

Morris Minor Regalia Catalogue



MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Dave & Jackie Walker** and is available at Club Nights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)

Model small cars	£ 3.75	Coasters	£ 0.50
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Dorset Branch

MORRIS MINOR OWNERS CLUB

NEWSLETTER



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June 2018, Volume 21, Issue 7
www.dorsetmmoc.co.uk

The MMOC Dorset Branch

was founded in 1980 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 Club Night 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

Key Contacts

President		Non-Committee posts	
Committee Members—'16-'17		Website editor	Brian Wood brian@dorsetmmoc.co.uk
Chairman	John Jenkinson 01202 576690	Newsletter editor	Natasja Dumay natasja.dumay@gmail.com
Secretary	Laurie Blewer 01202 522673	Regalia	Dave & Jackie Walker 01202 877972
Treasurer	Jacky Wood 01202 573494	Raffle Coordinators	Chris Tilly Margaret Pateman
Membership Secretary	Brian Ford 07502161535	Caterers	Sue Blewer Lyn Gerry
Events organiser/ H&S supervisor	Andy Dibb 01590 674557	FRONT COVER: DMMOC visit at Bournemouth Blind Society (see page 12)	
Welfare/ technical advisor	Eddie Pateman 07940 518627		
Spares Manager	Brian Wood 07411 116336		

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)

2018	
6 th June	Club Night—Quiz
9 th June	North Wilts MMOC Rally, REME museum, Lynham
17 th June	HAMMOC Rally, Fort Nelson
22 nd —24 th June	MMOC National Rally— Kelmarsh Hall, Northampton, NN6 9LY
24 th June	Classic Cars on the Prom—Christchurch Quay
1 st July	Mid-summer Saunter—Shillingstone Railway. Meet at Vines Kitchen
4 th July	Club Night—Club Run to Augustus John pub in Fordingbridge
7 th July	Burton Scout's Carnival, Burton
14 th July	Holdenhurst Village Fete, Holdenhurst Village
15 th July	Poole Bay Classics Extravaganza—Braemore House
1 st August	Club Night—Gardening Competition
5 th August	Lymington Classic Car Show, Pennington 9am
10 th -12 th August	Purbeck Rally, Worgret Road, Wareham, BH20 6AB 10am
1 st —2 nd September	MMOC Isle of Wight Branch Rally, Havenstreet Railway Centre (IOW), 9am email: bas.boy.will@googlemail.com
2 nd September	Classic Cars on the Prom—Christchurch Quay
5 th September	Club Night—tbc
30 th September	Classic Cars on the Prom—Christchurch Quay
3 rd October	Club Night—AGM
7 th October	Portland House Open Day—Portland House, Weymouth
7 th November	Club Night—Talk by Darren from Timeless Classics Ltd
5 th December	Club Night—tbc

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

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Crossword: answers



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB

Volume 21 Issue 7

June 2018

CLUB NIGHT ACTIVITY: Quiz Night

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



Editorial

Well hello everyone! And how I would have loved to have said 'eh bien bonjour de la belle France'.... But I am still in (an albeit sunny) Blighty.

Before you think: what happened? How come she didn't make it to the MOT??, let me reassure you: I haven't left yet—but will soon. As our printer was also going on holidays (not to the MOT I might add), we had to bring forward our printing deadline, meaning I would not be reporting from Vive la France.

Cyril and I are pretty much packed—I have a packing list to keep me on track and make sure I don't arrive without any undies or socks (I have been known as my parents can attest).

The last few weeks haven't been without a hitch however. In preparing for 'The Big Trip', I booked Cyril in for a service with mobile mechanic **Martin Feltham** (see yellow add on page 21 of this newsletter). Amongst other things, Martin would upgrade my coil to a more resilient one. Sadly for him, the new coil was faulty, and he had to traipse back all the way to Bournemouth to get a swap from Brian. That lost so much time that he had to come back another day to finish the remainder of the service. Luckily that all ended positively.

