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THE DORSET BRANCH MORRIS MINOR OWNERS CLUB



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 the Membership Secretary 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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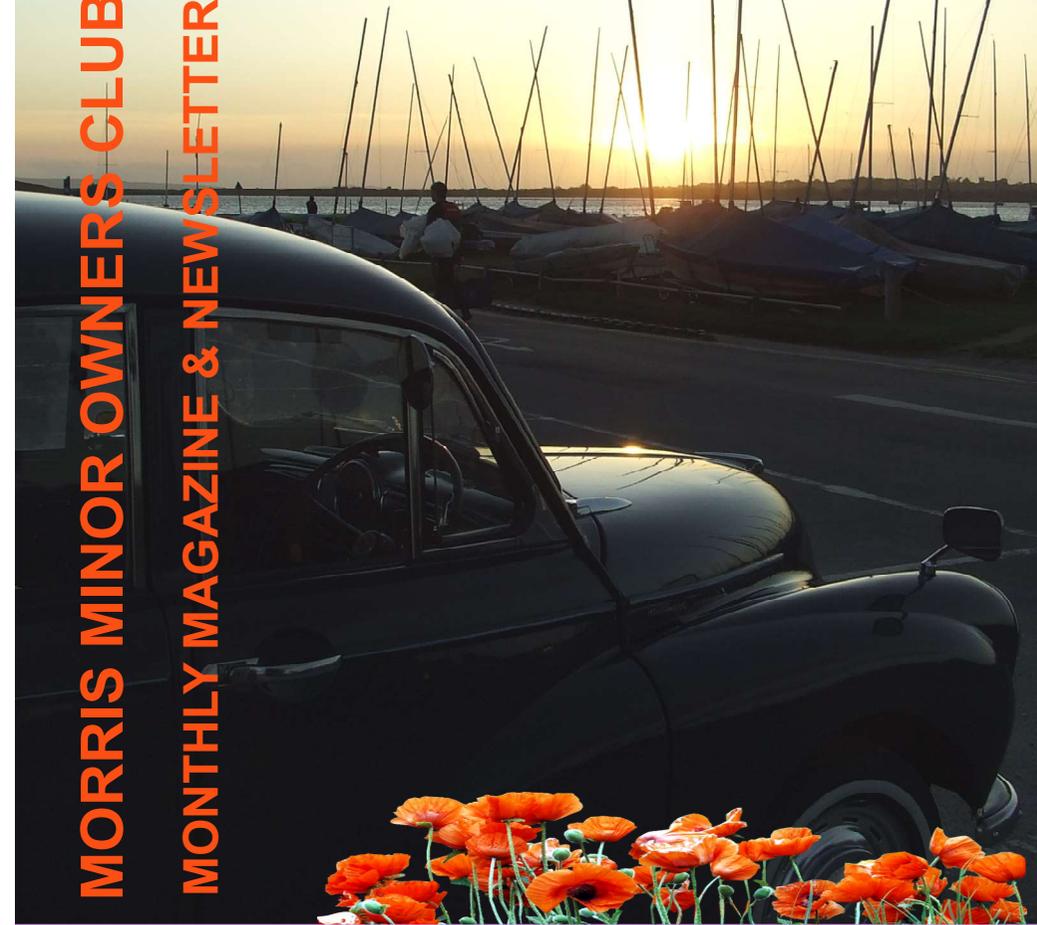
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Dorset Branch

MORRIS MINOR OWNERS CLUB MONTHLY MAGAZINE & NEWSLETTER



1948 < Morris Minor > 1971



NOVEMBER 2021

Vol25 Issue 1

www.dorsetmmoc.co.uk

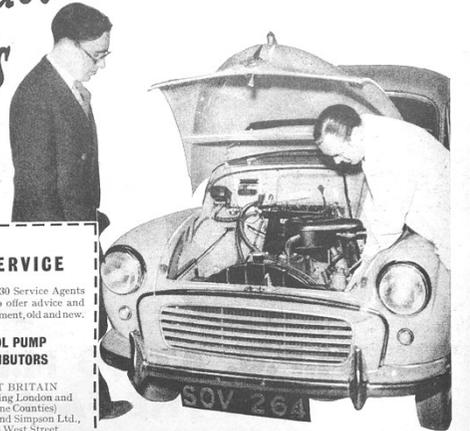
The MMOC Dorset Branch

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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
Hon. President	John Jenkinson 01202 576690		<u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Catering Consultant</u> Sue Blewer
Treasurer	Jacky Wood 01202 573494		<u>Insurance Consultant (to the DMMOC branch)</u> Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<div style="background-color: #f4a460; padding: 10px; text-align: center;"> <h3>Cover Story</h3> <h3>Autumn Sunset at Mudeford</h3> <p><i>(Taking time out to reflect on past & recent events)</i></p>   </div>
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
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Committee Member (Health & Safety advisor)	Karon Brown sandkbrwn@hotmail.co.uk		
<p>** Print Deadline for the DEC Edition Sat/Sun 20th/21st NOV</p>			

1957 advertising (right) and the top selling Morris Minor is obviously the 'BMC' featured car. Carburetter manufacture declined substantially by the start of the 1980's with increased interest in Fuel Injection Systems for cars. The change to fuel injection in various forms for nearly all new vehicles saw carburetter manufacture decline to very small volumes, most of which were for the service market, and this led to S.U negotiating with **Burlen Fuel Systems Ltd** (A major parts customer and already a small volumes manufacturer in its own right) to take over the responsibility for manufacture and supply of all S.U carburetter units, pumps and spares, **May 1999** saw the end, after ninety four years of the manufacture of carburetters by the descendant of the original S.U company, and also the closure of Wood Lane, Birmingham; as a manufacturing plant. During the next three years, manufacture of all SU carburetters, fuel pumps and some throttle bodies passed to **Burlen Fuel Systems Ltd** and in **2002** Burlen acquired the full intellectual property rights and the S.U trademark. **Burlen is now the world's sole manufacturer of genuine, new S.U product, and can supply new carburetters, pumps and spares for almost all models from 1930 to the present day. The company has invested heavily in new tooling where replacement has been necessary and to reintroduce models that have not been available for many years. Quality assured to BS5750 (ISO9002), Burlen has a policy to produce genuine, new S.U product to the original specification or better where new metallurgy, manufacturing techniques or materials allow. Now in 2007 the 'S.U Carburetter Company' is back and trading as a subsidiary and trading arm of Burlen Fuel Systems Ltd and along with the 'AMAL Carburetter Company' supplies fuelling products to vintage and classic cars and motorcycles around the world." Contact details :- **Burlen Ltd, Spitfire House, Castle Road, Salisbury, Wiltshire, SP1 3SB** sucarb.co.uk **The Editor is indebted to Burlen Ltd (SU Carburettor Company) for historical company material used in producing this article****

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SU CARBURETTERS AND PETROL PUMPS

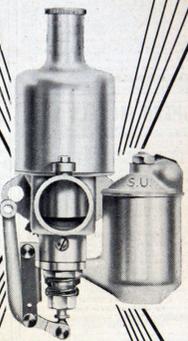


After the out break of World War 2 in 1939, realising the importance of S.U carburetter production to the war effort, work was started at the Riley Plant in Coventry to duplicate production. S.U manufactured the carburetters for the Rolls Royce Merlin engines fitted to Spitfires, Hurricanes, Lancasters and many other aircraft, and when the factory was damaged by two air raids on Birmingham in 1940, the Air Ministry evacuated it to another factory in Highlands Road, Shirley. In 1941 the S.U Company acquired a shadow factory in the Wharfe Valley in Yorkshire, and during these years a fuel injection pump was developed for use on Merlin aircraft engines.

