

CHARLES WARE'S MORRIS MINOR CENTRE



LOCATION



**20 Clothier Rd
Brislington
Bristol BS4 5PS**

Office / Car Sales
Enquiries

0117 3003754

Parts

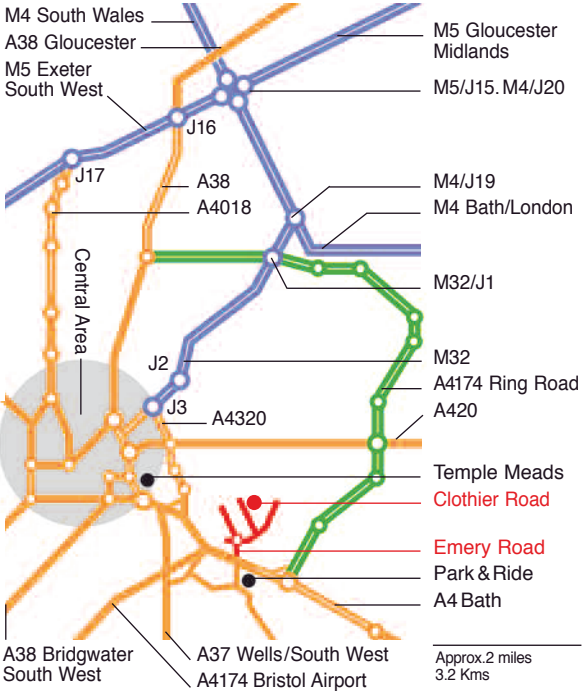
0117 3003753

Fax all departments
0117 3003769

morrisminor.org.uk

morris.minor

@charleswaresmmc.co.uk



MEDIA COVERAGE

The Centre was founded in 1976. Without it's innovative and pioneering work in creating a life support system for Morris Minors, there would now be very few left

Since 1976 it has featured in the following newspapers and magazines:

Autocar
Bath Evening Chronicle
Birmingham Evening Post
Country Living Magazine
Classic Car Mechanics
The Daily Telegraph
The Daily Mirror
The Daily Express
The Daily Mail
Elle Magazine
Evening Standard (London)
The Financial Times
The Guardian
The Motor Trader
Motor Trade Executive
Medeconomics
The Observer
The Observer Colour Magazine
Practical Classics
The Sunday Telegraph
She Magazine
The Sun
The Sunday Mirror
The Sunday Times
The Times
The Telegraph Magazine
Today
Time Out
Thoroughbred and Classic Car
Western Daily Press
Wolverhampton Express
and Star
The Yorkshire Post
Plus other magazines and newspapers around the world.

Radio and TV coverage...
there have been mentions on the radio and television we have missed, but these are the main programmes in which the Centre has featured:

1977

BBC TV. Pebble Mill at One.
BBC TV Bristol. Points West.

1978

BBC Radio 4. Today.
BBC Radio Bristol
Radio Melbourne, Australia
HTV News
BBC TV Bristol. Points West.

1979

ITV News
Thames TV. Afternoon Plus
ITV. Wheels

1981

BBC Radio 4. Today.
BBC TV Bristol. Points West
BBC TV. Blue Peter
HTV News

1983/84

BBC TV Breakfast Time
BBC Radio Wales
BBC Radio Scotland
BBC Channel 4
ITV. Car Programme
BBC Radio 1
BBC Radio Bristol
BBC Radio 2. John Dunn

1985

BBC Radio 4. Today
BBC Radio Nottingham

1986

HTV News
BBC TV. Top Gear.
BBC TV Bristol. Points West

1987

CNN News USA
CNN News Europe

1988

ITN News at 10
BBC TV. 6 o'clock News
BBC Radio 4. PM News
BBC Radio 4. Documentary
featuring the Morris Minor
BBC Radio Swansea

1989

TV AM
HTV News
BBC Radio Bristol
1991-5
BBC TV 2. Perpetual Motion
ITV. The Business Man, the
Buddhist and the Morris Minor
ITV News

BBC TV. News
BBC Radio 1. Breakfast Time
BBC World Service
BBC Radio 4
BBC Radio 1
BBC Radio 4. Midweek with
Libby Purves.

Plus many local radio stations throughout the UK and many others since, which we have not listed.

