the impending contamination and lack of forward progress, proceeded homeward, but with an increasing tendency for the Minor to splutter. It cut out a few times but re-started and Roy managed to coast onto the drive before it finally stopped. (Remember he had just put in 5 gallons of diesel so there can't have been much more than a gallon of unleaded in the tank as well!) After realisation of the error, the tank was siphoned dry and Roy mopped up the remaining fuel in the float chamber. It took a couple of attempts to completely purge the fuel line with fresh unleaded but it was soon up and running again – none the worse for

*(Continued on page 5)*

# BLIND AUCTION – FEBRUARY CLUBNIGHT



Our 'tame' auctioneer, Roy Gale (that's two mentions this month!) is being dusted down as we speak, ready to host the annual CHARITY blind auction at the February clubnight. So make sure you put Wednesday 2nd February in your new calendars and diaries. We normally request that members bring along gift wrapped items (with their identity cunningly concealed if possible) of reasonable quality (preferably new) and nothing which may cause offence to anyone. We will take a vote later on in the year to decide who the benefiting charity will be. Thanks for your support.

# NEW RULES ON SELF-SCRAPPING

This article– featured in Minor Matters, bears repeating. DVLA have introduced a revised vehicle registration certificate (V5c) which incorporates important changes to the rules on scrapping a vehicle.

The option to "self-scrap" a vehicle has been withdrawn, meaning that from now on all vehicles being scrapped must be taken to an "Approved Treatment Facility" (ATF) to ensure that waste management is handled correctly. The ATF will issue a certificate of destruction which should then be forwarded to DVLA.

The new rules have implications for anyone who acquires a vehicle for breaking, typically to use parts or components in another vehicle. If you are breaking a vehicle yourself, you will now need to continue to tax or SORN it every year until you either, take it to an ATF or inform DVLA that you no longer own it.



The old style V5c remains valid, but if sent to DVLA with the self-scrapping box ticked, the owner will receive a letter explaining the changes and the need to obtain a certificate of destruction from an ATF. The new V5c will be issued whenever a change is made to a vehicle record, for instance when a vehicle changes hands, and from next July the new documents will gradually be rolled out to all vehicles as their annual tax or SORN is renewed. Further information can be found on [www.directgov.uk/en/motoring/owningavehicle](http://www.directgov.uk/en/motoring/owningavehicle) and choosing "scrapping or writing off your vehicle".

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## MINOR RE-WIRE (CONTD.)

(Continued from page 11)

tions allowed for in the new loom. Connect up the fusebox and the indicator relay. There is an in-line fuse holder which, unhelpfully, was missing its fuse. It should have a 10amp glass fuse for the lighting system. Next, position the front lighting section. The loom turns sharp right after the bulkhead and goes around to the front right hand corner. The last bit goes across the front cross member under the radiator to the left hand headlight area. Remember to tuck it into the metal clips on the way particularly in the centre where it is vulnerable to physical attack from the engine fan, starting handle etc. The earth connections for the headlights and sidelights are very important and are often the cause of failed lighting. So make sure the appropriate connectors are well earthed. This car was to be fitted with halogen headlights, so you need the headlight harnesses with 3-pin plugs for this. You have to buy these separately at about £5 each. Now is a good opportunity to check the condition of the side/indicator units and make sure that they have a good earth connection. There is another short braided extension which passes forward through the bulkhead from the dashboard side, to serve the wiper motor and the fuel pump. Again, make sure you fit a correct sized grommet to this and any other parts where wiring emerges through a panel.



Next up is the dashboard. Start with the switches, ignition, lights and wipers. We had a blank sheet here since the fire appears to have destroyed the dashboard instrumentation! These are fairly straightforward. The speedometer head has quite a bit of wiring attached to it and you will need to determine the identity of all the warning lights so that they are put in the right holes in the speedo. You will have to make a short link from the voltage stabiliser to the fuel gauge. The steering column harness is *not* supplied so you can use the old one (if possible). The headlight dip switch harness *was* supplied, so that can be fitted and connected up under the dash. It is not always necessary to replace the courtesy light wiring but in this case, it was fire damaged and had to come out. Again, this is not supplied and had to be made up from scratch. The Traveller has two interior lights unlike the saloon, which only has one.