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CLASS II.
FIRST RILEY
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MOTOR CUP LANCHESTER
LADIES' PRIZE
LAGONDA (Class I)
RILEY (Class II)

Out of 8 other cups 5 were awarded to cars fitted with S.U. carburetters.

The cars with the best performances irrespective of class and with or without fluid flywheels were all fitted with S.U.'s

The S.U. Company, Adderley Park, Birmingham.
W. H. M. BURGESS, 10/11, Cannon Street, Westminster, London, S.W. 1. Telephone: Victoria 1102 & 1103.

In 1945 the production of car carburetters and petrol pumps resumed and the company moved to a site in Wood Lane in Erdington Birmingham in July 1947. Later in the same year, in December, the link with the company's founder ended when Mr T C Skinner retired. With the end of its military requirement, the company's interest in fuel injection manufacture was sold to the Stirling Company of America. The company's market for carburetters and fuel lift pumps expanded considerably as Morris Motors Ltd merged with the Austin Motor Co. Ltd in 1952, to form the British Motor Corporation, and then still further when in 1965 British Motor Holdings was formed in association with Jaguar Guy and Coventry Climax.

This period and the following few years saw the peak of production for the company ranging from 'H' through 'HD' to 'HS' types when in excess of or 30,000 carburetters were produced



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
NOVEMBER 2021 Volume 25 Issue 1

NOVEMBER CLUBNIGHT
Quiz Night

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P.4	P.7 Antifreeze - (a seasonal reminder) which type for the Minor ?
EDITORS NEWS DESK & 'YOUR LETTERS TO THE EDITOR' P5	P8/9 Members' New/Old ' Vehicles News
CHAIRMAN'S REPORT PAGE P.6	P14/15 'Simply British' event at Beaulieu
P10/11 EVENTS Provisional Listings	
SECRETARYS REPORT PAGE P. 13	P 18/19/20/21 The Arch Bishop's Minor ! (and how it became famous)
THE 'BRIAN WOOD' REPORT P.16	P 22 A Junior Members 'special' scooter
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.17	P/24/25/26/27 Editors A-Z series (an extended article this month - The SU Carburettor Co)



Dorset Branch Members- It's Your Newsletter - It's Your Club !

**** The Editor encourages and welcomes any written contributions - Particularly loaned (or emailed) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .**

***Please submit, if possible, any material or advertising matter, within 10 days prior to the next monthly club night date . (*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline.**

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Editorial

Welcome to the November edition—

Now the clocks have 'fallen back' an hour, many Morris Minors (unless yours is an 'all year round' working Minor) will gradually be used less frequently as we approach winter—At the risk of sounding slightly boring to the regular more 'seasoned' Minor owner- it's that time again to prepare thinking about a few of the 'winter care' reminders. Doing them will often reward you when you want to suddenly use the car again. The very basics ought to include - Starting up the engine, ideally every few weeks and running it well up to working temperature, at the same time a bit of general 'movement' of the car's essential linkages, not forgetting the brake pedal to exercise those often 'dormant prone' brake cylinders. Check tyres are inflated and occasionally reposition the car a little if it's sat for extended long periods, to avoid tyre 'flat spots'. Every winter I always connect a low charge 'battery maintenance' charger unit to the battery (by having loads of oomph it's nice then when the car starts up quickly) —Also a car battery constantly 'maintained' up to its optimum charge usually lasts much, much longer as a bonus. Also petrol types and considerations if the car is not used much over the winter months (**and the timely reminder to best avoid using E10 in any classic.**) included this month in detail on Brian's page - 'The Brian Wood Report' - **Page 16** I know, just as you thought you already had enough regular jobs to think about, someone reminds you of just one more !! So here we go—Autumn is a traditional time when we think about when the antifreeze was last changed — therefore I have also included a reminder of the recommended antifreeze for the Minor and a mention of those other types not recommended for older classics - reminder on **Page 7**.

What makes a particular Minor historically important? Some surviving preserved examples at first, that spring to mind may well be—The First Minor built, The Millionth Minor, The Last Saloon built, perhaps also the 'oldest surviving' model of the Traveller, Convertible, Pick Up & the Van? **There is however one additional 'famous survivor' - arguably just as famous as all of those above, and certainly unique - Its a 1967 4 door saloon (not everyone may be familiar with the full story) It's a remarkable story of a Morris Minor's enduring strength and survival. After being purchased from 'one very careful owner' in 1979, it then successfully covered over 3,000 miles over the worlds highest mountain tracks and the most challenging jungle tracks, all in the most extreme conditions. In 1980. The book titled 'The Himalayan Minor' covers the full story in detail - A copy of this book was kindly loaned to me by Graham Melly (after he described how, in 1981, he was 'asked' to transport this very car to exhibit at the National Morris Minor Owners Club rally) I have attempted to review the main points from this very unusual 'Minor survival story on 'Pages 18/19/20/21 Of course we have always known our Minor was special, even those 'youngest' factory built Minors still in use today have survived for over 50 years!**

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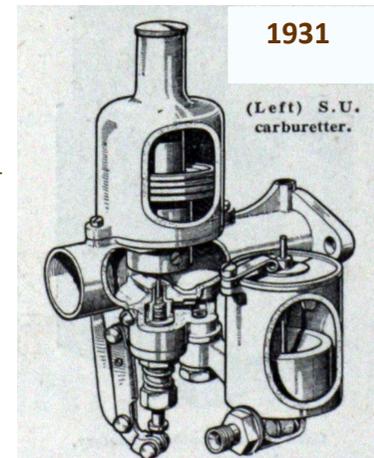
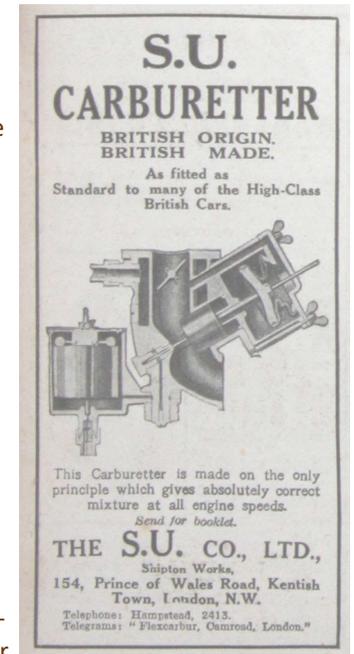
ROGER



