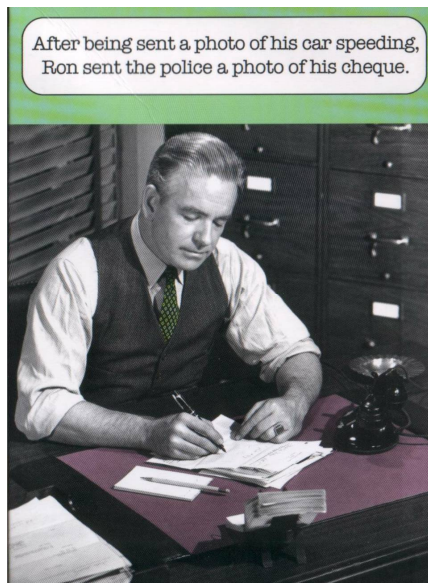


REAR VIEW



At the Department of the Environment, there's disappointment for the organiser of the "Bring Your Bike to Work" day.



MORRIS MINOR SPARES - DORSET BRANCH

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Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)



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MORRIS MINOR OWNERS CLUB

DORSET BRANCH

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DECEMBER 2010
VOLUME 14
ISSUE 2

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. 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

The lovely yellow 'Austin' Minor van owned by the AA was displayed at the Lord Mayor's Show in London (November 14th) - which was also Remembrance weekend. (Write up on page 12)

Committee Members 2010-11:

President: Graham Jarvis (07914 637429)

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)

1st December – Clubnight – Noggin and Natter
28th December – Mistletoe Meander – SEB Club – Broadway Lane

2011

5th January – Clubnight – Highway Code Quiz
29th January – Dinner and Dance (Elstead Hotel, Knyveton Road.)
2nd February – Clubnight – Blind Auction
2nd March – Clubnight – (TBA)
11th March – Inter Club Quiz (MG OC) - Hamworthy Club
6th April – Clubnight – (TBA)
15-17 April, Spring Weekend, Glen Hotel, Sidmouth.
17th May – FBHVC Drive it Day
4th May – Clubnight – (TBA)
8th May – Aubrey Batt Run
14-15th May – Beaulieu Spring Autojumble
22nd May – Visit to Forge Garage (MOT Centre)
1st June – Clubnight – Talk on Visit to China by Phil Traves
9-10 July Dorset Branch Rally – Avon Heath Country Park
17th July – Muscliffe Community Day
17th July – Poole Bay Classics at Breamore
7th August – Mid Summer Saunter

**NEXT CLUBNIGHT:
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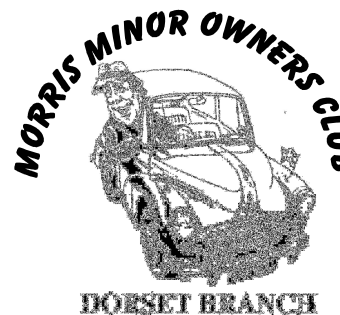
DECEMBER 2010

VOLUME 14 ISSUE 2

• CLUBNIGHT ACTIVITY:

• Noggin and Natter

INSIDE



MOT 2011 will be held in the late May Bank Holiday week, (28th May – 4th June 2011) at Château de Galinée about 20 miles west of St.Malo. There are various styles of accomodation. If you would like further information, please contact the organisers: Pam and Ash Holmes on 01285 810524 or 07887 743687 or by email mot2011@pandah.demon.co.uk

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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 everyone and welcome to the end-of-year newsletter. Grateful thanks to all the contributors this month, including Mike Smith from Vermont, USA and Dave Holton (our Silverstone Correspondent). Apologies to Nick Palmer for crediting the article about the clutch adjustment last month to Nev and a slapped wrist has been summarily administered.

