

Rear View



Series II Travellers at the Gaydon Museum in September
(photo from Face book)

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.

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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

NEWSLETTER



November 2013

Volume 17

Issue 1

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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 2013-2014

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)

Product Development Mgr: Brian Ford

Technical Adviser: 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

Some Dorset Branch cars at the Traveller 60th Year celebration which was held in September at Gaydon Museum, with over 200 Travellers in attendance. (Photo: Peter Houghton)

***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

2-3rd November—Restoration Show, Shepton Mallet
6th November—Clubnight—Feely bag competition
8th-10th November—Lord Mayor's Show Trip Weekend
4th December—Clubnight—'Noggin and Natter'
29th December—Mistletoe Meander (meet at Electric Club)

2014

Jan Clubnight—NO MEETING IN JANUARY

11th January 2014 Dinner and Dance—Liston Hotel, Boscombe.
5th February—Clubnight—Blind Auction
5th March—Clubnight—TBA
2nd April—Clubnight-
13th April—CCOTP New Season Starts
25-27th April 2014 Sidmouth Weekend
7th May—Clubnight—Phil Traves' Antiques Evening
17-18th May—Beaulieu Spring Autojumble
25th May—CCOTP at Highcliffe Castle
July Clubnight—TBA
11-13th July Dorset Branch Rally

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pipe. An alternative way of tapping into the main oilway without disturbing the sensor is seen (right).

Below are the instructions supplied by Smiths in the 1960s; nothing much has changed except we are now more likely to be using plastic tubing rather than copper. If a secondhand gauge has been acquired it may not have any fittings, this is not much of a problem as 1/8" BSP fittings can be obtained at specialist retailers or online. Here can be found companies who are willing to sell tubing in as small a quantity as one metre, which is all that should normally be needed on a Minor. The diameter of the tubing will probably be governed by the type of fitting at the engine end. When using olives on plastic tubing, to form a compression joint, tubing 5mm o/d and above requires a metal insert inside the tube to give strength. According to the suppliers, 4mm should not need it, but at the (hot) engine end I am inclined to use one anyway, just to be on the safe side.

The relief valve on the BMC 'A' series engine is arranged to lift at 50-60 p.s.i. and when starting from cold this reading should be seen, even at tickover. With a thoroughly warmed engine, 40-50p.s.i. is normal when driving, but may well drop to 20 p.s.i. at tickover.

Having satisfactory oil pressure is akin to satisfactory blood pressure; reassuring but not a guarantee that the patient is in perfect health. This analogy also applies to temperature, the observation of which we will deal with next time.



Oil pressure gauge

Codes PB, PSB

These kits contain an oil gauge, 6' pipe line, connector and tee piece. Most cars not fitted with an oil pressure gauge have an oil pressure warning light. To fit the oil pressure gauge, remove the oil pressure warning light switch which is normally located on the side of the engine, and screw the connector into place.

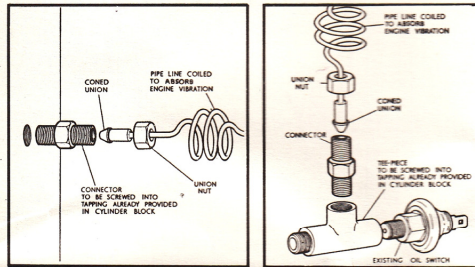


Fig. 1 Illustration of pipe line fitted.

Fig. 2 Illustration of pipe line and tee piece fitted.

Then fit the pipe line to the connector, ensuring that the end of the pipe line which terminates with a coned union is used (Fig. 1).

Take the pipe line by the most convenient route to the gauge through a 3/8" diameter hole drilled in the bulkhead. Coils of not less than 2" diameter should be made near each end of the tubing to take up engine vibration. The other end of the pipe line, which terminates with a flat union, should then be connected to the gauge, ensuring that the small leather washer is in position. If it is required to retain the use of the oil pressure warning light, the tee piece provided should be used to enable both the warning light switch and pipe line to be fitted (Fig. 2).

(In the case of B.M.C. 'A' series engines, it is advisable to remove the main oil feed pipe in order to screw the tee piece home. The pipe line should be refitted to the branch of the tee piece so that it points forward along the cylinder block, before curving back towards the bulkhead.)

Note: Special 'T' pieces are available for Rover cars and all Vauxhall models after 1963.

Dorset Branch Newsletter

November 2013

MORRIS MINOR OWNERS CLUB

Volume 17 Issue 1



CLUBNIGHT ACTIVITY:
Feely Bag Competition

Inside this issue. . . .

