

REAR VIEW



Louise is charging £10 for cleaning your car windows. (Seen here 'cleaning Dad's Austin windows')



MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)

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MORRIS MINOR OWNERS CLUB

DORSET BRANCH

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SEPTEMBER 2011
VOLUME 14
ISSUE 11

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. (Also available on website.) 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

The cover story this month is about a very early Series II 2 door saloon owned by branch member Terry House. I finally managed to catch up with it at the Kimmeridge 'Saunter' recently.

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)

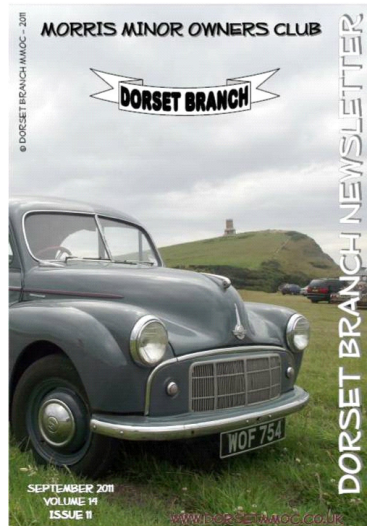
Non Committee posts:

Raffle Coordinators: Chris Tilly and Val Palmer

Spares Manager: Brian Wood (01202 573501)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry



WHATS ON?

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

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

29th August – Verwood Rustic Fayre

29th August – Stickland Fun Day

2-5th September – IoW Trip

7th September – Clubnight – Talk by Peter Vince (Abbey Rd Studios)

11th Sept -The Macmillan Centenary Dartmoor Rally and Scatter Quiz

www.mcs-rally.com

9-11th September – Beaulieu Autojumble

24th September – Three in One Run– Plowmans/Shillingstone/Oxford Bakery

25th September – Breamore Steam Up

5th October – Annual General Meeting

3rd December – Robin Hood Panto, starring Neil Mitchener

(www.poolechristmaspantomimes.net)

27th December – Mistletoe Meander.

2012

18th February – Dinner and Dance – Elstead Hotel **(NOTE NEW DATE)**

7th July – Ferndown Carnival

8th July – Dorset Branch Rally – Avon Heath Country Park

MEMBERSHIP RENEWAL

You should find a membership renewal form with this month's newsletter. Your membership is due by 1st October. Please try to get it back to us promptly, if you wish to continue your membership with the Branch. As usual, we will allow a £1 deduction from your subs if you renew before the end of next month – so that's plenty of time. The November newsletter will only be available to those who have renewed.

**NEXT CLUBNIGHT:
ANNUAL GENERAL MEETING**

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MMOC DORSET BRANCH NEWSLETTER



SEPTEMBER 2011

VOLUME 14 ISSUE 11

• CLUBNIGHT ACTIVITY:

• Talk on Abbey Rd. Studios

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NEXT CLUBNIGHT: ANNUAL GENERAL MEETING

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 welcome to the September edition of the newsletter. I hope that those who **went / are going* to the Isle of Wight **had / have* a good time. (**delete as appropriate*) Unfortunately, we were not able to join the party as planned. Hopefully, I will get a few photos sent in for next month. The talk on Dad's Army seemed to go down well last month, and of course, we have the much anticipated talk by Peter Vince about Abbey Road Studios at this month's clubnight.

We took the family along to the Lymington Rotary Show on 7th August. Despite pessimistic weather forecasting the day before, the day turned out to be pleasantly sunny with a stiff breeze. The club stand had a good turnout with about 15 cars on display. The 4 door performed well with a full passenger and picnic load, but the mystery suspension knock came to a head (see page 11). The

following Sunday was the Purbeck Rally and Autojumble. We managed to pick up a few bargains in the autojumble and there was a good turnout of Morris Minors from the Branch and others. We did not have a club stand, so we were a bit spread out. The weather was kind, again and we all got a sun-tan 'top-up'.

Thanks for the photographic contributions this month from the Reeves' and Terry House (see page 12).

