



# Malvern Hills Branch Newsletter

September 2018



Welcome to the September edition of the branch newsletter.

## **Dates for the Diary for 2018**

### **Tuesday 11th September**

Branch meeting at the Huntsman PH Green Street at 8pm

### **Sunday 30th September**

Branch visit to Waterworks museum, Hereford, at 11.00 (see newsletter for more details)

### **Tuesday 9th October**

AGM at at the Huntsman PH at 8pm.

As I edit this newsletter, things are feeling a lot more autumnal. Pity really it's been a lovely summer. My morris is at Steve's garage getting the front suspension overhauled. Yes I could do this myself, if a few nuts had not seized on. As I don't have a welding torch or a grinder it's a garage job. The MOT is due as well, though technically we don't need them for the Morris's now. Not sure how this works, so will be looking into it.

## **AGM**

The 2018 AGM will be held at The Huntsman at 8 pm on Tuesday 9<sup>th</sup> October. Members are asked to make an effort to attend so as to ensure that their committee is running the Branch as members wish it to be run. The Agenda is attached.

Bob Prophet

Secretary

## **Treasurer's trivia**

Hello everyone,

One of the benefits of owning more than one Minor is the fact that you can compare how different parts of the car perform. In all the time I have owned my 948 Minor the brakes have never been as good as on the MM. The brakes have been adequate and always passed the MOT but the 'Feel' of the pedal and the poorer flow of fluid when bleeding had indicated to me the master cylinder was not up to scratch. I purchased a new 7/8 master cylinder a long time ago in anticipation of needing to change it and with the brakes instilling even less confidence of late I decided the time had come to act. 59 years I thought was long

enough for the original! I know it is a job that can seem a bit daunting but with the right kit and going about it in a methodical manner it is not too bad at all. If any of you are anticipating this work I have made a note of a few tips of advice from my own practical experience which, in conjunction with a workshop manual, may help you. It is surprising how much changed from when my series MM was built in 1949 to my 948 in 1959. I renewed the master cylinder in the MM back in the 1970s so I did have some idea of what to do.

Firstly, removing the cylinder. I advise taking the passenger seat out as well as the driver's seat. This makes it much easier to remove the gearbox cover and gives you more room to work. There are a lot of screws to take out to remove the gearbox cover; a powered screw driver is a big help (I took mine out a while ago, oiled them, then put them back so I knew they would come out easily) . I think it a good idea to put the gear knob back on after removing the gearbox cover to lessen the risk of accidentally catching yourself on the gearlever. Once you have the gearbox cover off it is fairly logical what has to be done. Now those of you who have done this before will be immediately asking yourselves this 'How did Dave go about removing the 2 bolts that hold the master cylinder in place'? Well I had some help. Based on an idea I saw some years ago my son in law made me a gadget that fits between the torsion bar and the floor which when wound down moves the torsion bar just enough to slide the bolts out. This was an enormous help and saved a huge amount of work compared to removing the torsion bar. I would also use the opportunity, if in the slightest doubt on condition, to renew the brake pipe from the master cylinder to the back axle. It is much easier to connect a new pipe up before refitting the new cylinder in its final position. When you have the old cylinder out it gives you a chance to have a good look at a section of the chassis legs and treat as necessary; remember there are drain holes that may need cleaning out also.

Installing new cylinder. Basically the reverse of taking out. One thing I did do was mark the end of the pedal shaft so that when you refit the split pin at the end (adjacent the torsion bar) it gives you some idea where to put it. I also fitted a new brake pedal return spring and copper washers on the banjo union. I did not refit the cylinder bolts until both brake pipes were connected up to allow a little bit of movement of the cylinder. I fitted new pedal rubbers also as both were split on the back.

The result. The brakes have been hugely improved. There is a completely different feel to the pedal now; the brakes are much more powerful and bleeding was easy with an excellent flow. In hindsight I wish I had done this a long time ago. I plan to fit a new set of seals in the old cylinder and keep it as a spare but hopefully it will be another owner in the future who changes the next one!



