



# Malvern Hills Branch Newsletter

July 2020



Welcome to the Malvern Hills Branch July newsletter.

**Every thing is still cancelled  
But still watch this space**

Dear All,

I hope that everyone is ok, also that you have been making the most of the chances to make contact with people within the social distancing rules. I have been able to use the Morris to drive to and from work, and also been able to enjoy driving it around. At the moment though the pubs and eating places will be opening soon, though how many and in what capacity is unknown. Will it involve standing in a long que then sitting away from other people outside, in which case though ok in the summer and in good weather, will not be that nice when it gets colder and wetter. The shielding is in place until the end of July and Wales is still closed.

To try and get around the fuel vaporisation problems I sometimes get when sitting in traffic I have bought and fitted some exhaust wrap. There is a bit of an improvement, though it still happens a bit. So maybe more work needs to be done on this.

I recently had a new tyre fitted, I had an inner tube on that wheel which was fine. The inner tube was wrecked by the tyre fitters when they took the old tyre off. This is due to the automatic tools they use. In this case though the wheel had some rust in its inner surface they managed to get a seal with the tubeless tyre. Is anyone else having the same problems?

## **Malvern Hills Summer Rally 2021**

Although the date for the Rally at Burford House cannot yet be decided, please will all members spend their joyous lockdown time composing a history of their Morris. A single A4 sheet giving the car's known history would be a useful addition to the windscreen for all the visitors to see. Important information should include year of manufacture, the model, engine size, year of purchase by you, perhaps the name of the previous owner, repairs and restoration which you / the previous owner have carried out, annual mileage and any other interesting facts to entertain and amuse visitors. Start researching and typing!

For an example, here is mine:

## **GLT819C**

**First Registered, 22/10/1965**

**Style, *Morris 1000 Traveller***

**Colour, *Old English White No.3ish***

**Owner, *Mr D Bennett***

**MMOC, *Membership No 8868***

**Years owned 38 years**

### **Potted History**

I bought the Morris in 1982 from a man in Portsmouth, about a year after I passed the driving test. Prior to that it had belonged to about 6 other people. I came across one of the previous owners at the Hampshire Branch of the MMOC. Soon afterwards I moved up to the midlands to work. As a consequence of this, this car has done quite a few miles over the years, for a few years up to 10 000 to 12 000 a year, as I used it for work. It now does a few thousand miles a year and is about to go back to 0 miles for at least the second time. It has been rebuilt twice and is undergoing a rolling repair program, if something breaks, I get it fixed. I think that the bulkhead parts of the floor and most of the roof is original. It's not and never will be concourse.

Over the years I have used the car to move furniture, rubbish, equipment and people. We also used as our wedding car.

The car is used for my various hobbies and pastimes, i.e. walking, canoeing gardening etc. etc. and is used in all weathers and year round.

This car was featured on the front cover of the July / August 2001 edition of Minor Matters, (the Morris Minor Owners Club magazine)

### **Details of Modifications**

To improve performance, the 1098cc tuned to midget spec. It has a 1½" carb, 1½ LCB exhaust, K+N Air Filter, Spin on oil filter, Electronic Ignition and an Alternator. I have had fitted a Ford 5 speed gearbox from MMC (B'ham).

To improve Handling the brakes are servo assisted with discs on the front, the back axle has radius arms fitted by MMC (Bath) to reduce axle tramp and an anti-roll bar on the front. I have fitted extra instrumentation and 2 speed windscreen wipers.



## Treasurer's trivia,

Hello everyone,

Normally at this time of year our rally is behind us and we are looking forward to some trips out together with visiting other branch rallies and shows. Locally, the Much Marcle and Welland steam rallies would be on next month which I usually attend. I particularly enjoy going to the auctions; it is amazing what keeps turning up every year. I am very careful what I might buy though; I am cluttered up enough now without adding to it! Part of going, of course, is rather like when we go to a Minor rally. It gives you a chance to meet up with people you only see occasionally and catch up with any news. The pandemic this year has sadly put paid to all that. However, as you will have seen from our newsletters members are still as enthusiastic as ever with some excellent articles being submitted for publication.

