



# NWMMOC NEWSLETTER

September 2023



**Paul Kimmens in white on the left, with North Wilts Branch Members.**

## RUN FROM S. CERNEY, 22 August

Many thanks to Paul Kimmens for setting up the meeting for coffee at his Sailing Club, planning the run to Wroughton, arranging and overseeing lunch at the Fox and Hounds - and devising a Quiz which was won by Ash's team. Eleven of our cars took part, a great day out.





## MORRIS MINORS AT CASTLE COMBE, 19 August

Clive Frost



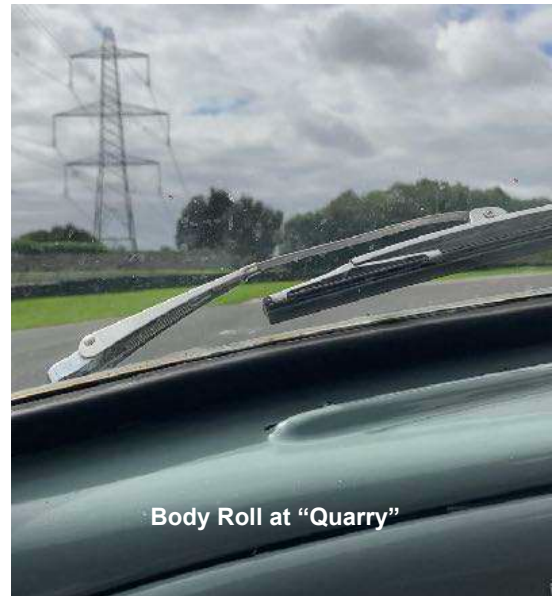
Mark Osland kindly arranged for the NWMMOC to join the Bristol Pegasus Motor Club at their annual track day, where members have the opportunity to take their cars out on the circuit. The invite was extended to other clubs to come along and see the the variety of cars within the Pegasus club and to also complete a few parade laps of the track. As a regular visitor to Castle Combe to watch the racing, I thought this was a wonderful opportunity to see the track from the other side of the fence. The journey to the circuit went well and I was pleased with the improved ride in Penny, my 1962 Traveller, since replacing the rear shock absorbers and a wheel bearing. We arrived at the circuit just after 9 and Mark guided us to park next to Bill, who had just arrived. We spent some time looking at the variety of cars in attendance.

photo: Gaisford Photographic

At about 11, we were invited to go out and do a few parade laps. I lined up behind Bill and we ventured out onto the circuit. I had Charlie and Izzy in the car with me and we were certainly having a fun time going round the circuit and admiring the body roll on Bill's car. The first lap was a bit tentative, as I got a feel for the car on the track but I did get a bit brave on the 3rd lap going around Quarry and the body roll was quite significant!! We completed 4 laps in total.



Parked up in the Paddock



It was certainly a great experience to take the cars out onto a race circuit and the first time I've driven around a track. It was good to be able to have the track to ourselves for a few laps and not have to worry about potholes or other traffic. I think I got up to about 65-70 mph along the straight, a speed which I would never consider on the road, and was pleased at how she went around the circuit. One minor downside though is that a new squeak developed in the car on the journey home.

I would like to pass on my thanks to Mark and the Pegasus Club for inviting us along and giving us the opportunity to go out on the track. It really was a great experience that we all enjoyed and highly recommend that others give this a go if the opportunity arises again. I will certainly go again. I wonder what the lap record is for a Morris Minor.....





# EXHAUST CLONK

Bill Reed

The exhaust pipe had begun to clonk against the bottom of the engine bay and Steve Chater kindly helped me fix it (well, he did the work and I took the photos). Although I had tightened the clamp as much as I could it was still slightly out of alignment. On removing the clamp we found that it was blackened inside, so evidently the joint had been blowing slightly. Here's Steve's method (my car is a 1970 1098 Traveller):

Remove the air filter. Put a hydraulic jack gently under the silencer to support the exhaust line (1).

Undo the clamp which secures the exhaust pipe to the manifold. Clean up the clamp and the mating surfaces.

Wiggle the exhaust into the correct position using the jack, and wooden wedges where the exhaust pipe exits the engine bay (2). Apply some exhaust paste to the rim of the pipe (3).

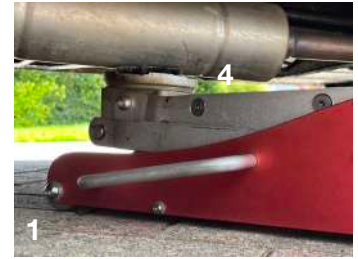
Wiggle and support again so the pipe and manifold meet correctly (check the rims carefully). This should mean you can refit the clamp without having to hold the two parts together with your hands.

Fit and tighten the clamp evenly. Remove wedges, refit the air filter, then run the engine gently to harden the paste.

So - all well? Actually no! We then checked the rest of the exhaust line and found ... that the strap holding the rear clamp had broken. And the exhaust, free of the strap, was not quite aligned with its fixing point under the boot. Aha! There had been a slight tension from front to back in the exhaust pipe. Enough to break the strap at the back (the strap looked very old though) and, through the centre clamp and strap (which were sound), to exert a little leverage at the manifold end, putting the joint out slightly. Luckily Steve found a spare strap in his garage.