During the First World War, the S.U Company Ltd. became engaged on munitions contracts, which included making carburettors for Aero engines, with a staff of about 250. Although the S.U 'Sloper' had the advantage of automatically

adjusting the flow of petrol to the engine, it was expensive and it had no proper means of providing a rich mixture for cold starting, other than 'flooding the float chamber'. This deficiency was tackled by **Wolseley Motors Ltd**, who added another jet and a physically operated needle. Wolseleys patented their modification (no. 119187) in **1918**, for which they received royalties from S.U. The general depression of the **1920's** saw the company resorting to general engineering work but some development continued and the alloy suction chamber and piston replaced the leather bellows used on earlier types. When the leather bellows were first introduced to control the movement of the tapered needle, there was much scepticism that they would soon perish and fail, but the family connection with the shoe business allowed access to a supply of the finest glaze kid leather which worked very well and did not perish. These bellows were made by hand by Herbert's wife Mabel right through to **1928** - presumably, by this time for spares, not production. In **1925** S.U introduced the 2m, which is significant because it set the general pattern for S.U carburettors thereafter.

Financial matters came to a head in **1926** when G. H. Skinner withdrew from the company. Carl Skinner was now in a difficult position and approached **W. R. Morris (Lord Nuffield)** following negotiations the S.U company was purchased by Morris for £100,000. This was a considerable sum for a loss making concern but Morris obviously saw potential in the product-retaining Carl as manager. Soon after purchase, S.U was relocated to a part of the old Wolseley Plant in Adderley Park in Birmingham. Carl was given £17,000 for plant and equipment needed to prepare for mass production of carburettors, to meet the demand of 1,000 units a week for **Morris Motors** alone. From this point, growth and development were the order of the day with new products such as the S.U Petrolift in **1929**, an Aero carburetter in **1932** and the now familiar S.U Electric pump in **1934** along with improvements and additions to the carburetter range. In **1936** the **S.U Carburetter Company Ltd** was formed with Carl Skinner as Managing Director.



Editors A-Z series Following 'R' for Raydyot last time. This month 'S' is for SU carburettors (An A-Z series of companies and organisations who were involved ,manufacturing directly or indirectly, during the Morris Minor factory production years .

t's remarkable that the basic design concept of the trusty SU carburettor , so very familiar to us , there under the bonnet of our Morris Minors was originated in the early 1900's - Later the SU company by the 1920's had been incorporated within Morris Motors as the SU design of carburettor and the SU fuel pump were such important components .

The first variable venturi carburettor was the brainchild of George Herbert Skinner. He was born in 1872 and was known by his second name - Herbert. **By 1900** Herbert, who at that time was employed in his father's shoe business - the well known **Lilley & Skinner**, had three provisional patents covering his forward thinking ideas about carburetion .

Over the next few years, Thomas Carlyle Skinner , Herbert Skinner's younger brother , had begun to try some of his brothers concepts on a Star motorcar that he then owned. The idea was to place the fuel jet in an air channel that could be varied in size, in accordance with the demand of the engine, thereby giving a constant depression and air velocity. Herbert was granted a full patent (no. 3257) for this device in **January 1906**. At this stage a tapered metering needle, to vary the flow of petrol, had not been thought of. The two brothers continued to work together and their first carburettors were made at the premises of George Wailes & Co. at Euston Road, London, where Carl became a partner with George Waile's son.

Herbert's inventive genius devised the basic principles of the later 'constant vacuum' S.U carburettor.

In August 1910, 'The S.U. Company Ltd' (S.U being a contraction of 'Skinners Union') was formed and some time later moved to Kentish Town, London. **By 1913** the company's accounts showed that they were supplying 'Sloper' carburettors (so called because the suction chamber and needle assembly was positioned at an angle from vertical, in order to reduce the fluctuations of the chamber when driving over the rough, roads of the period) for Wolseley Motors and the Rover Company.

'Recommended for the New Fuels ! (Petrol) - 1913 advert right



D.M.M.O.C. CLUB NOTICE

The 41st ANNUAL GENERAL MEETING of The Dorset Branch Morris Minor Owners Club was held on Wednesday 6th October 2021 at Bournemouth Electric Social Club , Castle Lane .



2021/2 John Jenkinson (retiring Chairman) Dorset Branch Hon. President
Dorset Branch Laurie Blewer (retiring Secretary) Dorset Branch Chairman
Committee Ian Chivers - Dorset Branch Secretary
 Karon Brown—New committee Member (Health & Safety adviser)
All other committee members continuing existing roles (voted in en-bloc)

GB PLATES NO LONGER VALID If motoring abroad !-A 'UK' sticker must now be displayed on the rear of a vehicle abroad if the existing number plate has any of the following:- a 'GB' identifier with the Union flag - a 'Euro' symbol - a national flag of England, Scotland or Wales - numbers and letters only /no flag or identifier .However, anyone with a number plate that includes the 'UK' identifier with the Union Jack flag, does not need a UK sticker. The new rules add: "If you're in Spain, Cyprus or Malta, you must display a UK sticker no matter what is on your number plate. "You do not need a UK sticker or number plate to drive in Ireland.UK logos are commonly sold as stickers or magnetic logos.



DVLA OFFER A 'QUICK REPLACEMENT' SERVICE FOR A LOST V5C DOCUMENT

If you have lost your Vehicle Registration Document (V5C) or 'inadvertently' destroyed it, the DVLA have recently announced a new 'quick replacement service' It is only available as an 'online service' A quick replacement is available for 'whatever' reason. DVLA state the new service is easy to use and customers should have a **DUPLICATE V5C** within a week .

(Unlike 'any other' postal applications, DVLA state could take on average 6 weeks)

Motorists can order a replacement V5C for whatever reason :-
 The DVLA released examples of some reasons given to them for a replacement on their website :- "My parrot destroyed it" - "It was in my trouser pocket and it went through the washing machine" - "Wasn't concentrating and put through the paper shredding machine" - "My child covered their school book with it" - "I had the car given to me for my birthday— they wrapped the keys in the V5C and I tore it open without realising " - The dog ate it" - " My grandchild took it to play outside and buried it in mud"

As long as nothing has changed from the original lost V5C document , a duplicate /replacement V5C can be ordered online from :- www.gov.uk/vehicle-log-book



Chairman's Report

Thanks to everyone who came along to the AGM last month. Your support is appreciated and we have plenty of ideas for events for 2022. With any luck I've organised a quiz for tonights clubnight – so good luck to you all.