The sale of new spares seems to be going quite well so far. We have invested some of the club's reserve cash into the spares stock and hopefully, will get a better return on it than leaving it in the bank! Also, hopefully it will be of benefit to the members. As I said last month, the parts are priced generally in accordance with ESM's price list and if you are buying parts we have in stock – we can absorb the postage costs. Generally with ESM, you have to

order over £60 plus vat to qualify for free postage. If we have to order parts in, then we *may* add a bit on to cover postage costs. If you are not in a particular hurry, I can combine the orders and bring it along to the next clubnight for you.

I think that I am currently, my best customer, since I decided to take the engine on my 'new' '57 4 door (above) to bits. When stripped, whilst not completely knackered, we decided it could do with a first rebore and new pistons. Meanwhile, I bought another second hand 948cc engine which was pretty usable as it was. I decided to take off the head and sump and give it a 'light' rebuild. At the time of writing, it is pretty well back together and ready to re-fit. Have a nice time abroad (loW). See you next month – Brian.



FOR SALE & WANTED & CLUB NOTICES

Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

For Sale:

Pair of 8" front brake back plates with cylinders £20. Pair of rear shock absorbers (dampers) £5
Windscreen washer pumps (one manual £4 and one electric £8)
Gearbox steady wire (tension cable) £3
Pair of ashtrays £5
Glove Box Lids £10
Tony Ware 01202 576690 (Christchurch)

John Jenkinson has several interior sets, a blue one (shown) and a red one with white piping. Both are in good condition and priced at £100 each. For the more 'adventurous' is the Saab 900 leather/suede set which will fit the Minor with adapter boxes (not included).

Pictures and more details on the website or contact John on 01202 576690

The Branch Website has a 'Spares Shop' which advertises (mostly) spares. Why not browse the bargains or send me an ad or two with a decent picture.

Fridge-Freezer LG Model GC - 209VVS. "A" Rated. 103 ltr Fridge at top & 56 ltr 4**** Freezer at bottom. "As new" Unmarked, 6 months use only. £175 o.n.o. Dimensions H137.4, D57.4, W50.7cm.

Vintage Raleigh 20 Shopper Bicycle (1974?). Good condition, only £70 o.n.o. 01202 - 519568

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New Morris Minor Spares are available through the club. You should have received a price list with the August newsletter. The list is also on the website. We hope to have a new spares table at the club-night, so let me know if you need anything Brian.

1968 4 Door Saloon.

Rose Taupe, 3 owners Mot till October £3,500. Keith Pritchard. 01300 320727 (Maiden Newton, Dorset).

Traveller Roof panel. **FREE** – Buyer collects. Nigel Clemson 01202 573393



MEMBERS PHOTOS

Members have been out with their cameras again. Thanks to June and Dave Reeves for the shot of Lawrence Blewer taking a quick nap. Also, Terry House reckons he should have gone to Spec-savers before buying this 2 door on Ebay for £2,000. *Editor.***



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ANNUAL GENERAL MEETING

The Dorset Branch AGM will be held, as usual, at next month's (October) meeting at the Electric Club where we will hear the Committee Reports and vote on the new Committee for next year (2011-2012). If you wish to raise any issues please ensure that you advise the Branch Secretary (Laurie Blewer) at least 7 days prior to the meeting which will be held on 5th October 2011 at 8:00pm.

PERSONALISED PICTURES



Would you like a personalised drawing of your car? If so, contact 'Tim' who can oblige with a picture like the one shown. All he needs is a good photo. They are priced 'from £40' unframed and make excellent gifts. Extra prints are £5 each. Contact Tim Naish 07840 923821

THREE IN ONE RUN - 2011

It's nearly time for the 2011 Three in One Run. This year we will NOT be starting at Wimborne Market, but instead, we will meet up at **Plowman's Nursery** in Parley Lane, West Parley from 09:00. There will then be a run out to Shillingstone Railway which is on the A357 NW of Blandford and we are leaving for there at about 11:00. After this, we will go on to Oxford Bakery which is at Alweston (SE of Sherborne) for lunch at about 1:00pm. The cost will be £6.00 per person, please use the slips sent out with the last newsletter.