New master cylinder in position.

**Kyre Valley Railway visit-** Our visit to the railway was a very enjoyable event and I have received much positive feedback from members who attended. Sandra and myself went to Brockhampton earlier (meeting up briefly with John and Sue) and had our lunch there. We met up with a couple with a superb Austin A40 Farina that had only done 21,000 miles from new. What a cracking original car it was. We then headed into Bromyard to meet up with everyone for 1.30. A large contingent of members then headed off to the railway. Members were soon riding the trains in all directions. It was noticeably busier than last year. The setting is superb and it was most relaxing with refreshments to enjoy available in the locomotive shed. The weather stayed dry to about 4 00pm when it started spitting. My clap hand wipers had more use going home than they have had for a long time! Still it was a lovely afternoon out and thank you to Chris for organizing it.

**Tewkesbury Car Show-** We were rather thin on the ground this year partly because of the introduction of a charge to enter for the car and driver. When we set off from Ryall there were 3 Minors plus an MG midget in our group (a lovely car owned by Bob and Joyce's daughter and son in law) and we were all wondering what effect the introduction of charges would have on the show. Certainly initially it was quieter. Ashchurch Road was relatively quiet and we drove straight in. We were all able to park close to each other (John and Sue from Harvington had also come and were on the end of the row from us). It gradually filled up and by lunch time it was heaving as much as last year. There were quite a few Minors on show with at least 2 for sale. An unusual vehicle parked close to us was an open sided mini; definitely one for the summer! There was an incredible array of vehicles on display including a Tesla electric car. On the whole I thought there was a better display of cars to last year. A

very enjoyable day out with most members leaving by mid-afternoon.



Maurita, Roger, Joyce and Bob before leaving for Tewkesbury.

**Events coming up- Toddington show September 9<sup>th</sup>.** Clive and myself together with John and Sue are attending again this year. The 2 for 1 offer is still on this year which is a great opportunity to ride the railway at a reduced rate. This is a lovely show and as I have mentioned before you can be flexible in how you plan your day. As far as I know you can still book a place; go to the Gloucestershire/Warwickshire railway website for details or the phone number is 01242 621405. If you want to meet up with Clive and myself we usually leave the Eckington picnic site about 9.15 to travel to Toddington.

**Stoke Prior steam rally September 15<sup>th</sup> & 16<sup>th</sup>.** I think some members are already planning to go to this one. I went a couple of years ago and really enjoyed it. Go to [www.shakespearesrally.com](http://www.shakespearesrally.com) for further details. Show secretary number is 01646 278815.

**Branch visit to Waterworks museum, Hereford, on Sunday September 30<sup>th</sup> at 11.00.** This is somewhere I have wanted to go for a long time and the idea of us visiting has been suggested in the past. Chris has now organized this for us so meet up at the date and time above. More details about the museum and location can be found at [www.waterworksmuseum.org.uk](http://www.waterworksmuseum.org.uk). You can also ring 01432 357236(Tuesdays 11.00-4.00) for information.

Looking a bit further ahead to October. The Malvern festival of Transport is on Sunday October 14<sup>th</sup>. For details go to [www.classicshows.org](http://www.classicshows.org) or you can ring 01484 667776. Also, our branch has been invited to visit the **Charles Ware Morris Minor Centre** in October. Chris is ascertaining interest at present so if you would like to go **please let him know**.

**AGM October 9<sup>th</sup> 8pm at The Huntsman-** I am sure Bob will be notifying you all regarding our AGM. In my capacity as treasurer I will of course be presenting the accounts to members and reporting back on how the year has gone. Do come along and let us know your feelings about the past year and your thoughts for the year ahead.

Finally, our next branch meeting is at The Huntsman on Tuesday September 11<sup>th</sup> at 8.00pm.

