

# Morris Minor Owners' Club



## MERSEYSIDE BRANCH

Issue No. 59

Newsletter

July 2011

### Committee:-

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### Other responsibilities:-

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Spares and advice	Simon Thornton	625 1236	<a href="mailto:rustywing@btinternet.com">rustywing@btinternet.com</a>



### Future events:-

Monday July 11<sup>th</sup> Fun-run drive. Meet Ellesmere Port Boat Museum car-park 7.00pm

Monday August 15<sup>th</sup> (please note this is the third Monday) Treasure Hunt

Meet at the Little Chef (M53/A41 junction) at 7.00 for a 7.30 start)

Further details on page 12.

Wednesday – late July/early August Social lunch meeting, details to be announced later.

Monday September 12<sup>th</sup> Indoor meetings resume at Hoylake with speaker Glyn Parry  
on the subject of 'Return to Snowdonia'

Monday October 10<sup>th</sup> Monthly meeting at Hoylake

Other events as applicable

Newsletter printed, collated and stapled at St Margaret's C.E. High School, Liverpool

## Scene from the Chair

Have you ever thought of recycling your Moggy Minor bits and pieces? I don't mean putting them back on the car or even taking them to the scrappy. What I have in mind is the possibility of using Moggy bits for non-Moggy purposes. Let me illustrate with a couple of examples!

In the bathroom at home we have a louvred window operated by a long rod, screwed into the louvre at the top end and a having a little grab ball at the lower end. Sometime ago we realised that we needed, in our absence, to be secure. Flash of inspiration!!

Screw the front door socket plate (part DCH 104) to the window frame and the window rod end sits in it nicely, stopping the window from being opened from the outside.

The second example was at Church. We have several emergency doors operated by push bars. On one of the doors, the push bar didn't quite engage the hole in the frame at its top end. It was millimetres short. Bright idea no. 2 !!

I had a spare slider glide plate (part no.BPF 113), you know, the bit that the bonnet assembly pin striker (part no. BNPF 108) locks into. This screwed into the top of the door frame and had the exact diameter hole to receive the locking bar from the door. Job done.

In the next issue of our newsletter, I will recount how Morris Minor part (part no. WPR 104) saved the merchant navy from remaining in port at Liverpool.

I'm sure that you have similar stories. If so, let the Editor know!!.

Ken (Chairman)

### EDITOR'S GOSSIP

Short and sweet this time – because of lack of space and the fact that much has been written elsewhere in this issue everything that needs to be said has been said so I'll leave it at that! But see the late entry at the bottom of page 9. Peter

### Coffee Morning and Autojumble, Saturday 18<sup>th</sup> June 2011

Having seen the weather forecast on Friday evening it was with some misgivings that I looked out, not too early I might add, on the Saturday of our annual coffee morning. Needn't have worried, it was a lovely bright day. That said, those who had come from the Chester and North Wales direction said it wasn't as sunny over there.

The gazebo had been put up with tables carrying a varied selection of spares and general autojumble and Alan Maines had brought quite a bit of stuff. There was plenty of interest so hopefully some worthwhile business was done.

Coffee and tea were served together with loads of cake and scones. Needless to say seconds were the order of the day. It was a really nice get-together and with tables and chairs set up in the garden an opportunity to have a good old chat. 23 members and friends came along, very similar to last year, a decent attendance.

Many thanks to our hosts Ken and Peta who, ably assisted by some of the lady members, put on a really good do.

Graham

**Front cover:-** Minors 'Milly', 'Molly' and 'Mandy' pictured together at Bridgemere Garden Centre earlier this year. Photographs courtesy of Keith Sartain (Sefton Branch).

## **APRIL MEETING 11/04/2011**

The optimism that the excellent attendance at the March meeting would be maintained was not entirely unjustified when 25 members and six guests arrived at the Hoylake Conservative Club – in daylight for the first time this year. Apologies were received from Chairman Ken and Peta who were on holiday, Graham who had a family engagement and David Hughes who was unwell. Later an e-mail from Simon explained how he was delayed by a late train and several other members who might have been expected to be present could not make it. It was pleasing that the prospective new recruits at the last meeting were all present and they are now full members of the branch as well as the National Club. So a good attendance had the potential to be even better!

It was left to the secretary to open the meeting by firstly giving Ken's details of the enforced changes to the Easter Monday Run because of the closure on financial grounds of some of the attractions intended to visit in the Clewidog Valley. The run will now take place in Cheshire rather than North Wales finishing at Pryors Heyes Golf Club for afternoon tea. Members not handing in the return slips were asked to contact Ken by April 23<sup>rd</sup> if they wish to participate.