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SECRETARY'S REPORT

Good evening and welcome to the September meeting. I hope you all enjoyed last month's talk by Dale Johnson on the "Real Dads Army". Tonight we welcome Peter Vince who is going to give us a talk on Abbey Road Studios. Don't forget that next month is the AGM. There should be a nomination form up on the noticeboard tonight which we would be grateful if you could complete.

This weekend is the Isle of Wight Rally. There are a good number of members going and hopefully we will have a good weekend. We will be staying at our usual hotel in Shanklin so we will meet up with you all on Saturday at the Havenstreet Steam Railway. The following weekend is the Beaulieu Autojumble where we hope to be helping Bryan Gostling out on the National MMOC stand and have a few cars on display on the Classics Monthly stand. On 17th and 18th there is a show at the Margaret Green Animal Sanctuary at Church Knowle. On 24th we will be doing the 3 in 1 Run from Plowman's Garden Centre. Please get your entry in ASAP so we can work out numbers for catering. The 25th is the last steam up at Breamore House. If you would like to come I am planning that we meet up at Avon Heath Café for breakfast and then drive up in convoy. Please let me know how many of you would like to come.

August has been a busy month. The Lymington Show was very well supported with an excellent display of vehicles on the club stand. The Purbeck Rally was very good once again. As I write this we have just come back from the CCOTP display on Christchurch Quay which was very well attended with over 100 cars on show. At each of these events I managed to get a few more entries for our 2013 Beaulieu Centenary event.

The Lowlight was booked in for its MOT on the day of the largest rainfall known to man!! We hadn't managed to get the brakes fixed in time so I had to cancel but I would have cancelled it anyway – I wouldn't have taken her out in that weather. In the end all new cylinders were fitted along with all new shoes and 1 flexi hose. That seems to have done the trick. I purchased the new cylinders from club spares which was very handy as I could pick them up directly from Brian and not have to wait for them to be posted. I have been meaning to overhaul the braking system for years so I'm very pleased that it has finally been done. Hopefully, by the time you read this a new MOT certificate will have been issued.

That's all from me for this time, so until next month,
Happy Minor
Laurie.

Norman J.Kimber

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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.

BUMP STOPS

Family circumstances have meant that we haven't used the Traveller much for club events etc this year. This is mainly because we have been taking our two grandchildren with us and the Traveller does not have seatbelts. The 4 door saloon, however, is equipped with 5 sets of belts. Now, normally, this car does not have too many 'bums on seats' but lately, with a full load of passengers, we noticed a lot of clanking and banging when going over rough road surfaces. I adjusted the exhaust at least twice – thinking that it was incorrectly adjusted. Whilst underneath, I failed, at first to observe that *both* bump rubbers were missing. My excuse is that you tend to notice if something is broken but not always if it is completely missing. Anyway, on the way back from Lymington, the clanking and banging seemed to get worse and the answer occurred to me and was verified when we got home. Accordingly, I consulted the Branch Spares Manager (me!) and drew a new pair of rubber stops from the stores department. The photos show the fitting of them – which only took about an hour. The 'U' bolts were in good condition (which was a surprise since they are about 25 years old and were easily capable of re-use). I supported the rear boot floor with a trolley jack and large piece of wood to spread the load. I also supported each road spring (in turn) with a screw jack – just to take the weight of the spring. 'U' bolts that have never been disturbed will probably need persuasion from your friendly angle grinder! You need to tap both U bolts clear of the axle, and remove at least one of them. Fitting the new ones is simple; I applied plenty of grease to everything so that it would resist rusting for as long as possible. Remember, it is in a very exposed location, so protection is wise. Next time you are underneath your Minor – have a quick look and see if yours are both still there.

Editor.

(footnote: We have sold another pair already but still have 2 more pairs in stock!)



MOTORWAY SPEED LIMIT REVIEW

Motorway speed limits could be raised to 80mph and those on city and town roads be reduced, with the decision on restrictions being made as much on cost as on safety. The Transport Secretary, Philip Hammond, said yesterday that decisive factors could include the economic benefits of faster travel as well as environmental concerns.

