

Rear View



Roy Gale contemplates the grey granite figure of 'Roy' in the British Museum. 'Roy' (Granite Roy, that is!) dates from about 1220 BC from Thebes, probably the Temple of Karnak. 'Roy became High Priest of Amun in the last years of Ramesses II and remained in

office until the reign of Sethos III. His arms rest on a sacred emblem in the form of a Hathor-headed sistrum.' (Gifted by King George III in 1801). *Now you know!*

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 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)

Tax Disc Holders	£ 1.00	Caps	£ 12.00
Coasters	£ 1.00	Polo Shirts	£ 15.00
Branch Keyrings	£ 1.99	Sweatshirts	£ 14.00
Pack of 6 Cards	£ 7.00	Fleeces	£ 20.00
Single Cards	£ 1.35	Beanie Hats	£ 8.50
Postcards	£ 0.50	Money Boxes	£ 5.00
Large Cards	£ 1.50	Ceramic Mugs	£ 5.99
Model Vans	£ 3.50	Club DVD's	£ 3.50
Small Cars	£ 1.50	Morris Minor Hangers (lge)	£ 15.00
'Zoodies'	£20.00	Morris Minor Hangers (small)	£ 9.00
Waterproof Jackets	£ 15.00	Grille Badges	£8.50



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MORRIS MINOR OWNERS CLUB

Dorset Branch

NEWSLETTER



December 13/January 14
Volume 17
Issue 2

© Dorset Branch MMOC

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 2013-2014

Welfare/Technical Adviser: Eddie Pateman
(01425 476634)

President: Graham Jarvis (07914 637429)

Newsletter /Website Editor: Brian Wood
(01202 573501)

Chairman: John Jenkinson (01202 576690)

(brian@dorsetmmoc.co.uk)

**Secretary: Laurie Blewer (01202 522673,
07947 525884)**

Non Committee posts:

Treasurer: Jacky Wood (01202 573501).

Raffle Coordinators: Chris Tilly and Margaret Pateman

Membership Secretary – Des Waller (01202 573403)

Spares Manager: Brian Wood
(07411 116336)

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

Regalia Manager: Richard Cyster
(01202 526660)

Product Development Mgr: Brian Ford

FRONT COVER

The Dorset Branch was awarded the 'MMOC True Club Spirit' shield for Morris Centenary services rendered. The presentation was made at the Classic Car Show at the NEC in November.

***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 December—Clubnight—'Noggin and Natter'

29th December—Mistletoe Meander (meet at Electric Club at 10:30)

2014

Jan Clubnight—NO MEETING IN JANUARY

1st January 2014—Classic Cars on the Prom (Bournemouth) 11-2

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

6th February—Clubnight—Blind Auction

5th March—Clubnight—TBA

2nd April—Clubnight-

13th April—CCOTP New Season Starts

25-27th April 2014 Sidmouth Weekend

7th May—Clubnight—Phil Traves' Antiques Evening

17-18th May—Beaulieu Spring Autojumble

25th May—CCOTP at Highcliffe Castle

July Clubnight—TBA

11-13th July Dorset Branch Rally

Phil's Antiques Evening

We have arranged for our resident Antiques expert, Phil Traves to present his popular Antiques evening on May Clubnight. So please feel free to bring along any old items of general interest for Phil to ponder over.

We are hoping to put on a Flower & Vegetable competition for a clubnight later in the year. So if you have 'green fingers' keep an eye on the newsletter for more details in the new year.





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"At Woodies we specialise in the Morris
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many other wood framed vehicles."

The novel "Fifty Shades Of Grey" has seduced women - and baffled blokes. Now a spoof, Fifty Sheds Of Grey, offers a treat for the men. The book has author Colin Grey recounting his love encounters at the bottom of the garden. Here are some extracts...

Fifty Sheds Of Grey

We tried various positions - round the back, on the side, up against a wall... but in the end we came to the conclusion the bottom of the garden was the only place for a good shed.