In addition over the last 12 years we have had several media references every year



DURABLE CAR OWNERSHIP

Durable Car Ownership means quite simply running a long term car which suffers nominal financial depreciation and is labour intensive to construct and maintain. While at the same time costing at least one third less per mile to run than a modern car, built in a modern state of the art factory using a minimum number of people to construct it.

'Durable Car Ownership' the book written by Charles Ware, the founder of the Morris Minor Centre, shows quite conclusively why it is possible to achieve this huge saving running a Durable Car as against a capital intensive planned obsolescent modern car, just because it is contrary to today's manufacturing practices.

This practical philosophy has guided Charles Ware's Centre since its foundation in 1976 and shown thousands of Morris Minor owners how they can save many thousands of pounds over the years by avoiding the financial depreciation trap which is at the heart of modern car manufacturing, driven as it is by rapid change for the sake of it rather than quietly building on the past. This approach leads to steep financial depreciation as supercession makes modern cars less desirable and more difficult and expensive to maintain. Essentially the practice of Durable Morris Minor ownership

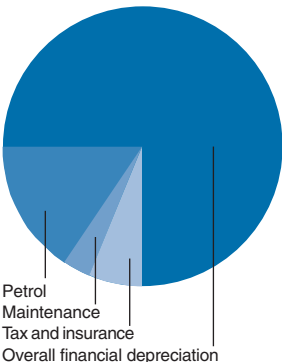
can be compared with the conservation of traditionally built and well designed old buildings. It is pointless wasting money pulling down and replacing a well designed old house if it can be gently adapted to modern use and subsequently maintained. It has been shown that a short term approach to building is very expensive in the long term, the structural failure of the 'system built' high rise buildings in the 1960's proves the point.

Our 'Series 3' adaptations show how modest updates to the Minor's original mechanical specifications can make it a lot more efficient and usable in today's driving conditions. It can be compared with the installation of central heating in an old house formerly heated by coal fires.

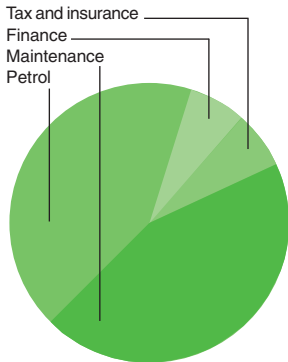
The most important aspect of Durable Car Ownership is that it allows owners the option to spend money on a programme to suit their needs. Starting with an old run down car it is possible to pay for dealing with the 'dry rot and rising damp' and not on superficial cosmetics. Like an old house it doesn't have to be like a 'new pin' in order to be safe and functional. The owner of an ageing modern car does not have this option. Once the rust is bubbling through the seams it has to be scrapped and the endless problem of finding a new car begins again.

Comparative running costs per mile

Modern high-tech small car
Overall cost average 24p per mile



Durable car Morris Minor
Overall cost average 13p per mile





Green Apple Award 2003

During November 2003 at the House of Commons we were presented with a prestigious National Green Apple Award for our environmental contribution to the motor industry by the Minister for Trade and Industry, Patricia Hewett.

Our philosophy and practice of Durable Car ownership over the last 30 years shows that by following our programme a Morris Minor is cheaper to own and uses a fraction of the resources consumed during the life cycle of a modern car. A Morris Minor is logically the greenest car on the planet.

The synopsis of our radical submission for the award...

Durable Car Ownership project aim and achievements:

We can demonstrate that labour intensive manufacturing and maintenance offers the consumer many financial and environmental advantages over automated mass produced modern car ownership.

Energy and natural resources.

A durable car consumes about 20% of the resources used in modern car production.

Financial depreciation

A durable car might depreciate by 10% over ten years. A modern car 85% over the same period.

Employment

Labour intensive manufacturing maximises the use of skilled labour. Modern automated manufacturing systems minimise the use of labour.

Running costs

Owning a durable car costs at least 30% less overall than running its modern equivalent.

Economic benefits

Our labour intensive joint Sri Lanka/UK manufacturing company is cost effective and economically beneficial to this developing country.

The submission backed by the following information shows the logical benefits of Durable over modern mass production methods.

Energy and resources

The components for durable and modern cars use the same level of energy and resources in their production but during the minimum 40 years life of a durable car, 3 or 4 modern cars will have been scrapped.

A waste of resources.

