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Dorset Branch

MORRIS MINOR OWNERS CLUB

DORSET BRANCH NEWSLETTER

© Dorset Branch MMOC –

MAY 2012
Volume 15
Issue 7

www.dorsetmmoc.co.uk

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. Please note that the Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers. No recommendation is implied.

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.

Committee Members 2011-2012:

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: Brian Wood (01202 573501)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER

Three Minors and a Sprite in the Glen Hotel Sidmouth on the occasion of the Spring Devon Weekend—held last month.

*Dorset Branch of the Morris Minor Owners Club
Helping to preserve the post war Morris Minor in the Dorset area
and beyond*

Forthcoming Events (see also www.dorsetmmoc.co.uk)

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

2012

2nd May—Clubnight (Quiz and decide on charity)
5-6th May—Brockenhurst Forest Fayre
6th May—Aubrey Batt Run— (to Brockenhurst Fayre)
12-13 May—Breamore Spring working weekend
19-20th May—Beaulieu Spring Autojumble
3rd June—Hardy Country Classic Tour (Transport of Yesteryear)
2-5th June—Beaulieu Jubilee Weekend Celebration (1950's vehicles only)
2-4th June—Crofton Beam Engine Show, nr Marlborough (60 miles)
6th June—Clubnight (Talk on Royal Yacht Britannia by Mike Crankshaw)
16th June—Rylands Care Farm Open Day (off A352 between Sherborne & Dorchester)
23rd June—Sturminster Show, Tel: 01258 471450 e-mail: rust-monkey@tiscali.co.uk
24th June— Hampshire/Surrey Hants Border MMOC Rally Hinton Ampner Hse
24th June—Transport of Yesteryear Show, Chickerell, Weymouth
4th July—Clubnight (Road Run– Bloxworth) Meet B&Q Fleets Br. 7 for 7:30
7th July – Ferndown Carnival
8th July – Dorset Branch Rally – Avon Heath Country Park
21/22 July Melbury Abbas Rural Weekend and Vintage Rally
29th July—Mid Summer Saunter (Venue TBC)
1st August– Clubnight (TBA)
4/5th August—By-Gone-Days, Brooklands Fm, S.Gorley (nr Fordingbridge)
5th August—Lymington Rotary Car Show
10/11/12 August—Purbeck Rally, Worgret Road, Wareham
19th August—Bournemouth & Poole MG Club show at Athelhampton
27th August—Verwood Rustic Fayre
27th August—Brockenhurst Carnival & Fete
31 Aug—2 Sep—Isle of Wight weekend (IoW Branch Rally)
8-9th September—Beaulieu Autojumble
18th September—Skittles Match Bloxworth Club
23 Sep—Breamore Steam Up

2013

18th-19th May Beaulieu Spring Autojumble (MORRIS CENTENARY EVENT)

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Dorset Branch Newsletter

April 2012



MORRIS MINOR OWNERS CLUB

Volume 15 Issue 7

CLUBNIGHT ACTIVITY:
Quiz and Charity Vote

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John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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NEXT CLUBNIGHT ACTIVITY: Talk on Royal Yacht Britannia by Mike Crankshaw

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

Hi everyone and welcome to the May Newsletter. The Sidmouth weekend went very well and thanks to Nev and co for the organisation of the accomodation. The weather was also well organised with bright sunshine (and only a little rain) over the weekend. We managed the trip in the Traveler which performed well apart from a sticking float needle about a mile from home.

Work on the convertible is continuing—if a little slowly (due to all the holidays etc!) The brake pedal is still a little 'spongy' but is improving with use—as you would expect. The pedal shaft is excessively worn and will need a replacement (with the bronze bushes too!) I have been trying to fix all the other issues that have surfaced since I have started to drive it.