Some non-standard items were added by request of the owner. For extra security, an in-line switch was fitted to the fuel pump supply. This is a good idea which is fairly simple to fit in a discrete position. However, the engine will probably still start but will only run for seconds, and should thus deter the 'thieving scumbags'.

When you have finished, carefully, reconnect the battery and test all the components to make sure everything works correctly. It is best to gently touch the battery connection on to its terminal to see if you get a spark. If nothing is switched on, there should be no spark!

This is not one of the easiest jobs on a Minor, but if you take your time and work methodically, it can be done successfully at home.

*Grateful thanks to Charlotte and Marcus for their permission to write this article about their car. – Editor.*

(Continued from page 4)

wear. In mitigation, Roy reckons that the fuel was Shell which seems to be a low-odour variety – so he did not smell it! (He is sticking with that story!!!)

My typing fingers have been active again this month and we have what might be a fairly regular 'Woody's Workshop' feature this month on re-wiring your Minor. This is probably not something that many of you would have had to contemplate unless undertaking a complete rebuild. I have submitted a few more articles to Minor Monthly – so look out for them in 2011.

Has anyone seen the 'Potteries' Branch website? It is a very good site and has a brilliant technical section which has an identification appendix. Sounds a bit dull, but if you need to find out about the correct spec for your particular car this is the place. There is a very good page detailing the speedometer type variations which we have consulted for Ann's convertible. The address is <http://potteries.mmoc.org>.



## LETTERS TO THE EDITOR

Hi Brian, The following happened to me when I traded in my Vectra and duly sent off section 9. There is a paragraph that states that "if you do not hear from the DVLA after 4 weeks please contact them". I did not hear from them in this period and got a letter with a £60 fine. If I did not pay in 4 weeks, it would increase to £120. If it went to court, I could be fined £1,000. I had kept a photo copy of the part I sent to DVLA but they still insisted that I pay the £60. It is a licence to print money, the onus is on us to prove if they have the info (or not). I can only assume they must have check box on the computer that lights up after 4 weeks and if you do not contact them, then they charge you £60. It would be interesting to see how many people in the club have bothered to check after 4 weeks. I sold my car just before the tax ran out and because the car probably went for spares, it was never taxed, hence they knew it was not on the road! Regards, Eddie

I would like some help and advice please. My Austin Big Seven fuel tank requires sealing/repairing inside, as fuel is coming up a nasty brown rusty colour, and although I have an inline fuel filter, it only lasts a few days before replacement needed! Therefore, can you suggest a way I can clean out the tank and then seal it so it will stop further fuel contamination? *Hi Neil, Frosts do a kit based on POR 15 sealer and it might be advisable to use the cleaner and preparation compounds, so that you give it the best fighting chance by using the proprietary preparation system - although it is not cheap at £59! Did you have a look at the 'How do I repair my fuel tank' on the Frost website. It is an article by Gary Stretton of Classics Monthly using it on his Peerless (which was on their stand at Beaulieu this year). This seems to explain it quite well - but it looks like it would take several days to complete. May be your only choice, though - unless you get a new one made up. I guess another second hand one might be no better? (If anyone has any other ideas for Neil or can comment on the Frost 'system' - please let me know and I'll pass it on to Neil Mitchell. Editor)*

## SECRETARY'S REPORT



Good evening and welcome to the first clubnight of 2011. I hope you all had a good Christmas and New Year. Weren't we lucky last month with the weather? I got home from clubnight at 10:30 and by 11:00 the snow was coming down quite hard. It's a good job that clubnight wasn't on the Thursday. Do any of you have any pictures of your Minors out and about in the snow? If you do - let us have them. As I write this they are forecasting more snow for the end of this week and into next so we'll see what Mother Nature throws at us - who knows it may be a white Christmas!!

