

Rear View

Here are one or two photos sent in by members of the recent Dorset Branch Rally at Avon Heath Country Park.

Photo: Roger Kellow



Photo: Eddie Pateman

14 7 2013



Photo: Marcus Ward

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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Dorset Branch NEWSLETTER

MORRIS MINOR OWNERS
CLUB



August 2013
Volume 16
Issue 10

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www.dorsetmmoc.co.uk

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. Please note that the Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers. No recommendation is implied.

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.

COMMITTEE MEMBERS 2012-2013

President: Graham Jarvis (07914 637429)

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)

New Member: Brian Ford

New Member: Eddie Pateman

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 (07411 116336)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER

A shot of the umbrellas (or more accurately, parasols) at the Branch Rally in July helping to provide a little shade.

***Dorset Branch of the Morris Minor Owners Club
Helping to preserve the post war Morris Minor in the Dorset area and beyond***

Forthcoming Events (see also www.dorsetmmoc.co.uk)

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

2013

4th August—Lymington Rotary Show—Woodside Park, Lymington

7th August—CLUBNIGHT—Talk by Reverend Timbrell

10-11th August—Purbeck Rally

16th August—Quay for my Car—Poole Quay—'Best of British'

18th Aug—Mid Summer Saunter (going to: Brockenhurst Forest Fayre with Steam (New Park, Lyndhurst Rd, Brockenhurst)

25th August—Lawn Mower Racing at Neale Lane Ringwood (07833133164.)

26th August—Brockenhurst Carnival & Fete

1st September—Isle of Wight Branch Rally

4th September—Clubnight (Phil Traves' Talk on Sri Lanka)

7-8th September—Beaulieu International Autojumble

15th September—Three in One Run

2nd Oct—Clubnight Annual General Meeting

6th November—Clubnight—Feely bag competition

8th-10th November—Lord Mayor's Show Trip Weekend

11th January 2014 Dinner and Dance—Liston Hotel, Boscombe.

25-27th April 2014 Sidmouth Weekend

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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. Thanks.

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Morris Minor Owners Club, Dorset Branch

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Front Plate

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Rear Plate

JEP 123L

Dorset Branch Newsletter



August 2013

Volume 16 Issue 10

CLUBNIGHT ACTIVITY:

Talk by Rev Timbrell

MORRIS MINOR OWNERS CLUB

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NEXT CLUBNIGHT

Phil Traves' Talk on Sri Lanka

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.



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Editorial

Welcome to the August edition of the newsletter. Well, the sun has decided to stay out for not just a day or two, but several weeks on the trot. The main upshot of which, for us, was the Branch Rally last month which was blessed with glorious weather for the whole weekend. The Rally was well attended as usual and the fund raising efforts were not in vain, with a good amount raised. We felt that there were not quite so many general public this year, which usually helps with the takings—but it was quite good anyway! Hope those that went had a good day and didn't get too sunburnt! I even managed to get our 'new' Smoke Grey 2 door there for the weekend having got it back on the road and MOT'd on the previous Thursday after having been unused since 1989.

Thanks to the usual contributors to the newsletter this month and also to Roger Blakely for his 'double' contribution on the Coventry Transport Museum and the Rear Axle Series started last month. Also thanks to Andy Wescott for his ideas on improving the Minor brake light switch. Returning to the subject of Morris Minor Magazine, a few people had spoken to me regarding the apparent lack of contact with the publishers with regard to the refund of unspent subscription. Dave Gilliam (IoWMMOC) forwarded the reply received back (eventually) from Blaze. Hopefully, by now, all subscribers will receive their refunded subscription. If you still haven't heard from them, I suggest you use the contact details below: The following message puts the publisher's view:

"Thank you for your email and I can assure you that I am not ignoring anyone, I am responding to all our customers in the order I receive their query. As we have not fulfilled any of your subscription we are happy to provide you a 100% refund which will be posted out by cheque after Friday 5 July once they have all been signed. Morris Minor Magazine closed, not because we didn't want to print it anymore but because there was not enough commercial support. We offered the magazine to various people, including Russ Harvey but no one was able to take it on. As I'm sure you can appreciate, the closure of Morris Minor Magazine has been a very difficult time for us when we not only have endeavoured to do right by our subscribers but by our employees as well. Thank you for your patience and I trust this now resolves the matter for you. Regards Sara Farmanfarmai, Marketing Manager, Blaze Publishing Ltd. T: 01926 339808."

