

## REAR VIEW



A couple were going out for the evening.

They'd got ready, all dressed up, dog put out, etc. The taxi arrives, and as the couple start out, the dog shoots back in the house. They don't want the dog shut in the house, so the wife goes out to the taxi while the husband goes upstairs to chase the dog out. The wife, not wanting it known that the house will be empty explains To the taxi driver: "He's just going upstairs to say good-bye to my mother." A few minutes later, the husband gets into the cab. "Sorry I took so long" he says. "Stupid bitch was hiding under the bed and I had to poke her with a coat-hanger to get her to come out! Then I had to wrap her in a blanket to keep her from scratching and biting me as I hauled her ass downstairs and tossed her in the back yard! She better not shit in the vegetable garden again!" The silence in the cab was deafening.

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## MORRIS MINOR REGALIA - DORSET BRANCH



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# MORRIS MINOR OWNERS CLUB

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APRIL 2011  
VOLUME 14  
ISSUE 6

[WWW.DORSETMMOC.CO.UK](http://WWW.DORSETMMOC.CO.UK)

DORSET BRANCH NEWSLETTER

**Dorset Branch of the Morris Minor Owners Club**

*Helping to preserve the post war Morris Minor in the Dorset area and beyond*

**The MMOC Dorset Branch**

was founded in 1977 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the Bournemouth Electric Club, Broadway Lane, BH8 0AA. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £10 per year, £12.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. (Also available on website.) For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members). Traders advertisements: £30 per year.

**FRONT COVER**

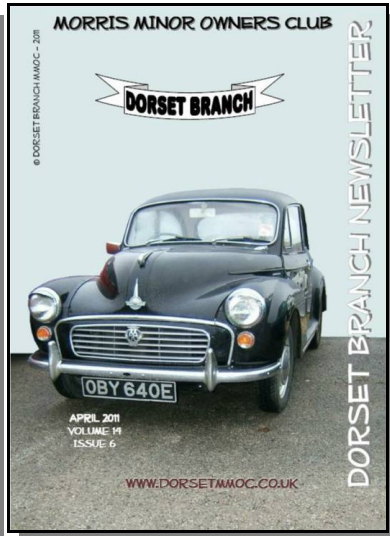
*This month's front cover shows Terry House's very smart black 1098cc saloon that was originally supplied as a Disabled Person's Vehicle – snapped at the Mistletoe Meander.*

**Committee Members 2010-11:**

- President: Graham Jarvis (07856 918136)
- Chairman: John Jenkinson (01202 576690)
- Secretary: Laurie Blewer (01202 522673, 07947 525884)
- Treasurer: Jacky Wood (01202 573501).
- Membership Secretary - Des Waller (01202 573403)
- Events Organiser/H&S Supervisor - Neville Gerry (01202 747687)
- Newsletter /Website Editor: Brian Wood (01202 573501) (brian@dorsetmmoc.co.uk)

**Non Committee posts:**

- Raffle Coordinators: Chris Tilly and Val Palmer
- Spares Manager: John Bainbridge (01258 458749)
- Regalia Manager: Richard Cyster - (01202 526660)
- Catering Executives: -Sue Blewer, Lyn Gerry