Sorry Nick! Thanks to Laurie for the two funny pictures on the back page. A little bird (...called Sue) tells me that Roy Gale has bought himself a *diesel* Morris Minor.... Or did he just put 5 gallons of the oily stuff in the 4 door? Fortunately, we understand, Roy and the engine have suffered no more damage than a red face between them. Roy admits "It does go a bit faster with unleaded". Sue says "Roy had a senior moment... silly bu**er".



It was also a bit of a departure from long-held tradition since, we understand, Roy never buys more than a tenner's worth at a time! We have arranged for new fuel caps to be manufactured with the script shown etched on to them and recommend that Sue buys him one for Christmas. A warm welcome to new members this month, including **Colin and Julie White** from St Leonards, **Marcus Still** and **Ben Tubbs** from Verwood and **Vic and Angela Holyoak** from Tasmania. (That's 2 families in the Antipodes now!)

The 911 is tantalisingly close to completion now, but has suffered from one or two electrical gremlins and other setbacks (cracked windscreen!) which have delayed progress to completion. The paintwork survived the reassembly process quite well apart from a bit of damage to the front lower valance which ideally needs to be repainted. I re-used the old sunroof seals since they were replaced only a few years ago. Big mistake! As soon as I had glued them on, I knew that they would need replacing.

A bit early, I know, but have a very Merry Christmas and a Happy New Year and hope to see a good few of you on the Tuesday after Christmas for the Mistletoe Meander. – Editor.

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FOR SALE & WANTED & CLUB NOTICES

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

FOR SALE 1969 Morris Minor Pick up. Good condition with good mechanicals. Body is reasonably good... £4,500. Contact Roger Cooper 07789 187147 (Romsey) 10/10

WANTED Combi-Camp trailer tent with awning etc, all in reasonable condition. Preferably the Combi Camp PLUS model the type with the POD attached on the end of the main unit. Neil Mitchener 07754761255 10/10



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GLASGOW PIT CREW

"The Ferrari F1 team fired their entire pit crew yesterday."

This announcement followed Ferrari's decision to take advantage of the British government's 'Work for your Dole' scheme and employ some Glasgow youngsters. The decision to hire them was brought about by a recent documentary on how unemployed youths from Castlemilk were able to remove a set of wheels in less than 6 seconds without proper equipment, whereas Ferrari's existing crew could only do it in 8 seconds with millions of pounds worth of high tech equipment.

It was thought to be an excellent, bold move by the Ferrari management team as most races are won and lost in the pits, giving Ferrari an advantage over every other team.

However, Ferrari got more than they bargained for! At the crew's first practice session, not only was the Glasgow pit crew able to change all four wheels in under 6 seconds but, within 12 seconds, they had re-sprayed, re-badged and sold the car to the McLaren team for 8 cases of Stella, a bag of weed and some



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LORD MAYOR'S SHOW - LONDON



A group of us made the annual pilgrimage to see the Lord Mayor's Show in London on the weekend of 13-14 November. We stayed in the usual hotel in Russell Square and the weather on Saturday was kind to us and we watched the procession in the dry. Everyone chose their own spot and we stood at St



Thanks to Eddie Pateman (right) for the Morris Minor pics above

walked down to the market at Covent Garden. We were planning to take further advantage of the free museums in London and have a look around the London Transport Museum. However, after we ascertained it would be £13 each, we thought better of it. I would like to record, on everyone's behalf, sincere thanks to John for his excellent organisation of the event. (Editor).

