

DORSET BRANCH SPARES NEWS

For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor Spares service. We usually have a spares table at the monthly branch clubnights and we have a presence at some shows (particularly the Branch Rally and the two Beaulieu Autojumbles). Spares are available most other times using the contact details given below.

The spares are mostly sourced from ESM (East Sussex Minors—who have supported our branch rally also) and the prices charged generally reflect their prices.

Some locally reconditioned items are also available, such as fuel pumps, carburettors and radiators. The advantages are availability of parts and *usually* no postage charges.

If you are planning a large purchase—we can discuss discounts.

New Morris Minor Spares

are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*
Brian. 07411 116336

Reconditioned Petrol pumps
back in stock again at £50
each.

EXCHANGE

(Supply of new units still seems
to be unreliable)

MORRIS MINOR REGALIA - DORSET BRANCH

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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'Zoodies'	£20.00	Morris Minor Hangers (small)	£ 9.00
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MORRIS MINOR OWNERS
CLUB

Dorset Branch

NEWSLETTER



May 2013
Volume 16
Issue 7

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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 2012-2013

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)**

New Member: Brian Ford

New Member: Eddie Pateman

**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 (07411
116336)**

**Regalia Manager: Richard Cyster – (01202
526660)**

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER

A shot of two of the 'Sidmouth' participants this year parked outside the rather splendid Royal Glen Hotel

(photo: B. Wood)

***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)

2013

1st May—CLUBNIGHT - Vote for Charity, Beaulieu Planning, Short Quiz (if time)
11-12th May—Breamore Steam Up
18th-19th May **Beaulieu Spring Autojumble (MORRIS CENTENARY EVENT)**
26th May—Aubrey Batt Run (Mapperton Gardens—nr Bridport) Meet Upton House 10:00
2nd June—TOY Hardy Country Classic Tour (Nick 01305 260038)
5th June - CLUBNIGHT—Phil Traves' Talk on Sri Lanka
15-16th MMOC National Rally—Cornbury Park Oxfordshire
21st Jun—Quay for my Car Poole Quay, 'Best of British'
30th June—North Wilts MMOC Rally—Lacock Village
3rd July—Clubnight—Evening Run (TBA)
12-14th July—DORSET BRANCH RALLY
7th August—CLUBNIGHT—Talk by Reverend Timbrell
10-11th August—Purbeck Rally
16th August—Quay for my Car—Poole Quay—'Best of British'
18th Aug—Mid Summer Saunter (going to: Brockenhurst Forest Fayre with Steam (New Park, Lyndhurst Rd, Brockenhurst)
1st September—Isle of Wight Branch Rally
4th September—Clubnight (TBA)
7-8th September—Beaulieu International Autojumble
15th September—Three in One Run
2nd Oct—Clubnight Annual General Meeting
6th November—Clubnight—Call My Bluff type quiz
8th-10th November—Lord Mayor's Show Trip Weekend

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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. Thanks.

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

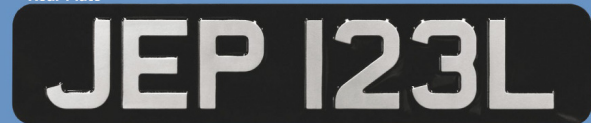
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

Front Plate



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Dorset Branch Newsletter



May 2013

Volume 16 Issue 7

CLUBNIGHT ACTIVITY:
Vote for 2013 Charity and
Beaulieu Planning

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NEXT CLUBNIGHT

Phil Traves' Talk on visit to Sri Lanka

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.

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Editorial

Greetings all and welcome to the April Newsletter. We have just returned from the DMMOC Spring excursion to Sidmouth and made it there and back in the convertible. Laurie only had the one breakdown this year (not him, his car... you understand?) and also bagged a pheasant on the way down. (Feathers everywhere, apparently!) It wasn't his fault—if just failed to get away in time.

Thanks to everyone for the contributions this month and apologies to Roger Blakeley for blowing his cover as the secret 'engine lifter' of Bournemouth. I must also admit to being the 'flu-laden owner of the folding engine crane (you'll have to read the article on page 8 now to find out what I am talking about.)

The Inter Branch Quiz on 17th April went very well and was well supported by lots of local car clubs. The Branch fielded two teams and we maintained our dignity in the face of some tricky questions and managed a creditable 4th and 5th place in the final placings. (There is absolutely no truth in the rumour that we 'took a dive' to avoid having to organise it next year!) We were fairly beaten by the MG club—so well done to them.

Beaulieu is now nearly here and the final preparations are being made. Thanks to all who have offered to assist, we have got some nice new reflective waistcoats (with corporate logos!) so you will stand out in the crowd. I just need to try and get the engine back in my two door and get it roadworthy—not much time left to do that either!

See you soon, Brian.