The speedo head had to be changed over since it was the correct one for a 1962 948cc car but not one with a 1098 engine, gearbox and (now) back axle. I had a spare late, black faced one in my bits box which appeared to work. However, when installed, the odometer failed to work. Also, I noticed that the fuel gauge showed a full tank of fuel—which would have been nice—but I knew it didn't have. The later cars have a different set up which means that the fuel gauge and the sender are different from the earlier ones. I swapped the sender with a later one, connected up the voltage stabiliser on the back of the black-faced speedo and it all worked (registering about half a gallon) I took out the odometer and cleaned and WD40'd it as necessary but then it only managed to record the tenths but not whole miles! Laurie (bless him!) then advised me of a white faced 90mph speedo head available on eBay—which I subsequent won for £15 plus postage—which wasn't at all bad. These speedos are a bit rare, but they were used on early 1098's so I will be able to it return to the old 'look'. Just need to re-fit the early type fuel sender I just took out! Another slight problem surfaced when I removed the unwanted wood rimmed aluminium steering wheel and tried to replace it with the 'correct' early style 3 spoke wheel. It fitted OK but sadly it was not deep enough in the centre for the (later style) horn push to work properly. Laurie says he told me so... but it clearly hadn't sunk in that the central part of the wheel is much deeper on the later, 2 spoke wheel for which the horn push was intended. I am now looking for the right type of (intermediate type) horn push so that the new wheel can be fitted. Such fun... Cheers for now.



For Sale & Wanted & Club Notices

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

The Branch Website has a '**Spares Shop**' which advertises (mostly) spares. Why not browse the bargains or send me an ad or two with a picture.

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DORSET BRANCH SPARES NEWS

We have a couple of Accuspark Electronic Ignition units available at £27 each and a complete electronic distributor at £49.00.

We are also well stocked up with radiator hoses and general servicing parts (ie plugs, points, condensers, filters etc.) So now is the time to get your Minor running in tip top condition for the summer rally season.

Have you thought about overhauling the clutch lever mechanism on your car? If so, we still have a limited quantity of complete clutch linkage kits at the discounted price of £25.00.

As John says, we are planning to have our usual spares stall at Beaulieu, so if you need anything, let me know so that I can order it and bring it along

Unfortunately, we have sold out of recon. fuel pumps but hope to have more in stock for Beaulieu at £50 each. If you need one, let me know and I will reserve one for you. Brian 07411 116336



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Book Club Plus (by Derek Shearman)

Hello everyone - to-day (18th April) I went into Wimborne to collect our copies of the 2012 World Book Night edition of "Notes from a Small Island" by Bill Bryson. These will be available for you to collect at our next MMOC club Night on the 2nd May at the Electric Club.

Perhaps next year I can get an advance listing of all titles available as you may prefer the choice to be made by club members, not by me? Your comments on this would be much appreciated.

Just a reminder that World Book Night is a registered Charity committed to introducing or re-introducing people to the joys of reading a book. There are no charges to you for these copies. However, this year the first page of each book is a book plate page on which is entered *my name (as the giver) *Gullivers Bookshop (from which the books were collected) *each book's individual, unique identifying number. Please, before you or your friend/relative passes on the book to another reader, go to worldbooknight.org and follow the onscreen instructions to register this book. This information is useful both to them for future distributions and to us; to see how many hands it has passed through in the next twelve months.

Should you not be a computer user, you may like to make contact via their mailing address: World Book Night Ltd. 4 Uxbridge Street, London W8 7SY or by telephone 0845 490 2304.

Due to the tremendous success of the inaugural event last year, the number of copies allocated to us 'givers' this year has been halved; from 48 to 24. If you are an avid reader, or would like to take home a copy for a friend or relative who is, please come and see me as soon as you arrive at the meeting. I did publish a brief synopsis of the books storyline in last month's Newsletter but if you missed it, take note of The Times literary editors comments - 'Not a book that should be read in public, for fear of emitting loud snorts'.

Does anyone have a copy of the book we gave last year; 'Agent ZigZag' which they have yet to pass on? I am looking for two copies that I may pass on to two Club members who missed out on last years distribution.

Finally and as always, if you are looking for any books giving information relating to classic cars/motoring, engineering etc. please do not hesitate to contact me; either by telephone 07593 623721 or email derekshearman@talktalk.net and I will see what I can come up with to bring to you at the next meeting.

Editor's Inbox



(Sent to the DMMOC website)

Dear Sir, three years ago I was with my son in Africa, he had driven from Newhaven, Sussex all through Africa round to Dar Es' Salam , while passing through Namibia I took a picture of an old sad looking Morris Eight, which was in the desert with wild plants all round it maybe you would like the picture for your magazine, let me have your address and I can post it to you, yours faithfully, Bob Franklin

Hi Brian, thanks for your reply, will put the photo in the post for you tomorrow, no did not do a write up on the trip, I was only with my son for nearly three weeks, and all of that time in Namibia, was the most interesting trip of my life, we camped in the bush the whole time, saw all the wild life, sometimes too close for comfort! But my son was on the road for 7 months. Countless hundreds of photos. I know the Bournemouth area pretty well, was in the Royal Marines and stationed at Hamworthy Poole, ex SBS.