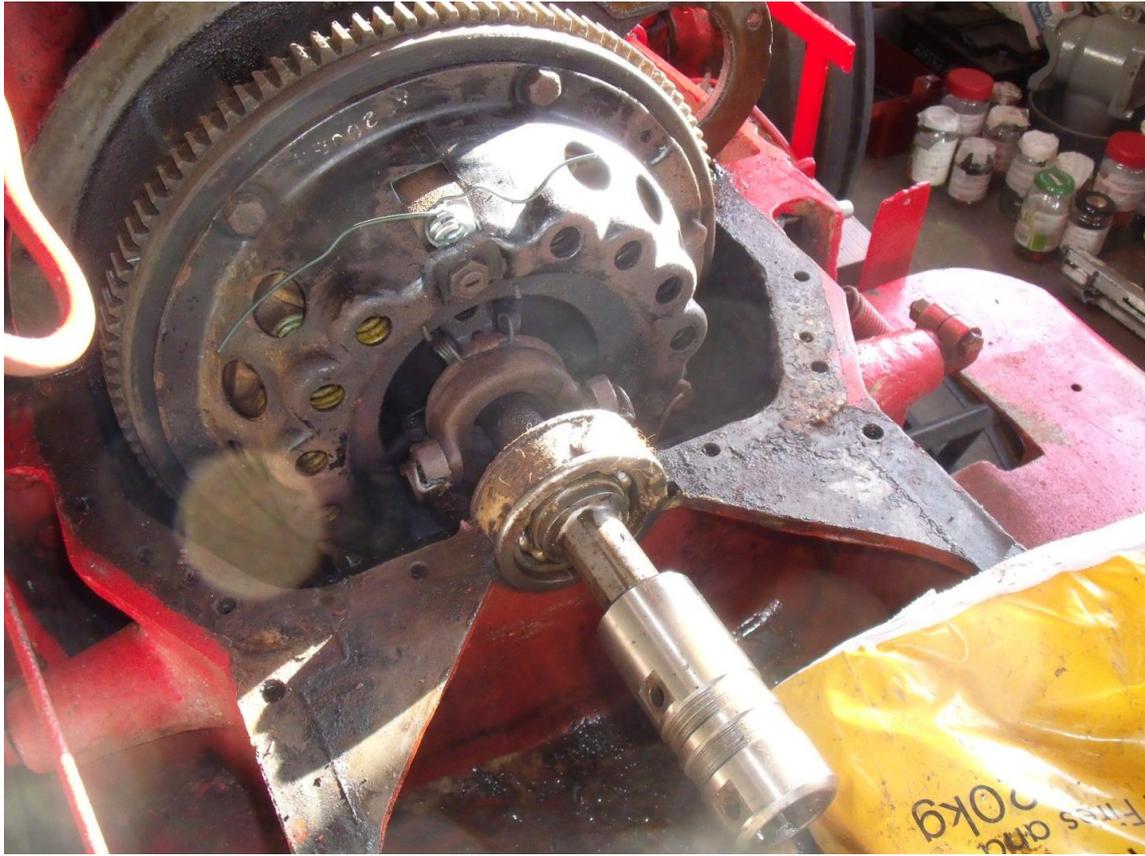
Thank you to everyone who has sent something in to Dave. In the past month I have also been delighted to receive phone calls and emails from a number of members and it has been a real pleasure to hear from you all. It will be really good when we can all meet up again.

**Branch meetings-** As I start to write this trivia news has been confirmed that the pubs will be able to reopen from July 4<sup>th</sup>. Quite how this will all work we do not know at present and certainly I do not know the position regarding the Huntsman. What we can be sure of is that it will not be like how we have met up in the past.

**Therefore, until I can confirm the situation with the Huntsman and the conditions under which we can meet, take it that there is still no meeting in July. As soon as I have the relevant information I will arrange for Dave to let you know. If necessary those of you who have a posted newsletter I will ring you.**

As you will know I generally try to write articles that are informative and interesting to as wide a span of our members as possible. I am making a slight exception this month following a very interesting conversation I had with branch member Steve Reeves recently. As many of you know Steve is a bit like me as we both dabble with old tractors a bit as well as the Minors. We touched on changing the clutch on my old David Brown Cropmaster. The reason I mention it is because it is such a clever bit of design I thought that those of you who do much of your own maintenance might be interested. I won't go into any great detail but I hope you find it interesting.

As you will know to change a clutch on a rear wheel drive car such as the Morris Minor the gearbox needs to be separated from the engine to gain access to the clutch. Likewise, with most tractors the tractor has to be split to gain access. This is not the case on a David Brown. Unlike other tractors with the David Brown you stand alongside and by removing the fuel tank, the steering box, together with the clutch and gearbox cover you gain full access to the clutch. You are able to remove the clutch without touching the gearbox because the input shaft from the gearbox is split and joined with a coupling. By sliding the coupling along the shaft you can lift the clutch unit out complete with input shaft and release bearing. The technique for removing the clutch from the flywheel is a bit different but quite straightforward. You also have a readymade centralizing shaft for when you fit the new clutch. I think it is a remarkable bit of design and here is a picture to give you some idea of how it works.



Here you can see the coupling disconnected allowing the clutch to be lifted out.

