

REAR VIEW

Gratuitous photo of Roy Gale's Van – sent in by Sue. Thanks.



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MORRIS MINOR REGALIA - DORSET BRANCH



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MORRIS MINOR OWNERS CLUB



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MAY 2011
VOLUME 14
ISSUE 7

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

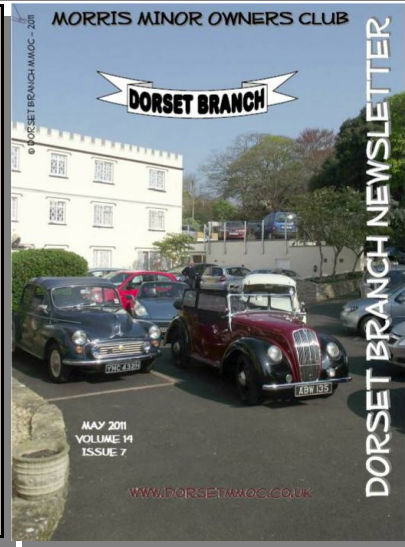
The Sidmouth Weekend trip in April provides the back drop to this month's front cover which shows our cars parked outside the Royal Glen Hotel.

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



WHAT'S ON?

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

- 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**
 - 29th May – Ringwood Autojumble – Nr. Avon Heath Country Park
 - 1st June – Clubnight – Talk on Visit to China by Phil Traves
 - 18th June – Sturminster Show (tel 01258 471450, e:rust-monkey@tiscali.co.uk)
 - 18-19 June – BPPC Steam Up – Canford Park Arena
 - 26th June – Gillingham & Shaftesbury Motoring Pageant (01775 712344)
 - 6th July – Clubnight – Road Run (Destination 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
 - 24th July – Mid Summer Saunter (NOTE NEW DATE)
 - 3rd August – Clubnight (TBA)
 - 7th August – Lymington Car Show
 - 12-14 August – Purbeck Rally
 - 29th August – Verwood Rustic Fayre
 - 2-5th September – IoW Trip
 - 7th September – Clubnight – Talk by Peter Vince (Abbey Rd Studios)
 - 25th September – Breamore Steam Up
 - 25th September – Ringwood Autojumble near Avon Heath C.P.
 - 5th October – Annual General Meeting
- 2012**
- 28th Jan Club Dinner and Dance – Elstead Hotel

**NEXT CLUBNIGHT:
TALK ON CHINA-PHIL TRAVES**

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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). **PLEASE LET US KNOW AS WELL-THANKS**

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FREE RE-TEST

WEST SUSSEX SPRING BARBECUE

To all neighbouring Morris Minor branches and clubs. You are all invited, once again, to the West Sussex Branch Spring BBQ at Holders Farm, Billingshurst. Last year was a tremendous success and we are hoping to repeat it again this year. The event is on **Sunday 22nd May** and starts from around 11am. There is no formal booking in, so just turn up at you leisure. Everyone is welcome and there is no charge other than to pay for your food. Please bring any bric-a-brac or car boot fodder if you wish. Direction details etc are on the attached poster but if you want further information just give me a call or email. Many thanks, Nick Cayley, Chairman WSXMMOC (email: nj.cayley@ntlworld.com)

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MMOC DORSET BRANCH NEWSLETTER

MAY 2011

VOLUME 14 ISSUE 7

• CLUBNIGHT ACTIVITY:

• **Talk on Servicing the Minor**

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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



On Tuesday 5th April, John, Jacky and I took a trip down to Bournemouth to have a look at two Morris Minor convertibles that were for sale in House and Son, Auctioneers. The story was that they had been part of a deceased local lady's estate that was being disposed of. The Smoke Grey 'D' reg one had been in relatively recent use (within 6 months) but in need of some TLC. The outer panels were dented and with rust in the usual places and the underneath had evidence of significant temporary patching. The white 1961 model had been acquired by the now deceased owner in recent years and had been stored for an unspecified time. This too, had need of some panel work and again the underside was a patchwork. I spotted a new red hood cover in the boot. Both cars looked like fairly original, local cars which would both



make good projects. In my opinion, neither car would make a viable proposition for every day use as they stood, but you never know! Now bearing in mind the usual cost for an original convertible 'project' is probably around the £1,000 mark (give or take), I was rather surprised when I phoned House and Son to find out the final tally. Make sure you are sitting down. The newer one went for £1,750 and the early one for £3,300 – both plus fees of 21% - making a staggering £2,117.50 and £3,993.00, respectively!!! The question I pose is this: Is this a pointer to increasing values or just over exuberant bidding? We have tracked down the new owner of the earlier car and are hopeful she may join the Branch.