Rotor Arms

Hi Brian, I was interested in Dave Walker's experiences with Rotor Arms, and your comments in the April Magazine. I had the same problem with our Austin A30 a few years ago. It suddenly died, and investigation by the side of the road showed that there was no spark at any of the plug leads but it was present at the rotor arm contact in the distributor cap. There was no evidence of tracking in the cap, so the car was towed home and the rotor arm (Lucas) was replaced by one obtained the next day from Bull Motif (made by an independent supplier in the Midlands, I believe). This cured the problem, and it has never recurred. When I told a friend with long experience of A30, he told me that, in recent years, Lucas had been sourcing spare rotor arms for their older pattern distributors from India and that the Indian insulator material was not up to the job. I imagine that this problem applies also to replacement rotor arms for the Morris Minor distributor. The reports, you quote, of the rivet falling out of the rotor arms are probably also indicative of poor quality of the Indian product. I will now never use Lucas rotor arms for classic applications, and would certainly never keep one in the car "to get me out of trouble" as I think that it would be more likely to get me *into* trouble. Secondly, you may like to know, for the diary, that I have been given an application form which shows that the Wessex Car Show has been moved this year to Lulworth Castle on Sunday 9th June.

David Ruck *DMMOC 380*

I have been given some information while at Cowley re Nuffield Place, please see below.

Thanks Tim Rouse

Nuffield House - Your Car's the Star

The National Trust is looking for individual Owners who are willing to display their car at the front of the House on the days it is open, (Wed to Sun inclusive) during the period 27th March to 3rd November 2013.

This is away from the general parking in front of the house hence Your Car's the Star. Free entry will be given to the driver to the house on the day.

Morris, Wolseley and other Nuffield vehicles are particularly welcome, please contact Paul Cook for further information and to book a day to show your car.

Paul Cook 0118 954 0011 Paul.cook3@nationaltrust.org.uk



The 'Sidmouth' Gang—2013

This is all you need to know to become an Engineer

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing. Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So, who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever. So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. Now, the twist to the story: When you saw a Space Shuttle sitting on its launch pad, you would notice that there were two big booster rockets attached to the sides of the main fuel tank. These were solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The rail line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds. So, a major Space Shuttle design feature of what was arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important!

Wanted. Dorset car badge to replace the one that decided to self destruct on the way to the Branch liaison meeting. Ideally I am hoping for the one that has the two fixing screws on the base. I think that they were made by J.R.Gaunts. Dave Walker 01202 877972 or 07810124039

Editor's In Box



Hi Brian, I thought you may like to tell the members about the ferry for the I O W rally at the next meeting. The code you need for the discount on Wightlink ferries for the I O W rally is **SPRALLY**.

I went on line to book our tickets to travel from Lymington to Yarmouth on Sat 31/8 and return Sun 1/9 and found that the fare for my X trail is £72 but for Rupert (small van) is £134.40 and you are not permitted to travel between 9am and 5pm. A day return for the X trail £61.20 and for Rupert £77.20. In previous years Rupert has cost the same as the X trail and there has been no restrictions on travel times. So to do our normal 2 days Sat/Sun it will cost £206.40 ! So I think we may give it a miss this year. But I have not checked the restrictions on travel times for weekday travel - there may be none but for anyone who wants to do Sat /Sun it would be wise to book early . And get up early !!!!!

David loved your photo of him at Brooklands - thank you. See you at Beaulieu.
Regards Pam Holton, Silverstone Correspondent.



Hi Brian, Thought you might be interested in this information and photos. We went to Cuba for a holiday in December.

We had been told that Cuba was full of classic American vehicles - and it was. Also there were lots of beat-up Russian Ladas from the years after the Revolution!!

We wondered whether there were any classic British cars in the country, but were seeing nothing.

Then one day, we saw a Morris Minor outside a restaurant where our coach had stopped for lunch. Unfortunately, the owner was not around to provide any history or give access to the Chassis Number, but, looking at the interior and the wide tyres, it appeared to have become a "wolf in sheep's clothing". But nevertheless, it clearly had once been a genuine split screen Moggie Minor. It may have arrived in Cuba before the Revolution in the 1950s, either by direct import (or via the USA before relations with Uncle Sam ceased). However, since then it had clearly been modified - probably with an available large engine and gearbox from an American classic.

David Ruck.



Secretary's Report

Good evening and welcome to the May clubnight.

I'm writing this report as we've just walked into the house following the weekend away in Sidmouth. A most enjoyable weekend, good venue (as always), good food and good company. We had a good ride down on Friday following a slight hiccup with the Traveller at the traffic lights in Parkstone. A new set of points sorted that out though! We sorted our luggage out and then met Brian and Jacky in the pub for lunch as we'd already prearranged. After lunch we did a tour of the shops in Sidmouth high street and then headed back to the hotel as



Louise had decided she wanted to go swimming. Dinner followed swimming and, of course, it was to its usual excellent standard. We then adjourned to the small television lounge so that the kids could play for a while before heading up to bed.