She stood before me, trembling in my shed.
"I'm yours for the night," she gasped, "You can do whatever you want with me."
So I took her to McDonalds.

She knelt before me on the shed floor and tugged gently at first, then harder until finally it came.
I moaned with pleasure. Now for the other boot.

Ever since she read THAT book, I've had to buy all kinds of ropes, chains and shackles. She still manages to get into the shed, though.

"Put on this rubber suit and mask," I instructed, calmly.
"Mmmm, kinky!" she purred.
"Yes," I said, "You can't be too careful with all that asbestos in the shed roof."

"I'm a very naughty girl," she said, biting her lip. "I need to be punished."
So I invited my mum to stay for the weekend.

"Harder!" she cried, gripping the workbench tightly. "Harder!"
"Okay," I said. "What's the gross national product of Nicaragua?"

I lay back exhausted, gazing happily out of the shed window. Despite my concerns about my inexperience, my rhubarb had come up a treat.

"Are you sure you can take the pain?" she demanded, brandishing stilettos.
"I think so," I gulped.

"Here we go, then," she said, and showed me the receipt.

"Hurt me!" she begged, raising her skirt as she bent over my workbench.
"Very well," I replied. "You've got fat ankles and no dress sense."

"Are you sure you want this?" I asked. "When I'm done, you won't be able to sit down for weeks."
She nodded.
"Okay," I said, putting the three-piece suite on eBay.

"Punish me!" she cried. "Make me suffer like only a real man can!"
"Very well," I replied, leaving the toilet seat up.

"Pleasure and pain can be experienced simultaneously," she said, gently massaging my back as we listened to her Coldplay CD

Dorset Branch Newsletter

Dec 13/Jan 14

MORRIS MINOR OWNERS CLUB

Volume 17 Issue 2



CLUBNIGHT ACTIVITY:
Noggin and Natter

Inside this issue. . . .

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NEXT CLUBNIGHT February 6th Blind Auction

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

Hi Everyone and welcome to the bumper (chrome on nickel of course) 'double' edition of the newsletter. We have included a few more pages this time, so you will have some extra reading over the Christmas break. We have another episode in the instructive series on fitting gauges by Roger Blakeley and my account of the 'barn-found' 2-door saloon. We have some new photos of committee members in this newsletter. However, I think we might need to get Laurie in for another sitting. He doesn't look very well does he? I hope you enjoy the issue. Due to circumstances beyond our control, the February Clubnight (next meeting—none in January) will be on....

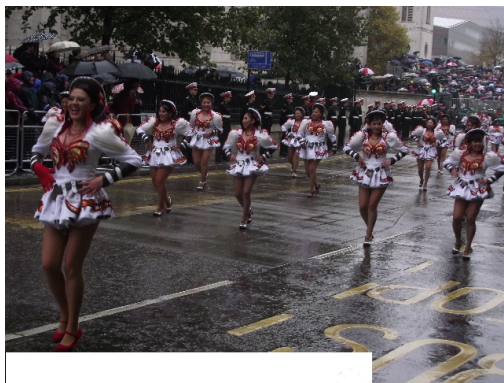
THURSDAY 6TH FEBRUARY.

Please make a note in your diaries and don't come on the Wednesday please, as you will have to muck in with a Darts Tournament (or some other non-Morris based activity!).

Jacky and I both enjoyed the London Trip on Remembrance weekend last month. Well done to JJ for the organization etc. Weather was slightly dodgy for the parade and Eddie and Margaret's spare umbrella came in handy—Thanks. Two Morris Minors featured in the Show, the Pimlico Plumbers van (3333 PP) and the AA Van. Brian Tilly and I particularly liked the Bolivian dancing ladies (left).

The convertible project has made a small measure of progress since last month. The nearside rear wing, inner wing and mounting strip has now been replaced and I have attacked the offside with my grinder and there is now a similar hole on the other side to that which was illustrated last month. I am still hoping to finish it by the Spring, but that is looking more and more optimistic as time ticks by. Shopping for the project has continued unabated however, and I have now got a used set of Ford based disc brakes complete with servo and remote reservoir. Hopefully, I will be able to report some significant progress on the chassis repairs in the next newsletter (at least I have a month off the newsletter!)