So I thought: belts and braces. Cyril's MOT doesn't expire till mid-June—but just get it done early, so you know you're safe. Well.... I wish I hadn't done that—as Cyril failed his MOT. I can hear you take a deep breath, about to ask: 'But why..?'. Well apparently the rear brakes weren't perfectly synched and the windscreen wipers sometimes stopped wiping (on a virtually dry screen I may add) as and when. So a panicked call to **Brian**—who came to the rescue with a revised wiper motor. Knight in Shining Armour no. 2 (and much recommended!!) was **Martin Feltham**, who arranged at short notice to come and adjust the brakes as well as fit the replacement wiper motor so that Cyril could get retested. He also came back a 2nd time after my Beaulieu visit to upgrade my oil filter, as it was leaking extensively. His service is second to none and he deserves your business (he's earned my loyalty already).

And I'm relieved to say: all's well that ends well: Cyril passed his MOT retest (now I better make sure I register him as a vehicle of historical interest...). So all I can hope for now is that there are no other issues between now and arriving in Duravel, France. Will I make it? Well, thanks to the printer deadlines moving this month, you'll have to wait with my bated breath for my report in the next newsletter. Ha ha ha!!

I hope by the time you read this, you'll have visited Beaulieu and seen the wonderful historical display that Roger and Laurie put together for us and all other visitors. I found it very engaging and interesting. A little antique roadshow on the road in Beaulieu full of social history. I will devote next month's newsletter to its write-up and images. Tomorrow Cyril and I go on our very own Tour de France. So: Au Revoir!! Keep them rolling. And please don't forget to donate to my fundraising (please...).

Natasja

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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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 Morris Minor Owners Club, Dorset Branch

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For Sale & Wanted & Club Notices—Cont.

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News from the Spares Department

Please mention where you saw the ad when you respond, thanks

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We also have some **reconditioned fuel pumps** for sale at £55 each (£50 to Branch Members) Postage is about £5. *Standard*



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Gardening competition (Clubnight 1st Aug'18): reminder of categories

As the sun is coming out a bit more frequently now, Eddie would like to remind you all of the categories as per below. So get growing!!

Flowers	1. Dahlias	1 vase of 3 blooms
	2. Sweet peas	1 vase of 5 stems
	3. Fuchsia	1 potted plant—any size
	4. Mixed flowers	1 vase—any type
	5. Potted plant	1 potted plant—any type
Vegetables	6. Runner Beans	1 set of 3 beans
	7. Potatoes	1 plate of 5—1 variety
	8. Tomatoes—cherry	1 plate of 5 cherry type
	9. Tomatoes—general	1 plate of 5 medium to large
	10. Cucumber	1 cucumber—any type/ shape
	11. Onions	1 plate of 5 onions or shallots
	12. Marrow	Largest in show
Children's Classes	13. Flower Arrangement	Any type
	14. Vegetable	Any type

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Beaulieu reflections

I feel I must say how surprised and genuinely touched I was with the clubs kindness when the I was suddenly asked to present the awards at the culmination ending of our Beaulieu 70th Anniversary Rally to represent the Dorset Branch Club and John, Laurie and the rest of the Dorset Club branch committee. I was told it was something to do with recognition of some sort or other to do with the 'Time Line' marquee display??

In fact the planning discussions and forming and agreeing of ideas, (to some extent) painting the large backdrop artworks and the making of the graphic boards was the easier (and actually enjoyable) part of my share towards the event. But please consider that what everyone eventually saw displayed and set up within the marquee at Beaulieu would certainly not have come together so successfully without the incredible hard work and enthusiasm of those particular other fellow members that I think should have as much thanks.

Apologies that I cannot name everyone here due to space that personally helped me in building the 70th displays However the 'British Life Style' era object displays came together so well in the end due to Phil Traves' professional expertise. Also, Brian Ford, his wife and Eddie Pateman were up at the crack of dawn and off in the hired van each day we were setting up, as well as after the event to collect and deliver everything for the event, even travelling as far as Dorchester. Personal thanks must also go to Ron Tickner - not only as the event electrical 'Gaffer', but for his enthusiasm in helping me with any odd thing at all. (Ron even decided to camp directly outside the front of the marquee at night to keep an eye out for our more valuable antique items inside!)

Olyvia and her husband Dave also said that they were very good friends of the two fantastic 'Hippy' Characters that appeared. It was also great to see those few others that joined Laurie and I being not too shy to dress in period style—thus truly entering into the spirit of this landmark Morris Minor 70th birthday event.