In the assembly process, a durable car is put together by simple hands-on jigs, using very little non-human energy. The modern automated manufacturing and assembly process is largely dependent on the high use of energy and is continually re-inventing itself.

A waste of energy.

Financial depreciation

The speed of the financial depreciation cycle determines the useful economic life of a modern mass produced car.

The constant fashion driven research and development programmes that automated production needs are so capital intensive that high volume production is vital to maintain manufacturers profitability.

For some years, real demand for new cars has been saturated, so in order to keep production levels as high as possible, the bottom end replacement market has been accelerated through a lethal combination of financial depreciation value engineering and fashion.

Cars are now better made but value engineering (planned obsolescence) is still an essential part of the life span of a car. Why make long-life components when the useful economic life of a car is 10 to 12 years and its value has fallen by 85%. A minor accident or component failure costing more than the value of the car leads to its junking. Fashion now dominates the

marketing and manufacturing of cars and the constant updating of the latest model ensures that a relatively new model is undesirable in a very short time. The pressure on the consumer to constantly trade upwards is built into the process and the length of the car's life is as short as the market place will accept. The result of this throwaway philosophy is that the consumer is obliged to pay the high costs of financial depreciation, which over a life - time of motoring is substantial. A house is durable and over the long term will always deliver a tax free capital gain. Owning a modern car over a lifetime is a constant negative financial drain on its owners tax paid income, in many cases, wiping out that capital gain usually achieved through home ownership.

Employment

Modern automated electronic manufacturing is designed to reduce labour to a minimum. Durable systems create the use of skilled labour on a maximum scale. The cost of creating a new job in modern capital intensive manufacturing is very high. Labour intensive jobs in Durable manufacturing can be created on a huge scale, at low cost, because the skills used are manually intelligent and have been proven over the centuries. They give its workers pride and satisfaction in their jobs and skills, which is socially and economically desirable.

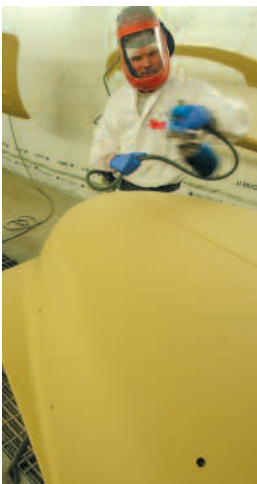
Sri Lanka

Using the relative values of the pound and the rupee, a panel, which would normally take a few minutes to make on a modern press in the UK can be manually formed in Sri Lanka in four hours and still allows the part to be viable commercially in the UK, whilst creating well paid skilled jobs in Sri Lanka. These jobs do not threaten UK employment. The total annual production of our 30 workers could be stamped out by 2 to 3 people in the UK. The benefit to Sri Lanka's economy is that each skilled worker supports on average 10 -15 dependents.

Summary

Our industrial model, based on the continuing empirical history of the Morris Minor is of course transferable. A new durable car could be easily manufactured by a large company, at relatively low cost. We know, from our modest experiment, that a very large cross section of motorists really want to own a long term car, with known running costs. What could happen if industrial models like ours are properly considered, is that small durable production systems could be developed in parallel, to counter mass manufacturing's profligate use of energy and natural resources. Of course, in the near future the likelihood of changing the direction of this juggernaut is nil. In the meantime, this throwaway culture is taking its toll of our environment.





RESTORATION SERVICES

● Chassis and Lower Bodyshell

Our information sheet entitled 'The Morris Minor - Where to look for Rust' shows how the corrosion develops in the hollow box and double skinned sections of the lower body, eventually spreading throughout the lower bodyshell. The expedient method of repair, used mostly to satisfy the MOT inspection, is to weld patches of metal sheet over the rusted areas. Far from solving the problem it only makes it worse by sealing in the damp.

The area A to B on the left shows where the sill hollow box section rots from the inside out through internal corrosion.