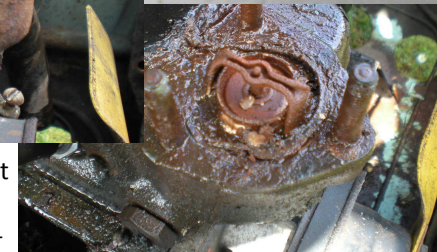


Best regards, Bob Franklin

Dave Walker sent me these photos of the remains of his 'new' Traveller's cooling system. Sadly the trip to Sidmouth in it was curtailed at Dorchester due to the inevitable overheating which ensued. The radiator appeared to be



similarly unable to pass water (so to speak!). A visit to the Club Spares department sorted the new thermostat, heater valve and gaskets and the radiator was sent off to be re-cored.



Secretary's Report

Good evening and welcome to May clubnight. I hope everyone enjoyed Reverend Timbrell's annual visit last month. He was very entertaining as usual. Tonight we will be choosing this year's charity and we will also do a quiz. Next month we will be having a talk on the Royal Yacht Britannia. Please remember to get your booking slips in for July's clubnight as we will need to let the fish and chip van know the numbers.

I hope all of you who came on the Devon weekend had a good time. The Royal Glen Hotel welcomed us as usual on the Friday and it was good to see a good selection of Minors and other classics in the car park. I'm afraid we had to let the side down as the Traveller is out of action at the moment with gearbox problems.

As usual the food at the hotel was excellent. We had a good look round Sidmouth on the Friday afternoon and decided to go to Bicton Park Botanical Gardens on the Saturday. We had a good look around and then went on the miniature railway before having lunch. After lunch the heavens opened just as we got into the soft play area. Louise had a whale of a time running around with all the other children while we just sat talking and watching the hailstones! Well done to all those who won the quizzes after dinner and to Margaret for winning the Grand National sweepstake and Bob for winning the bonus ball. Thanks to everyone who donated a prize for Saturday night's raffle. We all departed on Sunday after a very enjoyable weekend and hopefully we will all be back again at The Royal Glen Hotel in 2013. We stopped off in Lyme Regis on the way home for lunch to round off a very good weekend.

On 21st April we visited The Bristol Classic Car Show. It was a very good show with an excellent array of vehicles on display. The Avon branch of the MMOC put on a very good display based on a Coronation street party to mark the Diamond Jubilee. The Three Counties Club had a very good display entitled Flower Power and based in the 1960's. Martin's Traveller was on their stand along with a very nice Minor Panda car. I thought the autojumble section was rather disappointing this year with a lot less stalls than usual. There were too many tool stalls and not enough proper autojumble stalls for my liking.



Jacky and don't forget to return your entry forms for this year's Dorset Branch Rally into me as soon as you can.

That's all from me for this month, Happy Minorning, Laurie.



The following day – 22nd April – was Drive it Day and we took the Austin to Christchurch to watch the end of the Daffodil Run. There were some very nice cars on that run all of which, of course, are pre 1940. I was particularly taken with the 1912 Napier. It was due to be shipped to America when new along with 2 other identical cars. Fortunately – for the car – the car was delayed getting to the ship. Guess what ship it was due to be loaded on to. Yes, you've guessed it the Titanic. It's 2 sister cars did make it on time and were lost along with the ship but luckily this one survived.

Please remember to get all your booking slips into



The plaque is a U shaped shield with a black background on brass held onto the car with three screws - one each in the upper left and right as well as at the middle of the bottom of the shield. In the middle of the plaque is the twin spires of the Koln cathedral with JAW within an octagon in the middle and the words "Imported By J. A. Woodhouse" following the outline of the U shaped body of the plaque while their agency address is immediately below the basic shape on a separate line. The plaques seem to be found always on the right hand side of the car. On the TD, it's on the right hand side of the bonnet side immediately behind the aft latch. The location on the TF is on the body immediately aft of the rubber cowl