And finally... We hope Dave Holton from Silverstone is happy with his new van, recently bought from Branch member, Tony Ware. (Actually, we have it on good authority that he is *very* happy with it). Cheers, Brian.



Souvenir Photo DVD of Branch Events

We have produced a DVD of branch events, which should be available to purchase from Regalia at December Clubnight.

Disc One contains photos of five of the events attended by Branch members this year including, Sidmouth, Branch Rally, National Rally at Cornbury, Traveller 60th and Brockenhurst. There are still shots and some movie sequences.

Disc Two contains the catalogue of entrants for the Beaulieu Centenary show in May. These were mostly photographed by West Yorks MMOC member, Simon Austerfield (to whom I am grateful). Some entrants are missing, possibly due to only being in attendance for one of the two days. Some have been included from archive photos, but if you went and your car is not there, *I apologise*!

The cost is £4 for the 2-disc set (£5 if you would like it posted)



For Sale & Wanted & Club Notices

FOR SALE: Black 4 door saloon with red interior, 1964, reg 466 BRU. 66,000 miles only, owned for 28 years, unleaded head, to be sold with new MOT, £2,500. Angela Nash, 01425 627202 (Barton-on-Sea)

Second Hand Spares

The recent sale of second hand spares went very well, and there is not much left now. The list has been updated on the website—so have a look if you need anything. I will try to get some more bits and pieces on the list in the future. If you hear of any 'job lots' that might benefit the club, please let us know.

IMPORTANT NOTICE

WE HAVE HAD TO CHANGE THE DATE OF THE FEBRUARY CLUBNIGHT
Our meeting place is unavailable on the first Wednesday, so instead the meeting will go ahead

on **THURSDAY 6th FEBRUARY 2014**



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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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Welfare Officer



We have decided to appoint a welfare officer from within the ranks of the committee and Eddie was the willing volunteer! So, if you know of any club member who you think might appreciate contact from the club (for illness, congratulations etc,) please let Eddie Pate-man know . His contact details are on the inside front cover.

Blind Auction

The February Clubnight, on **THURSDAY 6th FEBRUARY**, will be our annual Charity Blind Auction.

Please bring along any 'good quality', unwanted items, gift wrapped so as to conceal the identity as much as possible. These will be auctioned by Roy Gale, Dorset Branch's very own chief auctioneer. We hope to raise a good sum for a charity, yet to be nominated by the club. Please also bring your life savings for bidding on the various items and let's raise a few bob. Being a democratic organisation, we traditionally take a vote on the nominated charities, so it is perhaps the time to think about your favourite local charity and put it forward for nomination.

New Year's Day Classics on the Prom



Don't forget the New Year's Day outing to Bournemouth Pier from 11:00am to 2 pm. Bring your woolly hats and ... Laurie, don't forget to break with tradition and buy some petrol this year.



Hi Brian. The picture says it all!!!!

We enjoyed the weekend, suspect you did to. A big "well done" to these "dodgy types" snapped here in Covent Garden Market.

Secretary's Report

Good evening everyone and welcome to the December clubnight – the final one of 2013. It's hard to believe that the centenary year of the Morris is already coming to an end. We have had a busy year of events both locally and nationally in celebration of the centenary and Brian has captured some of these on this year's club DVD's which will be on sale from tonight. Tonight's meeting is the usual Christmas Noggin and Natter. There will also be an end of season sale of various items of regalia and spares so have a look and grab yourself a bargain. Please remember that there is NO meeting in January but we do hope to see most of you on the Mistletoe Meander. Also make sure you remember that the February clubnight is on the **Thursday 6th** instead of the usual Wednesday and will be the blind auction.

Please make sure that you get your bookings in as soon as possible for the Mistletoe Meander so that we can finalise the arrangements for the catering and the road run. Also get your dinner and dance bookings in quickly too please.