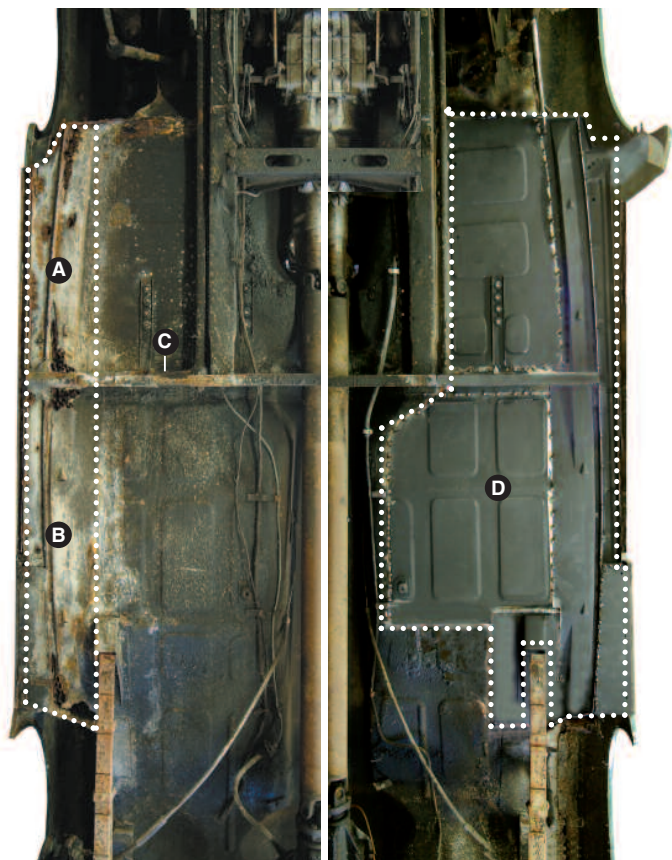
The area C shows where the laminated cross member breaks down due to lack of maintenance.

The area D on the right hand side shows the long term replacement solution we have used for many years.

The long term method of repair is to cut out the rotten sections and replace them with replica strength panels, thus eliminating the problem. The good news is, in all but the most extreme cases, this work can be staged over a few years to suit your cashflow and targeted at replacing the panels which will fail the MOT.

Chassis Guarantees

Any individual independent section or related complex of panels fitted by us is covered by a three or five year guarantee.



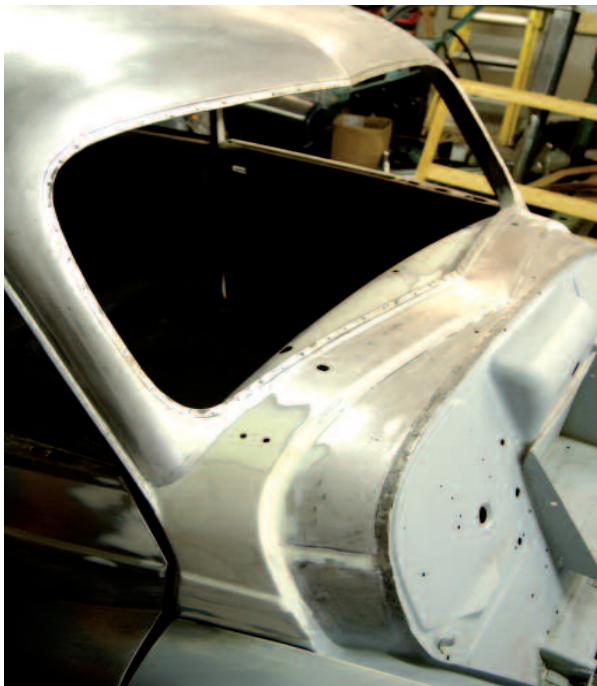
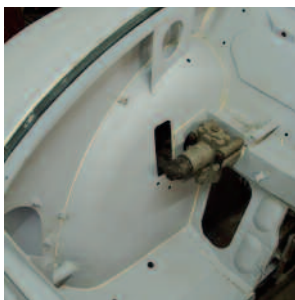
● Upper Bodyshell

The important safety panels on the upper bodyshell are the front and rear bumpers and all four wings, which act as impact zones. It may be necessary to replace rusted out wings, which usually have to be taken off when extensive inner-wing restoration is carried out. Doors rust out when the drain holes at the bottom become blocked. Internal corrosion develops and rust eats through the lower face. This is a low structural priority, as long as the door opens and shuts safely. The appearance can always be improved by the use of filler and a spray can. It is a mistake to re-spray a panel that

is a bit rusty, however lovely it may look when it's finished the reality is that within months the rust will start to bubble through. The time to use professional help is when the panel has ended its useful life and has to be replaced. However, as long as you understand this principle we are prepared to quote for a cosmetic re-spray which will make the car generally brighter and even in colour.