I booked the Traveller in for an MOT at the Forge Garage for the day of our visit. There were still MOT slots left – so if your Minor is due for an MOT why not book a test on the day for only £20 and let your fellow members observe the test? This Branch event takes place on Saturday 22nd May from 10:00am (presumably if someone books that slot!). I am reliably informed that there will be a modest buffet lunch laid on – so please let us know if you wish to come along – you don't *have* to have an MOT done!

Whilst on the subject of maintenance, this month's clubnight is a presentation by Laurie and 'yours truly' on servicing the Morris Minor. We have made some props including a wooden engine and a front steering leg assembly. Thanks



(Continued on page 5)

BRANCH CHARITY FOR 2011

The voting last month showed a result in favour of the charity spoken of by Derek Shearman – The Green Island Holiday Trust. This charity organises Holidays for "Disabled and Disadvantaged" residents of Dorset and Hampshire at Holton Lee, Poole, Dorset. The following is from their web site information:

We have moved our Holidays from "Green Island" to "Holton Lee" Respite and Holiday centre. Our Holiday Accommodation will be in the very well appointed building called "The Barn" which is in the grounds of Holton Lee This is a 350 acre wheelchair friendly respite centre situated just four miles west of Poole town on the edge of Poole Harbour. It has woodlands, Heathlands, large open spaces and harbour views

Five holidaymakers, who need some help and care will be looked after by six of our volunteer carers. Each holiday starts on a Saturday and finishes the following Friday. The cost is £250. The group stay together for the whole week enjoying companionship, friendship and fun. Our holidays are very similar to those that took place on Green Island over the last fifteen years. They will involve various activities suited to the group. We may include an art and craft session, bird watching, BBQ's, music, tractor and trailer rides around the countryside. boat trips exploring Poole harbour in our wheelchair friendly boat and possibly carriage driving with horses.

Whenever possible holidaymakers meet the holiday organiser prior to the holiday so that any care needs can be assessed.

Holiday priority is given to people who live in Dorset and Hampshire.

More information is available on:<http://www.greenislandholidaytrust.com>

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ryday service (it having also had a respray). For some reason, the bare metal respray seemed to encourage the rust to appear with a new vigour. The previously sound outer panels seemed to quickly attract the brown stuff and the bodywork condition started to decline again over the next few years. In 2005, Jacky had



parked the car at the end of our cul-de-sac and it got hit by a reversing container truck which shunted it forward onto the verge – just missing a concrete lamppost! The (rear end) damage was repaired by Steve at SGA and funded by the third party insurers. The newly repaired rear end looked fine but now showed up the rest of the car. The next round of work beckoned. Since the car was not normally garaged, further work had to be done whilst the car was on the road. In 2006 and

2007 the doors were mended (March 2011 newsletter) with repair sections. I also fitted a new rear nearside wing, the offside having been replaced after the 'argument' with the container lorry. A third respray is now beckoning and I am planning to complete the bodywork repairs and get the spraying done professionally.

So there it is, the car has earned its place as one of the family and has probably outlived at least two or three modern cars that we could have had during that time. It has stood the test of time very well and is definitely an every day car complete with working semaphore indicators... It's concours days are over, but it still 'buffs-up' well when necessary and Jacky won't drive anything else (except another Minor, of course) . *Brian and Jacky Wood (Membership no 8 & 9)*

PARTS FOR SALE ON WEB SITE

DORSET BRANCH M.M.O.C.

Home RALLY 2011 About us Advertisers News Events Contact Us Pro Rally Spares Shop

Home ▾ Spares Shop

Welcome to our new parts department. There are just a few items on sale: are club spares. If you are interested in anything, please let us know at the following email address: brian@dorsetmmoc.co.uk

Item Description	Photo
Small hand bootlid. Fairly good, small areas of repair required	

Click on this link to see the current newsletter

Those of you with access to the internet may have seen our 'Spares Shop' on the Branch website. It is right across the page – on the right hand side and you may not see it if you don't scroll right across. There are a few parts on it now and John and I have resolved to have a good clear out of surplus body parts etc. So why not have a look and see if you fancy anything. All reasonably priced – and subject to sensible offers of course....