Editor's In Box

Dear Vintage car owner, Due to various organisation and site problems we are only now able to confirm that our annual Brockenhurst Carnival & Fete is on Bank Holiday Monday 26 August at the usual venue of Brockenhurst College, Lyndhurst Road, Brockenhurst. The attendance of yourself & classic cars would be very welcome. There is no entry charge for your cars or passengers but we should appreciate some indication of anticipated vehicle numbers by 31 July. The fete is from 10.00 to 16.00 & consists of the usual amusements, etc - namely fun fair, stalls, BBQ, Bar, tea tent, childrens games & live music & helicopter rides. The carnival processions headed by marching pipe band arrives at the ground at approx 14.00. As the site is a sports complex no dogs are allowed apart from guide dogs. We hope you can attend & bring fine weather with you. Kind regards John Heaven Lymington & Brockenhurst Lions



casing and the hole was growing every time I wiggled it around. There was no option, the entire axle would have to be removed for a proper inspection, putting paid to my 'finished by dinnertime' theory. Fig.2 shows the aforementioned hole, after the angle grinder had been used to remove the bracket and the axle casing had been cleaned with a rotary wire brush.

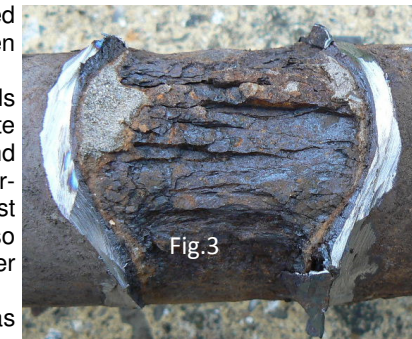
Note the wasting away of metal between the welds of the spring mount. The other side was not quite as bad, but obviously some serious cutting-out and patching would be needed to make this casing serviceable again. This is not as simple as it first seems as warping has to be taken into account, so a secondhand replacement seemed the better choice.

Thanks to our club's Spares Officer, who has 'contacts', a casing was found. It had come from a scrap vehicle and the spring mounts were obviously rusted through but the casing seemed a viable proposition. The photographs for figs. 1,3 and 4 are all of the replacement casing.



Fig.3 shows the spring mount of fig.1 removed for replacement. Clearly the rust has dug its heels in pretty deeply during its fifty-odd years of tenancy, but underneath some sound metal remains. Our Spares Officer had a pair of new mounts in stock and these were welded on, taking care to align them correctly and to observe the fact that they are 'left and right handed'. The new differential was finally installed, some days later than planned, and the rest of the components swapped over from the original axle. A couple of coats of 'Smoothrite' tied things up and a new breather was made. Having the axle out of the way gave the opportunity to take the springs and shock absorbers off for a good clean, and to fit new rubber spring mounting pads and spring hanger bushes.

The installed axle is seen in fig.4. Not bad for a morning's work! Mr. Parkinson may have had a point, however my car left Cowley in 1956; by the time the book which features his 'Law' was published in 1958 the rot had already set in!



Rear Axle Problems (by Roger Blakely and Editor)

Part 2 CORRODED AXLE SPRING MOUNTS

This is quite an intriguing one and not as rare as you would think. When I was looking at my 1962 Convertible for purchase, I was told by the vendor that he had stopped driving it after it developed a worrying 'clonking' noise. (It also jumped out of third and the brakes didn't work – but that's another story). The cause of the 'clonking' was immediately obvious when one took a peek underneath. The axle had twisted so that the propshaft and the rear UJ were rubbing the floor! I bought the car anyway and the most recent invoice (in the history sheaf) was for an MOT and the fitting of new rear leaf springs. Now this axle twisting business was a new one on me, but I understand it is *not* uncommon. The cause was put down to a combination of corroded spring brackets and disturbance of the springs by the local garage. These brackets are probably one of the few 'under-engineered' bits of the Morris Minor. When you think about it, there is not much to resist the torque generated by your right foot when tearing away from the traffic lights at speed. (The word 'tearing' should be interpreted relatively!) The forward rotation of the rear wheels has to be adequately balanced by these little brackets and the minimal grip afforded by the 'U' bolts. After all the years being exposed to the elements, they are prone to corrosion – and to disturb them whilst replacing the springs is often asking for trouble. Clearly the axle needs to come out for inspection and repair. If there is access to a good second hand casing, then that is the preferable option. If not, it is possible to buy new brackets (DIF165/166) and they are about £12 each. You will need to be a bit accurate with your welding however. I was going to go down this route, but the parts were not available when I wanted them so I had to source a new axle casing. In the event, this was the most sensible course of action for me, since the car had an earlier differential and the later one I wanted to fit needed the oil filler hole in the back of the casing. The earlier diff has the filler plug in the diff unit itself so without this (as per the later diff) there would be no way of getting the oil in - without tipping the whole axle (or indeed – car) upside down – which is clearly not very practical! It is not too difficult, however, to buy a ½" BSP running coupler and weld it into the casing to convert an early casing to a later one. By pure coincidence, Branch Member Roger Blakely had similar experiences with his 1956 2-door saloon and he takes up the story of the repair process.