The meeting was also informed of the change of date of the coffee morning and autojumble from June 11<sup>th</sup> to June 18<sup>th</sup>

The secretary then mentioned the need for more contributions for the next Newsletter and distributed paper copies of the April issue to those not on e-mail. The Classic Car Show at Tatton Park for which Manchester Branch had some spare tickets was mentioned as was Anthony Gribbin's query about a Minor trader. Finally the secretary invited members to join Graham and himself for a lunchtime social drink and chat at the Railway Pub in Meols on Wednesday this week at 12 noon.

At the end of the notices the guest speaker was introduced. Derek Arnold had visited us previously a couple of years ago when he spoke about Fort Perch Rock at New Brighton.

This time his topic was 'The Thetis', a Royal Navy submarine which sank whilst on sea trials in Liverpool Bay in 1939 with the loss of 99 lives.

The sub had left Cammell-Laird's with 103 men on board, almost twice the normal complement because of the number of naval personnel and shipbuilder's technical observers on board. A series of relatively minor difficulties had compounded into a major problem resulting in the sinking. Derek took us through all the alternatives for the men to escape but it was very obvious that with only 18 hours of air on board they were in a desperate situation. Two men initially escaped but the next four who were nominated perished in the attempt; only two more men managed to get free of the sub and it was a poignant moment when Derek revealed that one of them was his father. The talk continued with a discussion of the beaching of the vessel at Moelfre, the recovery of the bodies, the lack of urgency by the Royal Navy in responding to the situation and its refusal to accept help from external civilian agencies which could have raised the sub and saved lives and the disgraceful way the government treated the relatives of the victims.

Eventually the vessel was rebuilt and recommissioned as HMS Thunderbolt before being sunk by an Italian corvette, again with the loss of 99 lives, in March 1943.

Derek's talk was most articulate, illustrated with black and white transparencies, lasted about an hour and was listened to intently by an appreciative audience. At the conclusion a vote of thanks was given by Nigel Harrison.

Peter

## **SOCIAL MEETINGS**

The first of our experimental lunchtime sessions was held just two days after our April meeting at Hoylake. It had been advertised in the latest Newsletter and by e-mail but no commitment to attend or apologies were sought. So when Graham, Brenda and I drove into the car-park of The Railway at Meols we were pleased to see Morris and Barbara Nevin waiting (they were early!) and we were shortly joined by John and Heather Partington. Once inside and seated in a suitable area Ronnie Lane arrived followed by Roy Hutton completing the group. After ordering drinks and food a good informal chat ensued obviously centred around, but not limited exclusively to, our cars. This was a perfect opportunity for those present to get to know each other in a way that it is not possible to do at our monthly meetings because of the way the programme is arranged. The nine of us agreed it was worth trying again next month and hopefully will attract more members though we realise not everybody has retired!

Peter

## **MAY MEETING 08/05 2011**

There were a number of apologies tonight resulting in a lower attendance than at the previous two meetings but 24 members were present when Ken opened the proceedings by relating a couple of items from the Daily Telegraph. The first involved some disparaging comments about the Minor's successor, the Morris Marina, but this was rejected by one or two members who had been quite satisfied with their model. Next was an assessment of William Morris, the founder of the group, and making comments about his frugal lifestyle considering he was a man of some substance.

David Hughes is reducing his personal library of books and had brought some which were offered for sale at reasonable cost. Jim Hargreaves told us about the problem he had had with the Minor's solenoid and how an auto-electrician solved it by use of an earthing wire. Ken then outlined the summer programme before the secretary mentioned the Northern Regional and National Rallies, the Classic Vehicle Survey referred to on page 6 of the current 'Minor Matters', the next social lunchtime gathering and a request for Newsletter items.

Our speaker for the evening was then introduced by Ken. Angus Tilston is a local transport enthusiast and had brought along DVD digitally enhanced original 9.5mm. cinefilm recordings. The first marked the 150<sup>th</sup> anniversary of the Liverpool to Manchester railway and showed the celebrations which took place in 1980 involving the reproduction 'Rocket' , 'Lion' in the Rainhill trials and a large number of other more recent steam engines.