Bodyshell Guarantees

Guarantees are subject to you following our recommended maintenance routine and based on what is reasonable and fair under the circumstances.



● Traveller Wood

The timber frame on the Traveller is structural and clad in aluminium panels it must therefore, be rot free for basic safety. Rot starts at the joints due to damp penetration. This first stage rot cannot be eliminated by bleaching and re-varnishing this merely seals in the damp, making the process accelerate. However, if the old varnish is cleaned off and the rot area is treated with clear Cuprinol and then finished with Danish or Teak oil this will give the wood a few more years of useful life. Timber replacement is very labour intensive

therefore, it makes better economic sense to replace a whole side at a time rather than fit an individual section. Since 1990 our wood has been manufactured by a small top quality bespoke kitchen joinery workshop. The sections are made from seasoned Ash and incorporate the original design details. The joints are hand finished to ensure accurate fit.

Upper Bodywork and Traveller Wood Guarantees

Subject to following a sensible maintenance programme our paint finishes and wood are guaranteed for two years.





● Mechanical

The Morris Minor has a simple electro-mechanical specification of legendary reliability. Most owners worry about the engine, unless it is using gallons of oil or is extremely noisy, don't worry. The 'A' series always gives ample warning before it packs up! The common items that can fail without much warning are usually electrical parts that may have been on the car for over 20 years.

● Mechanical Guarantees

New or factory reconditioned parts supplied and fitted by us carry a guarantee of 12 months or 12,000 miles, parts and labour. Exceptions are service parts, for example brake shoes, plugs and points, etc.

● Interior Trim

A complete range of interior trim components are available for all the Minor variations from 1949 to 1971.



● How to get advice

Make an appointment so that your car can undergo a detailed structural inspection, the results are then analysed and listed in order of priority. We will also give you a free verbal estimate for the complete job, a detailed written estimate is free.

If you are unable to visit the centre we can send a detailed questionnaire with instructions on how to complete it. When it is returned to us we can discuss its contents over the telephone. If a written estimate is required it will be free. We also offer a highly detailed mechanical report covering all aspects of the car. This involves workshop time so advance booking is essential and the time will be charged for.

● Other Services

Insurance

The centre will be happy to recommend Morris Minor friendly insurance companies

Valuations

We carry out realistic 'Agreed Value' insurance valuations for owners needing special cover. In order to give an accurate written valuation we will need to inspect your car. The charge is £25.00 plus VAT.

Accident damage estimates

These are charged for unless agreed in principle with your insurer. In order to give an accurate quote we will need to inspect your car. Third party estimates are charged for. The charge is refunded if the work is carried out by us.

Pre-accident Valuation

Insurers respect our experience when assessing the pre-accident value of Minors. If you have a problem please contact us to ascertain whether their offer makes sense. If there is a case to take the matter further we would agree a fee in advance.

Hire Cars

Whilst work is being carried out on your car, we will, with advance warning lend you a reliable Minor. The cost depends on how much you are spending. The rate for smaller jobs is £20.00 per week, for more extensive work there is no charge.

Car Collection

If your Minor needs extensive restoration and is currently not in working order or without an MOT we can collect the car from anywhere in the UK for a special 'at cost' rate.



SERIES 3 UPDATES

Our Morris Minor updates have been developed because of customer demand. Prices are exclusive of oils, fluids and where necessary, removal and refitting of interior trim etc. All work is subject to VAT. All jobs by prior appointment.

● Suspension and braking options.

Servo assistance to braking system*

Can be added to the standard front brakes and makes them bite quicker and more efficiently. It also reduces the amount of braking effort needed to bring your Morris Minor to a prompt halt. The servo makes the brakes feel light and responsive and comparable to a mid 90's production saloon. This is one of the most popular conversions.

Front disc brakes

This conversion can be used on its own or in conjunction with the suspension modifications described below. Disc brakes fitted on their own without a servo are surprisingly no more efficient than the original brake drums but they do have other virtues:

- a) they are self adjusting.
- b) they are not affected by water, oil or brake fluid.
- c) easier maintenance.
- d) if they are left for several months, they are unlikely to become sticky and seize up, a common problem with the original wheel cylinders.

The kit includes a brake reservoir top-up kit in the engine compartment, this is essential because the disc brakes draw off more fluid than can be contained in the master cylinder.