I was recently looking back at what we had been up to exactly 10 years ago. At the time I was chairman, Clive was secretary, Mary was treasurer and Jonathan and Jeff were committee members. Clive was also our newsletter editor and Jonathan was also the branch liaison officer. We had recently had an evening run out to Alfrick and Suckley. Although an enjoyable run unfortunately the council had just been resurfacing with tar and chip on part of the route plus there were a number of potholes which was far from ideal. I had only checked the route out a week or so before so it showed how easy you can get caught out. We had just had a very successful rally at Croome Court. It was one of the last times I took my MM to a rally and I was very pleased to win first in class. We are generally lucky with the weather and this was no exception being a very hot day. We had 74 cars on site of which 16 were in the open class. The rally was not without incident though. An entrant in a Traveller became stuck in the ditch opposite the court entrance; luckily, an entrant with a Land Rover in the open class went to the rescue and towed them out. Also, a Minor broke down on the car park. It was a very successful and enjoyable rally though and we were able to make a donation to the National Trust from the proceeds. I quite like this picture I took at the time of Jonathan and Jeff looking after the entrance and with some spares for sale by the look of it.



One other event that occurred around this time was the Morris Oxford MO and Wolseley 6/80 club rally at Moreton in Marsh. Clive was a member and suggested we go along. We had a really good day and here is a picture of some of the Morris Oxfords that were on site.



Finally, I will most definitely be glad when July 4<sup>th</sup> arrives. I know I have little hair on top now but that on the side is desperate for a cut. Never will I have been so glad to see a hairdresser!

Take care everyone.

Dave

Lester has sent in a couple of photos on cars he has been helping with.



Photos show Ernie's MM high light and work to his traveller.

## The Puzzle Answers

This puzzle was submitted by Gordon Chamberlain who admits to being a tad puzzled himself:

### POUNDS, SHILLINGS AND PENCE

Can you make it add up...?

		£	s	d
1.	A Stone			
2.	A Bicycle			
3.	A Singer			
4.	Part of a Monkey's Leg			
5.	A Man's Name			
6.	A Kind of Pig			
7.	The Sun, Moon and Pluto			
8.	A Leather Worker			
9.	50% of Panties			
10.	A Royal Headdress			
11.	Hit Repeatedly			
12.	Unwell Sea Creature			
	Total	32	17	8½

### Answers

		£	s	d
1.	A Stone (weight)	14		
2.	Penny + farthing			1.25
3.	Pavarotti (tenner)	10		
4.	Ape Knee (half penny)			0.5
5.	Bob		1	
6.	Guinea	1	1	
7.	Three far things			0.75
8.	Tanner			6
9.	Nicker		10	
10.	Crown		5	
11.	Pound	1		
12.	Six Quid (sick squid)	6		
	Total	32	17	8½

Thanks to MG-Rover.org

Bob Prophet

*For those of us who only remember decimal currency*

*£1 = 20 shillings (s), 1 shilling = 12 pennies (d)*

## **A Quiz**

From Mary Swift

The answer to these clues all have flowering plants or shrubs in them. May be cryptic or general knowledge.

1. Mrs Bucket (8)
2. A Change at the end would leave you irritated by the delay (9)
3. September 29<sup>th</sup> day is in need of readjustment (10,5)
4. Prepare for a change of climates (8)
5. Ealing Comedy (3,8,4,3)
6. Bovine undergarment (7)
7. Handy protection for Basil-Boom Boom! (8)
8. Boil ale then remix (7)
9. Instrument of torture (3,3,5)
10. You look happy to meet me with this answer (9)

## **ANSWERS TO FLOWER QUIZ**

1. Hyacinth
2. Impatiens
3. Michaelmas Daisy
4. Clematis
5. The Lavender Hill Mob
6. Cowslip
7. Foxglove
8. Lobelia
9. Red hot poker
10. Edelweiss

## **For Sale**

Good morning. I was once a proud owner of a 1959 Minor. Sadly, it gave up on me several years ago. I still have two spare wheels, two workshop manuals and a user handbook. Is anyone in your Club interested?

Regards,

John Haywood

Anyone interested, contact me (Dave Bennett) and I will get in contact with John.

Thanks for all of your articles, keep them coming.

And here's hoping we can all meet up again soon.

## **Useful contacts**

**Chairman**

**Lester Stenson**

**Treasurer**

**Dave Smith**

**Secretary**

**Bob Prophet**

**Branch Contact**

**Dave Bennett 07816 134009**

**Contact address: Bob Prophet  
18 Rectory Road,  
Upton on Severn,  
WR8 0LX**

**If you need to post Dave Bennett any articles for the branch newsletter his address is:  
17 Kittiwake Drive, Kidderminster, Worcs. DY10 4RS**