The December clubnight will be the usual Noggin and Natter but with the added bonus of a performance by the Bournemouth Signing Choir who I'm sure some of you aware Vic is a member of.

Please make sure that you get your entry slips in for the Mistletoe Meander and for the Annual Dinner and Dance as soon as you can.

Looking ahead to 2022 I'm very pleased to tell you that the date for Moggyfest has been confirmed as 14th and 15th May. A meeting with the events team is planned for this month so its all systems go

We went to our last show of 2021 in October to Organford. The first Organford Show was this time last year and it was quite unbelievable how much the show had grown. There was a really good selection of cars, motorbikes, commercial and military vehicles. I don't think I've seen that many stationary engines for years – Lewis loved them and was in his element. A few more quality autojumble stalls would have been good, but all in all a good day out. The club sends its condolences to Jacky whose Mum, Jean passed away last month – our thoughts are with you.

I have also just been notified of some more sad news. Friend of the Dorset MMOC and very enthusiastic vintage car and steam enthusiast Phil Crouter has died at the age of 64. I'm sure you are all aware that Phil was the curator of the Breamore House Countryside Museum and organiser of the very popular annual Breamore Working Weekends. I must have known Phil for 30 years through our shared love of old vehicles and he was currently part way through the restoration of a 1935 Morris 8 four door saloon. Rest in peace Mr Crouter – you will be missed very much.

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

**Happy Minoring
Laurie.**

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(Chosen site for the Dorset MMOC Annual Rally)

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QUADROPHENIA



CHARLIE'S 'MOD'ified VESPA

Junior Dorset Branch member, 17 year old CHARLIE CYSTER, (he's DMMOC's President, John's Grandson by the way) travelled to last Wednesday clubnight re-enacting the true 1960's 'Mod' style, dressed in his Parka, on his VESPA PX 125 scooter. Charlie first acquired the scooter just over a year ago. During that time he has worked on, 'and transformed it,' The then, standard scooter is now an accurate example of a 60's/70's 'Mod era' machine. Charlie says there is a growing interest across the country where Classic Mod 're-enactor' scooter enthusiasts often meet up for events. Charlie mentioned that someone locally, who particularly admired his scooter recently, was actually involved in the, now cult status, film Quadrophenia. I am assured (just like Morris Minor enthusiasts) it's all about the friendly social enjoyment of being able to re-create a little bit of British historical nostalgia and that today's 'Mods' are always most definitely very friendly to any present day 'Rockers' whenever they happen to meet up! - Ed

NOV 2021 Vol.25

Good quality **ANTIFREEZE** correctly diluted is also effective for summer engine cooling as it for effective extreme winter frost protection. Another very useful function is performed by the inclusion of 'corrosion inhibitors.' With the temptation of many brands of later 'longer life' products on sale the Federation of British Historic Vehicle Clubs and the classic car industry agree that 'Classic cars should still only use one type :-

THE 'TRADITIONAL BLUE' ETHYLENE GLYCOL is still a highly effective antifreeze; it contains silicates as an inhibitor to help prevent corrosion in engines with mixed metals in their make-up. Bluecol and Blue Star are well known brand names and both are declared suitable for a classic cars such as the Morris Minor. Halfords also sell this same type of anti-freeze as an 'own brand' product and is also perfectly suitable. However please aware that there are also low- or no silicate ethylene glycol formulations (usually red) available which may not be suitable for older engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates. However, Comma, the main manufacturer, has now discontinued it in favour of an ethylene glycol product. Recently, problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT) used in classic cars. OAT was introduced in the mid-1990s and the products are biodegradable, recyclable, do not contain either silicates or phosphates and are designed to be longer lasting. However, these products do seem to cause problems in older engines. Over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason, the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT -products using hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and not recommended for use in historic vehicles.

To Summarise :-

- *Only use traditional blue coloured ethylene glycol antifreeze in historic vehicles.
- *Thoroughly flush out the system before replacing the old mixture.
- * Check the condition of all hoses for any cracks
- *Always replace the coolant if possible within the time scale specified as the corrosion inhibitors break down over time. Traditional Blue Ethylene Glycol when diluted has a recommended fully effective life of 2 years.

Ed.

Don't wait till
the north wind doth blow

**FILL UP WITH BLUECOL
DOUBLE SAFETY NOW!**

The risk is always there. From late October to mid April, whether the winter happens to be warm or cold, you can never be sure there won't be a sudden frost that can damage your cooling system, cost you at least £30 for repairs, and deprive you of your car for several weeks, just when the bus queues are coldest.

So don't wait for the north wind to blow: fill up early with Bluecol, the doubly safe anti-freeze, and enjoy complete immunity from the risk of frost damage throughout the winter. Bluecol keeps cooling systems absolutely safe against even 35° of frost, and also protects them against rusting and similar chemical action because it contains TP 291, Smiths special inhibitor. That's what makes Bluecol the doubly safe anti-freeze.

How many days* do we have frost?
14 days IN OCTOBER
6.7 days IN NOVEMBER
9.3 days IN DECEMBER
* Average figures recorded at Kew Observatory over 26 years

BLUECOL
THE DOUBLY SAFE ANTI-FREEZE

one of SMITHS accessories for better motoring



Although not technically a 'new' Minor to have 'recently' joined the Dorset branch, 1967 Morris Minor Traveller OPN 762F (named Suzie Lamb) and owner PAUL REDSHAW may not possibly be such a regular sight to most members who live within a more convenient travelling distance to our regular clubnights. This is due to the fact that Paul lives a good few miles away from our Castle Lane meeting venue . Paul lives at Milborne St Andrew, situated midway between Dorchester and Blandford

I had the pleasure of meeting Paul at both Breamore and at our annual rally at Alderholt recently and learnt of the interesting history of his lovely condition traveller - I had immediately seen the intriguing sign written name of 'Suzie Lamb' displayed, pride of place, on each side of the traveller's bonnet - I had to find out more ! .

Past History of OPN 762F in brief Dorset MMOC member Paul purchased the car on 5th May 2014. It had 81,000 miles on the clock and the seller was Sir Ray Tindle of Tindle Newspapers, based at Farnham, Surrey, having been the only previous owner from new. Sir Ray had actually ordered the traveller at the 1967 Earls Court Motor Show. Sir Ray Tindle CBE DL (now 90 years +) a British newspaper and radio station entrepreneur He founded the Tindle Newspaper Group and The Tindle Radio Group. He is a much respected figure within the local newspaper industry. He started his first local newspaper within the London area with £250 de-mob money after ww2 war service, building the number of 'Tindle owned local newspapers to 36 across Britain by 2016 Sir Ray has also sponsored the famous London to Brighton Run. Sir Ray recently handed over the day to day running of his newspaper and radio station business to his son but still retaining a senior role. Maybe it's something to do with the sort of person that chooses to buy a Morris Minor from new as he was regarded a very good and fair boss! Sir Ray Tindle also gained a known reputation for paying his journalists well in comparison to the majority other newspaper groups at the time.