Paul's cathedral to watch the parade. There were a few classic vehicles in the parade to inaugurate the new Lord Mayor of the City of London including the two Minors shown plus a Seddon Mobile post office (reg. GPO 2) which was making it's first run since being recommissioned after 30 years! It has a stamp vending machine and posting aperture on the side. We managed to fit in a visit to the National Portrait Gallery prior to the firework display in the evening and saw a show in the West End. On Sunday we



LETTERS TO THE EDITOR

Hello, I asked Keith at Mobiletune to place the advert in the Mag. I have known Keith Briggs for about 20 years and he is an old car owner/enthusiast. He has "tuned" several cars for me in the past and at one stage he was a frequent visitor in my office car park working on colleague's cars. On occasions he has been able to trace faults that the Main dealer couldn't. One colleague's three year old Golf was close to going to the dump. His speciality is "A" series cars but he covers all cars from our period as well as later ones. My pick-up never did run well after fitting the correct carb. for the Marina engine. The K&N filter subsequently fitted actually made the truck virtually undrivable. Keith sorted it and it is running really well. The '62 Minx did not want to go faster than 50 m.p.h when I collected it. Keith's visit sorted it and it cruises at 60.

He will come out to your home or place of work. It helps if you can provide a 240v power supply for his machine but he does carry a generator. Just keep the tea coming, white no sugar.

Regards, Dave Walker (DMMOC No. 46) (details in ad)



Photo from BBC TV I-player (East Enders 15-11-2011)

Do you fancy having your car featured in the media? If so, you might be interested in Movie Prop Bay. This a register for suitable items (not just vehicles) which might be of interest to film producers. Whether it's a restoration project under cover in the garage, or the runner that gets a run every weekend, sometime, somewhere there will be a television production, advertisement or film just waiting for it, and willing to pay upwards of £600. MoviePropBay Ltd (www.moviepropbay.com) has been set up specifically to showcase the unusual, rare or quirky props from households anywhere in the UK. Art department Propertymasters, Buyers & Stylists, who source props for various productions, use the site to search nationwide for what they

need.

"Everything you see that's not bolted to the ground is potentially a prop", explains John Manning an experienced property master, "from a hairpin to an aircraft carrier". But realistically, what the TV and film companies will be looking for are the rare, unique and hard-to-find props such as period cars and street furniture.

"Think of 'Life on Mars', set in the 1970's. A 2004 Honda Civic has little value as a prop but a 1962 Morris Minor definitely has. Even if it is not a runner, it can be parked up as background dressing. This applies to cars from every decade for the past 120 years."

The hunt for props is not only restricted to feature films and television dramas requiring cars. Every year thousands of TV commercials, short films, television programmes, TV commercials, photography shoots for magazines, billboards, and book covers, are produced in studios and on location throughout the UK. They all need props. There are also trade fairs, fashion shows, presentations, shop window dressing, parties and events that often like to put on a display with eye catching, interesting vehicles. These can often be sourced from specialist car clubs and hire companies. However, if you are shooting in Bournemouth, for example, it makes economic sense to source your vehicles locally rather than have them shipped from other parts of the country.

As well as 3 photographs, a description and location of their cars, the owner gives an email address and/or telephone so the production company can contact them directly to negotiate a hire fee and explain their insurance cover. There is a one-off cost of £10 to list each car per

SECRETARY'S REPORT

Good evening and welcome to the December clubnight. I hope you all enjoyed last month's Call my Bluff evening – I think you did by the amount of laughter. Try the Highway Code for some light reading over the Christmas period – January's meeting will be the 2nd part of the Highway Code quiz from earlier this year.

Please make sure that you get your entry in for the Mistletoe Meander as soon as you can in order to help us with the organisation, food etc. Bookings are coming in fast for the dinner and dance so please make sure your get your forms returned to Jacky along with your choice of meal as soon as you can. The Devon weekend is filling up fast with only a few rooms still available at the Royal Glen Hotel next April. Please make a note in your diaries for 11th March – this is the Inter Club Quiz being organised by The Bournemouth and Poole MG Owners Club at the Hamworthy Club in Magna Road. Let's get a good team together for this and give it our best shot.

167 of you have now renewed your membership so if you haven't done so yet please get your membership into Des as soon as possible.

This time of year it's very hard to write very much as we haven't done anything. Roll on the next rally season!