John, Brian, Nev and I attended the NEC Classic Car Show in Birmingham last month. This really is a fantastic show but 1 day is just not enough time to see the whole thing – you really do need the whole weekend to do it justice. There was a brilliant display of Morris's of all types and ages on show as the culmination of the centenary celebrations. At the end of the show on the Sunday the MMOC made various presentations and we were presented with the "True Club Spirit" shield for our work organising the centenary display at the Beaulieu autojumble this year.

I'm ashamed to say that I have not set foot in the garage once over the last month. I do have various jobs to do on the convertible none of which have been started but all of which I hope to have done before the next season! We'll see!!

That's about all from me for this month.

Have a very Merry "Minoring" Christmas and a Happy New Year Laurie.

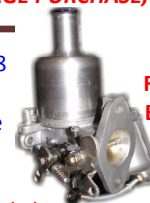


DORSET BRANCH SPARES NEWS

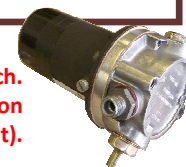
For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor New Spares service. All profits go back to the Branch to help keep subscriptions low. We usually have a spares table at the monthly branch clubnights and we have a presence at some shows (particularly the 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.

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).



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

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

NEW LINE

We have a limited stock of reconditioned German 'Hardi' fuel pumps which were originally sold for the Minor. These have been resurrected to full working order (no new parts) and are offered for **£30** each.



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

2013 in Pictures (continued)..



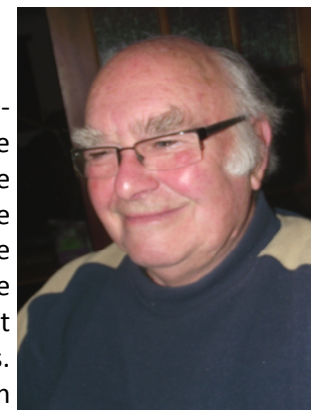
Chairman's Report

Good evening and welcome to the December club-night. It was nice to see all the sights of London in the daylight as we left Bournemouth at 11 o'clock in the morning for the Lord Mayor Show weekend. I hope everyone enjoyed the weekend. I am looking at some weekend breaks for 2014. I hope you all enjoyed the feelie bag competition at the last clubnight, but next time it will be harder to guess the things in the bags. This clubnight, December, there will be some regalia on offer at reduced prices, so have a good look for your Christmas presents.

The Mistletoe Meander run on the 29th December is coming up so please let Jacky have your entry slips so that we have got the numbers for the Fish and Chip van. Also please can we have the entry slips for the Dinner and Dance as we need to finalise the numbers for that as well.

Don't forget that there is **NO JANUARY CLUBNIGHT** and February's clubnight is on the first Thursday—ie **Thursday 6th February** which will be the Blind Auction for the Branch's chosen charity.

Tonight, December's clubnight is a 'Noggin and Natter' evening so do have a glass of wine to get the festive season off to a good start. In November, the Branch Committee was 'summoned' to the NEC Classic Car show by the MMOC to receive a shield on behalf of the Dorset Branch MMOC for all their hard work for this year's centenary year and to thank everyone for their efforts. That's all for now, Ann and I wish you all a Merry Christmas and Happy New Year. John.



ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

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John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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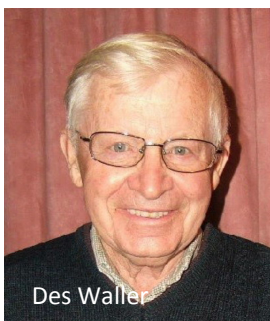
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Jacky Wood



Des Waller

2013 in Pictures



The 'Sidmouth' usual suspects



Aubrey Batt run to Mapperton



Morris Centenary at Beaulieu



Apologies to Rosie Hamilton...