Once again my thanks to the committee for allowing it all to happen and all those fantastic club members involved who worked so hard with me over what was a very memorable weekend. If I could bottle and sell the essence and camaraderie of the Dorset Branch MM Club I would be an instant Millionaire.

I look forward to the images of the Beaulieu weekend in July's issue of the newsletter.

Roger

Please mention where you saw the ad when you respond, thanks



For Sale: 1954 Series 2 Morris Minor Saloon. Original 803cc engine. Black with contrasting pearl grey wheels and grille. Very original standard spec car. No heater, one sun visor, no overrides, vynide facings to seats rather than leather. Never been welded, underside is as it left the factory. One of the best we have ever seen. History file shows mileage in 1988 as 7381, now showing at just under 9000 miles. The red interior has a nice patina, no damage to the seats or headlining. Only the carpet has been replaced. May part exchange for another Minor. One for the collector. If originality is your thing – then look no further. **£5,995**. Please contact Steven Loder on **07748 154474**

For sale: Morris Minor 4 door 1967 "Trafalgar Blue"
2 previous owners only— last owner spent £5k at Bath. A very tidy & solid car.
62,000 miles. newly rebuilt & unleaded head, new clutch, brake overhaul, battery and long mot. Complete service **£3995 ono**. Please call Gary on **07984996071**

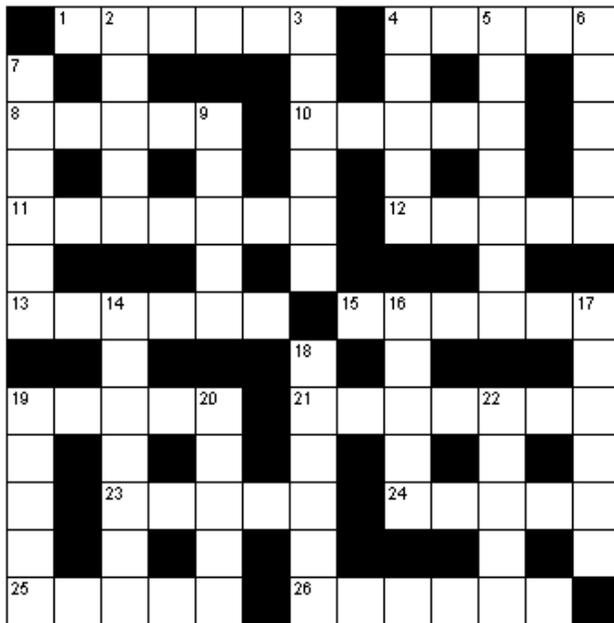


For Sale: Series 2 1956 Morris Minor 4 door, split screen. Stored in a dry barn, Runs well, reluctant sale. Number plate WUR 32 worth over £2k. Ring for more details **01494 758828** Bucks (MMOC number 73139)

For Sale: Morris Minor style 5' x 5' box trailer. Built to a high specification (Cost £800+) a few years ago. Never used and garage stored. Includes jockey wheel, space for spare wheel, wiring for electrics £470 contact Derek Shearman 01258 857492

For Sale: 1964 Morris Minor Traveller with 1098cc engine. Unleaded Head fitted. Mot 10/10/2018. No advisories. Family owned all it's life except for 9 years. 3 recorded keepers. Very good inside and out including the wood. Lots of old mot's and paper work with the car. Very good Bridgestone tyres fitted. Can deliver if required. **£6750.00** o.n.o. Phone **07939 264653**





Across

1. Capital of Germany (6)
4. Flows through Rome (5)
8. Capital of Nigeria (5)
10. Egyptian desert (5)
11. Birthplace of Napoleon (7)
12. Australian town, ___ Springs (5)
13. Colorado state capital (6)
15. Previous name of Ho Chi Minh City (6)
19. Egyptian capital (5)
21. South American country (7)
23. Japanese city (5)
24. Capital of Ghana (5)
25. Balearic holiday isle (5)
26. Sea between Greece and Turkey (6)

Down

2. Swiss peak (5)
3. Capital of the Bahamas (6)
4. Polynesian country (5)
5. Chinese city (7)
6. Major French river (5)
7. Site of 1980 Winter Olympics, Lake ___ (6)
9. Flows through Paris (5)
14. Capital of Kenya (7)
16. Island in the Netherlands Antilles (5)
17. Scandinavian country (6)
18. Carson City is the state capital (6)
19. Italian holiday isle (5)
20. City in Nebraska (5)
22. Capital of Bangladesh (5)

Beaulieu thanks

Moggyfest at Beaulieu was excellent and so well organised. An enormous thank you to everyone involved in any way whose hard work ensured that the week-end was so successful. Well done Dorset Branch!

