



Malvern Hills Branch Newsletter

July 2019



Welcome to the July branch newsletter.

Dates for the Diary for 2019

Sunday 7th July

Branch Rally at Hanbury Hall, Worcestershire.

Thursday 11th July

Noggin 'n Natter 8pm Branch meeting at the Huntsman PH Green Street near Kempsey.

Thursday 8th August

Noggin 'n Natter 8pm Branch meeting at the Huntsman PH Green Street near Kempsey.

Monday 26th August

Winchcombe Country Show.

Thursday 12th September

A talk on the Shelsley Walsh hill climb 8pm start.

Though we are now past the longest day, I think it was raining again. I am looking forward to some summer weather so I can enjoy driving the morris around. Though first I needed to sort out an annoying electrical problem. The indicator warning light (the small green light on the end of the indicator stalk) has not been working when I turn right recently, though the indicators work ok. I spent abit of time recently trying to resolve this and found that with the side light on the side light (small light under the indicator) was flashing instead of the indicator. So it looks like I have a wiring problem, A quick look at the electrical problem and its still not that obvious what happening as on the diagrafe they don't appear close to each other, but both the side light and the indicator light run to earth. This means to be that the curcuit is completed through the body work of the car. So I have a close look at the light fitting. It's a bit rusty, so the indicator is trying to earth through the side light. A replacement light unit and all working ok again. An alternative quick fix is to run a new earth wire onto the light. Now all I have to do is repair rhe stone chips / rust, sort out the oil leak and get ready for the MOT. Its going to be a busy summer.

I have had a request for our branch to go the Winchcombe Country Show on Bank Holiday Monday, August 26th 2019. It sounds like a good venue so I said yes, as it's on the bank holiday Monday, so far we have about 5 cars going along.

Dave

Treasurer's trivia

Hello everyone,

I am just starting to write my trivia with exactly a fortnight to go to our rally. I am extremely relieved it was not today or even last Sunday as both Sandra and myself have suffered from a quite nasty summer flu type bug that put me in particular to bed for a good part of last week and left me now trying to regain my strength. I had only just finished putting the MM back together so have had to wait a while before I could try giving the car a start. Needless to say the engine started almost immediately and apart from a weep in the top hose and a slight leak from the gasket on the manifold/exhaust joint all was fine. I rectified the weepage in seconds and will change the gasket over during the next couple of days. Absolutely wonderful to have my MM running again! More on this later.

Our barbeque was, as always, a very enjoyable evening at Steve and Lou's but unfortunately the unsettled weather resulted in only a very small number of members attending. This was a great shame as Steve had gone to much trouble for us erecting his gazebo for us to sit under and having the barbeque up and running when we arrived. Sausages and burgers were soon being cooked and Steve had kindly provided some onions. The rain did keep off for most of the evening although we were glad of cover towards the end. Maurita again had been busy for us bringing a trifle and marshmallows covered in chocolate on sticks. Thank you Maurita for your kindness to us again. Some members also enjoyed seeing inside one of Steve's sheds where he was working on one of his Minors. Thank you to Steve, Lou, and daughter Jen for having us again and being so welcoming.



Members enjoying their food at our barbeque

Annual rally, Sunday July 7th at Hanbury Hall We have 46 entries to date and if you have not already entered there is no problem in still applying and you can enter on the day if necessary. With on the day bookings I am expecting 50-60 cars on display. Those of you who came to the Birmingham rally will recall the early low light entered. The owner had come from Gillingham in Dorset and I am pleased to report he is coming up to our rally as well. The worry I would have travelling a distance in the MM now is not so much the speed of travel but the ability to pull off quickly, if necessary, at a junction. There is no such thing as a

quick get way in an MM especially on a hill! The marshals are meeting on site shortly where we will have a run through where we will park each category of car. Please can you ensure that any donations for the tombola are wrapped in plain paper; you can bring them on the morning or drop them off with a committee member. As I mentioned in the last newsletter we plan to support the Air Ambulance with proceeds from the day. On the day do drive with care as we are sited either side of the main drive to the house so it will be quite busy throughout the day. Also remember you will need to bear left when departing; we will of course have it signed. The setting is superb so fingers crossed for a fine day and we should have a memorable rally.