strip and above the fender welting, forward of the passenger door. On the right front fender immediately aft of the right front wheel on the vertical side immediately behind the wheel opening before the fender curves down to the lower trim strip. Personally, I did not live in Germany during this time period so I can only speculate that the J. A. Woodhouse MG agency may have had a tie-in with the U. S. armed forces post exchange where a member of the U. S. occupation forces may order an MG for delivery in Germany. I do know there were tie-ins in other countries, namely England and France, where one could purchase an English car to take home via the PX. Since these cars were intended for the US - North American market, they would be so noted - the TDs would be either LHX or EXL/NA with degree F and miles instruments. The TFs/ MG-As would be 46 - not 36 as some have mentioned as the intended market would be North American - not Germany. Also, these TFs would have degree F and miles instruments whereas the German home market cars would have degree C and kilometer instruments. All MG models would have the Lucas Continental bulb type headlights as exported to North America and which the dealers would have to change out for sealed beams before delivery to the customer to meet US standards.

Rita Woodhouse obituary in the Jan / Feb 2001 issue of **Safety Fast** provided much of the historical information presented above. She lived to be 102! Also mentioned in the above article is that the J. A. Woodhouse agency was included in an MG book written by Hagen Nynckes. Does anyone know of this book? I would like to know more about this unique MG agency as I also own a 1954 MG-TF sold by J. A. Woodhouse. Please feel free to email me with any additional information you may have. Thank you- [Mike Walsh](#)



A Rare Find?



A short while ago, the Branch was offered a 1954 Series II 2 door saloon which has an interesting history and is left hand drive. It is believed that the car was originally exported to Germany and from then on to USA. It was repatriated in 1959 to UK. It has an enamelled badge on the front right wing which identifies it as being sold from J A Woodhouse which was an MG import-



er. Laurie did some research on this and discovered that it was the only Morris Minor that passed through this particular dealership. The log book shows three owners since 1959, the previous owner believed to be the longest. Apart from the left hand drive amendments, it has characteristic 'export' features such as the large 'biscuit tin' style air filter. Interestingly, it has the DB10 relay controlled braking and indicator lighting set up fitted to the 948 saloon late in production around 1962. It seems that trafficators were not acceptable for the export market a full 8 years before the UK finally said goodbye to them. The trafficator holes have blanking plates fitted. The car is in pretty good condition and just requires re-commissioning. The Dorset Branch working party has been brought out of retirement for the purpose and it is proposed that the car will be offered for sale in due course.

The following information has been gleaned from Mike Walsh about the importer:

The J. A. Woodhouse MG agency in Koln dates from the 1920s beginning as a British motorcycle agency. Jack Woodhouse was a British Army officer from the Great War, WWI, who remained in Germany after the War. In 1927 Jack marries Rita who helps him build the motorcycle agency into a successful enterprise. Later, she convinces Jack to accept Cecil Kimber's offer of an MG agency stating all will go well. Indeed, all does go well for the Woodhouse agency as Germany becomes one of the prime export markets for MGs during the 1930s. These successes are also the basis of a life long friendship with George Tuck who will play a major role after WWII in establishing a new J. A. Woodhouse MG agency. At the outbreak of hostilities in 1939, Rita and Jack escaped to England where they would remain for the duration of WWII.

At the end of the war, Rita and Jack were planning to buy a farm in England but a chance meeting with George Tuck, then Nuffield Export director, convinced Rita and Jack to return to Koln to re-establish their MG agency. Before long the J. A. W. MG agency was re-established and selling MG-TCs to Americans who were part of the army of occupation thus creating the beginning of the stream of MGs coming to the United States from Europe. I have seen TDs, TFs and MG-As with the J. A. Woodhouse plaque. I have not seen a TC so if anyone has a TC with such a plaque, I would be interested in knowing where the plaque was located and any other unique features.

Chairman's Report

Good evening and welcome to May Clubnight. I have just got back from the Classic Car and Autojumble show at Shepton Mallet. I went with Richard and we were both a bit disappointed with the show. I had a small list of bits to buy—such as silicone brake fluid, coach bolts, liquid weld (glue) and Holts electric contact cleaner. All I got was some door rubbers for Ann's convertible! There were not as many stalls this year—but talking to some of the stall holders who I knew, they said that the price of the stalls had got more expensive this year.