Best wishes, Nick and Angi Odell

Magnificent Moggyfest

Well done DORSET BRANCH . What a fantastic display and gathering of our well loved Morris vehicles . Our branch always knows how to put on a good show but this year surely was the best ever . I enjoyed every minute . Congratulations to the whole team . David Holton (Silverstone)

P.S . From Pam: so sorry I missed Moggyfest, but with 3 Norwegian Elkhounds with thick coats, the weather ruled . It was just too hot to risk taking them . Sorry I missed out catching up with news from our Dorset friends but see you all soon. Sounds like I missed a brilliant display .

Dear Editor: once again we have to take our hats off to all those who contributed in any way (particularly the Committee members) to the pre-event admin, the site set up, the actual event and the clear up of the Club Annual 2018 MoggyFest Rally at Beaulieu. It was just great, so well organised, managed and welcoming. Please, please pat yourselves on the back, it was thoroughly enjoyable. The venue, the exhibition displays, the cars, the facilities, all the volunteers and, of course, the weather - just glorious. Well done and a heartfelt thank you to you all - you most definitely deserve it. Our very best regards, Helena & Kate, Lymington

Burton Scout Festival

You're all cordially invited to Burton Scout Festival on **7th July**—on the Sports Field on Martin's Hill Lane in (surprise surprise) Burton. There will be many stalls selling various local items and there will be entertainment in the arena, a fun dog show, a bouncy castle for the youngsters and some other fun games around the field. There will be a BBQ for food and a bar bus will also be in attendance. The mayor of Christchurch will hopefully be crowning the carnival queen. Any classic vehicle is welcome and entry is free. Any cars should be on the field by 12 noon - as there is a procession through the village, leaving the road temporarily closed. All funds raised are to go to help build a new scout hut, as the old one has been condemned . We are grateful for your support,

Brian and Chris Tilly—DMMOC no 44 and 45

Chairman's Report



Good evening and welcome to June's Club Night. Another good Club Night last month, with Phil Traves talking about member's antiques - so thanks again, Phil for a great night. Tonight is Quiz Night.

The Branch would like a few more applicants for the Holdenhurst Village Fete on 14th July - please put your names down on the list on the notice board tonight. Another good local Fete is the Burton Scouts Carnival which is held on 7th July.

The August Club Tonight is Quiz Night (on the 1st) is the members' Gardening Competition, so I hope all the green-fingered gardeners are busy in the greenhouses with your veg and plants ready for August.

Now the rest of the report is on the Moggyfest Weekend at Beaulieu. First of all: what a great turnout of members and classic cars for the 70th anniversary of the Morris Minor. Also, all the hard work that my committee have put in over the last 5 months or so, arranging and organising the Beaulieu weekend.

Thanks also to the members and volunteers that helped out, incl. Lyn and Neville on the tea stall, Chris and Margaret for the tombola stall (thanks to members who donated the gifts and raffle prizes for the Saturday night), Dave and Jacky for selling Regalia, Brian and his team (Brian Ford, Andy Dibb, Phil Traves and James Colwell) for spares sales (you all looked 'the part' in the spares department coats), Roger Kellow for a great display in the Marquee (lots of hard work over the last few months), all the Marshalls that helped with the parking so early in the morning, Jacky Wood (with clipboard) keeping control of weekend matters (such as booking in for Saturday night dinners and control of the gift whiskey tumblers), Laurie for arranging the weekend with Beaulieu, picking up the paperwork from them and sending out the packs with Jacky and Brian (210 to send out in total), Tracey and her 'sauce monitors' Louise and Ethan, with tasty bacon and sausage sandwiches on both mornings about 7:30 for all the marshalls, Ron for helping with the electrics on site over the weekend, Ian, Phil and James for all their help over the weekend, and all the members who made those lovely cakes for the tea stand. Last, but not least, Eddie, Brian and Pauline for the transport services over the 4 days (a lot of work), Richard Lee for the judging and also Ian Murray for the concours judging. Finally thanks to all the participants for bringing their cars along and to those who stayed behind on Sunday to help pack up.