"Rust Never Sleeps". So said an American advertisement for *Rustoleum* paint. The phrase was hijacked by Neil Young in one of his philosophical moments, as a metaphor for his return to business. Perhaps a more appropriate foray into the fringes of philosophy would be to skim over Parkinson's Law which states: "Work expands so as to fill the time available for its completion".

It's always the same, what starts out as a relatively straightforward morning's work on an old car escalates into a full -scale operation which requires the services of several more people and takes several more days to execute. Of course the cost multiplies exponentially too, although in this case I got off quite lightly for a change!

All I intended to do was change my differential to the higher ratio one I had recently overhauled. The new diff. was ready and waiting; I had new half shaft oil seals and a quick preview had shown that there was no work needed on the brakes, so what could possibly go wrong?

It was planned to clean and paint the axle casing where possible to smarten things up underneath and it was this charita-



Fig.1

Old Time Music Hall Variety Show



Neil Mitchener has asked me to mention the above show which is based on the TV show 'The Good Old Days' and it is in aid of Allendale Community Centre in association with the Dorset Wildlife Trust. The dates are Friday 27th September at 7:30 and Saturday 28th September at 3:00 pm and 7:30 pm at the Allendale Community Centre in Wimborne. Doors and bar open 30m before shows. £7.50 per standard ticket, £6 children, OAP's and Key Cards or book an 8 seat table for £50. W & D bus numbers 3,4 and 13 to Wimborne. Tickets available at the Allendale on 01202 887247, Carolyn 07983 886685, Jacqui 07907 080002 on sale from 5th July 2013. "Do come along and join us for a show of singing, dancing, comedy and more. Feel free to come along in Victorian costume (not compulsory!) and win a prize for being the best dressed 'Victorian' in the audience." Proceeds will be donated to the Allendale Community Centre in Association with the Dorset Wildlife Trust.

DAVE WALKER has kindly arranged with MOTABITZ (Ferndown) for Club Discount

As per our discussion this is to confirm that:-

Dorset Branch members can get a trade discount at Motabitz of 491 Ringwood Rd., Ferndown. Phone number 01202 894080.

Discount will vary according to their mark-up.

Graeme of Motabitz has set this up on their computer so when buying from them ask for the discount mentioning that you are a Club member.

Purchases are not restricted to items for Minors. It fact I have had a battery and tow bar for the Picasso and they were much cheaper than other suppliers.

You could be asked for your membership card so it's probably best to take it with you. They have been able to find "stuff" for my old cars and even had the 18mm NGK plugs for the Cowley in stock! These people do seem to try to be helpful and I hope that members will find the

The lady at Penn Mowers, Ringwood asked if we could bring any cars to their charity lawn mower race at Neale Lane in Ringwood on Sunday 25th August. The site is open from 10:00. First race is at 14:00 hours. It's a family day so they are looking for things other than mowers! If anyone is interested please ring 07833133164. Thanks. Dave Walker

Yet again another brilliant rally, please pass on our thanks to the Committee and all those who helped to make the event so successful. Helena and Kate.

Neville has fixed up the dates for next year's Sidmouth Weekend at the Royal Glen Hotel. It will be 25th-27th April 2014. The costs will be £75 for standard or selected rooms (2 nights) or £73 for 3 nights. Superior rooms £82 . All prices per person, per night.

Matthew 21:13..."It is written", he said to them "My house will be called a house of prayer, but you are making it a den of robbers".