(If you are reading this on the web, give us a day or two to update it please!)

EDITOR'S INBOX



Dear Brian

The attached photo is of a Minor front bump stop from my car. I noticed it laying under my Minor the morning after the last Dorset meeting. Mercifully it fell off as I parked and not while I was on the M3.

I would ask all members to give all of theirs a "tug" to check their security . **MAKE SURE THE CAR IS ON AXLE STANDS .**

Sincerely Bruce Eggleton (*Membership no. 321*)

(Continued from page 4)

for the contribution of parts for these from Laurie, John and Nev. The engine features some original Minor parts, a baked bean tin, jam jar lids and an elastic band! Before anyone asks, *No, it doesn't work!*

We have some good events coming up this month, with the Beaulieu Spring Autojumble in the middle of the month where we will have our usual stand with the National M.M.O.C. If you are coming why not drop in and see us and have a cuppa with us. The Aubrey Batt memorial run is first up, however, on the 8th May and we are anticipating a good turnout of cars to Tyneham Village. If you haven't booked yet, please let us have an entry slip and £3 per car as soon as possible.



I spoke to Andy Dibb recently and some of you may remember instalment number 1 of his van rebuild – some while ago (December 2008 to be exact) under the heading 'The Van from Uncle'. Well, we understand that work is now nearing completion and Andy has promised a second instalment on the completion of the rebuild. (There it is in print now – so no excuses, Andy!).

What's this? Neville Gerry has bought himself another Minor (left). Very nice, late 4 door. (I think he owes John Jenks a pint for the tip-off!). *Brian.*

SECRETARY'S REPORT

Good evening and welcome to the May clubnight. Tonight Brian and I will be presenting a demonstration of basic servicing on your Minor. Please feel free to ask questions or comment as we go along. Well done to Brian for the props he has put together for tonight- I'm sure you'll be quite impressed by them and we plan to use them at other events throughout the year.

The Devon Weekend to Sidmouth was very enjoyable once again this year. The Royal Glen Hotel was its usual excellent self with fantastic food and service. We were staying in one of the rooms in the new part of the hotel and it was very comfortable indeed. We had a door leading directly onto the car park which was great for us with the pushchair. We had a good day out on the Saturday to Pecorama, the home of Peco model railways, and the nearby village of Beer where we had a lovely lunch at a café on the beach. It was rather disappointing that only 4 classic cars made it down to Devon for the weekend. It only took us a couple of hours to get down there. We were lucky again with the weather this year which really helped make the weekend. Nev has already been asked to book the hotel again for next year so if you would like to go again please let him know.

We have quite a busy month ahead of us in May. The first event this month will be the Aubrey Batt Memorial Run on Sunday 8th. We will be meeting up at the Avon Heath Country Park café and will be leaving at 10:30am for the drive to Tyneham Village where we will be having a guided tour at 1:00. Please get your entry slips in to Jacky as soon as you can in order for us to have some idea of numbers.

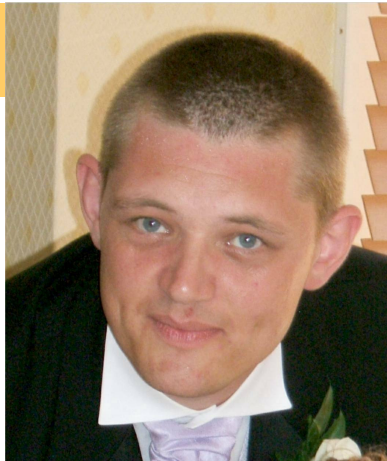
The following week is the Beaulieu Spring Autojumble where we will be having a club stand as usual. Don't forget to drop in to see us. I'm sure we will be able to supply you with a cuppa and you will be more than welcome to leave your bargains with us and pick them up later. I hope to have the Lowlight on display on the Classics Monthly stand this year.

Sunday 22nd will see us up at The Winton MOT Centre for Karl's open day. We would like some idea of the numbers of you wishing to come along. Please write your name up on the board. Karl has offered to MOT your car that day but you will need to pre-book with him direct beforehand.

Plans for this year's Dorset Branch Rally are coming together well with a steady number of entries dropping though the door. If you know of anyone who might like to have a trade stall or a charity stall please let one of us know.