*(Don't forget to check the website for latest updates to events)*

- 6th April – Clubnight – Voting for Branch Charity
  - 16-17 April – Bristol Classic Car Show, Shepton Mallett, BA4 6QN
  - 15-17 April, Spring Weekend, Glen Hotel, Sidmouth.
  - 17th April – FBHVC Drive it Day
  - 24th April – Arf's Easter Run (see Arthur Edmonds – 01929 554890)
  - 25th April – Spring Vehicle Meet and Autojumble @ Wyke Down, Andover. (springvehiclemeetandautojumble.co.uk)
  - 4th May – Clubnight – Talk on Minor Servicing – Brian & Laurie
  - 7/8 May Breamore Steam-Up
  - 8th May – Aubrey Batt Run – Tyneham Village
  - 14-15th May – Beaulieu Spring Autojumble
  - 22nd May – Visit to Forge Garage (MOT Centre) SEE P.14**
  - 1st June – Clubnight – Talk on Visit to China by Phil Traves
  - 18-19 June – BPPC Steam Up – Canford Park Arena
  - 6th July – Clubnight – TBA
  - 9-10 July Dorset Branch Rally – Avon Heath Country Park
  - 16-17th July - Melbury Abbas Vintage Rally & Rural Weekend (01747 852265)
  - 17th July – Muscliffe Community Day
  - 17th July – Poole Bay Classics at Breamore
  - 3rd August – Clubnight (TBA)
  - 7th August – Mid Summer Saunter
  - 12-14 August – Purbeck Rally
  - 29th August – Verwood Rustic Fayre
  - 2-5th September – IoW Trip
  - 7th September – Clubnight – TBA
  - 25th September – Breamore Steam Up
  - 5th October – Annual General Meeting
- 2012**
- 28th Jan Club Dinner and Dance – Elstead Hotel

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## VISIT TO WINTON MOT CENTRE

Karl Payne (owner of the Forge Garage) has kindly offered to carry out up to 6 MOT's for member's Minors on 22nd May Branch Visit to the Winton MOT centre for a **very reasonable £20**. If your MOT expires at any time between 22nd May and 22nd June you may be eligible for this opportunity. YOU MUST PRE-BOOK and this can be done on line (see advert below).

<h3 style="margin: 0;">Forge Garage</h3> <p style="margin: 0;">(now incorporating Winton &amp; Moordown MOT Centres) <b>GENERAL SERVICING AND MOT'S</b></p>	<p style="text-align: center;"><b>Call: 01202 528 667</b></p> <p style="text-align: center;"><b>Car MOTs £39.95</b></p> <p style="text-align: center;">Morris Minors (Members only) <b>£35.00</b></p> <p style="text-align: center;"><b>FREE RE-TEST</b></p>
<p style="text-align: center;">DISCOUNT FOR CLUB MEMBERS (MUST SHOW CARD)</p> <p><b>Book your MOT test on-line at:</b> <a href="http://www.forgegaragebournemouth.co.uk">www.forgegaragebournemouth.co.uk</a></p>	

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## MMOC DORSET BRANCH NEWSLETTER

APRIL 2011

**VOLUME 14 ISSUE 6**

• CLUBNIGHT ACTIVITY:

• Voting on Branch Charity for this year

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*The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.*

## EDITORIAL



Hello again and welcome to the April edition of the Dorset Branch Newsletter. The brighter Spring weather is on the way and hopefully you have had the chance to get those winter jobs done and your Minors ready for action.



Thanks to contributors this month, particularly Dave & Pam Holton from Silverstone, with their report on Austin/Morris Day on 6th March.

I have started doing a long-overdue bit of work on the our green 4 door TDG 255 last month. The first job was to fit a new wing to the front nearside. This is the only wing not to have been replaced recently and was suffering from rust in the usual places. The old one was purchased from Wadhams in Southsea in 1982 – and they had several sets in stock at the time! The car was re-commissioned in 1987 so the wing lasted about 24 years. Can't really complain, I suppose. I will try to make a better job of rust proofing this time. The day after tomorrow (8th April) we will have owned this car for no less than 30 years! Whilst recently rummaging through old newsletters, I found an article I wrote 10 years ago called "20 years and 2 rebuilds". I am planning an updated version of that article in next month's newsletter.