Water temperature gauges

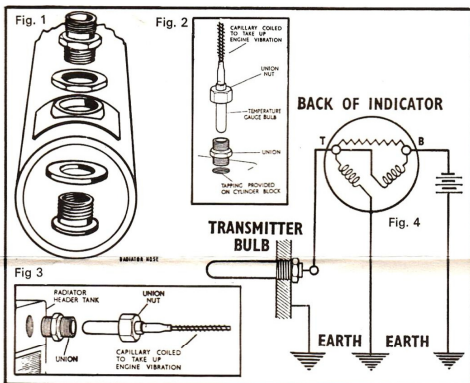
Codes TB, TSB

CODE TB (FULL SCALE INSTRUMENT)

These kits contain a temperature gauge, hose connector and double ended union. To enable the bulb and capillary to pass through the bulkhead, it is necessary to cut a 1" diameter hole. After fitting the instrument, the grommet provided should be inserted in this hole to hold the capillary tubing steady and to prevent draughts. The method of connecting the temperature gauge bulb to the engine varies according to the car.

On engines where provision exists, i.e., most Fords, B.M.C. 1100 series, etc., the union supplied can be screwed direct into the tapping provided after partially draining the radiator. To fit the gauge, remove the plug from the tapping and screw in the double ended union supplied. The temperature gauge bulb is then inserted into the union and the union nut screwed down (Fig. 2), taking care not to twist the capillary tubing. Where this type of fitting is not feasible, connection should be made to the top radiator hose, for which a special hose connector is supplied (Fig. 1). To fit this connector, partially drain the radiator, remove hose and with the aid of the hose cutter provided, cut an $\frac{1}{4}$ " diameter hole in a suitable position. Fit the rubber washer over the screwed connector, and pass it through the wall of the hose from the inside. Place the curved portion over the protruding head and tighten up with the nut. A proprietary sealing compound should be used to ensure that all joints are watertight.

Where neither of the above methods is possible, the alternative is to fit the temperature gauge bulb to the header tank. For this type of installation, it is necessary to cut a $\frac{3}{8}$ " diameter hole in a suitable position in the header tank into which should be soldered the double ended union provided, ensuring that the shorter thread on the union is inserted into the hole in the header tank. The temperature gauge bulb is then inserted into the union and the union nut screwed into position (Fig. 3).



CODE TSB (SHORT SCALE INSTRUMENT)

This kit contains a temperature gauge, transmitter, hose connector and wiring. On cars where provision exists the transmitter can be screwed direct into the tapping after partially draining the radiator. Having fitted the transmitter in position, it should then be wired up by taking the long lead provided and connecting the eye-letted end to the terminal marked 'T' on the rear of the instrument. The other end terminating in a female blade connector, should be pushed into position onto the top of the transmitter taking the short lead, provided with the kit, to the second terminal marked 'B' on the rear of the temperature gauge, connect it to the ignition switch or any switched fused circuit (see Fig. 4).

Ensure that the instrument case is properly earthed making a separate connection if necessary.

continued

water temperature gauges continued

Where this type of fitting is not possible, connection should be made to the top radiator hose, as described for the TB instrument. In this case though it is essential that the hose connector be earthed, otherwise a reading will not be obtained on the gauge.

IMPORTANT

When the temperature gauge is fitted in the thermostat housing, radiator hose, or to the header tank, no reading will be obtained on the gauge until the engine has reached normal operating temperature, i.e. when the thermostat opens. If a reading is obtained immediately when the car is started from cold, the thermostat is not operating correctly and should be replaced.

GENERAL

THE CAPILLARY TUBE

1. On no account must it be disconnected from the bulb or the gauge.
2. It must not be sharply bent or twisted.
3. All bends should be made with the fingers and should not be less than 1" in radius.
4. No sharp tools should be applied to it.
5. Cleat it to the engine, within 4" to 6" of the bulb fixture to the engine, without any intervening coils and thereafter cleat it to the engine or body, at points that do not become excessively hot, so that unsupported lengths do not exceed 8".
6. Three coils of not less than 2" diameter must be made between the points where it is last cleated to the engine and first cleated to the body.