Happy Motoring, your chairman

John Jenkinson

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Bournemouth Blind Society

By Brian Wood



Andy Dibb and I recently attended a meeting of the Bournemouth Blind Society at the request of Martin Devine, with our Minor Travellers (1954 and 1970). The idea was to talk to the participants and let them sit in and have a Morris Minor 'experience'. Andy gave a brief talk to them about the history of the car, its production history and the various models and variants produced

over the 23 year production run. We then had the viewing session in the car park. Fortunately the weather held out for us and was bright and sunny. Many of the members of the club had a 'soft-spot' for the car - as most people of a certain age tend to have. It seemed to go down well with lots of questions being asked. Here are a few photos.

Brian Wood

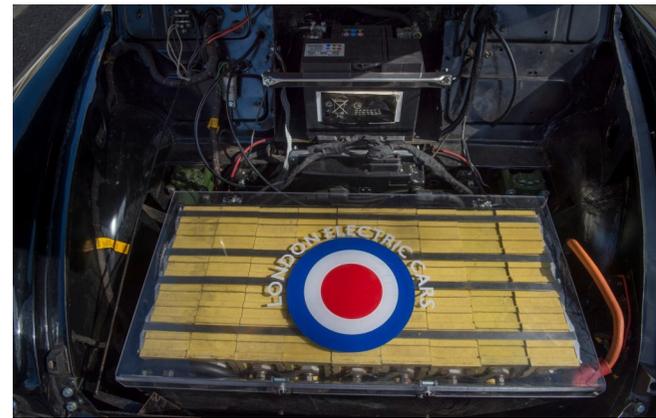


A prelude to e-Minor – how this prototype electric Morris might change the world

Originally published in the Daily Telegraph on 17/04/18

The car industry has been a little boring of late. Perhaps its the relentless slew of bombastic press releases, with their spittle-flecked enthusiasm and manufactured hype. Maybe it's the lack of truly exciting design, and the increasingly congruous appearance of mainstream cars. Or it could be the unwavering sense that the automobile is dying, and that the things we love – so firmly rooted in the 20th Century – will be historical artefacts by the turn of the 22nd. It's easy to feel a little disheartened by it all.

This mood lasted precisely one morning. Because at 12 noon I phoned a man called Matthew Quitter, who runs London Electric Cars, for a scheduled interview that truthfully sounded pretty dull on paper. And a few hours later I met him in a car park in Lambeth, where he set about reaffirming my love for the motor car and rebuilding my faith in its future.



Matthew has taken a 1953 Morris Minor and replaced its petrol engine with an electric motor. In doing so he has built a zero-emission EV without having to manufacture a whole new car, has improved a pretty classic

to make it compatible with modern life, and demonstrated a principle that could be scaled in a meaningful way. It sounds so obvious – turn a dirty fossil fuel vehicle into a clean EV – but I've never encountered one converted so effectively or sympathetically.

It's charmingly straightforward. Unlike a modern electric powertrain, which often involves several motors dotted around the car, this Morris has undergone a simple transplant.

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e-Minor Continued...

A 30bhp AC unit and nine second-hand 'Thundersky' prismatic lithium ion cells occupy the engine bay, while a further 16 such cells replace the fuel tank in the back. A DC-DC converter keeps the lead acid battery happy – the 12v electrics, and all the mechanicals, remain.

That includes the four-speed manual transmission. This is the first electric car I've driven that has a clutch pedal, and one of the few in the world that rewards a downshift into a corner. It feels like a Morris, it looks like a Morris, but it pulls away like a first-generation Leaf. It's an impossibly cheerful vehicle and I'm immediately smitten.

"We've looked at direct drive but chose to go via the gearbox for the Morris Minor," explains Matthew. "The engineering is simpler, and you can use a smaller, cheaper motor, then use the gears to get some more performance out of it. And you keep the feel and originality of the car."