At Beaulieu Spring Autojumble, 19-20th May, we will have our usual stall for the Branch but also they have given us an area of one of the big marquees for promotion of the 2013 Morris Centenary event where we will display some vehicles. If any of the Branch members would be willing to lend a hand over the weekend to staff it for a few hours, it would be appreciated. (Nev might make you a cup of tea). Please let us know.

Over the last few months, my Mercedes Estate C200 has not been running at its best. I found out that the air flow analyser was not working correctly. I purchased a new one, had the engine cleared of faults by Peter of Formula 1 Electronics. The car now runs better than ever.

It was sad to hear of Branch Member Tony Boddy passing away recently. Our thoughts go out to his wife, Ursula. Don't forget to consider your chosen Branch charity for the May clubnight and if you wish to speak at the clubnight for your favourite charity, please let me know in advance. Also, thanks for a good turnout for the April clubnight. The Committee appreciate the support shown by the members on clubnights.

Good Motoring—John



More Stories from 'Down Under'

G'day ,just found Birmingham Morris Minor Centre web site for morrie bits and bobs. Couldn't find them when we were over there because I thought they were near the old Adderly park factory. But every thing comes to those that wait long enough. Have you had any dealings with them or know if they deliver goodies ok? I have ordered their catalogue for starters. Who do you order through, ESM or Bull Motif? Have been really slack of late—not lifted a spanner on the old gal but my wife dropped a broad hint the other day when she removed the tattered car cover and put it in the bin, so after nearly 50 years of marriage a nod is as good as a wink to this old boy. Just got Classics Monthly, the one with A30 featured. My Dad worked at MMC Adlerly park as a vehicle inspector on the export line, and in 1963 employees were offered special purchase deals for A35 vans .He ordered 2—one for my brother and his wife and one for me. Mine came through 2 days before I was to marry Angela .Van only had 0.6km on the speedo when it was picked up from Longbridge by me. Dad had given me a voucher for a commercial car wash on the way home and the buggers scratched it with their brushes. I wasn't too happy about that! Angela's parents lived in London at that time so we decided to visit them for a weekend. The M1 motorway was just opened from B'ham airport through to London North Circular at the time of our travelling. It coincided with Earls Court Motorbike show and on the way down we were buzzed by all these bikes around us, speeding up then slowing down again at one stage we were going so fast that there was no more space on the speedo—it was hard up at the top of the scale. But someone must have reported to the local police because they all got pulled over down the road a bit. My A35 came with 1100 cc motor—lovely little car, our only BRAND NEW one . sorry didn't mean to ramble ceeyas ps hope Easter was good for you. (Vic and Angela Holyoak DMMOC 399—Tasmania)



The Devon Weekend

We have just got back from our trip to Sidmouth on the Dorset Branch annual weekend holiday. We went to our usual accommodation at the Royal Glen Hotel which is a high quality Regency style hotel situated near to the seafront in Sidmouth. I am not sure how many years it is now, but we have been back



to the same place now for quite a few years—so it must be good. We decided to give the Series II Traveller its first significant run of the year and had a good run, stopping once for coffee and arriving at about midday. The car had been stored away from home for about 6 weeks prior to the event and during that time the road fund licence disc expired. A new one was obtained prior to the end of March, but we both forgot to put it on the windscreen. OOPS! Fortunately no one spotted it. On Saturday, some of us went down to Bicton Park Botanical Gardens which is about 5 miles from Sidmouth. It's main feature seems to be horticultural history and it has many other attractions including an interesting rural museum. Saturday was the day of the Grand National and a sweepstake was organised. The lucky winner was Margaret Pateman who picked the winner, Neptune Collonges in a photo finish

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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



from Sunnyhillboy. We had no luck with ours; all fallers! The customary Lottery Bonus Ball lucky dip was also held and was won by a syndicate of Bob and Betty Rees and others.

On Sunday, we assembled outside in the sunshine for the group photo and then made our way home.

The hotel is very comfortable and the standard of service is excellent. There is a swimming pool and fitness room and new this year, an Aromatherapy room which Neil and Dee took advantage of!

We went straight home, with a brief stop at Winterborne Abbas for coffee. Sadly we got caught up in a traffic jam about a mile from home and suffered a slight hiccup with the Traveller which developed a sticking float needle. This resulted in a slight loss of fuel which we rectified by the roadside and continued home.

Anyway, we had a good time and are looking forward to the next one already.

(Editor)