I'm writing this on Easter Sunday having just returned from a run out in Victoria. There was nothing on locally as far as I know so we just went out to Breamore for a picnic and a walk. Unfortunately Victoria had to be towed home by the AA as she started making a horrible noise as we passed through Fordingbridge. We're pretty certain that it's just the head gasket but we should know for sure tomorrow when we take the head off for a closer look. Fingers crossed that it's nothing more serious. I must say that I was very impressed by the service I received from the AA. From ringing them to being on the driveway at home was only 1 hour.

That's all from me for this month; see you all on the Aubrey Batt Run. Happy Minorng Laurie.



30 YEARS (CONTINUED)

(Continued from page 10)

The rebuild was eventually completed for the 1987 Rally season and we won a few 'gongs' including a National Rally Concours placing. However, the engine (not rebuilt) gave up the ghost on the way back from the 1988 Hampshire Rally at Southsea and it took us about 3 hours to limp home that day. After the engine was rebuilt (Wimborne Motors) there were no real problems apart from the set of kingpins and trunnions in the early nineties and copious sets of brake shoes. I recall fitting a new clutch around this time also. It did not do many miles but was (and is) used almost every day for numerous short trips. As we know this inevitably results in heavy engine, clutch and brake wear.



Several years previously, I had bought another Minor 2 door (STT 320H) which had stood in a front garden (not ours) for many years. This was put back on the road fairly easily and used by my eldest son who was now driving and kept as a 'spare' for Jacky to use. The 4 door meanwhile had begun to deteriorate with the list of jobs needing doing getting ever longer. The paintwork had started to craze badly and I believe that this was due to the single

pack acrylic paint being sprayed over cellulose. A bare metal respray was needed. When the MOT man licked his pencil and prodded it through the near-side chassis leg which I should have really done the first time around, it made my mind up that another 'rebuild' was needed. STT was then pressed into every day service.

However, in accordance with tradition, I left it in the garage for about a year before getting round to doing anything to it. The respray was carried out in 2000. Not having really thought through the best order to do things, I then put it on our roller frame and replaced the chassis leg, tidied up one or two other things and re-schutzed the underside. The interior was a bit worn again so I had the seats repaired and re-coloured them although that wasn't very successful. The engine was a bit smoky so I stripped and rebuilt that myself this time. I got an unleaded head but didn't get round to fitting that for a few years when the head gasket blew. Another new clutch and a general overhaul of other bits and pieces and it was back on the road in July 2000 in time for our summer MMOC show at Avon Heath.

TDG was then back in full time service and I changed my job in 2001 and needed my own car. I still had the two door (STT) so this was pressed into eve-

(Continued on page 12)



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30 YEARS AND 3 REBUILDS

In 2001, I wrote an article for this newsletter entitled: "20 Years and Two Rebuilds – 1957 Morris Minor TDG 255" and I have now updated it to reflect the next decade of ownership with the revised title shown above. – Editor



TDG after its first rebuild in about 1987

On the 8th April 2011 we had owned our 1957 four door Morris Minor for 30 years. It was bought in 1981 for £225 from a colleague at work who had owned it for 4 or 5 years and used it as a second car. The previous owner (it's first) bought it

new when he retired in 1957 and he lived in the Weston-Super-Mare area (hence the 'DG' registration). It passed to the second owner via a relative when he died. It came to us with an MOT and the usual helping of corrosion and when MOT time came about 6 months later, we had a few patches welded on. (I hadn't bought my welder at that time!) It then carried on as Jacky's shopping bus until our daughter, Victoria, was born in February 1982. (We already had Graham – born in 1980). We thought that would be a good time to take it off the road for new wings and a bit of paint. About 6 months should do it.... 5 years later and it was back on the road! Well you know how it is, one thing leads to another and before you know it you have an empty shell and a shed full of bits. I don't think I actually started any work on it for about a year!

Being my first attempt at taking a Minor to bits, I was learning as I went and some jobs were left in the "too difficult tray" and consequently avoided. A lot was going on at that time with 2 of our 3 children arriving while TDG was laid up and also a change of job and a house move – all of which the Morris survived (in kit form) without being scrapped. I assembled as little of the car as necessary to make it move under its own power for the house move and it, together with the rest of our possessions, were put in the removals lorry and transported from Portsmouth to Bournemouth in September 1986.