In terms of horsepower, that inexpensive motor is comparable to the 803cc A-series engine originally fitted to Minors. But the torque has more than doubled to 100lb ft, which makes it possible to drive the electric Morris like an automatic. Second gear will fulfil nearly all urban duties, though fourth – straight-through – is helpful on faster stretches.

This is fundamentally a city car. "Our target market is London," says Matthew. "Once you've done the conversion, the Minor costs around a pound a week to run. You're not paying congestion charge, road tax. You're motoring for £50 a year, which is appealing."

Even more so are its winsome dynamic ways. I love the elasticity in the steering, the softness of the suspension, the inconsistency of the body roll and the unwavering eagerness of the little motor.

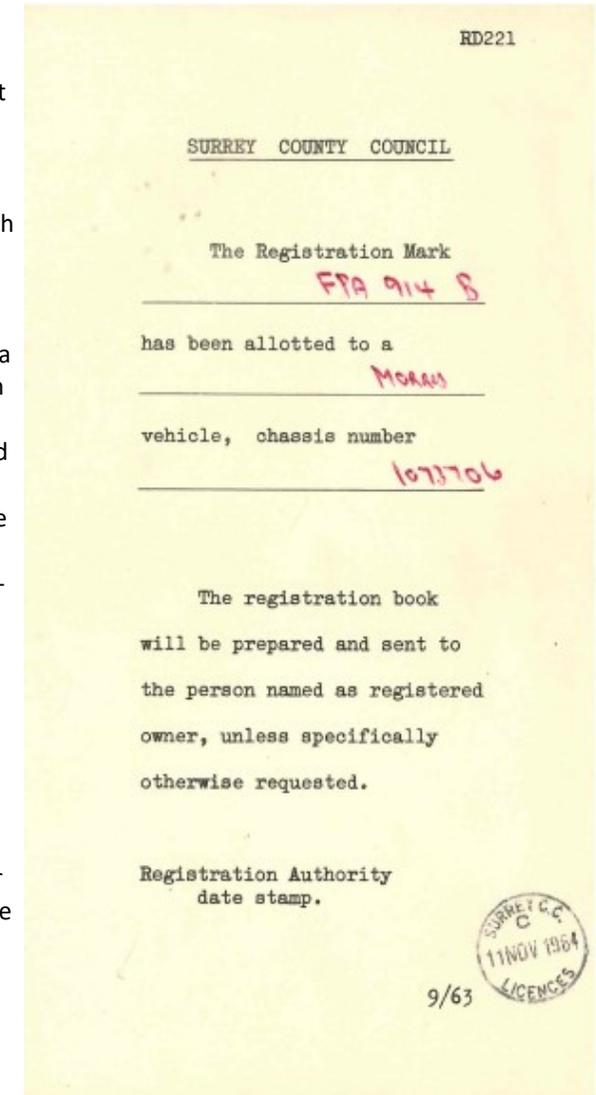


The car buyer traded in his Morris Minor Tourer, Reg 973KMU, towards the cost of the DeLuxe Traveller.

The garage he bought it from was based under the flight path of Heathrow Airport in Weybridge. I did a bit of research, and the garage was mentioned in an article about a Major who died in Afghanistan in 2010.

Major Bowman's father owned Bowman's Garage in Weybridge, until 1993, and the family's history dates back to 1770 when the Bowman's bakery traded in the town. Major Bowman's parents now live in Boscombe—no, not in Dorset, but near Salisbury, Wiltshire.

Wouldn't it be a lovely idea to try and track these cars down to see what happened to them? If you have any ideas or ways of finding out, it would be greatly appreciated.





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Sales: Simon Davis, Shaftesbury Road, Henstridge, Templecombe, Somerset,

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Tracing the past: can you help?

One of our members, Martin Harris, found the original sales receipt (below) and Council Registration document (right). It's for a 1964 Morris Minor Traveller 1000 De Luxe in Old English White, Reg FPA914B.

BOWMAN'S GARAGE
 (WEYBRIDGE) LIMITED
 BAKER STREET, WEYBRIDGE
 MORRIS M.G. WOLSELEY
 MORRIS COMMERCIAL

SALES 6522 SERVICE 3265

One 1000 Morris Minor 1,000 Traveller de Luxe.
 Finished Old English White.