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NEXT CLUBNIGHT Christmas 'Noggin and Natter'

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 November newsletter. Let's get the 'mishaps' out of the way first. (1) When I said in the last newsletter that the November/December issue would be combined... I meant the December/January one, of course. (2) Apologies if you had to read the September newsletter on line, instead of the October one. There was some obscure problem with the link bringing up the wrong issue, which I still don't understand. The Traveller 60th Anniversary event at Gaydon went very well, we all had a good weekend. There were over 200 Travellers with 10 or 11 split screens—the most in one place for some time. I think there were 5 cheese graters among those as well!



Thanks to Roger, for the third article in his excellent series on clocks and gauges for the Minor.



Work on the convertible has continued since last month, with the boot repairs finished (including the lower half of the 'slam' panel, the rear floor area, the spring hanger, the inner wing, the fixing strip for the wing and the wing itself.) The other side looks to be in similar condition so I will be starting on that soon. In the meantime, I have also acquired a 1275 transmission including a Ford 5 speed gearbox which will be fitted to the car when the body has been finished.

Editor's In Box

Hello Brian, Just been over to Rainbow Paints, Ferndown, and purchased cellulose in Trafalgar Blue to complete my engine bay (both a brushing tin and an aerosol) also some of their 'top coat thinners.' Thought I would let you know that Kim (who was the contact person mentioned) clearly states that all paint products, including thinners etc. supplied to club members are *not*, unfortunately subject to any further discount as their paints are at 'trade' price over the counter anyway. They would apparently consider giving a discount on some 'ancillaries' though e.g. sanding paper, gloves' etc. and the like. ??

It was only that the section - "Rainbow Paints, Ferndown (discount scheme)" - in the September newsletter would seem to infer by its wording that paints and mixed colour aerosols (quote - " They also make up rattle cans, to your choice of colour") in particular are perhaps offered with a concessionary discount to fellow club members. Regards, Roger Kellow.

"No Pressure, No Diamonds" (by Roger Blakeley)

"No Pressure, No Diamonds"

It may surprise you to know that when Carlyle wrote this short statement in the middle of the nineteenth century, the way in which diamonds are formed was common knowledge. At that time, the internal combustion engine had not made its debut, although steam engines were becoming commonplace. It would be fair to say that the subject of this article- the measurement of engine oil pressure- had received very little consideration.

The lubrication system of an engine can be reasonably compared with the circulation of blood in the human body, being a continuous flow which must stay within certain limits. Too much pressure can lead to problems, too little is almost certainly fatal. Good pressure does not necessarily mean good circulation.

In your engine, when starting from cold, the oil is viscous and flows less freely creating extra pressure which is relieved automatically by a valve. A reasonable pressure must be maintained all the time the engine is running, and as it warms up the oil thins and the pressure drops accordingly.

A badly worn oil pump or crankshaft bearings will cause low pressure, as will a faulty relief valve.

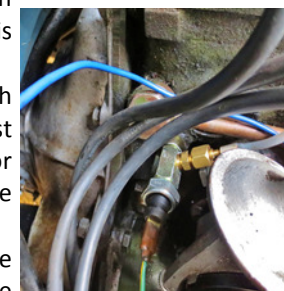
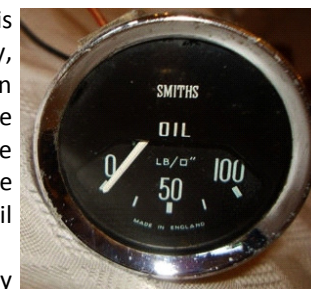
Using an engine with low oil pressure will shorten its life dramatically, thus the oil pressure gauge was born, but it's a rarely - seen fitment on modern cars as nowadays oil is much improved and generally speaking the lubrication system of an engine is pretty foolproof. It is a source of comfort when taking an older car on a long journey, to know that all is well in the lubrication department, and with this



in mind many owners fit an oil pressure gauge.

These gauges are calibrated in 'bar', pounds per square inch or both. For our pre-decimal Minors a P.S.I. scale is most suitable, as in the gauges above. Most have provision for internal illumination, which is essential if you want to be able to read the gauge in the dark. fig 3 fig 4

If the oil pressure warning lamp is to be retained, a T-piece will be needed to accommodate its sensor plus the oil gauge



For Sale & Wanted & Club Notices

FOR SALE: Black 4 door saloon with red interior, 1964, reg 466 BRU.
66,000 miles only, owned for 28 years, unleaded head, to be sold with new MOT, £2,500. Angela Nash, 01425 627202 (Barton-on-Sea)

FOR SALE: Rebuilt 1098 Gearbox, only used for approx. 1000 miles—now surplus to requirements £200. Also nearly new radiator—similar miles £50.
Brian Wood (editor) 07411 116336

IMPORTANT NOTICE

Due to the fact that the January Clubnight falls on 1st January, we have decided NOT to have a clubnight in January. We are sorry about this, but we felt that not many of you would want to come out on this evening, when some might be away or otherwise engaged. The hall is booked by others for the week after. We will, of course be meeting at the Electric Club a couple of days before, for the Mistletoe Meander, so we can have any announcements etc that day instead.