I hope you all enjoyed the Mistletoe Meander. Hopefully the weather didn't put the kybosh on it!!

Don't forget that this month is the Dinner and Dance which is being held at The Elstead Hotel on Saturday 29<sup>th</sup>. Bookings should have been in by last clubnight but if you still want to come I'm sure we can squeeze you in. Could I ask you all to bring along a raffle prize for the evening. If you were lucky enough to have won a trophy last year can I please have it back as soon as possible so I can get them engraved for the dinner.

We have a couple of places still available for the Devon Weekend in April if any of you are interested. Please see Jacky or Nev for further details.

I'm sure we're all looking forward to this year's rally season and getting out and about in the Minors once the nicer weather arrives.

I'm afraid my report is short and sweet this month - so until the dinner and dance. Happy Minorng, Laurie.

**Minors on the Radio. If you've time ??? And you are reading this on the internet... 'Turn the Radio On' to BBC Radio 4 on Christmas Eve (Friday 24th December) at 11.00. am. You may find the programme "Merry Christmas Morris Minors" of some interest ?!!!! Merry Christmas Everyone and a Very Happy, Healthy & Prosperous New Year! Rosie Hamilton.**

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## MINOR RE-WIRE (CONTD.) (Continued from page 10)

fitting the new connectors. Just discard the old remnant and fit the new connectors - one at a time - when you get to it and not before. Also, it is easier to fit the new loom if you can see where the old one was fixed and which holes it went through. If the car has been rebuilt and repainted, however, you may be starting from scratch and will have to rely on your photographs.

Firstly, you need to unravel the braided wiring loom 'spaghetti' and lay it out alongside the car to familiarise yourself with what you have got. The various areas are fairly easily identified. There is a long, thinner bit which goes to the rear of the car (lights and fuel tank sender). At this stage, just get it the correct way round.

The best place to start is the engine bay. Drop the rear wiring down through the bell-housing aperture and thread the dashboard bits through the main wiring loom hole in bulkhead (on the right hand side). My preference was to get the grotty bits done first so that means getting underneath and threading the rear extension down past the clutch linkage, *through* the gearbox cross member and through the hole in the main cross member, picking up the metal clips on the underside of the floor on the way. There is a hole in the floor at the front of the boot (on the right hand side). Pass the loom up through this hole, renewing the grommet if necessary. The old grommet has usually 'melted'. There is a separate harness (supplied) which connects to this and serves the rear lighting. There are two number plate lights on the Traveller, so you may have to extend the wiring to suit or use the old bits.

Now back to the engine bay. This particular car has got an alternator and the loom was ordered accordingly.

The car is, therefore *negative earth* (ie different to the standard set-up but essential if you fit an alternator or modern electrical accessories such as a radio.) Incidentally, if you are sticking with positive earth, don't be tempted to fit a negative earth radio and try to insulate it from the body. At best it will not work very well due to the aerial needing the same ground polarity and at worst you may get a fire! The control



box is rendered surplus to requirement with an alternator so there are no connec-

(Continued on page 12)

## MINOR RE-WIRE



Here's one for all you budding electricians out there. Is your wiring a bit tatty? Or has it been attacked in the past by a Mr. Bodge? Actually, you don't have to be an electrician, since re-wiring a car like the Minor is not too difficult if you take your time and don't have to get it fixed by Monday to go to work in. You need to be armed with basic electrical tools, side cutters, pliers, crimps etc and, of course a wiring diagram for reference. Minors

have a fairly simple wiring layout with a minimum number of components – and the wiring diagram will fit on one page (not 16 – as for my 911!) This particular car, owned by Dorset Branch member, Charlotte Tiley (DMMOC No. 93), had suffered from a welding fire which appears to have affected the bulkhead area, front and rear – the areas where the majority of the wiring is located! On jobs such as this, it is a good idea to take a set of photographs before you start. These can be quite useful when you come to put it back together so that you can see what went where. A multimeter is useful for checking things as you go – confirming 'on' and 'off' states and identifying stray wires. A workshop manual wiring diagram is also pretty essential.