Britain's 70mph motorway speed limit has been in force since 1965 – when it represented the top speed of most cars on the roads at the time. In France and Italy the maximum speed is 81mph while in Ireland, Spain, Portugal and Belgium it is 75mph. Parts of the German autobahn network have no speed limit at all.

Mr Hammond said: "We need to do this on a pretty rigorous cost-benefit analysis basis...at the moment there are a clear set of criteria for making these decisions. Perhaps we ought to ask if we are using the right set of criteria." He suggested that in some towns speed limits could be reduced from 30mph to 20mph, on both environmental and safety grounds.

The Transport Secretary's comments came as a report from the RAC Foundation found that the number of traffic lights in the UK had risen by 30 per cent between 2000 and 2008, with the number in London increasing by 23 per cent to more than 6,000.

Produced by the former transport and planning chief Irving Yass, the report also revealed that the number of traffic signals equipped to give priority to buses went up from 3,801 at the beginning of 2007 to 8,425 at the end of 2008.

The number of junctions in London with a full pedestrian crossing stage – when all the lights for vehicles are at red – increased from 481 in 2000 to 783 in 2010. The report called for a review of such junctions and said the Department for Transport (DfT) should consider carrying out trials of flashing amber lights at times when there was little traffic, which would allow drivers to proceed with caution.

There should also be wider use of the "countdown" system which shows pedestrians exactly how long they have to cross the road, it said.

RAC director Professor Stephen Glaister said: "Lights have an important role to play but with ever more-congested streets they need to be very finely tuned to ensure they are not doing more harm than good."

From Independent.co.uk

DRINKING AND DRIVING

The 23-year-old Australian from Noosa, in Queensland bought a motorised cool box from eBay for AUD \$600.00 (£383).

After assembling it with some friends while having a few drinks he could not resist the temptation to take it out for a spin near his home.

"By the time we built it, it was quite late. So we thought we'd go for a bit of a test run," said Mr Petrie.

He was stopped by police driving the along Noosa Parade just before midnight on June 16 and breathalysed.

As well as being unable to produce a licence, the breath test found him to be three times over the legal alcohol limit.

Despite Mr Petrie's lawyer arguing his client was not aware that the cool box was classified as a vehicle, the court found him guilty yesterday and fined him AUD \$500.00 (£320).

He has also been suspended from driving for 10 months.

The portable cool box, or *esky* as they are called in Australia, is powered by a 50cc engine and can reach speeds of over 12mph. It can hold 48 cans of beer.

From telegraph.co.uk

CHAIRMAN'S REPORT

Good evening and welcome to September's clubnight. I hope you all enjoy the talk

on Abbey Road Studios by my friend, Peter. By the time you get this month's magazine, we will have been to the Isle of Wight Rally so I hope those that went all enjoyed the break. The time is here again to select your committee for 2012 – so could you please indicate your choices on the notice board for the AGM next month. The 3 in 1 run on Saturday 24th September is all ready to go starting at Plowman's Nursery from 09:00 onwards and then onto Shillingstone Railway at about 11:00 then to Oxford Bakery for lunch (at 13:00). Please let Jacky know what your menu choice will be (Ploughman's or Pasty) if you have not done so already.

Are there any members who know of a lock up garage to rent for the club van and the show equipment? If so, please let one of the committee know.

We were sad to hear about John Blake's accident. Also we heard that Jack Bushby has had a stroke. I do hope that they are feeling better soon. I hope to give an update on clubnight.

The Branch is planning to share the stand with the MMOC at Beaulieu this year and we hope to see some of you there for a cup of tea.

The Annual Dinner and Dance has now been re-booked for 18th February 2012 due to an overbooking on the original date.

We have finally (*hopefully!*) sorted out the intermittent 'failure to proceed' on the convertible. Brian and I took off the head and found that three of the valves had, what can best be described as 'growths' on their stems which stopped them from working properly. After polishing them up and replacing, the car seems to be running much better now. Anyway, that's all for now, Good motoring – John.