Secretary's Report

Good evening everyone and welcome to the August clubnight. Tonight we welcome back Reverend Stuart Timbrell for another entertaining evening. I hope you all enjoyed last month's visit to Molly's Den. It made a nice change to go out for a clubnight and it was good to see so many of you come along in the Minors on a lovely evening.

The Dorset Branch Rally has now been and gone and what a fantastic weekend it was. The weather was fantastic – in fact a bit too hot. I've never been that hot in a tent before! We had more campers than in recent years which made for a good atmosphere. There were some particularly nice vehicles in attendance this year which did make the judging difficult for Graham and I. I think, though, that we got the results right in the end. Many thanks to everyone who helped over the weekend. When we'd finished the field was cleaner than when we arrived – you would never have known we'd been there. I have been up to the park and have booked again for next year – as usual the 2nd weekend in July. The week after our own rally I was asked at very short notice to organise a display of Morris vehicles at the Poole Bay Classics Motoring Extravaganza. Luckily, a lot of you had already entered the show and with the cars I managed to gather together we had 21 cars on display. I was asked to put together an arena parade – in year order – which I managed in the end. Thanks to Peter Coates for helping me get the cars off the display area in more or less the right order! I managed to get cars ranging from 1925 to 1979 so not bad at all at such short notice. Please make sure that you have got your booking slips in for the Mistletoe Meander. We will need to let the organisers at Brockenhurst know the numbers as well as Dave and Jackie so they know how many strawberries to buy.

Bank Holiday Saturday is the Frogham Fayre. This is a very pleasant afternoon event. We meet at The Alice Lisle pub for about 12 noon and then all drive up to the Fayre together. This is a very good country show and well worth the visit if you've not been before. August Bank Holiday Sunday we will be going to Beaulieu for the Simply Classics event. The entry fee for the event is £10 per person but it is normally an excellent show with 100's of cars on show. We have found somewhere to go now for August Bank Holiday Monday. We will be going to the Brockenhurst College Lions Club Fayre. There should be a booking slip with your newsletter which we would like back so we know how many of you are going.

I have just purchased a 1961 convertible which I am very pleased with so far. It is in Old English White with a lovely red roof and interior. I hope to have seat belts fitted very soon so that we can use the car. I'm afraid I won't have Louise in the car without seat belts.

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

Happy Minorng – Laurie.

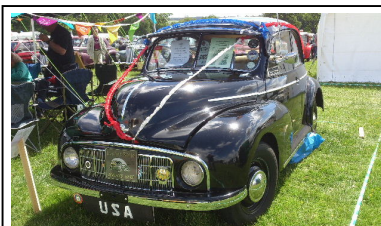
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Vol.16

For Sale & Wanted & Club Notices

FOR SALE 1970 Traveller ('Delila'). Has unleaded conversion, alternator, electronic ignition and new tyres and clutch. It has good, original wood work, tidy interior and resprayed two years ago in 'Forest Green'. It has an MOT until June 2014. With extensive history folder £6,700. Contact Brian Hughes 01305 781317



FOR SALE Lowlight 'MM'
Morris Minor. £8,500 ono. Contact Laurie Blewer 01202 522673



FOR SALE 1969 Traveller, £2,950 ono.
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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 picture.



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DORSET BRANCH SPARES NEWS

For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor New Spares service. All profits go back to the Branch to help keep subscriptions low. We usually have a spares table at the monthly branch clubnights and we have a presence at some shows (particularly the Branch Rally and the Beaulieu Autojumbles). Spares are available most other times using the contact details given below. The spares are mostly sourced from ESM (East Sussex Minors—who support our branch rally also) and the prices charged generally reflect their prices. The advantages are availability of parts and *usually* no postage charges. Some locally reconditioned items are also available, such as fuel pumps, carburettors and radiators. . .

IF YOU ARE PLANNING A LARGE PURCHASE, WE CAN USUALLY OFFER AN ATTRACTIVE DISCOUNT.



Combined alternator rear bracket/ignition coil mount, nickel plated exclusive to DMMOC £12 each

NOTE: EXCHANGE SURCHARGE OF £25 APPLIES ON RADIATORS AND CARBURETTORS

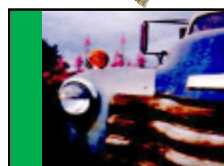
Rebuilt HS2 carburettors for 948 and 1098 £95 each. (Others reconditioned to order—please ask)



Reconditioned Petrol pumps at £50 each. EXCHANGE (£10 refundable surcharge on old unit).