Dave

### **Brake Light Switches** Clive Cooper

We have heard quite a bit about the unreliability of Minor brake light switches in recent times and I have had several fail on my Minor over the 12 years of ownership. In my opinion, it is more a case of poor quality replacement components made in PRC than the inherent weakness in this type of switch. After all, the old cars which were made in the 1950's and 60's did not suffer from switch failure and the original switches went on for donkey's years.

A major concern of mine is that we have no way of knowing if our brake lights are actually working when we are driving our cars. Testing the lights by putting your foot on the brake pedal by leaning through an open driver's side door is not a good enough test either. I have rigged up a beeper, under the parcel shelf using double sided foam tape. The beeper is wired via an inline fuse to the switched side of the brake light switch. This now tells me when the switch is working (though not necessarily the lights, as they could be faulty too). I have found to my dismay that the switch which appeared to be working alright, did not operate with normal light braking in traffic. I needed to put quite a bit of pressure on the pedal to operate the switch and the brake lights were not coming on with light braking. Now a modern car has a mechanical switch mounted under the brake pedal and this will operate as soon as the pedal is depressed, even with no braking pressure applied, so you can use the pedal movement to warn following drivers that you intend to apply the brakes.

I have now bought a new switch, off an ebay seller, this is a Genuine Intermotor Brake Light Switch original quality Replacement. The new switch operates with the lightest of pressure on the brake pedal and I am very pleased with the result of changing the old switch. I think it pays to seek out original equipment as far as possible, as there is so much poor quality spare parts on sale.

I have posted the old switch to Rob Thomason (technical adviser, Minor Matters) as he requested for his examination. So far I have had no feedback, didn't really expect any!

### **Morris goes to a 'high school prom'** Mike Rochelle

In June, Mary sent out a request for a car to take her neighbours daughter to the high school prom. I phoned Mary who passed on all the details, I then arranged to go to Mamble village to meet up with the parents at their house right next to the village church. It transpired that both parents knew my youngest daughter, Tracey, through the Celiac society, and her work when she was a local Councillor, so we all got on really well. I parked the car up in the narrow lane and we all went into the garden for photos of their daughter and two of her friends, after which we went to the front of the house and they were thrilled to be going to the prom in a classic Morris Minor, their neighbours came to see the girls and admire the car then wave us off, with the parents following in their car, it was 5.30 pm and just a 10 minute drive to the golf club at Cleobury Mortimer, which seemed like quite a long way with 3 excited young ladies chattering away. Temperature outside 28 deg; Arriving at the venue in plenty of time, we parked up and waited in the hot sun while friends of the girls came to chat and admire the Morris Minor (a 'cool' car) and by this time, I wished it was. Other vehicles, of all shapes and sizes, started to arrive, a Monster tractor, (with



wheels twice as tall as the Morris), classic fords, Mercedes, Jaguars, a deafeningly loud monster ford Anglia special, a smartly suited young lad on his motorbike flanked on either side by 8 outriders, and dozens of other smart cars, all congregating on the hot and now very dusty car park. All the school leavers, dressed in their ' finery ' were loving it. Out came the red carpet and photographers, and let the party begin..... Now, all these vehicles had to leave by the same route, a narrow one way exit, so after sitting there for 20 min; I parked up again and waited until things quietened down a bit, an enjoyable and interesting evening , chatted to lots of people about the Morris Minor , saw (and heard) some very interesting vehicles. And Arrived home 9.30 pm, High school proms!!!! If you get the chance, go and have a look. ( received £10 donation for the club, )

## WANTED

Michael Jefferies is looking for a 2 door saloon Morris 1000. Please contact me and I will forward the information across to you.

## FOR SALE

Leonard Rees has some old Minor Matters that he wants to sell, contact me for details.

Morris minor magazines - MINOR MATTERS - 7 year collection. Very desirable for the minor fan. Years 2001 to 2008, excellent condition. To be sold preferably as a collection or at £30 per yearly issues



Happy Motoring

**Use Full contacts**

**Chairman                      Chris Perfect**

**Treasurer                     Dave Smith**

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