The cars haven't been out at all recently. A couple of core plugs are leaking on the Austin which will have to be replaced this month before I drive Vicki's sister to her wedding. The brakes also will want looking at some time. They work fine once you're out on the open road but when going down our steep drive they make an awful juddering. I have picked up some new brake linings which will hopefully do the trick.

That's all from me for this year, So have a Merry Minoring Christmas and a Happy New Year, Laurie.



NEWS FROM SILVERSTONE

STONELEIGH RESTORATION SHOW

Sunday the 24th October saw the annual trip to Stoneleigh in Warwickshire to the Restoration Show. One advantage of living in Northamptonshire in the Midlands is that it's not too far from anything (the disadvantage is that Dorset is not closer). As Stoneleigh is only 40 miles from home it was decided that Rupert, our Austin Minor van should make the trip.

On arrival, a quick cup of coffee and then it was off to search for goodies. I like to do a fair bit of shopping here as the car park is close to hand and not too far to carry the merchandise back. A few bargains were quickly located including some new tools. One thing I was pleased to find was a plastic separator for the plug leads, only £1, I had been looking for one for quite a while so I bought 4 !!! It's the little things like that which can add the finishing touches to a restoration job. As well as the many stalls to search it was good to see the various clubs getting their hands dirty and enjoying themselves on our precious classics, I watched one chap making a good job of stripping a Minor body shell. The media keep on about gloom and doom but for sure I think our hobby is booming judging from the amount of people who attend these events. This one gets bigger year on year and I can thoroughly recommend it.

All too soon the day had gone, there is so much to see, and it was time to go home after a tiring but fantastic day. The journey was uneventful and it gave Rupert a chance to show off his smart, new halogen headlights for the last 15 miles.

FOOTMAN JAMES CLASSIC CAR SHOW

The eagerly looked forward to Classic Car Show at the NEC Birmingham arrived at last. Again not too bad a journey from Silverstone to the NEC - just 54 miles, this time not in Molly (the Traveller) or Rupert as they are tucked up for the winter.

I thought it might be a bit more relaxed than the Restoration Show but by mid-day on Saturday the whole place was infested with people and for those of you not familiar with the NEC it is a huge place. The show takes up 7 halls and you walk what seems to be miles to get round it all. Obviously my first port of call was the MMOC stand and then on to the Minor LCV stand. The theme for this year's MMOC display was "The Million" plus Mike Dean's Traveller and Tear Drop Pod fresh from his 'Nifty Fifty' challenge. What a smart outfit this is. I had a chat with Rosie Hamilton about the wonderful story in the Nov/Dec edition of Minor Matters about "Jimbo's Final Journey". Rosie said it was a day she will remember for the rest of her life. Apparently Jimbo's pick up still survives. Then onto the Minor LCV stand where more chatting was done to like minded folk, including news that the 2011 National Rally is to held at Knebworth just off the A1M in Hertfordshire so that won't be such an epic journey as this year's trip to Harewood House in Yorkshire. Whatever breed of car you are into, you are always well catered for at the NEC Classic Show. It's a must visit for me every year. At the time of writing this I haven't heard that I have won the Practical Classic Magazine's Jag. They have been restoring it for the past two and half years and it still isn't finished. What a win that will be for someone - perhaps it's just as well that I haven't won it, Rupert and Molly would be most put out. I eventually staggered out of the NEC laden down with yet more goodies to help with the restoration programme, what a day!

Well that's my outings finished for 2010 and I must get down to some serious Minor restoration work in the next 4 months. The next outing will be in March 2011 when I take Rupert to the Austin/Morris day at Brooklands. It can't come quick enough.

Happy Minoring, David Holton (DMMOC No. 272), Silverstone, Northamptonshire.