New Morris Minor Spares are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.* Brian. 07411 116336

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

Chairman's Report

Good evening and welcome to August Clubnight. I hope all the members enjoyed the Branch Rally this year. The weather was good—with lots of interesting cars and Morris'. A big thank you to all the members who assisted with the show. Also thanks to the members who baked the cakes for the cake stall and Des and Tina for selling them on a great looking cake stall. Also Sue, Roy and Derek for their efforts in raising cash for Julia's house, to Brian and Richard for running the parts and regalia stalls, Ann on the bric-a-brac, Chris and Margaret for running a great raffle and all of the other stall holders for supporting the rally weekend. Also thanks to Marion and Amelia and all their staff from the café for the Saturday night dinner, and their help over the weekend. Also thanks to Graham, Laurie, Neville, Eddie and Brian Ford for help with the judging the vehicles in the hot sunshine. Also to Jacky, Phil and Chloe for help on the gate and Jacky and Dave Walker with their new (Honorary Minor) Ford Cortina MK5 estate and trailer over the two days, running around picking up all the rally equipment. Have you been down to Poole Quay (Best of British) on a Friday night? The next one is on the 16th August, It is nice to see all the old British cars that we used to manu-



facture. Give it a try! On the 18th August is a new show for us as part of the Mid Summer Saunter at the Brockenhurst Show, so I hope the members support this. By the way, did you see the 2013 Centenary Souvenir Booklet that Brian put together for the club? Thanks Brian, good value for £1. There are only few left if you would like one of these 'one-off' things you will never see again! That's all for now, Happy Motoring, your Chairman, John.

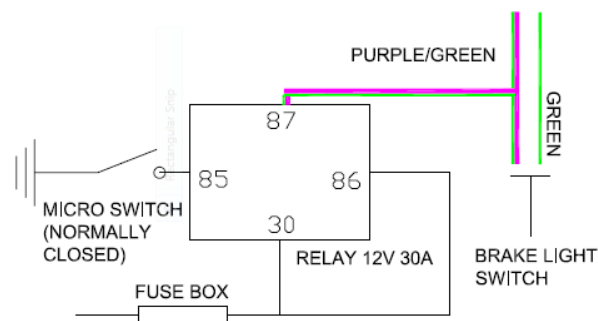
SERIES MM	A32	Laurie Blewer	ORB 596
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1000 LCV	F39	Tony Ware	EAB 204J
CUSTOM	G14	Peter Coates	JRX 110
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PP CONVERTIBLE		Mike Bartlett	KWO 56D
WORKING MINOR	K37	Theresa Moxley	1183 LJ
VISITORS 1ST		Arthur Lepine	
VISITORS 2ND		Chris Cross	
BEST BRANCH VEH	C15	Tim Furmidge	JVX 148C
BEST RESTORATION		Terry Kingston	HSL 756
BEST RESTORATION		Klaus Peck	MHO 82F
FURTHEST DISTANCE	D46	Peter Eldridge (165m)	

Brake Light Switch Modification (by the Andy Wescott)

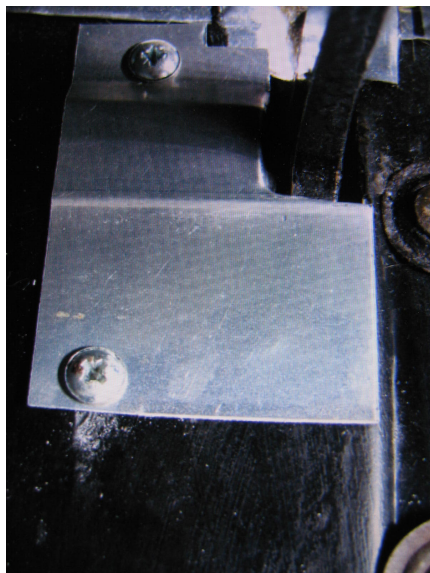
Hi Brian, I thought I would share my latest modification with the rest of our club. One thing that has become obvious to me having been in several long convoys of Morris Minors lately is the potentially dangerous activation characteristics of their brake lights. If I can explain, the way the cars brake lights function is as a result of hydraulic pressure activating a simple switch, which is simple and relatively foolproof way of bringing the brake lights on.