There has been talk recently about changing the requirement for an MOT on classic cars. I bought a copy of Classic Car Weekly and there was an article explaining that the government were seriously contemplating relaxing the need for MOT's on cars first registered before 1965. It is possible that this year was chosen because it is the year – after which, seat belts are compulsory. I am not sure whether celebrations are in order, however – one might look upon it as £35-£50 saved per year. But, pain though they sometimes are, MOT's have a knack of finding faults that might have escaped the most diligent of us. The theory is that classic cars do not do many miles and their owners know them inside out. This does not, however, take into account the high performance classic doing a high mileage and, shall we say, an owner less competent with the oily bits. From our membership stats, it looks like this change would split our cars down the middle. Between us, in this Branch, we own almost equal numbers of pre and post 1965 cars. This proposal would therefore seem a bit inequitable to Minor owners. Half of you would need Mot's – half would not! Will it ever see the light of day? Who knows?

On the subject of membership statistics – I have done some research on the 83 Minors that were declared on the membership forms at renewal time. There is a short article on this issue (page 8) which may shed some light on our favourite years/models. I might have a look at some of the other statistics next – for example, where do we all live etc?

### Next month...

Laurie and I are going to put on our overalls and do a presentation on 'Servicing Your Minor'. Some of you requested this a while ago, so hopefully there will be a good turnout for clubnight on 4th May. See you soon, Brian.

## FOR SALE & WANTED & CLUB NOTICES

Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

2002 (02) Citroen Picasso SX diesel, air-con, cd player with aux socket for MP3. Computer dashboard information system. Dual air bags at the front and at the sides. Front fog lights. Tow bar with twin electrics, overmats, picnic tables, full size spare tyre etc. It has had two previous private owners, 90,600 miles. MOT until mid September Tax to end of March and transferable warranty until mid October. It was last serviced in December. The cam belt, water pump, diesel pump and alternator have all been replaced last year. It regularly does 55 mpg and the road tax is only £125 per year. Very clean Price £1800. Dave Walker  
Email: daveandjackie33@talktalk.net t:01202 877972 or m: 07810 12403

## SPOTTED IN DEEPEST DORSET



## AUSTIN/MORRIS DAY BROOKLANDS



The annual Austin & Morris day at Brooklands Museum near Weybridge, Surrey spells the beginning of the new show season for many Morris Minor owners. And this year there was a very good turn out of

early low lights to highly modified Travellers all in various conditions, something for everybody to admire. I counted 26 Minor LCVs and 64 various saloons, ragtops and Travellers. Also a very good selection of other Austin and Morris models.

This has to be one of the best venues for a car show and displays of aircraft and racing cars all on hard standing, better than trudging round a muddy field! Since last year's event a new building is nearing completion to house The London Transport Bus Museum, to be opened this summer. A very good home for it I think. Something to look forward to seeing when I come to the show next March. Speaking to at least a dozen owners, their vehicles have been used daily throughout the winter months. Four had the excuse that their garage was in use for restoration purposes and as the Minor was parked on the drive it was convenient to use. It's good to think that Minors are being saved and put to good use. With Rupert (my Austin Minor van) now sorted after his electronic ignition problems (see story in last month's branch newsletter) I set off on the 95 mile journey from Silverstone in Northamptonshire to Brooklands at 7.20am and arrived at the show at 9.30am. Driving at a steady 50-55 mph via the M40 and M25 motorways at that time of day on a Sunday it was a good journey as it wasn't too busy. But a lot more traffic on the return journey later in the day, however Rupert was superb, he's running so smoothly like a sewing machine. It was Rupert's first public appearance with his new Dorset Branch Grill Badge. This led to giving some spectators something to puzzle over, as the card detailing his history shows his home address as Northamptonshire. So why should he be a member of the Dorset Branch? I left them wondering. We were lucky to be blessed with blue skies and sun albeit a little chilly. Rupert arrived home safely having covered nearly 200 miles and used just half a tank of petrol. I am so proud of him. Do try and join us at next year's show, it really is a super day out.

Happy motoring. Dave Holton and Rupert



## EDITOR'S INBOX



Hi Brian,

Just a quick note to invite your club to an event I'm involved with organising. Classics at the mill is a classic car and motorcycle show held at the Haselbury mill, near Crewkerne, Somerset on Sunday 17th April.