Next branch meeting, Thursday July 11th, The Huntsman, 8.00pm – This will be a normal get together where we will hopefully be reflecting on a very successful rally.

Repairing my MM- As you know I have had to strip the MM down to renew primarily the ring gear but as it turned out other things as well.

Getting the bits together to carry out major repairs on an MM is definitely trickier to a 1000. You have to scratch around a lot more. For instance, the gearbox mountings needed renewing; I had to get these via ebay from Penarth in South Wales. The ring gear came from Bryan Gostling in Norfolk and a new spigot bearing came from Cheshire. And that was only some of it.

I had prepared well so taking out the engine and gearbox was quite straightforward. Writing out my own instructions was a huge help. About the only thing that is the same as a Minor 1000 are the brackets that hold the front seats in place. For instance, the gearbox cover is one complete unit (not split over the master cylinder) and is held down by ¼in brass BSF bolts not screws. The clutch linkage is completely different with the clutch pedal, of course, being inside the chassis rail. Unlike later cars the prop shaft has to be unbolted at the gearbox. Being able to unbolt the front grill makes an enormous difference and once off access is just unbeatable. I mentioned last month the selector springs in the top of the gearbox and that was certainly one of the trickier aspects. Since writing about this last month I have found out that one way engineers refitted these springs was by using a water proof grease. Those of you who are long standing mechanics will no doubt remember this as I can remember we had a



tub of it at the farm. It almost had a consistency of toffee and I can well imagine this being suitable for the purpose of holding the springs in place. My son helped me remove the engine and gearbox with his hoist; this is much tighter to the bulkhead than I thought it would be and was more fiddly than envisaged.

Engine and gearbox removed

Once the engine and gearbox were out the first job was to split the gearbox away and remove the clutch. As soon as I saw the clutch cover I knew renewal would be essential. One of the release lever springs was broken and when the plate dropped out the lining was down to the rivets. The release bearing was also in a bad way; the carbon ring had so worn away that the bearing carrier was being cut into.



Original clutch before removal. Note the broken release lever spring.

The main reason for dismantling the car was of course to renew the flywheel gear. This is quite involved on the side valve involving removing the sump and rear main bearing. The sump is bolted on both from the bottom, top and rear. Before proceeding further my son built an engine stand for me that allowed me to remove the sump and then support the engine at a comfortable working height. Next the rear main bearing had to be removed together with a critical cork seal. With the locking wire removed and the 4 bolts undone the flywheel could then be removed. This came off with ease which was a relief. One aspect of the side valve which is somewhat surprising in view of the age is that it is built with metric threads; not what you would expect. Another aspect of repair I had hoped to undertake was to stop an oil leak from the gearbox. This is prevented by a scroll on the input shaft but unfortunately I just could not get hold of a new one which was a shame as I had everything apart. Still, I have managed as it is for 47 years so will have to continue to live with it.

So I had reached the point where the flywheel could go off for the new ring gear to be fitted. In the next newsletter I will explain how I put it all together again!

September meeting- I know this is a little way off but we have a guest speaker booked and it should be a most interesting evening. We have a gentleman “Max” coming to speak to us on the Shelsley Walsh hill climb which will include slides. So make a note in your diaries for Thursday September 12th, 8.00pm at the Huntsman.

That’s it for this month; see you at the rally and next meeting.

Dave

Other Info

I am sure I speak for everyone by saying that the barbecue at our July meeting was a wonderful evening with perfect weather and the hospitality of our hosts, Steve & Lou, could not have been bettered. Even before getting out of the car the tempting smell of onions being cooked wafted across the grass. As ever Steve and Lou had everything well organized for us with the barbecue running, plenty of seating and tables for members to relax at and, of course, a lovely setting. Members starting arriving apace and before long we had 11 Minors on site. It was a great pleasure to see Barry and Pauline Reading, our members who mainly live in Spain, come along whilst they spend time at home in England. We also had Robin join us who has moved down from Scotland and now lives in Ledbury with his Trafalgar blue Minor. Apart from all the grilling of burgers and sausages the ladies in our club looked after us with a variety of sweets including a trifle from Maurita and a raspberry flan from Joyce. We did lose one member for a while when Jonathan disappeared with a gentleman in his car. We were starting to get increasingly concerned when he arrived back. Apparently he had given him a lift home but home was much further than he had been led to believe! A huge thank you to Steve & Lou for having us and we very much hope it is not too long before they join us at a branch meeting again.