This was followed by a black and white film of Liverpool concentrating in the main on the docks (1950's) showing iconic images and accompanied by George Gershwin's Piano Concerto, after which by majority vote we were shown the history of the Liverpool to Birkenhead rail link under the River Mersey from its inception to the present Merseyrail system. Finally there was a three minute film produced by Angus entitled 'Eventide at West Kirby'. This was an interesting selection of films requiring little verbal description, the only puzzling feature being where the title 'Sea transport on film' came from! At the conclusion of the presentation a vote of thanks was given by John Lawrenson.

Peter

## LUNCHTIME SOCIAL MEETING Wednesday May 18<sup>th</sup>.

Following on from the inaugural meeting in April, our venue this month was the Moby Dick pub in West Kirby. All the nine members present last month were again in attendance and we were joined by Ken and Peta, Miriam and Mike Rostock (in a rare but very welcome appearance.) Seated at adjacent tables most chose for lunch the excellent and very reasonable carvery though other alternatives were available. Conversation never stopped and all agreed it had been an excellent way to spend a couple of hours in good company. Because our next meeting on the calendar is the coffee morning and autojumble at the Tasker's on June 18<sup>th</sup> it was decided not to have a similar lunchtime session in June. If there are any suggestions for other venues which are large enough to accomodate us and serve food at sensible prices please let Graham or myself know. Our next occasion is planned for later this month or early August and a separate e-mail will be sent. No e-mail facilities - please telephone for details.

Peter

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*THESE DAYS MANY CAR OWNERS ARE KNOWN TO BE OF 'ADVANCING YEARS' AND THERE COMES A TIME WHEN IT MAY BE PRUDENT TO RETIRE FROM DRIVING*

***How do you know when it is time to "hang up the car keys"?***

**I SAY: WHEN YOUR DOG HAS THIS LOOK ON HIS FACE!!**

**A picture is worth a thousand words! Turn/scroll to page 9**

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### **A GRAND DAY OUT**

On a bright and sunny Easter Monday morning, the 25<sup>th</sup> April, a splendid turn-out of 33 members and guests met for the start of the 2011 annual Fun Run, at the Lady Lever Art Gallery and Museum in Port Sunlight Village. There were 15 cars comprising 11 'Moggies' (6 saloons, 3 convertibles, 2 travellers) and 4 non- Minors. Our organisers for the event, Ken and



Peta Tasker, explained that our original day out to the Clywedog Valley had had to be cancelled owing to the effect of the economic cut backs on the staffing of the various buildings along the valley, resulting in their closure.



Undaunted by this hiccup we spent the first hour partaking of refreshments in the Art Gallery "caff", looking around the exhibits and also "chin wagging", before setting off in convoy for our next stop at the 100 acre Eastham Country Park and Visitor Centre. I am ashamed to say that although I have lived on the Wirral for 47 years, I had never visited this park and I was both surprised and delighted at what I found. The park is situated on the banks of the River Mersey and has large areas of

forest, open grassland with picnic areas scattered about, a Visitor Centre, a really good tea garden, two pubs and free parking, although on the day that was at a premium being Easter Monday.

After a good look around most of the "Moggie Club" gathering met at one of the grassed areas to have a communal picnic, and chairs were set up in a circle reminiscent of settlers arranging their wagons in a circle to keep the "injuns" out. Soon the only sounds were the munching of lunch and then the rising volume of agreeable and amusing chatter. After lunch we then set off in a loose convoy by way of the A41, M53, A5117 and A56 to Helsby and Frodsham and then onto the B5152 to our next destination, Lady Heyes Craft & Antique Restoration Centre on the edge of Delamere Forest.

This site, with free parking facilities and a cafe, contains a number of buildings used as sales areas for bric-a-brac, odds and ends, antiques, collectibles, memorabilia, together with other outlets selling books, furniture, soft furnishings; there was also an old-style sweet shop and a mini brewery. We all spent a happy hour rummaging through the various buildings before returning to our cars, laden with large and small bags containing our goodies, ready for our next destination. I noted that prior to the departure of the main body of our group, our Secretary, Peter, had gone off ahead of us at a fair rate of knots, hoping no doubt to grab a good parking spec at our next stop. As we left the site our "convoy" became ever more strung out with small groups of Moggies being separated by other vehicles, and we proceeded along the B51 52 through Delamere Forest with glimpses of Hatch Mere through the trees shimmering in the sunlight. The surrounding woodland and the lake views added to the pleasure of driving our classic Morris Minors on a sunny day. We then turned onto the A556 towards our next stop at Blakemere Craft Centre situated at the junction of the A556 and the A49.