SPECIAL NOTE

TB and TSB kits can be fitted to the Vauxhall Viva with the aid of special adaptor part No. 31-363-607, which is available on request. Capillary Temperature Gauge can be fitted to the Triumph Herald with the aid of a special elbow which is available from Standard-Triumph Sales Ltd. If this elbow is not available the thermostat housing from the Spitfire Mk. II can be used.

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A Minor Re-born (by Editor)

I think that I have mentioned in these pages before, that I bought a 'barn-find' car last September (2012). It had been stored in a lock up garage in Fairmile following the death of the owner in 1989 and had not seen the light of day since. On first inspection, it looked a bit dire, covered in dust with completely seized brakes and little compression in the engine. However, it had had only minimal welding repairs carried out and a mere 40,000 miles on the clock which was supported by the documentation. Anyway, the deal was done and it was trailered home to be 're-commissioned' rather than 'rebuilt'. In January I started on the underside putting it on my roll frame. I took off the previous sill repair (old modern car wing!) and replaced the outer sills and front inner on both sides. The rear inner wings both needed repairs in the usual places where the lighting cables go through and I had to repair the ends of the cross members and fit new jacking points. That was about it! A coat of Bondaprimer after a good wire brushing and a coat of sprayed bituminous schutz had it looking like new. The braking system was replaced in its entirety and whilst up on the roll frame, I fitted the new copper pipes.



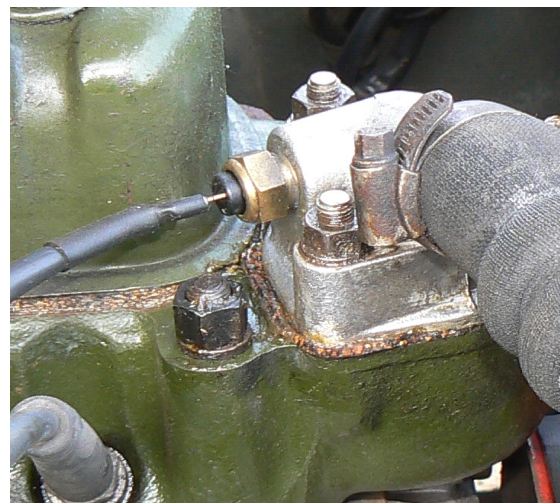
The tyres were badly perished and split cross plies so I bought a set of powder coated silver/grey rims and part worn tyres. I couldn't face de-rusting the old rims. The engine was next. We failed in our attempts to start the engine before recovery. It is usually the case that a stored car will fire up if you put a bit of fresh petrol directly in the carburettor and spin it over on a starter pack or battery. Sadly this time, it was not going to happen. When home, a test revealed inadequate compression on 3 out of the 4 cylinders, probably rusted valves—so a strip down seemed like a good idea. It was not too worn and went back together with new rings and shell bearings etc. I also treated it to a rebuilt carburettor and fuel pump. Everything else just needed tidying up/ repainting etc. The clutch seemed fairly new and the gearbox looked 'ok' as far as one can tell without driving it! The interior looked a bit tired, but after fitting new Pirelli straps and foam supports to the front seats and cleaning front and rear with 'Flash' and elbow grease, it all came up like new. I got a 'new-old-stock' set of carpets which were OK but I was not entirely happy with the fit since they were Series II style ie left to right instead of front to back (if that



makes sense!) I managed to compound the carpet woes during the final fit up, however! The driver's seat seemed to wobble excessively—for no apparent reason. The floor looked sound and in my experience this usually happens with replacement floors. This car, however, still has the original floors. The only answer was to weld a bit of plate over the inside of the floor around the area of the captive nuts. I made up a neat plate and welded it in with tack welds and 'plug welds' and it did the trick. However, in order to avoid burning my nice new carpet I 'carefully' peeled back the carpet on the sill. Sadly, the glue was a bit stronger than I had anticipated and a large section of carpet pile stayed stuck to the sill while the rest of the carpet came away. Oops and double bugger!