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CONTINUOUS INSURANCE

There was a timely reminder in the current Minor Matters about the need to re-insure your vehicle in good time, prior to the expiry date. Apparently about 16% of you leave it to the day before to re-insure your car. There is a time lag (possibly a week) between when you send off your cheque to your insurer and the vehicle being shown as insured on the MID (Motor Insurance Database). If you are unlucky enough to have an accident or be stopped by the boys in blue during the 'uninsured' period, you are likely to be prosecuted for having no insurance.

From early 2011 a new scheme is being introduced to make sure that all vehicles stay insured or a Statutory Off Road Notification (SORN) is made. The Driver and Vehicle Licensing Agency (DVLA) and the Motor Insurers' Bureau (MIB) are working together to reduce the number of uninsured drivers. Latest public estimates are that around 1.5 million of all UK motorists drive uninsured. These drivers cost the UK about £500 million annually, which adds up to an average cost of an extra £30 per car insurance policy.

The police already seize about 500 uninsured vehicles every day. To help combat uninsured driving even further, when the new law is introduced it will result in fines, prosecutions or clamping of uninsured vehicles that have not declared Statutory Off Road Notification (SORN).

Records held by DVLA will be compared with those on the Motor Insurance Database (MID).

From early 2011, if it appears from the database comparison that a vehicle has no insurance or no SORN, a letter will be sent to the registered keeper. If the keeper takes no action, the keeper faces: a fixed penalty fine of £100, court prosecution and be fined up to £1,000 or having the vehicle clamped, seized and destroyed.

What to do as a vehicle keeper:

If you are keeping your vehicle off the road, make sure that you have submitted a SORN declaration to DVLA. If the vehicle is taxed you need to return the disc (including nil value discs) to DVLA using a V14 form. You can make a SORN declaration at the same time as returning the disc on the V14.

When you insure your vehicle, make a point of checking the MID to see if your vehicle is recorded correctly. Please allow up to a week for this to update.

If your record does not appear on the MID then you should contact your insurance provider to get the MID updated immediately. This will avoid the inconvenience of you being unnecessarily contacted by MIB and DVLA, or being stopped by the po-

CHAIRMAN'S REPORT

Good evening and a Merry Christmas to all members and friends. Please have a glass of wine to start the Christmas celebrations and reflect on the years events with the slide show at tonight's meeting. We were lucky with the weather at the Lord Mayor's Show this year. I hope that all the members and friends enjoyed the weekend. I would like to see a few more names for the new year Dinner and Dance. Don't forget it was the members who voted to have the Dinner and Dance in the New Year! So please let's make it a good evening. There are some good ideas coming in for next year's Branch

Rally, so please keep them coming. Don't forget to put in your Mistletoe Meander slips and to let the Committee have some idea of numbers for the food. It was nice to see that the club van has now gone to a club member and that it will stay in the club's livery! I would like to thank Brian and Eddie for giving me a kick up the backside for starting Ann's Morris Minor Convertible recently. *(Stand by for my regular progress reports, starting next month)* January's clubnight will be part 2 of the Highway Code Quiz and February will be the Blind Auction as usual for the Club's chosen charity (charity to be chosen). Neville Gerry has kindly volunteered to accept good second hand clothing in aid of Julia's House. Also please remember to donate to Dave Walker, surplus neck ties in aid of rescuing Spanish Greyhounds and re-homing them in France Ann and I would like to wish everyone a very merry Christmas and a Happy New Year. – John.



DINNER AND DANCE

29th JANUARY 2011

It's not too late for your booking, if you have not decided yet. The venue is Elstead Hotel, Knyveton Road, Bournemouth (which, I am reliably informed, has good parking!)

The cost is £22 per member and family member and £24 for non-members. There is a full 5 Course menu which was printed in last month's newsletter and is shown on the website:

www.dorsetmmoc.co.uk

Please contact the hotel directly on 01202 293071 for room bookings.