On arrival we followed Ken and Peta's car up the winding drive before turning into an open grassed field and parking all the Moggies in a single line abreast. They looked splendid in the full sunlight. Ken apparently had earlier obtained permission from the management of the site for us to park in the field. After parking up we

noticed that our Secretary's car was missing although he had left Lady Heyes Craft Centre before us. Several of us set out to see if he was in one of the official car parks, but he soon arrived admitting that he had had a senior moment and missed a turning on the way.

The Centre comprises a number of original brick buildings surrounding a courtyard together with several industrial type units extending into the rear of the site, and substantial free parking. The site is similar to Lady Heyes with small retail areas in the buildings selling antiques, bric-a-brac, furniture, etc and there is a garden centre, a popular café and also a larger more formal restaurant. The site also features a play area for children and exhibitions of flying by various birds of prey. Our visit also coincided with the site holding a small specialist food display with tempting offers of cheeses, nuts, homemade sweets, cakes and other delicacies. All in all there was plenty for our happy band of travellers to look at and do and time passed quickly. On our return to the cars Ken arranged for a group photograph to be taken which Peter assured us would appear in the newsletter.



The final leg of our tour took us to Pryors Heyes Golf Club located in the village of Oscroft, where afternoon tea awaited us with all the group seated together at a long table in a room used for functions. Indeed the inside decor appeared to be set for a wedding!!! After filling up on tea, coffee, sandwiches and scones (with jam and cream), our Treasurer Graham Scott thanked Ken and Peta on behalf of everybody present for organising such a good day, particularly considering the

problems they had had with the cancellation of the original tour. He also mentioned that when he reached home he would sit in his garden that evening and sample some of the beers he had bought at the Lady Heyes.

The day had been a roaring success having all the right ingredients of an interesting



itinerary, good company, good food, perfect weather and most importantly we had not suffered any car breakdowns, stoppages or other problems with our vehicles. My thanks to Ken and Peta for planning the day out and to the rest of my fellow travellers for their company.

As my hero Wallace would say to his friend and companion Gromit, " Eeeeh lad it was reet champion, we 'ad some fun, we bought some Wensleydale and all in all we 'ad A GRAND DAY OUT".

John Lawrenson

Photographs by John Cumberlidge:-

Assembly at the Lady Lever Art Gallery

Picnic at Eastham Country Park

Cars at Blakemere

Cars and members at Blakemere

At Pryors Heyes Golf Club

and: Group photograph at Blakemere Craft Centre

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## **WHERE HAS IT GONE?**

During the April lunch meeting at the Railway Inn the conversation turned to the reaction of the public to Morris Minors. People have asked about what happened to the little black moggy van from Hoylake Road, between St. James Church and Bidston village. Its registration was 565 UMB (Cheshire) and had been there for 36 years. Suddenly it was gone!

I had a call in July 2009 from a man called Alan who asked if I was interested in his van as his son knew I had a couple of Minors. "Give me an hour and I'll be there" I replied. "Well what do you think" said Alan. I asked him if it would run.

"Yes" was the reply and with that he extracted a rotor arm from his pocket, raised the bonnet and put it in the distributor. "Better than all your krook-locks" said Alan and 30 seconds later the van was running. I bought it.

Next day at my garage I wondered what I had done. The van had two weeks on the tax disc and 3weeks MOT. The engine was a gold seal and good. Over the years the chassis had been coated in old engine oil so there was no rust or rot underneath. The bodywork was a different story however. There were no roof gutters; the roof was held on to the sides withold petrol cans and other bits of metal, all riveted and painted with underseal. The wings and the rest of the bodywork were similarly plated with bits of spare metal (even food cans showing the ripples where they had been straightened) and coated with any type of black paint, household or otherwise. On the inside the back had been covered with a selection of paints – even Picasso could not have used all those colours.

It was evident that this van was never going to get through a MOT but I had my eye on another black van laid-up in Eastham. The problem was that I had no room to SORN and store another vehicle so it was off to Norry House in Chester to arrange for the retention of 565 UMB plates and have the van assigned a new registration number. A few phone

calls later and the van was sold to a man in Liverpool; he in turn deals with a man in Anglesey who converts old vans and travellers into pick-ups.

So the little van from Hoylake is now a pick-up. The man from Eastham would not sell his van which is back on the road but I still have the 565 UMB plates ready for a black van – one day!

Morris Nevin

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### THE ATTENDANCE REGISTER

During every monthly meeting the attendance register is passed around for signing and some members, particularly those recently joined, are puzzled why their names do not appear. Hopefully the details below will explain the procedure.