Reservoir top-up kit

This is convenient on a standard Morris Minor because you can check brake fluid levels at a glance. Existing owners know how awkward it can be to check the brake fluid levels under the floor. This is carried out as an individual job.

Tyres

We would normally recommend 155 x 14 radial tyres. Please note, a set of white stove enamelled wheels can be fitted in conjunction with the above or as an individual job in one day.

Classic Minor suspension conversion

The system allows the owners of standard Morris Minors to keep their 14" wheels and tyres. We do recommend 155 x 14 radials, thus preserving the original appearance of the car but dramatically improving its road handling. Disc brakes can be safely added at the front, complete with servo and under the bonnet top - up brake fluid reservoir.

The necessary modifications are then carried out to the body and the rear suspension and a pair of robust telescopic shock absorbers are fitted to improve road holding. A pair of telescopic shock absorbers are also fitted to the front suspension.

This combination provides the necessary increase in stability. The more efficient braking allows full use of the Minors traditional engine power, you can also add a 1300 engine safely to this package. This, our latest system, has been tried and tested in the London to Peking rally in which the vehicle came 10th in its class. The classic Minor handling and braking system fundamentally improves the cars safety. We can also offer the option of a front anti - roll bar, fitted separately.

Anti-roll bar option

As a separate job

The front anti - roll bar firms up the steering and makes it more positive.

Front and rear handling kit

Front and rear suspension conversion

Front handling kit

The front handling kit is in fact included within the Classic Minor suspension conversion but can be carried out as a separate job.

● Engine and power train options

Standard reconditioned 1275cc engine

This fits easily in place of the 1098cc Morris engine and the standard gearbox - it is all right if the car is not used as a 'racer'. The ancillaries from the 1098cc engine are fitted to the new engine. The increase in power output is not great but gives more flexibility to quickly pass other vehicles and offers a comfortable cruising speed. The larger engine can be fitted without suspension improvements but it is advisable to improve the brakes and a servo would be considered a minimum. Also, it is necessary to fit hardened half shafts to handle the additional power created by the both the 1275cc and the 1300cc engines.

All engines are supplied to run on lead free fuel. Leaded fuel can also be used in lead free engines and will not damage the engine in any way.

● Gearbox options

The gearbox conversion we have developed is a 5 speed based on the Ford Sierra box. It is strong and durable with full synchromesh in all forward gears. Fifth gear pulls well behind a 1300 and is also suitable behind a standard 1098, offering lower engine revolutions at cruising speed and therefore less engine stress and greater fuel economy. The kit includes bell housing, gearbox and all necessary items.

● Summary of electrical and other conversion options

2 speed wiper kit

Slightly slower speed on first position and much more positive speed in second position.

Alternator kit

Essential if you need a heated rear screen and if you are considering halogen headlamps.

Please note. Most Minors were originally fitted with a dynamo and for motoring this is adequate. However, if you spend time driving in the dark or in slow moving traffic and have ancillary

components, for example, heated rear screen, powerful radio and halogen head lamps then an alternator will help make your vehicle more reliable for the following reasons:

A dynamo's maximum output is 22 amps. A normal vehicle, with headlamps, wiper and heater on will demand approximately 18 amps, leaving only 4 amps to sustain the battery, an alternator, on tick-over will produce 28 amps, more than enough to deal with existing demands and any additional demands, such as a heated rear screen, a powerful radio and halogen headlamps. Also, batteries tend to last longer if they are kept fully charged, an alternator is best at doing this.

Halogen headlamps

Much brighter than the original Morris Minor sealed beams, you will see and be seen much better.

Hazard warning lights

Standard on modern cars but Morris Minors were never produced with them. The switch can be fitted in a position to suit you, either visible or out of view.

Headlamp flasher

A neatly fitted switch on the dashboard. Including connecting in relay to operate headlamps.

Single speed heater

Has a new high capacity matrix fitted in the existing later heater unit together with a hotter thermostat and new large bore pipes and taps. It seriously improves the output by 40% on a good working standard heater and quite a lot more on an average heater.

Heated rear windows for Travellers and Saloons

Please note. The glass has been etched and looks like modern heated windows. They work very well. It is strongly recommended that an alternator is fitted with this conversion.