Lou has sent me a message to say that she has acquired a large Pyrex lid after the barbecue Mary has also sent me a message to say she has also acquired a Pyrex lid and that if after the a large Pyrex lid and a lovely plate with tulips on Mary phoned me to say she had acquired a Pyrex lid I too have acquired a large Pyrex lid but missing a smaller one and also a lovely plate with tulips on. Jennie thought it was mine and I thought it was Jennie's if you could mention this at the next meeting to put the ladies minds at rest.

Lou 😊😊😊

Mary Swift found a glass Pyrex type casserole lid in her cool bag on arrival home after the barbecue in June. It must belong to someone in the branch so would the owner please get in touch on 01299 832476.

Events

There is a new classic car meet being arranged by John Vine of Kidderminster. It will take place on the first and third Wednesdays of each month at The Royal Forrester, Callow Hill near Kidderminster DY14 9XW. Times are from around 11.30 to 2.30 (approximately). Jonathan and I went to the last one but it was not too well attended however it is early days yet. The Royal Forrester is conveniently situated on the A456 quite close to the Wyre Forest and has a good reputation for food. There is a nice grassy area for the cars to park on so hopefully it might become a popular regular event. My feeling is that twice a month may be a bit optimistic but only time will tell.

Mary Swift

Car or Parts for Sale

Nothing at the moment, but I have been asked to forward info on any good travellers that come up for sale to a man who learnt to drive in his father's many years ago.

Happy Motoring and see you at our Branch Rally.

Bobs Dates for your Diary 2019

Note that all Branch events (in bold) take place at The Huntsman except where otherwise indicated. The committee is trying to arrange Speakers on Branch evenings: these will be notified as and when they become firm.

- **Sun 7 Jul: Branch Rally, Hanbury Hall**
- **Thurs 11 Jul: Noggin 'n Natter**
- Sat/Sun 13/14 Jul: Hill Climb at Château Impney
- Sat/Sun 13/14 Jul: Stourport Vintage Steam Rally
- Sat 20 Jul: Defford Air Show (tbc)
- Sat/Sun 20/21 Jul: Much Marcle Steam Rally. Website: www.muchmarclesteamrally.com
- Fri/Sun 26/28 Jul: Welland Steam Rally. Website: www.wellandsteamrally.co.uk
- **Thurs 8 Aug: Noggin 'n Natter**
- Sat/Sun 10/11th Aug: Tortworth Vintage Rally, Wickwar, Glos GL12 8LF. Website: www.shakespearesrally.com
- Wed/Mon 21/26 Aug: VSCC 85th Anniversary celebrations at Brands Hatch. 5 days of exciting vintage motorsport. Website: www.vsc.co.uk
- Sat 24 Aug: Gloucester Festival
- Sat/Mon 24/26 Aug: Pershore Plum Festival. Website: www.pershoreplumfestival.org.uk
- Sun 25 Aug: Open Day at Webbs of Wychbold. Visit the gardens and enjoy a cup of tea. Website: www.webbsdirect.co.uk
- **Mon 26 Aug Winchcombe Country Show** <http://winchcombeshow.org.uk/>
- Sat 31 Aug: Peopleton Village Fête (£2 entry fee at gate)
- **Thurs 12 Sep: Shelsley Walsh hill climb talk at the Huntsman PH at 8pm**
- Sat/Sun 14/15th Sep: Stoke Prior Steam Rally, Bromsgrove, Worcestershire B60 4LF. Website: www.shakespearesrally.com
- Sat/Sun 14/15 Sep: Stoke Prior Steam Rally
- Sun 22 Sep: Fun in the Park, Tudor Grange Park, Solihull (tbc)
- **Thurs 10 Oct: AGM**
- Sun 13 Oct: Malvern Classic Show. A very large classic car and vehicle show. Booking required. Website: www.threecounties.co.uk
- **Thurs 14 Nov: Noggin 'n Natter**
- **Sat 7 Dec: Christmas Meal (tbc)**

Useful contacts

Chairman **Lester Stenson**

Treasurer **Dave Smith**

Secretary **Bob Prophet**

Branch Contact **Dave Bennett 07816 134009**

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