The branch receives from the National Club a rebate on members' subscriptions if they attend four or more meetings a year. Therefore:-

- 1) Only fully paid-up members of the National MMOC are eligible for this rebate.
- 2) Associate members (i.e. 'A' members) can only sign if the full member is unable to attend.
- 3) Members who also belong to another branch can only be included at their 'main' branch.

Consequently out of our membership of 50+ only about 35 are included on the register.

Peter

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Perhaps it is because the dog has no seat belt on!!



**STOP PRESS!** Just heard that Ian Dale, one of our younger although long-term members has just become engaged to Laura Collison. Laura comes from Kings Lynn and is part of a well-known family of Minor enthusiasts. Unfortunately we do not see much of Ian these days because of other commitments though is in the team for the annual car club quiz but we wish him and Laura all the best for the future. No wedding date known yet!

Peter

## ***THE DUCHESS***

My interest in old cars has been life long. In my time I have had more cars than I care to remember, but the majority these days would be classed as classics. My vehicles have varied from Vauxhall 14's to Ford Anglias, from Vauxhall Crestas to Mark II Cortinas. Each has a special place for me, but ironically it is my recent acquisition which is my fondest, a vehicle which in my younger days I could never have envisaged ever owning. It was the doctor's car, indeed the solicitor's. The self-made business man did not own one; his eyes were on acquiring the Jaguar. The Rover P4 was the professional gentleman's car and now in 1999 I finally had one of my own. Looking almost regal, little wonder I christened her almost immediately the Duchess.

My Rover P4 110, registration 795 LNP is juniper green in colour. She was originally purchased brand new by a Mr. L Sands on the 1<sup>st</sup> July 1963 from Richard Taylor Garages Limited in Victoria Street, Stourbridge, Worcestershire. He paid the princely sum of £1439 15s 10d. and £13 extra for two front spot lamps to be fitted to the Rover which still add to the Duchess's imposing front profile to this day.

The car spent its early years from 1963 to 1970 in the Stourbridge area with Mr. Sands using the Rover as daily transport to and from work. In 1970 Mr. Sands retired from work and decided to move to the North West of England, and settled in the picturesque village of Burton on the Wirral, In Burton Mr. Sands made the acquaintance of Mr. Con Breslin, his new neighbour. The two gentlemen soon learnt they had a common interest in prestige cars of the time. Indeed, Mr. Breslin had been a Rolls Royce agent and owned a Bentley and a 3 litre Rover P5. They were also quite interested in walking and many an afternoon they drove to Llangollen to walk alongside the canal, a place which many members of the P4 Driver's Guild will be familiar with today virtue of the weekend trip earlier this year.

By 1970, the Rover had completed 52,000 miles. For the next twenty years Mr. Sands continued to use the car quite regularly, but in 1990 the old gent had reluctantly decided it would be best if he handed in his driving licence and park up his Rover P4. 795 LNP stood in his garage for the next five years. At this stage in the car's history I actually got to know about the vehicle myself via my wife's cousin, David Manning who is a vehicle technician by trade. Specialising in prestige older vehicles, David was doing some work for Mr. Con Breslin when the said gent advised David of the existence of the garaged Rover. In the early 1990's old Mr. Sands could not bear the thought of parting with his treasured Rover but by 1995 he contacted Mr. Breslin and asked him whether he would be interested in purchasing the car.

To make matters a little more complicated, by this time Con Breslin has moved to Folkestone to look after his son who suffers from long term illness. Nevertheless, Con made the journey from Folkestone to Burton and arranged for David Manning to assess the Rover's condition after its five year imprisonment. Out of curiosity I also accompanied David when he visited Mr. Sands to make the inspection. What actually happened was a rather frustrating time trying the drag the Rover out of the garage. Somewhat unsurprisingly, all four tyres were flat, both the clutch and brakes were seized and the car looked in a rather sad state. Unperturbed, over the next three days David, Mr. Sands and

Con Breslin succeeded in freeing the brakes. The Rover was towed to David's house which was fortunately in the next village, Neston. It was here David was able to administer some essential repairs under his lean-to-garage armed with all his necessary tools.

At this point such was the vehicle's true condition it was still not clear whether the Rover was worthy of restoration or not. Over the month, the car was stripped down in order to make a thorough assessment. The car had to be literally gutted down to its shell for this to be done, and the corrosion was quite considerable. It had rotted in all the usual places - through the sills and all around the back of the boot and the out riggers. Still being grimly determined with this project, I recommended a local chap to David for the welding to be undertaken and for the complete lower half of the car to be resprayed. A satisfactory job was finally completed by November 1995 for the sum of £1000. By the time the car was put back together again and successfully MOT'd, the end of the year had arrived.