Saturday dawned dry and bright and after breakfast we headed out to Pecorama near Beer. This is an excellent place for children with model railway exhibitions, miniature steam train rides and an excellent playground. It is also where the Peco model railway factory is situated meaning there is an excellent model shop as well. We stayed there until lunchtime when we headed back to Sidmouth and visited a different pub for lunch. After another tour of the shops we headed back as Louise and Ethan wanted to go swimming again! Back at the hotel there were vehicle repairs in progress as Bob's charging system had given up the ghost on the Convertible. Unfortunately this could not be sorted until after a trip that evening down to Dave Carter-Richards in Axminster for some parts. Dinner followed this and then, of course, the obligatory quiz night, this year organised by Dave and Jackie. An excellent quiz with a twist and won by Peter and Dee and their friends. The lottery bonus ball competition was won by my mother and this was followed by a raffle. Many thanks to all who brought a prize for the evening.

Sunday was dry and bright again albeit slightly colder. Bob's mechanical team were straight out after their breakfast for a mammoth repair session which was almost finished by the time we left for the trip home. Each car was issued with a special Drive It Day grille plaque. It was really good to see an excellent selection of old cars this year with 9 Minors and 4 other classics in the hotel car park. Next year's date was booked before we left and then after the annual group photo everyone set off for home.

This month, of course, is our much anticipated Beaulieu Centenary weekend. All we need to pray for now is fine, hot weather! You should all receive your entry pack either tonight or very soon. Lots of volunteers will be required and many thanks to all of you who have volunteered already. Mostly we will require marshals from 7am onwards on both Saturday and Sunday to get all the vehicles into position before the show opens to the public. We will be discussing the details of the Beaulieu weekend at May's clubnight.



Beaulieu News

Grill badges are now available from Laurie for £11 each (they look like the logo—left).

Aubrey Batt Run—26 May 2013

This year we are having a road run to MAPPERTON GARDENS which is near Bridport. We will be meeting at UPTON PARK at 10:00 for briefing and a 10:30 departure. Entry slips were in the last newsletter—please get your slips back to Jacky with £3.00 per car. Thank you.



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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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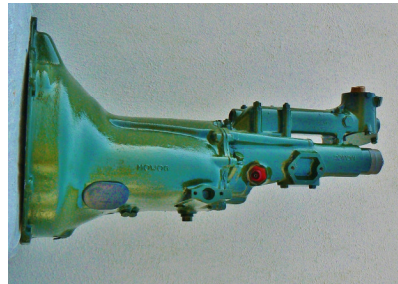


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For Sale & Wanted & Club Notices

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FOR SALE Complete 950 gearbox in working order. No leaks or noises, good synchro, ready to fit. £150 exchange. 07932700396

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FOR SALE

1967 2 door Minor. Taxed and Mot'd. Good condition £2,500 ono.
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Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

Chairman's Report

Good evening and welcome to May clubnight. I am writing my chairman's report from inside our new Avondale Wren caravan. I bought it two weeks ago from Mark in Swindon with Dave Walker who offered to tow it back for me. A big thanks for that, Dave. There are some small jobs to do on it before the Beaulieu weekend, but we are waiting for the weather to improve. Brian, Laurie and myself went to Beaulieu recently for a meeting to finalise the arrangements for the Centenary Display. I am pleased to say that it is looking good with over 200 vehicles booked in, lots of Morris History to display and parts to purchase and of course, tea, coffee and biscuits. All we need now is some good weather. Have a great weekend and hope to see many of you there. I have still got a couple of rooms left to fill for the Lord Mayor's show weekend in November (see below) so if you would like to come, please let me know as soon as possible. It was nice to see the weather brighten up for all the members who went on the Sidmouth weekend. I hope you all enjoyed the break—thanks to Neville for the arrangements. Don't forget to put in your slips for the Aubrey Batt Run on 26th May. I have arranged to go to 'Molly's Den' on July clubnight to look around and to have something to eat and drink. Molly's Den is a warehouse full of small units of antiques and collectables to purchase. More details to follow. Tonight we will be discussing the final arrangements for Beaulieu.. As ever, good motoring, John Jenkinson.



Lord Mayor's Show 2013



We are arranging a trip to London this Autumn to see the Lord Mayor's Show. Entry slips are available from John. If you would like to come along, please let us know as soon as possible as places are strictly limited. The date for your diary is **8-10th November 2013.**

Having recently installed an engine and gearbox in a rather unorthodox manner, I innocently emailed a few snaps of the procedure to a friend, and expected that to be the end of the matter. Imagine my surprise when I opened my April newsletter to find a couple of these photos accompanied by a short account of my wayward exploits in the privacy of my own garage. If only I'd known beforehand that the Editor was once on the staff of 'The News Of The World'!