Unleaded device System 4

This system is a practical and affordable solution for running on unleaded fuel which we have been using for many years without any problems. Further details available on request.

Unleaded cylinder head

Please note. Before an unleaded head is fitted to an existing engine we recommend a controlled oil consumption test to be carried out. Please ask for more information on this or our sheet on commonly asked questions and answers.

Electronic ignition

This is a very popular upgrade. It is very common for the points on a standard Morris Minor to close up, causing misfiring, poor timing and even a breakdown. The electronic ignition replaces the points and increases the reliability of your Morris Minor.

Battery cut-out switch

Incorporates an anti-theft device

Electric washer kit

Controlled by original style switch in the existing washer pump position.

Rear fog lamp

Reversing lamp. Manual

Please note. The automatic version is only available with 5 speed conversion. Please ask for further details

Water temperature gauge

Oil pressure gauge

Radio/CD player.

Generally Kenwood

With radio data signal, powerful speakers and aerial. Please ask for specific fitting details.

Cigarette lighter/mobile phone connection

Classic door/wing mirrors

Tow bar kits

Available for most models. For further information please contact our parts department.

● Other major conversions

Left hand drive conversion

Convertible conversion

If the chassis is in good order and does not need to be strengthened. This would be confirmed before we carried out the conversion.

Hood Bags

Hood bags are also available in conjunction with this conversion or as an individual job.

● Interior trim options

We offer a modern but visually compatible pair of front seats complete with headrests, they can be trimmed in the same colour as your vehicle. The seats are easily adjustable and are on tracks, especially useful if your car is used by several drivers.

Standard vinyl covered seats

Half hide traditional leather faced seats

● Seatbelts

Front inertia seatbelts

Rear inertia seatbelts

Rear lap belts

● Preservation of your Morris Minor

Injection of the closed box sections

This injection process, which we recommend is carried out every three years, helps to prevent the incidence of rust from the inside out. Many of our customers who have had their vehicles injected still have a good sound rust free chassis some eight years later.

The compound we use, called Tectyl, is approved by over 30 major manufacturers including Daimler, Ferrari, Volkswagen Porsche, Toyota and Rolls Royce, to name but a few.

Please note, we can also carry out this injection on other classic vehicles and we would be happy to carry it out on your other car, if you have one, at special rates for our customers. Please ask for further details.

For further assistance, please contact us either by phone, fax or email. If you are in the area then please call in. Our friendly knowledgeable staff will be more than happy to help and advise on any Minor matter.

CARS FOR SALE

Modern cars are built from such light materials that once rust or bubbling paint develops in their structural seams, they are beyond their sell by date. On the contrary, Durable Cars, like the Minor are constructed from much heavier gauge steel and are relatively stronger so that even when in poor shape are still just about viable.

As an example of this refusal to be scrapped, we recently advised an elderly lady who had owned her Morris for forty years from new. It was unfortunately deeply riddled with rust and had been repaired with fibreglass and filler under its fairly new re-spray. The chassis was like a patchwork quilt, but it passed the MOT and it worked well. The cost of restoring this car to its original glory would have

been about £12,000, which for its owner, on a fixed pension, was beyond her means. Naturally she was upset and said 'but my garage has always done what was necessary' which was true because they were in a mistaken way, trying to help her out by carrying out only minimal work to keep bills on the low side.

The majority of Morris Minors have many of these problems because unlike with old houses, no one bothers to give an overview of their real condition. All sensible home buyers want to know what is behind the wall paper before taking the plunge and will always as a priority spend whatever is necessary to sort out the dry rot and the rising damp before considering the paint finishes.





We of course regularly carry out complete rebuilds for our customers to 'as new' standards, which will last for many decades, but the costs, anything up to £15000 or so, are beyond most people's Morris Minor budgets. Fortunately because we have been around for the last 30 years and have a wide range of contacts it is quite unnecessary to spend such large sums to obtain a decent Morris Minor with a good future. A large number of our best sales cars have in the past been fully or partly restored by us or other respectable restorers. Many never go on the open market because their owners hate the idea of their 'old friends' being

'prodded' by strangers and ask us to find them a good home. Many of the cars on this list are priced 'from'. This means that more can be done to them now or in the future, but in the meantime they will do their job efficiently. One thing we have never done (which is the motor trade norm) is to apply a nice cosmetic re-spray, which will look OK for a year. Dressing 'mutton up a lamb' is not where we come from. As a national and international business, we sell unseen quite a lot of our cars on detailed descriptions. We can honestly say that not one customer coming to see the completed job has rejected it. Durable Car ownership is about





function, like a house it is not essential to have every room decorated in order to live in it.