It was early in 1996 that Mr. Breslin was ready to take 795 LNP back to Folkestone. In its time down there, the old gent used the car occasionally and he chalked up two to three thousand miles a year. Mr. Breslin continued to keep in touch and every once in a while David received a telephone call to confirm that the old Rover was still performing well. Indeed in 1997 Mr. Breslin decided to return to Burton for a few days holiday, bringing the Rover to give David the opportunity to give her a re-tune. Having admired the vehicle all this time and being involved in its restoration, I took the opportunity to ask Mr. Breslin that if he were ever to consider selling the car, could I have first refusal? He said if he was ever to sell, I would be the first to know.

Two years went by, and in the June of 1999, Mr. Breslin once again returned to the Wirral. He had not bought the Rover on this occasion but nevertheless when I met him I asked him what he intended to do with the car. Clearly reminded of our original conversation, Mr. Breslin consented to my immediate proposal to buy the car and a deal was struck. Mr. Breslin did however stipulate that David was to look after the car mechanically as he had in effect looked after the vehicle for the past five years.

The arrangement was made for David and me to travel to Folkestone to collect the Rover. We left on a bright and sunny Saturday in July at 5am and travelled down in my modern Rover 820. It took us five hours to complete the trip. Mr. Breslin had the car and an accumulation of five years of Rover P4 spares all ready for us when we arrived.

We undertook the return journey at 1pm, which certainly proved to be far more eventful. David drove the Rover and I rode shotgun in my modern Rover as we ventured back onto the motorway. The Duchess was riding on fairly worn cross-ply tyres and as a consequence the car seemed to have a mind of its own. This proved to be fairly hair raising at times as David struggled with the big car wandering all over the place, particularly when big trucks passed. It took us eight hours to get the Duchess home, and we were thankful to get there! I made up my mind that the Rover was to be re-shod with new radial tyres at the earliest opportunity.

The following weekend when the new radial tyres were fitted the transformation to

the car's road holding and handling characteristics was fantastic. Shortly afterwards David and I fitted a new exhaust to the car which was supplied by John Wareing. I continued to use the Duchess regularly until October and then decided that a noise in the gearbox had to be investigated. David stripped the box to discover two very worn bearings. Consequently we had the box reconditioned and also had the pressure plate renewed which improved matters considerably.

Since purchasing the Duchess this summer I have used her nearly every weekend and notching up over two thousand miles in the process. The big Rover is providing me with a great deal of driving pleasure as my wife and I seek out the countryside of England and Wales and their eating establishments! Next year we intend to attend The Lakes Weekend with the Club and the National Rally as well. The Duchess is certainly going to be a very USED classic.

David Hughes

### **SPARE PARTS**

The branch has recently come into possession of yet another wide selection of parts for which a donation to charity has been made. Although there is the usual amount of rubbish (and non-Minor bits) there are a fair number of brand-new and good used items which should be saleable. It is our intention that after sifting through the boxes that the decent stuff will be offered to members at monthly meetings resuming in September, possibly by auction, or by arrangement with the Secretary.

Having collected as much as I could from the address in Walton, Liverpool it was the intention to return for the rest of the items which included dynamos, starter motors, wiper motors, headlamp buckets etc. but unfortunately the gentleman I was dealing with had to empty the property in a hurry so it didn't happen. However we got the best stuff!

Peter

### **ONE MAN'S SANCTUARY - WILLIAM MORRIS**

Those of you who are National Trust members may have read the story of William Morris's home in the Summer 2011 magazine. The man who made the motor car affordable to thousands and gave away a fortune to many worthy causes lived the last 30 years of his life in a relatively modest house for a man of such substance. The property was left to the Nuffield College on his death in 1963 and has now been given to the National Trust. If you are not a NT member try to borrow a copy and read this article (not to be confused with that on William Morris, the Victorian artist and craftsman, in the same issue). For space and copyright reasons further detail cannot be reproduced here but it really is worth reading, though the 'true to scale model of a 1951 Minor' seems a bit iffy!

Peter

### **TREASURE HUNT MONDAY 15<sup>th</sup> AUGUST**

This will begin at the Little Chef at the junction of the M53 and A41. Meet at 7pm for a 7.30 start. The finishing point is the Bassett Hound pub in Thingwall. It would greatly help Ken with the arrangements if you could let him know by phone or e-mail if you will be taking part.

Peter