This is a charity event with all proceeds going to the Motor Neurone Association.

More details can be found at [www.classicsatthemill.co.uk](http://www.classicsatthemill.co.uk)

If you are unable to attend as a club could you please make your members aware of this event in case they wish to attend. I've attached a club application form, individual application form and our poster. Thanks and regards, Mark.


*Given the good response to John's work in organising a weekend visit to the IOW- taking in the Island Branch Rally, I thought I had better make sure the Rally was going to go ahead as planned as we had heard rumours to the contrary. Thanks to the 'Soon-To-Be-Full-Time-Minor-Head', Dave Gilliam for the reply - Ed.*

Hi Brian, Yes, I had noticed the bit in your excellent magazine about your holiday visit to our Rally, and great to hear you have had such a good response. The Rally will certainly be going ahead just as planned for last year; to be honest, I cannot remember any problems over the venue last year, only with organisation, as Alan had stepped down as organiser! In the event, of course, Clive took over the organisation, and all went smoothly. He remains in charge this year. It will be much the same format as last year, free entry, afternoon run on Saturday, camping, BBQ, etc. Details are in the latest edition of MINOR MATTERS, which I am sure you will have by now. I cannot yet confirm if I will be at your Rally, as our rosters are not yet confirmed beyond 2nd April. I will be doing a Wedding on the Saturday of your Rally, so it would only be Sunday I could attend. This will be the last year I will need to worry over rosters, I retire on Sept. 25th, that is in 205 days, but I am not counting! Once I get my new roster, I will be able to qualify that in working days!

Dave.

## 2011 AUBREY BATT RUN


The details for the Aubrey Batt Run have now been confirmed as follows: we are starting at Avon Heath for breakfast (which will not be booked in advance - please make your own arrangements) from 9am. We will then depart at 10:30 (sharp) to drive to Tyneham Village near Kimmeridge for a picnic lunch (not provided) and a guided tour of the village by Warden, Paul Fancy. This will take place at 1:00pm. There is an entry form available on the website or you should receive one with your newsletter. The cost is £3 per car.



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## SECRETARY'S REPORT

Good evening and welcome to the April clubnight. I'm sorry that I won't be with you tonight but we are on holiday in Bideford this week. I will be here next month though and will be assisting Brian with his talk on basic servicing.

I hope you all enjoyed last month's talk by Reverend Stewart Timbrell. It sounds like we've got a good few years of talks ahead of us yet!

With your newsletter this month you should have 2 flyers. The 1<sup>st</sup> one is for this year's Dorset Branch Rally. Plans are well underway for this year's show and entries are already coming in. So get yours back to me as soon as you can – please don't leave it to the last minute.

Secondly you should find a form for the Aubrey Batt Memorial Run. This year's run will start at Avon Heath Country Park for breakfast and we will be going to Tyneham Village where we will be having a guided tour.

You'll find lots of dates for events around the area in the events diary. There are also lots of entry forms for various shows on the table by your newsletter.

It's only a couple of weeks until the Devon weekend now which I'm sure we will all enjoy as we always do.

The Lowligh has been woken from her winter slumber. On the second Sunday in the month they have a small classic car meet on Mudeford Quay which we went to in the Lowligh. She attracted a lot of attention with a lot of the public never having seen one these days. Whilst there we were invited to take part in the Royal Wedding Parade in New Milton which we are looking forward to.

Finally the rally season is almost upon us and we can all look forward to getting out and about in the cars again. I suppose I'd better make sure that the decorating is finished beforehand!

That's all from me for this month, so until next time  
Happy Minorng, Laurie.



## BOOK CLUB PLUS (BY DEREK SHEARMAN)

I am now home and indeed back to work. To quote part of that brilliant Bernard Miles monologue -

" I am better than what I was but not as good as I was before I was as bad as what I am now "

Seriously though - I feel better day by day; I now have a regular heartbeat, the Hospital has prescribed daily doses of beta blockers plus warfarin which is being monitored by twice weekly blood tests at the doctors surgery.