SERIES II TRAVELLER IN DORSET



Whilst compiling last month's newsletter, I became aware of a part restored Series II Traveller for sale in Dorset. I would have gladly put it in the 'For Sale' section – or even gone along to look at it myself but for one small fact. The 'Dorset' in question is 'East Dorset' in Vermont, USA – which, whilst probably one of the nearest bits of USA to UK, is still about 3,170 miles away.

The car used to be owned by one of our newest members, Mike Smith (394) and was bought by him for restoration. He currently owns a white 1960 2 door saloon named 'Money Penny' (pictured in

last month's editorial). We exchanged a few emails about our own cars and Mike takes up the story...

I will fill out the entry form and get that to you as soon as I am able and look forward to becoming your newest member from across the pond. 'Money Penny' shares garage space with our 1962 Triumph TR3, a 1968 Triumph T120R Bonneville motorbike and several vintage British bicycles. I guess you could say that I'm a bit of an anglophile. I will definitely send you some pics of her and her stablemates.

I was attempting to restore a '54 Traveller just like yours. Car was #FLE 41/254088 with engine # APHM 83906 and was also Empire green with green trim. The car was left hand drive and spent most of its life in sunny California. The body was very rust free, only needing the rear floors replaced. Wood was not too bad with only a few pieces to replace, but everything else, including the interior, engine, brakes, suspension, etc., needed to be either replaced or rebuilt. I had the car repainted and the engine and transmission rebuilt and at that point started to lose interest in it. After 2+ years, I soon realised that this project was more than my time and budget allowed, so I traded it for the car I have now, plus a little cash to sweeten the deal. The Porsche looks real nice. They have always been one of my favourite marques. I did own a couple of the 356 models many years ago, including a decent 1961 Roadster. I can't believe what those cars are selling for now! As I mentioned, I ran out of energy and money to finish this car, but for someone who has the time and experience, it would not be too difficult to fin-

Norman J. Kimber

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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

DORSET TRAVELLER (CONTINUED)



ish. The name of the new owner and the person I did the swap with is Gary Booker from North Haven, Connecticut. Gary is past president of the Morris Minor North American Registry and has been a Minor fan for 40 years. His personal collection is made up of about 20 minors, including a Minor Million, a '49 lowlight tourer, and several other vans, pickups, saloons, travellers and convertibles.

One thing he *did not* have was a Series 2 splitscreen Traveller. I am not sure what his plans are for the car. Initially he wanted to finish the project, although in our last conversation, he was thinking of selling it for around \$7,000 US dollars. It is an extremely rare car over here and I hope someone out there will pick it up and complete the restoration. The Morris scene over here is nowhere near as active as in the UK, but there is a good following of enthusiasts. I have to agree with you that \$7,000 dollars is pretty steep for the Traveller, even over here. I am sure that the price is negotiable. It needs a fair amount of work including a complete interior, although the front and rear seat frames are original and in good condition. The original door cards, carpet, and headliner no longer exist, so they would have to be replaced. Chrome parts need re-plating, and all suspension components, brakes, and wiring need to be rebuilt or replaced also. Motor is a rebuilt 948 out of a '58 minor, but the worn out original 803 comes with the car. My plan was to make it a driver, not a show car. Beautifully restored Minor 1000 Travellers usually go for around \$10,000 or so. Minor 1000 parts are readily available, but Series 2 parts are hard to come by here. Hope someone takes in on. It would be a shame not to see it finished. Anyway, thanks for everything and I'll send you that photo of the front of "Penny" with her new club badge! Mike Smith (DMMOC No. 394).



I did a bit of research on the production figures and discovered that Mike's Traveller was probably built about 3 1/2 weeks after ours. Our Traveller is number FLE/21/248145 which is about 6,000 units earlier than this one (about 7% of the total production for 1954) The '4' of the /41 (on Mike's) indicates 'North America' and the '2' on ours means 'RHD export'. If it had been a 'home' market car it would have had a '11', however, ours spent its first two years in Jersey (Channel Islands) and carried the registration 'J056' and was re-registered VKA 551 on its