This system does however have it's shortcomings as in order for there to be sufficient pressure the brake pedal has to be pushed quite hard in order to generate activation. The net result is that a warning of stopping to other motorists is rather late in coming. In fact most Minors only exhibit their brake lights upon severe braking, this of course is likely to cause rear end shunts although rarely manifests itself during an M.O.T. I was able to notice this on my own car as I have a third brake light which acts as a useful "telltale". What the Minor needs is an all-

together more sensitive system which is actuated before any real pressure is generated. I have come up with a simple and safe solution which is easy to retro fit. Basically the brake lights are controlled by a micro switch attached to the brake pedal. This is used purely to switch an Earth wire, which by running through a relay is able to do the switching of the lights. Because purely earth wires are running through the chassis there is no danger of a short circuit. The switched control from the relay is placed in tandem with the Green/Purple wire on the brake light switch. As the two work in tandem if there is a malfunction it will revert to the old system so there will always be (albeit late) brake lighting. The clever part is how the switch is actuated because it is



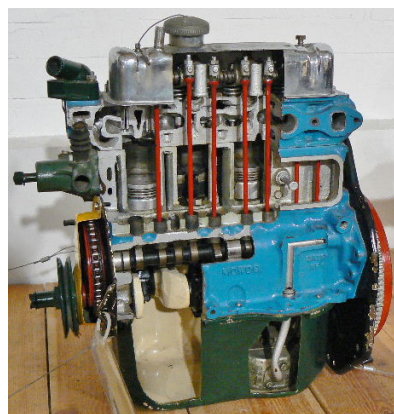
know more let me know, I shall do a wiring diagram if anyone is interested. Microswitch is a 5 amp one and has a 20 mm Lever actuator, the relay is a standard 12v 30A automotive one. Kind regards, Andy Wescott..



'araldited' onto the side of the brake pedal under the floor, when the pedal comes up the floor turns the switch off, so as soon as the switch leaves contact with the floor on it's downward stroke contact is made and the relay brings on the brake lights. I would estimate that 3mm of pedal movement is sufficient to bring on the lights. Therefore this is far safer than the original system. If anybody would like to

Coventry Transport Museum by Roger Blakely

Yes; it's a long way from Dorset but if, dear Reader, you find yourself in Warwickshire with time to spare, may I recommend a visit to the Coventry Transport Museum? This is a large



collection which seems to go on for ever, so allow plenty of time; my friends and I were in there for four hours, which seemed to pass very quickly. The (many hundred) exhibits are all cars, cycles or motorcycles with a couple of buses and fire engines, plus some tractors. One room is filled with racing cars, and the jet-powered holder of the World Land Speed Record has its own department with a simulator which is well worth a go!

Anyone with the slightest interest in wheeled transport will find this a fascinating collection. The remarkable thing is just how many of these vehicles were made in Coventry and its neighbour, Birmingham. All ages are represented from the middle of the nineteenth century onward. Admission is free! The building is wheelchair-friendly and

there is a good restaurant on the ground floor. The museum is open 10a.m. - 5p.m. every day except Xmas and Boxing Day and is located in the North of the city centre, the nearest car park being Bishops Road, just a three minute walk away. Other car parks are nearby.

Coventry Cathedral is only a quarter of a mile from the museum and is well worth a look whatever one's beliefs. I would have liked to have recommended that too, but it's now up to eight quid a head to get in which doesn't seem very Christian. For an appropriate comment, from a holier man than I, refer to *Matthew 21.13*. (see page 5!)

The city was, a couple of centuries ago, heavily involved with the manufacture of watch movements and there is a small museum dedicated to this industry. It is free, and located off Spon Street, the only ancient area of the city to have survived the blitz and the property developers. If motoring, follow the brown "Transport Museum" signs on the ring road. This is a nightmarish 'roadscape' which is not for the faint-hearted, and for which we owe our thanks, indirectly, to the Luftwaffe. The whole of the city centre lies within this racetrack, which does not suffer fools gladly. A little internet research beforehand will pay dividends, there are good maps to download, showing parking, bus routes etc. A park and ride system operates from two sites but not on Sundays. Coventry Transport Museum, Millennium place, Hales St. Coventry CV1 1JD, www.transport-museum.com