When is the cut-off date for magazine copy? I hope to attend the April meeting to give out the 38 World Book Night copies of Agent Zigzag.

## BODYCARE, WIMBORNE (BY EDITOR)

John and I paid a visit to Colin Hughes and Mike Drewett's Car Repair business in Wimborne to watch John's Trafalgar Blue Convertible being top-coated recently.

The operation is located in a unit in Brook Road, Wimborne. There is a repair section where the bodywork repairs are carried out using modern equipment, jigs etc.

There is a low-bake booth for the refinishing operations. The main day to day business consists of a steady flow of insurance work and Colin says that they handle about 20 cars per week and whilst the quality of work is undoubtedly high, there is a need to turn the jobs around quite quickly.

Branch member, Colin is keen on classic cars and has been on several of our recent events. His classic car passion is Citroens and some of you may remember Colin and Ruth in the green 2CV (with on-board plastic goat) on the Shaftesbury run last year.

Their intention is to focus more on Classic cars in the future and if you wish to discuss any aspect of your car restoration (particularly the spraying!) - you know what to do. Contact details shown below. (Editor).



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## DISABLED PERSONS CAR

Disabled persons cars first became available during Minor 1000 production. While you would expect these cars to have been fitted with the standard 948cc engine, the decision was taken to use the earlier 803cc overhead valve engine and Series II transmission. Consequently, the early type of disabled person's vehicle is something of a hybrid. Externally, these cars can be distinguished by Morris Minor badges fitted to either side of the bonnet and by the earlier Series MM and Series II boot badge complete with the reflector. Internally the differences were confined to the carpet, which, of necessity, had to be similar to the Series II style to take account of the early type of gearbox cover, and to the seats, which were specially adapted and mounted on sliding runners to allow for easier access and adjustment.

Later Minor 1000 disabled vehicles were of more conventional specification in that they were fitted with the same 1098cc engine and other mechanical parts as standard vehicles. Differences were confined mainly to the interior, with plain door and side trims, fully adjustable front seats mounted on sliding runners, and provision for a fire extinguisher to be fitted. Special options included front seats which swivelled outwards through 90 degrees, wider opening doors, hinged specially so that they fit flush against the front wing and fully reclining front seats. Disabled vehicles were always standard two-door saloons and all additional fittings – including hand controls – were ex-factory options.



Terry House runs a mobile car welding and repair business from Kimmeridge (nr Wareham). On a visit there recently, we had a look at his black 1967 2 door Minor, which was actually supplied as a disabled person's car. This has the sliding seat runners but does not appear to have anything other than the normal door hinges. The 'wider opening' doors was an option and I guess was not taken up

From "Original Morris Minor" - Ray Newell

on this car. Terry has restored the car recently and it does look very nice.

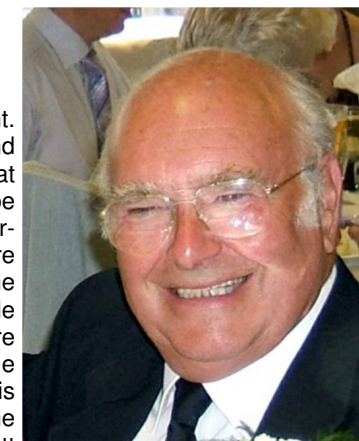
Terry has an interesting collection of Minors and we will take a look at his early series II African import in a future newsletter.... (Thanks for the 'Spotted' photos on p13, Terry).