Our priority is therefore to make sure that any car we sell has a chassis with a good future, a new MOT and be mechanically reliable for everyday use.

Ideally if you are able to come to see us, we will always find the right car for you within your budget price range, taking detailed notes and by matching the cars we always have on our premises with your needs.

The only drawback to buying from us is that we rarely have a line up of Minors ready to buy and drive away in because we normally agree a detailed specification with a customer before commencing the work. Sometimes it is possible with a very nice example.

If you have never driven a Morris Minor or would like to re-acquaint yourself with the experience, we are happy, by appointment, to let you drive one without any obligation.



SRI LANKA

Since our 'handmade' labour intensive craft based factory was opened, in 1991 as a partnership between ourselves and local interests, tools and jigs for over 80 chassis and bodyshell panels have been developed.

They have been designed to suit the exacting standard of our long serving workforce. The panels being made are sold in the UK and elsewhere because of their consistently high quality and competitive price.

It must be stressed that this is not an exercise in using cheap labour to make cheap and cheerful products for western markets, but a serious project, demonstrating how well paid craftspeople in a developing country can sell their manual skills in a highly competitive world market. The difference in labour rates between Europe and a developing country like Sri Lanka is fundamental to the project, but we are not interested in a like for like manufacturing process. For example, if the panel was made in a modern pressing plant in the UK or Taiwan the same panel will be cheaper in Taiwan because of its lower labour costs.

In Sri Lanka we have adopted a different approach. In a modern plant the panel may take three minutes to produce, in Sri Lanka it takes two or three hours for a skilled well paid metal worker to make the same panel.

The consequence of this is that our present workforce of thirty people make the same number of panels as perhaps three or four people in a modern panel pressing plant. This could appear to be a rather silly old fashioned system in the context of modern mass production methods, but in the context of southern Sri Lanka, where unemployment runs at 28%, it works. Each well paid worker supports in one way or another an extended family of 15 other people, so at present our small factory is contributing to the well being of over four hundred local people.



PARTS



● Spares Catalogue

Our illustrated catalogue shows all the standard Minor parts available. Based on the original factory drawings, many of which are exploded, workshop manual style, giving a useful visual explanation of their method of assembly. Our parts department has ample parking. It is manned by a knowledgeable staff who are only too happy to give you expert advice and assistance. The following list is just a sample of the many parts available....



Engines 803/950/1093/1300.

Clutches All types. **Gearboxes**

All types. Including 5 speed all synchromesh.

Exhausts Stainless or mild steel for all models.

Pumps All types for all models.

Radiators All models.

Electrics Dynamos, looms and other parts for all models.

Brakes Disc and drum for all models. Components and service kits.

Wheels New hub covers and tyres, all models.

Chrome /Trim

Complete range of body trim parts, all models.

Repair panels Complete range at unbeatable prices.

Traveller Wood All sections.

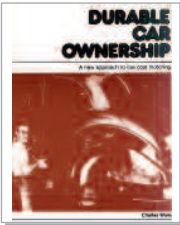
Series 3 kits All kits are available ex-stock plus all the up to date components listed in Series 3 Updates section.



PUBLICATIONS/PRODUCTS

● Durable Car Ownership

The book describes in detail the theory and practice of 'long life' car technology and shows how the use of skilled labour can save owners of durable cars like the Morris Minor up to half the overall costs per mile normally incurred by owners of new 'throwaway' cars. A detailed analysis of the Morris Minor shows how the owners of badly maintained and rusty examples can invest relatively small sums annually in their phased improvement and in five to ten years will be driving 'new' cars and own sound financial assets.



One of the most interesting books on car ownership I have come across. [John Langley](#), [Motoring Correspondent, Daily Telegraph](#)

Read this and you will look upon old cars and rebuilding them in a different light.

[Practical Classics](#)

● Morris Minor Survival Kit

Three fuses. Four spark plugs. One of each: Fan belt. Rotor arm. Contact set. Condenser. Stop/tail bulb. Indicator bulb. Sidelight bulb.