.Lord Montagu agreed to come up with the £2,000 asking price Unipart were more than happy to include sign writing decals promoting the National Motor Museum, Beaulieu and in any other publicity. Lord Montagu had asked that the Minor should not be cleaned after the rally as he suggested it ought to be displaying within the museum in 'after rally' condition complete with it's 'genuine rally mud'

BL COMPETITION TUNING DEPT. PREPARATION ADVICE Unipart strongly suggested that Phillip should visit the Special Tuning branch of the Leyland Competitions Department at Abingdon. It was famous for successfully preparing similar size rally cars for likes of Pat Moss. The brief to Abingdon was "keep things simple please, within what's appropriate for the small car class of entry, but above all what is sympathetic and not to drastically change the original mechanics of a Minor saloon. Nobby Hall and Den Green, both with years of experience at Abingdon preparing BMC and BL Competition cars suggested at least to upgrade the engine to a Midget/Sprite 1275 set up (tuned to perfection) from the existing 1098 even though it was in perfect condition when they heard about the incredibly arduous terrain

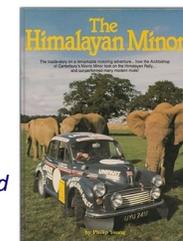
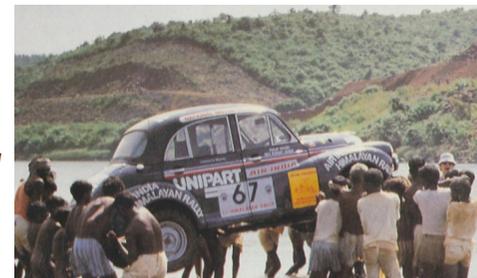
THE MINOR WINS THE SMALL CAR CLASS BY HOURS The Minor rose from 67th place to a complete the rally with a very respectable final 15th out of all of the 41 original cars entered! (a 2 litre R Toyota came 14th by 2 minutes ahead) The Minor won the small car class, passing a factory prepared Mercedes! And many other modern competition prepared cars on the way -15 cars had to retire, including the Mercedes, two Escorts, a BMW and a VW Golf!!

The Minor was even met at the finish by the Indian Prime Minister Mrs Gandhi The 'Arch Bishop's Minor' then became famous as the 'THE HIMALAYAN MINOR'. It was featured in the national headline news, not only with the motoring press, but on TV stations at home abroad, and in all the major newspapers. UNIPART where ecstatic, exceeding their very best hopes for such a high level of publicity and PR. ! The full story is told in great detail, described by the late Phillip Young' in his own words within his book THE HIMALAYAN MINOR (Book publication details shown below)

BEAULIEU DO A U-TURN! Phillip Young describes at the end of his book how disappointingly Beaulieu had changed their mind - The then Motor Museum Manager, to Phillips complete surprise, explained he had personally made the decision to veto all of Beaulieu's earlier suggestions, as the museum already had a Morris Minor on show already and they could not justify the financial outlay. So the car would be advertised to recoup the £2,000. Unfortunately due to the recent spending on his own personal rally costs, even half the asking price was far more than Phillip could afford at that time. Beaulieu management then also refused to sell the Minor to another UK based museum who wanted to buy it as a motoring exhibit. A buyer in New Zealand eventually bought it when finally it had ended up being auctioned off at £1,300! This certainly upset the National MMOC, who, having missed the opportunity to purchase the car, felt due to it's motoring achievement, it ought to be kept in the UK. **(The car is now in the Christchurch NZ. Motor Museum—Later on during a trip to New Zealand the Arch Bishop keenly accepted a drive out in the car, (using temporary New Zealand number plates)**

(The Editor has used the book -'The Himalayan Minor' for information and the details within this review article) - The book was written by the late Philip Young, it is his own 'inside story' on how the Archbishop of Canterbury's Morris Minor, driven by the author and co-driven by the Rev. Rupert Jones took on the Himalayan Rally. Filled with unique pictures to illustrate an incredible journey in an unlikely rally car. This book reveals how the church became involved, how sponsors were found, how the Rev. Rupert Jones agreed to co-drive, how the car was prepared, and how it survived nearly 3,000 miles of hard, rough motoring through India and the most challenging Himalayan mountain roads.

(The book is no longer in print but second-hand copies are listed online) Title :The Himalayan Minor - ISBN 1 870068 00 9 : Author :The late Phillip Young :Publisher Speedwell Books : 1987



THE ARCHBISHOP'S MORRIS MINOR - a review by the Editor ,continued

IT'S UNIPART WHO BACKS THE PROJECT Phillip Young was then very keen to consult with the person that had been tasked by the rally organisers to set a suitable route for this new Himalayan Rally . The man who produced the incredibly challenging route , (ensuring it would win enough status to be included in the prestigious 'World Championship Programme) was Gerry Phillips who had considerable experience of rallies in all manner of wild places the world over. Phillip's burning question to Gerry was "What do you think would be the best sort of car ?" Interestingly Gerry's answer was " This is going to be an 'endurance ' event over arduous conditions , speed is not everything, so nothing too big ,say escort size, but however you would ideally need something as strong as a tank, and as reliable as something like a Morris Minor " Phillip thought it was remarkable that Gerry had actually mentioned a Morris Minor in this light ,without knowing what was racing through his mind at the time with regard to the idea for putting the Archbishop's Minor to an 'interesting' use ,as had been casually suggested in a conversation on a railway journey a few months ago with a member of the clergy.

Many high profile companies approached said they had no budget to sponsor the type of vehicle proposed or did not even reply ,but it was Cowley, Oxford, based company .UNIPART (effectively the national BL 'spare parts' supply and distribution division, formed in 1974 by British Leyland) that came to the rescue . Their management immediately saw the potential of valuable PR and advertising . (At first they wanted exclusive signing on the car but later agreed to two other names that by default became secondary sponsors These were Beaulieu Motor Museum and Air India (on request of the Indian Government) -to UNIPART the project it ticked all the boxes-

There had been various private offers responding to Lambeth Palace's car ad 'inviting offers' A couple of private collectors had made offers approaching £2,000 reassuring the church that it was possible due to the car's exceptional condition and history . The National MMOC were also very interested in acquiring the car at first but apparently became indecisive when the comparatively 'high price' was discussed ! (It was just at the very end of the 1970's and of course there were quite a few more Minors still around still as daily cars , for instance I have an old 1980 edition MMOC Minor Matters and the 'Cars For Sale' section lists 52 Minors for sale with very few saloons just over the £1,000 mark)

PHILLIP WANTS THE 'REV' CO-DRIVER The Rev Rupert Jones , Vicar of All Saints Parish Church , Hamer , (Greater Manchester) fondly known by his fellow rally drivers as 'The Racing Dog Collar' who had Driven in many car rallies including RAC rallies and the Monte Carlo in A35s ,Minis, MG Midgets and also Escorts became the obvious chosen co-driver to Phillip (he would provide the link suggested by the Church of the car's owners history and also portray the image of a 'less stuffy' image of the Church as per Lambeth Palace's suggestion .