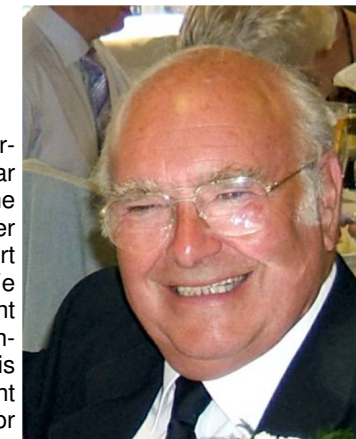
(Continued on page 11)

CHAIRMAN'S REPORT

Good evening and welcome to the May Clubnight. As Chairman of the Dorset MMOC, my committee was sad to hear that Sue Blewer will not be managing the cake stand at the Branch Rally this year. I would like to thank Sue for all her



hard work and support over many years. We are therefore in urgent need of a new volunteer to take over this important role. I went to Shepton Mallet for the Bristol Classic Car Show with Richard in April and the show was a lot better than the earlier show. We also went down to the CCOTP at Bournemouth sea front on Easter Sunday in lovely spring sunshine. There was a good turnout of classic cars plus quite a few ones not seen before. The Aubrey Batt Memorial Run this year is showing a lot of interest. So get your forms in as soon as possible – I suggest you take a picnic lunch with you to eat in Tyneham Village. I hope you all enjoy the Servicing Display this evening given by two of the top mechanics in the Country!



The Dorset Branch is getting ready for this year's Spring Autojumble. Also the day at Karl's garage in Winton is happening soon on Sunday 26th May. Please put your name down for this on the notice board tonight if you are coming. If not at Clubnight – please give us a ring if you are coming so that the catering can be arranged. Happy Motoring, John.

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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.

SIDMOUTH 2011



A group of 20 (and a half!) of us made the annual pilgrimage west to Sidmouth and the Royal Glen Hotel for the weekend of the 15-17th April. We had the customary photo call on Sunday morning before departure to get a few shots of the oldies (that's the cars and the participants) on what was the Annual Drive it Day. We only had two Minors this year plus Albert and my 911. The weather was good – we were hopeful as it had been one of the driest early spring periods for many years. Saturday was a bit overcast, but Sunday was bright and sunny for the drive home – spotting all sorts of classics along the way. It looked like there were quite a few clubs heading the other way – Triumph TR's, Sunbeam Alpines and other assorted ones. Anyway, the hotel was up to its usual standard– very comfortable and lovely food. Shall we do it again next year??? (Watch this space) *Editor.*



CONVERTIBLE PROJECT PT. 5

(BY JOHN JENKINSON)

Things are moving on quite quickly now with the rebuild project on Ann's convertible. As we reported last month, the painting was done in early March and the re-assembly was commenced. We completed the plumbing in of the brake pipes and wiring loom in the engine bay and



Eddie – hoisting the engine and gearbox into place

popped the rebuilt engine and gearbox back in soon afterwards. When you rebuild a car, it is a good idea to keep all the little bits and pieces together so that re-assembly is easier. Since this particular car had been in bits for a considerable period of time, inevitably many of the smaller parts had disappeared over the years. This meant spending some considerable time rummaging about in my large boxes of nuts, bolts and other assorted paraphernalia to find the more obscure items needed. Most bits we could find eventually, but some we could not, and we are grateful to the many other club members

Ann thought the door needed brightening up a bit.

who have come up with parts, large and small which we needed. We have also had very good service from East Sussex Minors, with about 5 or 6 (so far!) orders of new parts. The light fittings were installed next and the wiring loom ends attached. The controls, including clutch linkages and accelerator were put together next and other wiring and choke cable fitted to the engine.

Assembling the doors proved to be a bit of a challenge. We had some stainless steel frames, but needed to find some matching quarter light frames. The only ones we had available had broken catches, so we drilled them out and fitted stainless steel screws and lock nuts to replace the pivots. It seems to work, but time will tell. The next challenge was to fit the frames without damaging the paintwork and get the doors to shut correctly. The engine was started up for the first time towards the end of last month and the car finally lowered off the scissor lift for final fitting out of the interior and hood. I am looking forward to seeing it finished – shouldn't be too long now!. *John*



2011 AUBREY BATT RUN-8TH MAY



This event is next Sunday. We are starting at Avon Heath for breakfast from 9am (which will not be booked in advance - please make your own arrangements). 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 have received one with your last newsletter.