The original loom was damaged beyond repair and a new, braided one had already been bought by Charlotte. The harnesses are quite expensive and I have noted on this one, and others that you never get enough bullet connectors – only about half a dozen of each (single and double). About 20 of each would be better. If you don't want to spend ages chasing up bad connections, don't re-use the old ones. Also, not all the wiring links are supplied so you also have to be equipped to make up some links yourself. Some lengths of suitable wiring and bullet and spade connectors will be necessary. (Make sure you buy the standard 4.7mm bullets and not the 'Japanese' ones which are 3.9mm and don't fit the connectors.)

Some of the components had been removed due to the fire damage and the wires snipped with side cutters. Make sure you disconnect the battery before you start. It is easier, however, if you remove the old wiring by leaving the components in place and snipping the wires, leaving a short bit of old wire in place for easy identification when

*(Continued on page 11)*

## CHAIRMAN'S REPORT

Good evening and welcome to January's club-night. I hope you all had a good Christmas and New Year. This is the last chance to book your New Year's Dinner and Dance (see below). It is a good price for a 5 course meal and a night out. So please let us have any last minute entries as soon as possible (15<sup>th</sup> January is the last day for tickets.) Ann and myself went up to my son's house in Buckinghamshire for Christmas. Whilst there I had a look at another 2-door Morris Minor which I am thinking of buying.

Brian and Eddie are cracking on with Ann's Morris Minor Convertible (see page 9 for first progress report). The engine is now rebuilt and the brake and fuel pipes have been fitted.

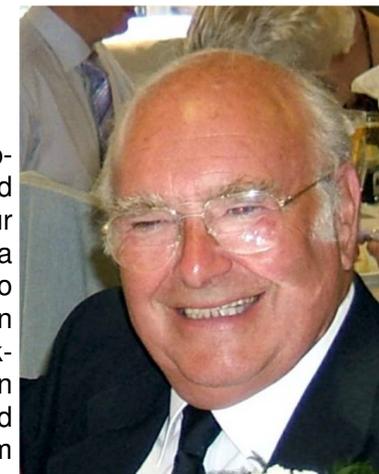
It is nice to see the dates coming in for the year 2011 with Rallies, runs and autojumbles being added to the events list. I would still like to see some new ideas for clubnights.

It was also good to see some new advertisements for the Branch magazine – so thank you for your support – which as you know – reduces the cost of the newsletter considerably.

Now I have started Ann's car, I hope to start clearing out the 'pig-house' where I have many second hand parts – list of items for sale to be published later. I hope those that went along – enjoyed the Mistletoe Meander and until next time, Happy New Year and good motoring, John.

## DINNER AND DANCE

**29<sup>th</sup> JANUARY 2011** It's *almost* too late for your booking, if you have not decided yet. The venue is Elstead Hotel, Knyveton Road, Bournemouth (which, I am reliably informed, has good parking!) The cost is £22 per member and family member and £24 for non-members. There is a full **5 Course menu** which was printed in November's newsletter and is shown on the website: [www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk). Please contact the hotel directly on 01202 293071 for room bookings. Please get your slips and money to Jacky by January 15th. **SEE YOU THERE....**



# EU DIRECTIVE 1994/44/EC

*No, please read on, this article from Dave Walker is more interesting than its title might imply...*

age and not covered and wanted to charge me £66.73 to repair it. They also said that they had not received the warranty registration card so one year was all that was covered and in any event accidental damage wasn't. This information came from the local camera shop. Now there is an EU directive which is little known about, especially by retailers (some might say conveniently). EU. directive 1994/44/EC gives rights for two years against the store that supplied the goods. I wrote stating that I wished to use this directive to have the camera repaired at their expense. In so doing I mentioned (and you must do this) that:

- 1) The goods were less than 2 years old from date of purchase from them.
- 2) They were not providing either refund or repair because the fault had occurred after their return period (which is usually 12 months).
- 3) I was reporting the fault within two months of discovering it.
- 4) The goods were not showing any signs of damage or abuse due to my actions.