LORD MONTAGU OF BEAULIEU PROVIDES THE FINAL PIECE OF THE JIGSAW - when enthusiastically buying the car , keen that the National Motor Museum was seen to be involved in the event at the time (together with any accompanying PR) Phillip had originally approached Lord Montagu who had apparently agreed and suggested that it would make an interesting exhibit if left with 'all it's original rally mud'

Beaulieu then would be the most appropriate home for the car after successfully completing the rally, thus preserving this piece of British motoring history .

Left to right , 1. Lord Montagu .
2.Co. Driver Rev. Rupert Jones
3. Arch Bishop Dr Robert Runcie ,
(previous owner)
4. Rally Driver, Phillip Young



In the early days of it's history within Sir Ray's newspaper company the traveller could be used as a reporters staff car for use in their reporting of news stories . An interesting item still on the car's radio is that it has a paper sticker indicating the local police frequency !! (Journalistic phone hacking 1960's style—although I think most of us teenagers in the 60's had easily discovered their local police band on their own portable radios, before later technology overcame the ease that anyone could unofficially 'eavesdrop' on your local constabulary radio messages.

Sir Ray did drive the traveller including regular trips all the way to their holiday home in the South of France , near Monaco.

Traveller now named 'Suzie Lamb' - Since owning the traveller Paul explains that the wood is all as original and he feels that it may well need a little work in the next 5 or 6 years time especially if the car is being used fairly regularly . The engine and rear axle are both original and still work well though. The traveller has covered quite a few miles to rallies , most recently to the Dorset branch rally at Alderholt , also some car rallies in London and to both Goodwood Revival and to the Goodwood festival of Speed , where it was on static display .

A young lady named Suzie Lamb was a very good school friend of Paul's . Suzie became an amateur racing driver who raced an Austin Seven, which was incidentally always towed to races behind a Morris . Paul has named, personalised and modelled the traveller accordingly in fond memory of his dear friend Suzie Lamb.

I for one, am looking forward to meeting up with Paul again at another classic event to continue our interesting conversations about 'times gone by' (and of course how that very pristine traveller 'Suzie Lamb' has been running) Ed.



**THE DORSET BRANCH MMOC
ANNUAL DINNER DANCE
JANUARY 15th 2022**



**7 p.m. at The Dudsbury Golf Club, Hotel & Spa
64, Christchurch Road, Ferndown, Dorset BH22 8ST**

**Please return your booking forms with payment*
by the 1st December/Club Night to Jacky Wood
with your choice of Starter/Main Course/Dessert**

DORSET BRANCH MMOC ANNUAL VEHICLE TROPHY PRESENTATIONS .

EVENING ENTERTAINMENT —VOCALIST , RAY FOSTER

RAFFLE DRAW DURING THE EVENING

**Room & Breakfast Accommodation -Available If required
please book direct with the venue**

www.dudsburygolfclub.co.uk/contact/ 01202 593499

***One initial drink of your choice ordered on the evening
from the bar is included.**

DINNER DANCE MENU CHOICES

STARTERS:

**Bacon, Leek and Potato Soup
Smoked Haddock and Spring Onion Fishcake served with a Homemade Tartar Sauce
Melon, Mandarin and Blueberry Cocktail (V, GF) served with an Orange Sorbet**

MAINS:

**Roast Chicken Breast - stuffed with Sage & Onion Stuffing, wrapped in Bacon served with Gravy
Sea Bass Fillet - served with a Tiger Prawn and an Asparagus Cream Sauce
Roasted Mediterranean Stack - with Spinach & Pine Nuts (VE) served with a Tomato & Basil Sauce**

DESSERTS:

**Lemon & Lime Cheesecake
Pear and Peach Crumble served with Vanilla Custard
Fresh Fruit Salad (GF) served with Fresh Cream**

TWIO YEARS EARLIER ...The story of this particular Morris Minor all started during a chance conversation between two travellers on a railway journey in 1979 . The conversation came around to motor cars in the railway carriage between the two passengers , one a very enthusiastic and accomplished rally driver named Phillip Young who was also an editor of a national motoring magazine and the other happened to be the Archdeacon of Daventry ,who was on his way to address a Church of England Synod , to also be attended by the Archbishop of Canterbury Dr Robert Runcie . The Archdeacon had explained that the news press had reported the story that the Archbishop had decided it was time to sell his Morris Minor . It was the Lambeth Palace (chauffer driven) Archbishop's transport car that 'went with the job' . It had been agreed that a larger car was now needed and so an Austin 'Maxi' had been duly ordered . The Archdeacon read out the advert - 1967 Minor 4 door trafilgar blue saloon -Lambeth Palace seeking offers for what has to be described the best used Minor in the country - only 18,000 miles - never used in the rain—Carefully chauffer driven, for four very careful owners (All Archbishops) On discovering that the fellow traveller sitting opposite was the editor of a motoring magazine the Archdeacon suggested that as one of the finest condition surviving Morris Minor could be put to some 'different' new purpose that would help promote a 'less stuffy' image of the church and even also raise some money for a Church charity .

That same week Phillip Young had been interested in a news item announcing that there was to be a brand new long distance rally across India—it was to be called '**THE HIMALAYAN RALLY**' aimed to compare with , or even top some of the most challenging world rallies so far . It would cover 3,000 very tough and challenging miles . The first 1,000 miles planned were very rough and rock strewn jungle tracks . The second stage was through a wild forest park the size of Scotland with river crossings combined with very large boulders (an interesting detail thrown in was that this area also had wild Tigers so best not to break down if possible!) If that was not enough the third stage was the mountain stage with tracks ascending to 15,000 ft with mostly unguarded side drops.

Having participated in several extremely challenging rallies this announcement had definitely struck a chord with Phillip Young. He then contemplated , what design of car could be tough enough,? and how on earth could I get a sponsor interested to help prepare such a car as the Arch Bishop's ex transportation a humble Morris Minor saloon ? **PHILLIP THEN CONTINUED TO THINK - I WONDER !**

(right) The Archbishop says farewell to his Morris Minor saloon , a 'faithful servant', He had needed a larger sized vehicle .