Anyway, I got the engine back in and it seems to run very nicely now and the gearbox feels very tight and is quiet. It took a while before the fuel pump would suck any petrol through, however. The copper pipe was proved to be clear and the blockage appeared to be in the short length of pipe within the fuel tank itself. This was eventually dislodged with a session of brutal poking with a bit of welding wire through the pipe union hole in the front of the tank. The bodywork was the last thing to be attended to and I think the car was re-sprayed not long before its lay-up, so it was mostly OK. The front nearside wing had been damaged from a drip in the garage roof so it needed re-spraying. The rear bumper was damaged and needed replacing, but mostly, the rest of the body just needed the odd bit of tidying up. Several days worth of polishing later, the car was ready for a MOT test, only a couple of days before the Branch Rally (It helps to have a deadline!) Our plan is for Jacky to use the car pending the third respray of her 1957 4 door.

as shown below.



These housings have a slightly higher outlet than standard but do not normally present any problem, owing to the flexibility of the radiator connection. The forty year old instructions on the next page, from Smiths Instruments show a method of tapping into the top radiator hose, not ideal practice.

When fitting the capillary-tube type of gauge to a Minor, the sensor bulb and its nut will pass through the main harness grommet if the triangular retaining plates are removed. Care must

be taken to avoid kinking of the thin tube as once damaged it renders the assembly unserviceable.

It is not a bad idea to treat your engine to a new thermostat before expecting a sensible gauge reading; they don't last forever and can, if faulty, lead to intermittent and frustrating problems.

In the next and last article in this series we take a brief look at vacuum gauges.

Mistletoe Meander

The Mistletoe Meander is nearly upon us and the date for your diaries (it must be in

there by now!) is Sunday 29th December at the Electric Club at 10:30. For those who have not joined us before, we start with coffee and mince pies then depart on a road run in the winter sunshine (fingers crossed), returning for a fish and chip lunch at about 1:00 back at the Club venue. Why not come along and spend the day with us?

Don't forget to decorate your car (within the bounds of health and safety, of course).

See you there.



"If You Can't Stand the Heat" (by Roger Blakeley)

No need to finish this well-known piece of advice given by Harry Truman, which has been used and abused the world over.

There may come a day when your engine can't stand the heat any more and boils over in a spectacular fashion. Unlike modern cars, the standard-issue Minor has no coloured lights or stentorian alarm to warn of this event which is guaranteed to occur at the most inconvenient part of the journey. Running an engine too cool is no good thing either, as its efficiency will be impaired, internal condensation will form and the heater, such as it is, won't warm up.

Like the human body, your engine has a small temperature range within which it will perform best, and the only way to monitor the proceedings properly is by installing a temperature gauge. The cylinder head is the hottest part of the cooling system and usually the water temperature is measured here or on the thermostat housing. There are two methods of operation for gauges, those which rely on an electrical connection between sensor and gauge, (right) needing careful component matching, and those which are connected by a capillary



tube and which cannot be dismantled or tinkered with (left).

On the 1098 cylinder head there is a 5/8" UNF threaded hole in the head casting, beneath the thermostat housing which will accept either type of sensor. 950 heads don't have this, but an alternative housing is available with an added boss,



(Previous resprays in 1986 and 2000— for the record!). There were one or two teething problems which showed up over the rally weekend. The first was the lack of movement of the fuel gauge. It would move off the mark to show 'E' despite a nearly full tank. Since the gauge moved (albeit slightly) it was almost certainly a seized float sender unit in the tank. This proved to be the

case and was not surprising given the long lay-up, it was covered in a white 'crust' as if it had been used in a water boiler! Also, the steering vibrates when braking. This has yet to be sorted at the time of writing but I have tried substituting the brake drums. Next I will try replacing the suspension bushes.