Moral (I always like a moral, as the aim is to learn how not to be caught out in future): keep spare straps: the centre strap is longer and more flexible than the rear (4). Also some exhaust paste. Hydraulic jack and wooden wedges optional! My philosophy is: I might not be able to fix it myself, but if I carry the necessary spares someone more capable will have a fighting chance.

My thanks to Steve for devoting his afternoon to this. I will express my gratitude in the usual way by a donation to the Wiltshire Air Ambulance.



## NEWS FROM THE USA

From Roger Briance:

### JESSIE

*We had to part company with Jessie. After 26 years, age was getting the better of me (not her, she was still as smart as ever). I found that I had become unable to get down and under when required and did not want to trust repairs to the local garage, so we sold her. She now resides in Washington State, with a British car enthusiast, so will continue to be well looked after I am assured. It was a very sad day to see her go, a bit like losing a family member. We used a broker who we knew and, as it happens knew Jessie, as Morris Minors are few and far apart over here. Interestingly the guy who bought her never actually saw her in the flesh. The broker took hundreds of photos and made videos, and on that basis she was sold. The guy then had her trailered all the way to Washington State (3-4 days away).*



Roger & Liz Briance with "Jessie"

From Alison Briance Shailes:

### DORIS

*Doris represented NWMOC at the Indy British Motor Day in Zionsville - a quaint little town in the Indianapolis area. The weather wasn't kind at the start of the day but there was still a great turn out of fine examples of British cars! Doris and Gurtrude were the only two Morris Minors!*



## OCTOBER NEWSLETTER DEADLINE 25 SEPTEMBER

Please send contributions for the October Newsletter by 25 September.

Email [bill@euclidvillas.co.uk](mailto:bill@euclidvillas.co.uk)

text / mobile **07798 601224**

Thank you.



## THE MYSTERY SHIELD

In response to last month's query about "Helen" and her car "Harry", which won a Treasure Hunt shield in 1997, Roger Briance and Andrew Bracher remember that Helen Godfrey was a chef/cook at the old GWR and drove a maroon 2-door Moggy. Andrew thinks she emigrated to Australia. Roger has kindly looked for a photograph but hasn't found anything. Maybe someone has a photo somewhere? Anyone who was a member in 1997?



## SOUTH CERNEY EXTRAVAGANZA

Bill and Steve Chater had a rather wet day on the Branch stand at South Cerney on the Saturday, and repaired to the "1940s Tea Room" for most of the morning!

At least those who attended on the Friday and the Sunday had better weather.



## BRANCH BANNER

Steve kindly volunteered to renovate the Branch banner. It is now "fold out" rather than "pop up" and it had its first outing in the rain! Thank you Steve.



## NORTH WILTS BRANCH EVENTS

**Sunday 10 September 1:00pm:** Croquet in Swindon. You will be taught how to play! This has been hugely enjoyable in the past. Contact [Gill](#) to reserve a place.

**Sunday 26 September:** Visit to Wiltshire Air Ambulance. Meet at Garden Centre, Studley Grange, Hay Ln, Wroughton, Swindon SN4 9QT at 1200 and start the run to Semington at 1300. Route information on the day. A raffle will be held on the day. Contact [Alex](#)

**Sunday 8 October 2:00pm: North Wilts Branch AGM** at Castle Eaton Village Hall. Contact [Gill](#).

**Sunday 17 December:** Christmas Indoor Picnic Lunch at Castle Eaton Village Hal. Please also bring your contributions to this year's **Christmas Hamper** for Swindon Night Shelter. Contact [Gill](#).

**See other events** on our website [Events Page](#).

## CONGRATULATIONS

Many congratulations to Steve Chater who has received a **Certificate of Appreciation** for 40 years' membership of the MMOC.

Steve says the photo below was taken at Winchelsea in 1968, with a caravan towed by his future brother-in-law. Steve still has the same car. His story with Morris Minors was told in "*Morris and Me*" parts 1 - 3, in *2020 Minor Messages* which you can see [here](#).





## SHALBOURNE CLASSIC VEHICLE SHOW, 27 August

This show has a genial atmosphere all its own. Bill, along with Bruce Ephgrave, flew the flag for North Wilts Minors. Peter and Marilyn Hopkins attended with their Rover, which is for sale; and Jeff and Jacqui Hide were there with the 1999 Mercedes Jeff has bought to replace his Minor "Baggins" as knee trouble means he needs an automatic. Many rare cars: a BL Princess of the "wedge" era; a Lancia Beta; a Lotus John Player Special; several large Americans; two DS; an array of Model "T" Fords. The Hinckley steam roller attracted a lot of interest. Owners were interviewed in a very engaging manner over the excellent sound system. The Sports Pavilion provided a bar and toilets. Bacon rolls were available and there were several coffee vans and a variety of other stalls.



Bruce with hamper



Marilyn and Peter with a visitor



Steamroller was trailed in but then drove about



1920  
Model T



Jeff and Jacqui



Zephyr Six