The February meeting will go ahead as usual on February 5th.

The Committee have also decided that the December newsletter will be a double issue to include January also.



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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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Classic Cars on the Prom



The CCOTP final meeting of the year was held at Christchurch on 6th October. It was a warm, sunny day and there was a turnout of 160 plus a few motorcycles. The next meet will be Wednesday 1st January 2014 back at the Prom.

Travellers at Gaydon (pics from MMOC/Facebook)



Secretary's Report

Good evening everyone and welcome to November's clubnight. Thank you to everyone who attended the AGM last month. Your support is much appreciated by all the Committee and I hope you will be pleased with what we organise for you next year. Tonight activity is a feelie bag competition so good luck to you all. Next month will be the usual Christmas Noggin' and Natter.

We have already started planning events and activities for the next year. Please get your bookings in for the Mistletoe Meander as soon as you can so we can have some idea of numbers for catering purposes. Don't forget to get your booking slips in for the Dinner and Dance on January 11th. Last year we had a great time at The Liston Hotel so the more that come, the merrier. We still have room available for the Devon weekend to The Royal Glen Hotel at Sidmouth in April. If you've never been before I can thoroughly recommend it – you'll have a great time.

I know that next May seems a very long time away but it will soon be upon us. At the Spring Autojumble next year we are putting on a display in the main marquee. We are planning a theme around a Morris/BMC dealership and workshop. If anyone can help with the painting of a backdrop or the loan of any garage equipment we would be grateful. We are looking for oil dispensers, petrol pumps, in fact anything you can think of. Please let me know if you have anything we could borrow. I'm looking forward to both the Restoration Show at Shepton Mallett and The International Classic Car Show at the NEC this month. The Restoration Show will be over and done with by the time you read this. The NEC Show should be very good. There is going to be one whole hall dedicated to the Morris marque which is a fantastic way to end the centenary year.

Nothing much has been done out in the garage recently. We are very pleased with the convertible so far and have put nearly 1000 miles on it since July. I have a few jobs to be done though including the fitting of new headlights and the fitting of the stainless steel rear window surrounds. A CD player is also on the cards. All these things are waiting on the bench in garage! The Lowlight is still with me at the moment. I will probably stop actively selling it now until the spring comes along. Over the winter months I also hope to get the hardened head studs finally fitted to the Austin which will hopefully stop the head working itself loose every few hundred miles.

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

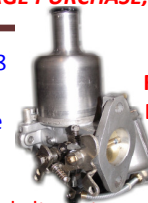


DORSET BRANCH SPARES NEWS

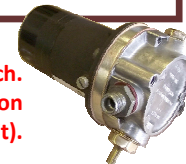
For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor New Spares service. All profits go back to the Branch to help keep subscriptions low. We usually have a spares table at the monthly branch clubnights and we have a presence at some shows (particularly the Branch Rally and the Beau-lieu Autojumbles). Spares are available most other times using the contact details given below. The spares are mostly sourced from ESM (East Sussex Minors—who support our branch rally also) and the prices charged generally reflect their prices. The advantages are availability of parts and *usually* no postage charges. Some locally reconditioned items are also available, such as fuel pumps, carburettors and radiators. . .

IF YOU ARE PLANNING A LARGE PURCHASE, WE CAN USUALLY OFFER AN ATTRACTIVE DISCOUNT.

Rebuilt HS2 carburettors for 948 and 1098 £95 each. (Others reconditioned to order—please ask)



Reconditioned Petrol pumps at £50 each. EXCHANGE (£10 refundable surcharge on old unit).



Combined alternator rear bracket/ignition coil mount, nickel plated *exclusive* to DMMOC £12 each

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

NEW LINE

We have a limited stock of reconditioned German 'Hardi' fuel pumps which were originally sold for the Minor. These have been resurrected to full working order (no new parts) and are offered for **£30** each.



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

Top 10 Motoring Frauds (by Nev Gerry)

Has your insurance gone up this year? The answer is usually 'Yes'. Did you know that fraudulent insurance claims cost about £50 on the average insurance policy? The Insurance Fraud Bureau has been set up by the insurance industry to disrupt and coordinate action against people committing organised insurance crime in the UK. Nev has shared this article from his 'Fleet News' magazine which lists the most popular motoring fraudulent insurance scams and hopefully gives some pointers on things to watch out for....