	501.	0.	0.
Tax	105.	18.	9.
Under body seal	10.	0.	0.
Charge from Works including petrol & antifreeze	6.	10.	0.
WPA 914 B Licence Holder	3.	3.	0.
Reg Fee from 1.11.64 to 31.10.65	15.	0.	0.
TOTAL	641.	11.	9.
Less allowances for Morris Minor Tourer	150.	0.	0.
	491.	11.	9.

Engine No. **EM/99907** Regd No. **923.3ML**
 Chassis No. **71073706** Terms: Net Cash on Delivery. E. & O. E.

Date **10.11.64**

Mr. P. A. THORSON
 Torwode, Wuxbury Rd, Chertsey.

I love the minimalism of the car's design, its thin panels the antithesis of any modern EV's heft. And I love its tiny footprint, which is better suited to London's streets than anything built this century. But most of all I love the noise. Stripped of the four-cylinder clatter of an original Morris motor, the electric Minor is a magnificent thing to sit in at speed. The driver hears every creak and bang from the aged machine; the groan of the steering as I pitch a little too enthusiastically into a turn, the disgruntled thud of the bump stops as I do the same to a speed bump. The whine from the gearbox disappears once fourth is engaged and you're free to fly along in near-silence, hearing only those sounds emanating from the 65-year-old fuselage. It's classic motoring laid bare.



You'd be forgiven for assuming that London Electric Cars is in the business of, well, selling electric cars. And if they had a showroom full of electrified British classics like this one I'm sure they'd be very successful. But the objective has always been to create kits that people can use to convert cars at home, giving this project a truly green backbone, as well as global appeal.

"We can only convert a car that people have brought to us, but we can send kits all over the world," Matthew says. "The Morris Minor kit is the furthest in development and we've had interest in that from

anywhere the Morris Minor went – India, Australia, New Zealand, America, and Sri Lanka as well, where they still make the parts."

I do love the Morris Minor and would love an electric Series II, or ideally a Traveller. But I'm conscious of the fact that they feel very old, and that they lack modern niceties such as seatbelts. The brakes have been upgraded and there's now a Bluetooth-enabled stereo hidden somewhere in the dashboard but it's still outdated, delivering an experience far cruder than what we've become used to. But Matthew says the technology will work with far newer cars, which I suspect is where the environmental gains are to be made.

e-Minor Continued...

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"There are a billion cars in the world at the moment and most people are slowly beginning to realise that petrol and diesel are on their way out, destined to be niche items," he says. "What are we gonna do with those billion cars? Most are pretty decent, the chassis is strong, the suspension is good – all that's wrong is the petrol or diesel engine.

"It's a no-brainer, these cars should all be converted. But the reality is that the car industry is geared up to sell cars." Aside from the clear environmental and economic benefits, I'm also quite taken by the visual charm of the Minor. It's a rejection of the aesthetic homogeneity of modern car design, and a welcome sight on roads normally dominated by ungainly Japanese and German monoliths. I almost laughed when I saw a Prius alongside the e-Minor; it would be funny if it wasn't so sad.

So Matthew has invented a kit that will cheaply convert fossil fuel cars, old and new, into zero-emission electric vehicles ready for the clean streets of London. The equipment's performance compares favourably with brand new models, but the charm and character of the original car remains. And while the kit might take a weekend to install, it requires no cutting or welding, and can be completely reversed if necessary. What's the catch?

"The biggest downside is the up-front cost," concedes Matthew. "And the next-biggest is charging times."



At around £3,000 for a viable Morris Minor and £10,000 for the conversion, this isn't yet a cheap route into electric motoring. You can buy a used Renault Zoe for around half that overall investment, and you'll get a safer and more reliable machine. But if the OLEV grant applied to conversions, or indeed if a future government scrappage scheme incentivised retrofitting rather than buying brand new cars, that cost could plummet.

And it takes six hours to fully charge, which will give a range of forty-something miles. "It's more a mindset thing than anything," says Matthew. "We're used to these vehicles that we can drive 600 miles in a single go – fossil fuel cars can do massive journeys without us even thinking about it. But that will slowly evaporate from people's consciousness."

I'm not sure how readily Britain will relinquish the convenience of internal combustion. But I know that Londoners use their cars for infrequent, short trips, and if any of these were undertaken in something as delightful as Matthew's electric Morris then the city would be a far, far nicer place.