As I've been publicly exposed, I feel obliged to point out that in no way do I recommend the method used. In this case it just happened spontaneously, triggered by a mix of impatience, desperation and a lack of the proper equipment.

The original intention was to remove and replace engine/gearbox assembly using a borrowed engine crane, thus in preparation, the grille/front panel of the car and all ancillaries from the engine bay were removed.

Staring at the depressing mess I'd created, it occurred to me that if I could get the engine out of the way it would enable me to clean the floor of the engine bay and do a few other odd jobs in preparation for the organ transplant. The engine was stripped down to the bare minimum and with the help of a couple of jacks and a forest of timber I was able to manhandle the thing out of the car. I followed suit with the gearbox which, with the engine out of the way, was comparatively easy going.

Next, the engine bay was cleaned and partially repainted which rendered a bright clean space that was simply begging to be filled. Newly reconditioned engine and gearbox were mated up in readiness but then I learned that influenza had caused my engine crane-owning pal to take to his bed, thus causing a potential but not important delay of perhaps a week.

Gazing wistfully, first at my power plant, then at its prospective destination I convinced myself that with the right approach and a great deal of luck the job could be done immediately. If it all went wrong there was nothing to lose except my time and no-one would know of my failure.

It took a complete afternoon of repetitive jacking and chocking operations but the mission was accomplished, the garage door remaining firmly closed meanwhile to hide my embarrassment and to stop the unending stream of bad language from reaching the ears of the neighbours.

Unlike a VW beetle, it would not be possible to remove /replace the engine only, with the gearbox in place, by this method as there is simply not enough clearance. As I pointed out at the beginning of this article, I can't support the notion of installing engine/gearbox by this method, as there are a number of 'health and safety' issues to consider and a great deal of grovelling around on the floor is involved. My best advice would be- do it properly - use a hoist or crane!!

AUGUST 31st & SEPTEMBER 1st, HAVENSTREET RAILWAY.

Dave Gilliam, 4, Oakwood Close, Ryde, Isle of Wight, PO33 3JD, 01983 565092
gilliamdavid28@yahoo.com

Welcome to the 27th Annual IOW Branch MMOC Rally. We have once again decided to keep the Rally very informal, with a minimum of prizes, so that the emphasis is on enjoyment. There will be no entry fee once again, thanks to generous sponsorship from Tim Lang of Minor Magic, Taunton, Wight Business Services, our printers, and Prices Garage, Newport IOW.

We do not have a concession from Red Funnel, but if you wish to use them their number is 02380 334010. Basic camping facilities are available at Havenstreet Railway; this is available from Friday 30th August, to Sunday 1st September. Cost is £3.50 per tent or Motorhome and is payable over the rally weekend. The Rally is once again being held at the popular site of Havenstreet Railway (PO33 4DS. Tel 01983 882204). If you approach from the east the entrance is on the right soon after you pass under a railway bridge. Do not enter the public car park, but turn sharp right again and follow the drive towards the station. This is a public right of way and passes close to houses, so please drive carefully and respectfully. The gate into the station will be manned on Sunday, but at other times the gate may be closed. It can be opened by removing a securing chain that looks to be padlocked, but one end is hooked up behind the gatepost. Close this gate behind you and drive into the station yard. If the level crossing gates are closed, they will be opened and closed by railway staff during operational times.

Summary of events.

Saturday 31st of August. Fun Drive out to Brading Roman Villa. We have been generously given free entry to this venue as long as we all arrive together. However, we will be collecting donations, so please give generously. This does help us secure free entry into other events in future years.

We assemble for this in the Public Car Park at the front of Havenstreet Station at 1.45pm to leave in convoy at 2.00pm. We aim to put an Island car every five or six cars, so if you lose contact in front, just wait for the next few to come along. We will distribute maps on the day. Later in the evening we will hold a BBQ at Havenstreet Railway, at around 6.00pm. Provide your own meats etc, our Club will provide some puddings!

Sunday 1st September Site opens 9.00am. On arrival you will be able to purchase an attendance plaque.

The Refreshment Rooms will be open throughout the day, so if you arrive early, maybe get a full English breakfast! Cars can be parked wherever they wish, so you can group together in Branches if you wish to, or meet up with old friends. We expect to have vintage bus rides for donations to scenic Island locations, and discounted steam train travel on production of a Rally plaque. Shanklin Town Youth Band will be playing on site, and there will be an all makes Autojumble. Anyone staying on the Island late on Sunday is invited to join us for a meal at the Woodman Arms, Wootton, during the evening.

We hope you have an enjoyable day and look forward to meeting old friends and making new ones.

LOOK FOR UPDATES AT OUR WEBLOG :- <http://iowmmoc.blogspot.com>

DAVE GILLIAM, Rally Organiser