Terry



## CHAIRMAN'S REPORT

Good evening everyone and welcome to April Clubnight. Thanks to the Rev Stuart Timbrell for another interesting and amusing talk. There was also a good turnout of members at the clubnight. On Sunday 20th we went down to Boscombe seafront in the VW campervan. We had lunch at the Harvester then had a little sleep in the van. Its great down here by the seaside – isn't it? Tonight is the time to vote for the Branch's chosen charity for this year. The holiday in the Isle of Wight in September is nearly full – I have three more rooms to fill – so let me know asap if you would like to come along. Ann's convertible is looking very good – the engine is in and also the wiring loom. I am still buying parts for it – the wallet is getting very hot – but it's worth it. The Aubrey Batt Run this year is to Tyneham Village with a guided tour by one of the wardens (see page 5 for more details). The Branch regalia stock is getting a bit on the low side and also we are looking for some new ideas – so if you see anything you like please let one of the committee know. We are still looking for new stalls and ideas for the Rally this year. The run on the Saturday is to Ferndown Carnival. The day at Karl's garage in Winton is coming up soon (May 22) can you let us know if you would like to come along, thanks. Happy Motoring, John.



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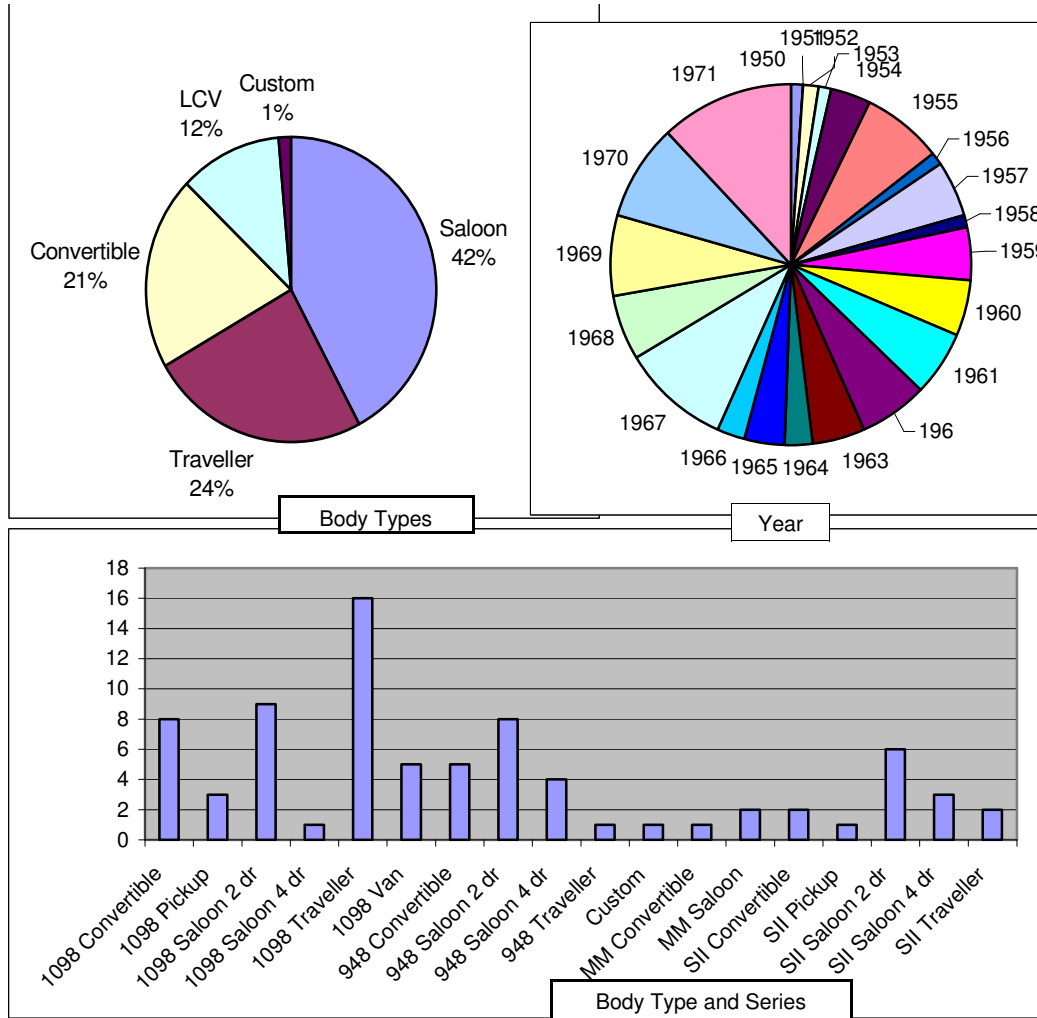
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**BRANCH REBATE SCHEME**