The car he chose to replace the Minor was another later design concept inspiration by 'Sir Alec Issigonis ,.... It was to be the **AUSTIN MAXI**



THE ARCHBISHOP'S MORRIS MINOR - a review by The Editor

IT WAS 1981 when these photos (below) were taken, they show a young Graham Melly (at was the year Graham had just inaugurated the newly formed Dorset Branch MMOC) The National Morris Minor Owners Club asked Graham if he could possibly arrange to transport a very special Morris Minor rally car that was , at the time in storage at the National Motor Museum Beaulieu . The request was to trailer the car to the 1981 National MMOC Rally at Donnington P ark Liecestershire.



A 'young' Graham Melly (above left) collects the car from Beaulieu using a friend's trailer .Motor Museum Curator Michael Ware (right) stipulated that the car must on no account be driven at the MMOC Donington rally .However when Graham arrived , the car was grabbed by those running the event, and even after telling them it was loaned only for static show they promptly topped up the petrol tank and then screamed around the field , intent on putting it through it's 'rally car' paces—much to Graham's horror !



(above) Graham arrives at the destination, The National MMOC Rally at Donington Park .



((left) This Minor rally car was sufficiently famous for Corgi to make a special 'classic edition' model .

EVENTS & ACTIVITIES

Dorset Branch MMOC organised Events & Activities are headed thus — **DORSET MMOC**
Organised events by others will have their contact details shown wherever possible should you wish to obtain any further information direct related to that event (If the Dorset Branch is invited to visit as a group to an 'other' organised event - Dorset branch booking and also the organisers contact details will be shown wherever possible)

NOV 3rd	DORSET MMOC <u>NOV CLUBNIGHT Quiz Night</u>
DEC 1st	DORSET MMOC <u>DEC. CLUBNIGHT Seasonal 'Noggin & Natter'</u>
DEC 28th	DORSET MMOC <u>MISTLETOE MEANDER</u> 11 a.m. at - Bnmth. Elec. Club . Broadway Lane BH8 0AA (please return slips to Jacky Wood)
2022	
JAN 5th	DORSET MMOC <u>JAN. CLUBNIGHT (subject to be confirmed)</u>
JAN 15th (Date now Confirmed)	DORSET MMOC <u>THE DMMOC ANNUAL DINNER DANCE</u> 7 p.m. at:- THE DUDSBURY GOLF CLUB & HOTEL 64 Christchurch Rd, Ferndown. BH22 8ST See page 10 and Booking Form , now available (return by 1st Dec)
APRIL 24th (Provisional)	DORSET MMOC <u>SPRING TIME SUANTER ROAD RUN</u> Shillingstne Station - and on to - Oxford's Bakery Nr Sherborne (details & timings to follow)
MAY 14th/15th (* Dates now Confirmed *)	DORSET MMOC <u>DMMOC 'MOGGYFEST' 2022</u> (At Beauieu Spring Autojumble weekend) <u>*branch members who are still owed for previously cancelled MOGGYFEST will automatically have tickets issued for this event *</u>
JULY 9th/10th	DORSET MMOC <u>DMMOC ANNUAL RALLY 2022</u> Wolvercroft World of Plants , ALDERHOLT Camping available on site (All Further Details , Booking Forms etc. To Follow)



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We also offer cycle parts and accessories!

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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Front Plate

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"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
 Morris Minor Owners Club, Dorset Branch

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.....CLASSIC ENGINES, MODERN FUELS continued .
 Finally- returning to the subject of the reconditioned petrol pumps, we have decided to offer an 'Ethanol Petrol Grade Compatible' variant which will have a new diaphragm fitted. It will, however, put the cost up to about £100 – which is still cheaper than a new one at about £130. However, we have also decided to continue to offer the standard refurbished units as before with selected second-hand diaphragms fitted. Perhaps we haven't been using Ethanol fuel for long enough yet, but I have yet to see or hear of damage occurring to the diaphragms for this reason!
 BRIAN

VEHICLES, SPARES, PARTS FOR SALE & WANTED
 DORSET BRANCH CLUB NEW SPARES ARE AVAILABLE TO ORDER FROM BRIAN WOOD
 07411 116336

WANTED FRONT SEAT COVER (late type) for a late model Traveller, which is going to a Dorset branch member (Peter) in Alabama USA—Has anyone got one please in light blue, that they are prepared to sell or perhaps know of one being sold, it's just the piece that you sit on (as in photo)
 If so please contact -
 DAVE WALKER
 01202 877972



***FREE* TO A GOOD HOME**
 (*or for a donation of choice to the next chosen branch charity *)
 X4 STD MINOR WHEELS (available due to upgrading my wheels)
 Fitted with Firstone F-560s (with treads-holds air - but old)
 Collection



FOR SALE. Brand new front antiroll bar kit. Retail price £108. Asking £85 or best offer, fitting can be arranged at cost.
 Contact Nigel on 07778 385541.
 Nigel Seymour (Dorset branch member)

1970-71 model HMV RADIOGRAM
 Immaculate condition: Melamine wood effect case. PAT tested::Garrard record deck : New stylus: Excellent working order : A very nice piece of furniture and a period style collectors item .
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RECONDITIONED - £60
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 (Postage is about £5)
 BRIAN WOOD Club Spares
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THE 'BRIAN WOOD' REPORT

Returning to a regular subject, on these pages, we all know that the expensive stuff that people put in their tanks is going to be phased out for most means of transport in the longer term. However, petrol, gasoline, motion-lotion – call it what you will – is quite important for us classic car enthusiasts. In my (self-appointed) capacity of 'petrol-pump-mender' for the branch (and the wider range of consumers in the MMOC) I was guided towards a book by Paul Ireland called "Classic Engines, Modern Fuel". It is a relatively short book which explains basically, how petrol works and how it has changed over the years to the ethanol-laced product we have today. A question arose as to the future compatibility of the restored petrol pumps with the new fuel composition – and I felt that a little research might be appropriate. Whilst the book is fairly detailed and it would not be appropriate to go into many aspects covered in great detail here, but there are some useful 'myth-busters'. The various components of the fuel system are examined in some detail and it describes the extensive testing that was carried out by the author (and some students) in the University of Manchester with an MG (XPAG) engine on a test bed. It explains the various effects of the ethanol replacement and what can be done to mitigate it.

Some of the better-known characteristics of modern fuel are explained. For example, everyone knows that petrol is a hydro-carbon. But did you know that it is a blend of over 300 different compounds? All of these compounds have different volatility – which means that they will evaporate under different conditions. This leads to the well-known effect of older fuel 'going-off' after a period of storage. Modern fuel is much more volatile – improves efficient running but is less beneficial in relation to fuel storage. The more volatile compounds will evaporate first and since it is the vapour which ignites, there is less vapour produced and hence more reluctance to fire up!