The car's history is quite well documented from new having been first registered on 16th October 1967 and sold to Mrs Gillespie by Gates Engineering Ltd of



Brockenhurst. (They are still there and now sell Peugeots). It has a little 'plaque' fitted to the inside of the nearside quarter-light with Gates' details on. It appears to have been serviced every three months (by Gates) until 3 years old. Mrs Swift acquired the car in 1976 at about 17,500 miles. Servicing and MOT documentation takes us up to April 1989 when the speedo

read 39,618 and the last tax disc (which was still in the window) was issued on 17th April 1989. The car was put away in the garage on Mrs Swift's passing and it didn't see the light of day again for just over 23 years when it was sold to me by Mrs Swift's grandson. I contacted Stuart Swift again and he was able to visit the Branch Rally on 14th July 2013 to see his Grandmother's old car back on the road again.

Grateful thanks to Steve Loder, Roy Gale and Roger Blakeley for their assistance with parts and encouragement on this 'project'.

Back Axle Problems –Pt. 3 (by Editor)

You may remember, way back in July and August, we started a series on rear axle problems. After a holiday of 4 months, we return to the subject to discuss WORN SPRING SHACKLE BUSHES.

The symptoms of worn spring shackle bushes also become evident when the car is loaded. This is even less obvious to casual observation than the lack of rear bump



rubbers and manifests itself by a knocking when going over a bump (or two). Close inspection will usually reveal a shiny bit where the eye of the spring is rubbing the chassis. (See photo, left) The (so-called) top hat bushes gradually deteriorate over time (no big surprise there!) and this reduces the support offered by the rear spring mounts – and also the distance between the eye of the spring and the chassis. As the semi-elliptical spring is flattened either by the live load in the car or by traversing bumps in the road, so it stretches longitudinally. This is the reason why there is the double-sided drop bracket assembly which secures the rear of the spring. Obviously, the top mount is fixed inside the chassis (spring hanger mount). However, the lower mount (or “hanger”) is free to rotate fore and aft as dictated by the shape of the

spring. If the spring itself is worn and without much ‘spring’ the rear loop will always be too close to the chassis and will strike it regularly. A similar effect is also achieved by the rubber bushes being worn and affording little resistance to service loads. In this case, the effect is the same – ie the rear spring loop ends up knocking against the chassis. You can replace the bushes with the standard rubber ones or splash out on a set of brightly coloured polyurethane ones which last longer, but they cost a little more money (but worth it – I reckon).

Replacement of (at least) the bushes is straightforward, if rather fiddly at the front of the rear spring. If the springs appear to be in need of replacement- they are available and now is probably the time to do the whole job. Separate the spring hanger mounts at the rear by undoing the 4 nuts which hold the side plates in place. When these are off, lower the end of the spring and remove the pins and bushes. The front mounts are usually a bit trickier! If they have not had the benefit of any attention in recent decades, my advice is to get yourself some new parts. They consist of a locating plate (SUS 723) and a pin (SUS 722). Now in theory, you should be able to gently tap the pin from the locating plate. Back in the real world, however, the pin will be rusted solid and firmly ‘welded’ to the locating plate. The easiest way to proceed is to remove (or cut through) the retaining bolts which hold the plate to the floor bracket (front spring hanger) and take the pin and plate off – as one. If you do cut them, you will also need some new 1/4” x 3/4” BSF bolts and nuts with spring washers. I know it’s unlikely, but in case you have to dismantle it again, put a bit of copper grease around the head of the pin where it goes into the locating plate (no, don’t thank me now!) You need to remember that the front eye of



any excess lubrication in case it promotes rot in the rubber or allows the pins to rotate. Note the rear bushes are red and the front bushes are blue.

the spring will want to descend vertically – so try not to obstruct the path with the support.

If you are using poly bushes (recommended) these will go in a little easier with a small drop of washing up liquid. If using standard rubber bushes, be careful with



I did this job recently on my Traveller since it was ‘complaining’ when the car had passengers in the back. The old rubbers which had been in the car for about 15 years, had not done a huge mileage but had acquired distinctly ‘oval’ shaped holes. They had not decomposed, to any great degree but appear to have weakened and distorted with age. You should be able to see from the photo that the holes are not round any more and consequently unable to support the imposed load.

Next time, we will look at oil leaks from the hub seals and the diff pinion seal. (Bet you can’t wait)