..breaking news... Spoke too soon. Valves still sticking!!.. (aargh! - Editor)

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TERRY'S AFRICAN IMPORT

In July 1952, the Morris Minor underwent arguably its most significant change. The 'A' Series OHV engine was brought in to replace the side valve MM engine. This, among other changes, constituted the transformation from MM to Series II. Sadly, the new engine was only 3 HP more powerful than the old side valve unit and was only a bit quicker off the mark due to the lower rear axle ratio. The gearbox came in for some criticism too – since it was noisy and had ill chosen ratios. The new model was no quicker flat out either! About the only noticeable difference to the outside was the new 'M' motif. The four door was introduced first, being produced alongside the other MM models until the Series II 2 door appeared in February 1953.

Branch member, Terry House has recently bought an interesting car which must be one of the oldest surviving 2 door Series II's about. This one has a remarkable history, having been originally produced as a RHD export and spent most of its life in Rhodesia (now Zimbabwe). The history was fully documented by the owner, Peter and passed to the ownership of Peter's brother when he passed away. The first Series II 2 door saloon was numbered 178659 on 10th February 1953. This one is numbered 183669, only 5,010 from the start of production – so it really is a collector's car. It appears to be in pretty good condition, the owner's overriding philosophy seems to have been to repair rather than replace – so most units are original. The hand-written history is transcribed (opposite page) and is written from the point of view of the car!

The car is now for sale, so please let me know if you are interested and I will pass on your enquiry.

(Editor)



TERRY'S AFRICAN IMPORT

Morris Minor

I was born in February 1953. I helped England by being exported to Rhodesia. There were 2 of us who stayed together. I was grey and my brother was black with red trim.

We were Christened in Salisbury (Rhodesia) on 24th April 1953. I was S34278 and he was S 34279 ('S' for Salisbury). We separated and I never saw him again.

I had an accident in 1954 (I think) being hit on the driver's door and rear panelling. Being young, I was panelled out. After 22,000 miles, Peter bought me on 18th October 1955 and has looked after me ever since. For the next 5-6 years, I worked very hard over bad roads (corrugated dirt!). My big-end went in 1960, 100 miles from home, but I was nursed back to my garage. So at 66,000 miles, my big ends went to +30 mains, mains to +20 and cylinders to +30. Life became easier but annual mileage was high – 100,000 miles came up in 1967. With the hot sun of Africa, I had the seats re-covered in 1970. In 1971, Rhodesia became metric so I became number 232-953J.

In 1979 I hit a tree so my front bumper and radiator grille are not original. About the same time, the bearings in the diff became noisy so were replaced. In spite of having the same make of bearings, we moan at 32mph. That was at 155,000 miles. At about the same time, Peter made me an EXACT copy of the original silencer to fit the original tail pipe. In 1982, I had another engine rebuild at 189,000 miles and the big ends are now +60 (max), mains at +40 and cylinders sleeved back to STD. In 1983, I came back to England in a container from (now) Zimbabwe.

In May 1984, Peter found me a garage which I am still in. Now, MoT's – I had never heard of them before! Swivel pin threads we cut to +10, 2 front shocks needed and windscreen washer fitted. It's cold in England and Peter fitted a 1954 heater. No heaters were fitted to export models then and I now have a new number WOF 754. Life is very easy now, I only go out when it's dry. I've never been welded. After 50 years my paintwork was decidedly grubby, also the driver's seat was worn out again – so just over 200,000 miles in 2002, I was re-painted (the original grey is still inside). Whilst away, Peter gave me a new clutch pressure plate and reconditioned my gearbox with parts from a second hand one – with first and second gears replaced. In 2007 my original cylinder head cracked so another one was fitted with modifications for unleaded fuel.

To be done: 2 rear shock absorbers needed and new windscreen rubber as the screen leaks on the passenger side.

I have my original wheel cylinders (not master cylinder), petrol pump, carburettor, distributor, dynamo and starter (not armatures), heel rubber mat and door pulls. I have been to Zimbabwe, South Africa, Mozambique, Zambia, England and Scotland and never let Peter down.