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the clubnights. Thank you.

# DMMOC MEMBERSHIP STATISTICS

"Lies, Damn Lies and Statistics" - a quotation popularised, if not actually coined by Mark Twain 100 odd years ago - cast the analysis of figures as the worst kind of untruth. Despite that, however, here, for your interest is the information gleaned from the membership renewal forms which declared the Minors that you owned last year (or the ones you admitted to!) Due to the relatively small numbers in each category, I suppose the conclusions are not statistically significant, but here they are anyway with comments as follows... Analysing the numbers of body type, regardless of age, reveals not surprisingly, the Saloon to be the most favoured body type (42%) with Traveller and Convertible roughly equal at second and third. Most popular model (by body style *and* series) by far, is the late Traveller which is nearly twice as favoured as the 1098cc 2-door saloon. We also have more S2 Travellers than 948cc Travellers but more 948cc 4-doors than late ones. Age-wise, we seem to have almost equal number pre and post 1965 which is interesting because the bulk of production was between 1948 and 1965, with numbers tailing off from 1965 to 1971.



# CONVERTIBLE PROJECT PT. 4

(BY JOHN JENKINSON)

The painting stage is now complete. We started the primer application in the temporary spray booth which I constructed in the garage. I got 4 rolls of green polythene sheet which were fixed to the rafters to form a square. These were held up with spring clips until we unrolled them to form a box when required. On the ceiling I put some sheets of tarpaulin to protect the pitched roof void. The point of this was to keep most of the spray



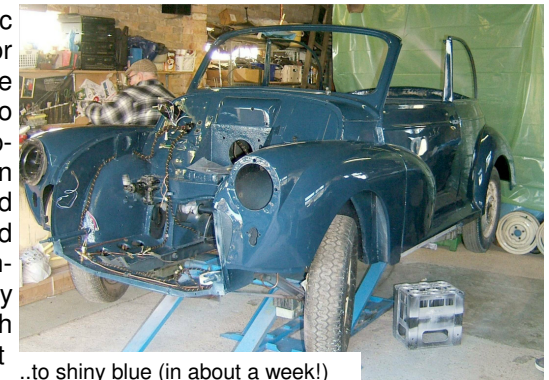
From red oxide ...



to grey primer ...

dust from settling on everything else in the garage and in the roof space and secondly to help protect the wet paint from the risk of dust in the garage itself. We started applying the paint at the end of February and we began with a good coat of red oxide paint since there were quite a few areas of bare metal on the body shell. On this we applied four coats of grey primer, rubbing down between each coat. We had decided not to strip the old paint off since it was re-painted previously after its welding and

it looked as if it was bare-metalled then. The bonnet, however, was quite badly scratched and really needed stripping. I used Nitro-Mors on this and it made the job a lot easier. The next job was to go round with the acrylic stopper and fill in all the minor scratches and defects that were still visible. This took a while to achieve and was done between applying primer and rubbing down 600 grade paper. We had agreed to get the top coats (basecoat and 2-pack lacquer) applied professionally and the car was collected by Colin from Bodycare on Friday 4th March and delivered back the next day - finished! (Sprayed, that is).



...to shiny blue (in about a week!)

So, the following Monday, we started putting it back together. After all this time, I think we are over the worst and the end is now in sight. Stay tuned for more news next month.