Result - Next day (a Saturday) a phone call from the Store asking me to hang on until Monday as they needed to talk to Nikon. Monday - phone call from Store saying Nikon wouldn't play ball but the Store would pay the bill. Nikon are now repairing the camera. There have been other persons that have won using the directive, look up Peter Ward and Tesco on the net about a case involving a faulty TV. I don't know if this directive applies to secondhand goods and I doubt in any event that it would apply to individuals selling secondhand goods, but go on line and have a look through the full directive if you feel that you have a case. If you look on most warranty wordings it usually states that this does not affect your statutory rights. So now you know why! Motto - never mess with a moggie owner who is grumpy and reads EU directives.

Dave Walker

PS Also could you pass on my thanks to all persons who donated ties for the greyhounds. We now have enough for the next "season".

However..... We are now collecting old blankets, duvets etc for fleece linings for the jackets. Any help would be much appreciated – and we are happy to go and collect the blankets from any donors. Jackie Walker.

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**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.

My digital camera quit after 18 months use. Actually the little plastic clip that held the battery in failed. I

had sent the warranty doc. off to the maker (Nikon) which had the effect of extending the warranty from 1 year to 2 years. I took the camera back to the local supplying shop who agreed to send it back to Nikon. Nikon said that it was accidental damage

# CONVERTIBLE PROJECT PT. 1

(BY JOHN JENKINSON)

The re-assembly of my (or more accurately, Ann's) 1963 Minor Convertible has begun 37 years

after first purchase and 18 years of storage. The rust repairs had been carried out prior to the storage period and the floor and chassis panels extensively replaced with new panels. One advantage of carrying out a rebuild over this length of time is that you have plenty of time to collect all the parts you need! There were one or two areas that needed further work and these were mainly to do with the doors. We noticed some movement on the nearside door hinge pillar in which some of the door bolt threads were u/s. This meant taking the hinge pillar apart again to fix these plus re-aligning the door in the opening to make it a good fit. The



offside door is not too bad but we will need to adjust it properly by fitting some shims behind the hinges to bring it back slightly. We decided to attend to the underside next and rolled the car over on Brian's roll frame. I had already painted and under-sealed the floor so we didn't need to do much to this. We now had the opportunity to fit the pipes and wires etc easily. This work included the petrol pipe, the brake pipes, the wiring harness, the handbrake cables, the centre cross member and the prop shaft.

## HISTORY

The car was bought in 1973 from a garage in Croydon for the princely sum of £5.00. Ann drove the car for a few years after which it was sold to our accountant (who was also a friend) in 1977. This chap was keen on saloon car racing so it went into racing at Brand's Hatch at that time. We lost track of the car for 15 years and then it was spotted laid up in a field and I bought it back again. The bodywork was then rebuilt (in secret from Ann) but I had to 'spill the beans' when we moved from Buckinghamshire to Bournemouth in 1997. It then resided in my garage from then until now.

While all this was going on, we made a start on one of the spare engines I had. We found that the engine (which was stored outside – under cover) was missing no.1 spark plug, so fearing the worst, we tried to rotate the crankshaft. Surprisingly, it turned over! When stripped, we found the engine to be in remarkably good condition, with all original 'STD' pistons, bearings etc. This should keep the cost of new parts required down. We will only need new rings, big end and main bearings (plus all the usual things like oil pump, water pump, gaskets etc.) The next job is to roll the car back over the right way up and start to prepare the body for the respray. (It was all done 'back in the day' but has got a bit damaged since then and could do with another coat now.)



Watch for further updates on progress in the future. John.