1. **TRAGIC ROUNDABOUT** *The criminal stops at a busy roundabout and waits for a driver to pull in behind. He then pulls out quickly on to the roundabout and slams on the brakes just over the line. The victim's attention is focussed on any traffic coming from the right and is therefore unaware of the stationary vehicle in front of them, causing a collision.*
2. **LIGHT SAVER** *The fraudster disconnects a vehicle's brake lights and drives around busy roundabouts or slip roads looking for potential victims. He then drives in front of the target and brakes sharply. Sometimes an accomplice in another vehicle will distract the victim by using the horn or flashing headlights.*
3. **OVERTAKE AND BRAKE** *A vehicle in from slams on the brakes when a third vehicle driven by an accomplice, overtakes at speed and cuts in for no apparent reason. The overtaking vehicle may well be part of an organised 'tag team', colluding to provide a credible 'cover story' as to why the vehicle in front was forced to brake.*
4. **FLASH AND CRASH** *A criminal's vehicle flashes a victim to pull out from a junction, then speeds up to crash into them, or signals to an accomplice to do the same. The criminals then deny all knowledge of flashing and begin their insurance claim.*
5. **PHANTOM MENACE** *Although there may only be a driver in the criminal's vehicle when the crash occurs, by the time the claim is filed, a car full of phantom passengers has been created, who will all say they have received an injury of some sort leading to a claim that could run into tens of thousands of pounds.*
6. **BENT METAL** *Fleet managers often recount how a minor rear-end shunt has ballooned to cost thousands of pounds when the insurance claim from the 'victim' is submitted. In some cases this is fictitious, while in others, the fraudsters have deliberately caused more damage to their car to make their claim seem more serious.*
7. **BUMP UP THE VOLUME** *In addition to vehicle damage, criminals are quick to identify personal possessions that have been damaged as a result of an accident which can be used to boost their personal claims even further.*
8. **MISSED WHIPLASH** *Whiplash claims now account for a large proportion of the payouts every year and form the mainstay for the criminal's revenue-generating schemes. This is a simple crime and it is very difficult for a doctor to dismiss complaints about a neck injury just because they are suspicious, as missing a genuine claim could lead to a disciplinary hearing.*
9. **PROFESSIONAL MISCONDUCT** *Criminals need to present a genuine looking claim to get their hands on the cash. According to the Insurance Fraud Bureau (IFB), criminal gangs rely upon key individuals and organisations such as motor engineers, doctors and solicitors—so called 'professional enablers'. Most will be unwitting participants, but the IFB claims gangs typically 'own', or have links to these professionals.*
10. **THE ENEMY WITHIN** *The majority of accidents will be genuine, but can your drivers resist the temptation to make a quick profit? Following a crash, drivers are often contacted by incident management firms that offer their services to victims, including handling compensation claims. Therefore it may tempt drivers to enjoy a 'bonus' when pay rises and benefits are hard to come by.*

Chairman's Report

Good evening and welcome to November's Clubnight. A big thanks to all my Committee members for agreeing to stand for another year. Also, of course, thanks to the members for voting for us. We look forward to another successful year.

Membership renewals are coming in nicely with a good proportion of you having renewed your membership in good time. The Branch is looking for some new advertisements for the magazine. This helps towards the cost of printing and distributing the mag. So if you or any businesses you know of would like to advertise, please let one of us know.

Don't forget to fill in your Mistletoe Meander and Dinner and Dance entry forms and return them to Jacky Wood as soon as you can. Those events are coming up fast.

The calendar for 2014 is filling up nicely with events, so if you hear of any good shows or runs which might suit us, please let one of the Committee know. Tonight should be a good laugh with the Feeley Bag competition and I hope you enjoy the evening. I would just like to remind all of the members who are going on the Lord Mayor's Show trip to London that the coach will be leaving Pelhams Community Centre at 11:00 on Friday 8th November. I have arranged some parking for a few cars at Pelhams, at their own risk, of course—so if you can ar-



From the 2010 Show

range to double up with someone else, that would be a great help. Give me a ring if I can help. Don't forget that there is no Clubnight in January, hopefully we will see a good few of you at the Mistletoe Meander on 29th December—so hope to see you then. That's all for now and until next month, Good Motoring, John.

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John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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Minors v 2CVs (by Colin Hughes)



Friday the 27th. September saw the return skittles match, 2cv versus Morris Minor. We met at the Bloxworth Village Hall and in total had thirty six players. The 2cv's were slightly outnumbered as last year and so our friends Peter and Dee, Alan and Sylvia, plus my son Michael and



his new Bride Anna came to our aid to even things up. We had a best of three and the end result was a close match, the 2 cv's winning by three points. Mid-way, we were able to enjoy a ploughman's supper kindly prepared by Mandy and Sarah, who help to run the village hall. The trophy was handed over to Alan for the coming year and I hope

this could become an annual event, or at least once a year! Various small prizes were given for top second and third scores.

I felt that the night went well and hope everyone enjoyed the fun. I have suggested, that the two clubs may like to organise a joint event, perhaps a run or picnic in the new year. Ideas would be welcome. Thanks to everyone who came and made a good night great.

Colin and Ruth