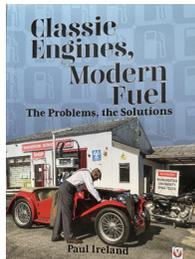
The 'hot-starting' problem is discussed in some detail and the main improvement here is to keep the fuel cool. When you switch off, excess heat from the engine 'soaks back' into the fuel causing the fuel to vaporize in the pipeline. Incidentally, electric fans make this effect worse. The carburettor cannot deal with such hot fuel, and this will cause problems in re-starting the engine. Contrary to what you might think, Ethanol will reduce this effect – since it burns more efficiently than straight petrol. This in turn reduces the running temperature and hence the tendency to fail to re-start.

It seems that one of the biggest issues is management of water. Ethanol attracts water – which obviously promotes corrosion. Whilst ethanol also promotes galvanic corrosion, its effects are minor compared to the oxidation effects. Here is a dilemma; storing a car with a full tank will reduce the chances of condensation forming. However there will be a large volume of 'stale' fuel when you use the car again. Slosh coating the inside of the tank and storing half-full is recommended. Rotting of hoses etc cannot be avoided so these will perhaps need shorter maintenance intervals- to check and replace if necessary with modern equivalents made from resistant materials.

The current advice is to take advantage of the fact that the oil companies will still offer the 'protection grade' of petrol at least for the next 5 years (after which the UK government say they may next review the situation) So, try to avoid using E10 and make sure you buy the 'Super Unleaded' (currently labelled 'E5' or better still, the Esso E5 (which is still Ethanol-free, at present available in Dorset and it's neighbouring counties, but not in Devon & Cornwall)) for your classic cars.

It is inevitable that Ethanol blended fuel is here to stay, and whilst we might be able to purchase Ethanol-free fuel (Super Unleaded) from Esso in most of the UK, at present, this will not be generally available on a permanent basis. We will, therefore, have to learn to live with it in the longer term. But, in summary, it seems that Ethanol is not the 'baddie' it might have been portrayed in the media. Indeed, many continental and transatlantic classic car owners have been using it for much longer than we have and are reporting that it has not been such a worry to them!

**The Book - Classic Engines ,Modern Fuels : T he Problems ,The Solutions
, (Veloce Publishing 2020) Author ,Paul Ireland. : ISBN 1787115909 £15.99**



Secretary's Report

Thank you all those who attended the AGM evening and showed your support for the club. All the reports were accepted, and we even had a new committee member voted in.

The charity for this year was voted for at the AGM and I'm pleased to announce that the Hengistbury Head National Coastwatch Institute was the winner. As a sea kayaker I have regular contact with the Swanage NCI at Peveril point, it's very reassuring to know that they're there keeping watch.

Thanks to all members who have renewed their subscription to the club, hopefully over the coming year we'll be able to see more members out and about at the events we host and attend.

There are still lots of discussions about the E10 petrol and not just in the classic car genre. It reminds me of unleaded head replacements, my car still has the original cylinder head and it's still going strong. We're lucky to have our resident technical expert to offer his opinion on matters related to this latest development in fuel.

There's only 1 event left this year which is the annual Mistletoe Meander. We've had confirmation from Beulieu of the dates for the Spring Autojumble which will also herald the long-awaited return of Moggyfest! Arrangements are starting to be made including checking if the menu from 2 years ago is still available.

Finally, we heard the very sad news that Phil Crouter has passed away. He was the curator at the Breamore Countryside Museum and a great supporter of our club, he will be greatly missed by all those that knew him.

Ian.



‘SIMPLY BRITISH EVENT ‘ BEAULIEU Sunday 26th Sept 2021

In spite of ‘Queuing Chaos’ at the Petrol Pumps a good number of branch members met up at Burley New Forest Cricket Club car park , early on the Sunday morning determined to take part in what resulted in a fantastic group road run of Minors enjoying a lovely part of the New Forest with noticeably fewer numbers of modern traffic to contend with ,(Via Rhinefield Ornamental Drive to Brockenhurst and then on to Beaulieu Motor Museum) for the special , ‘Simply British’ event. An interesting assortment of British vehicles attended the event along with some neighbouring MMOC branches that effectively increased the good overall numbers and assortment of Minors on show. Its’ good news that Beaulieu were reported to be pleased with the numbers of individual car clubs that set up their own club pitches and the general attendance, after so many difficult past months for the event, and visitor attraction industry.



(Above & below left) Given any excuse a few of us always want the excuse to match our cars in period ‘retro style clothing’ and even old historic accessories to suit the era ! (After all, the event was called ‘Simply British’ - “What Ho Old Chap “)

And what a superb practical use the Minor Pick Up design provides - (Below right) Ideal for an occasion such as this —‘A mobile picnic station’—all set up and ready to enjoy in an instant ! (Tea with milk, no sugar, thanks , but I will have a fancy cake please Spud !!!)



Lots of interesting British vehicles were on show including a very early Dennis Winchester City ‘King Alfred’ bus service-coach The nice thing about attending any car meeting at Beaulieu is the fact that it has such a diversity of additional features to choose to see , in addition to the famous Motor Museum . When due to the sheer volume of the collections, no matter how many times you may have visited , there always seems to be something that you had not noticed

before. Beaulieu also took an active part at the event with their own outdoor display stand featuring an original 1964 PEEL 50 ‘micro car’ (from Beaulieu Museum’s own collection) .

About the Peel P50 - Its’ a UK road legal three-wheeled ‘micro car ’ originally made from 1962 to 1965 by the Peel Engineering Co. Isle of Man. It was listed in the 2010 Guinness World Records as the smallest ever production car . The original model has no reverse gear. Designed by Cyril Cannell and advertised in the 1960s as capable of seating "one adult and a shopping bag". Retailing in 1963 for £199 when new . The company produced 50 P50s, apparently now only 27 originals still exist. In 2010 Peel Engineering in England started re-making the P50 The present owner partners recently succeeded in winning £80,000 investment from the TV show ‘Dragons Den ’Externally the new P50 is very similar to the original, it is road legal and bearing the same dimensions and curb weight as the original, but with some basic mechanical differences, as well as a fully functioning reverse gear. Propulsion versions are either petrol or EV. Including a 49 cc, four-stroke (Honda) engine , as well as EV models with an electric moped motor and gelled-electrolyte batteries. The top speed of both cars is about 28 mph . **New Peel 50s are made to order at an average price of £14,500 to £15,000** . Customers ordering bespoke versions of the miniscule P50 have recently included a convertible version for a King of a country in the middle east ,, plus several ‘standard’ versions for his bodyguards to patrol around in his rather large palace estate.

Apparently the company are now willing to negotiate supplying ‘kit’ versions of the P50 to a customer’s specification being estimated to be in the region of a ‘more affordable’ £7 to £8,000.

Many visitors asked - Is this the shape of E vehicle ‘things to come.’ Ideal for nipping down to Sainsburys ? What do you think ? I think I will stick to the Minor at present !

ROGER

Above right , On Beaulieu Museum’s stand , the PEEL50 at just 54”long x 39”wide !

