

Terrorist Threat in St Leonards

In these days of heightened security I thought that you might like to see this parcel delivered by Fedex. The delivery chap did not turn a hair delivering what must have looked like a hand gun. Perhaps a visit from the local Police may follow! Actually it contains parts for the Nissan Figaro but that spoils the illusion. Dave Walker.

Looks like you had better stop buying your parts from 'Uzi Sub Machine Guns 'R' us' Dave, (You are holding it the wrong way round by the way— Jackie is safe- right foot is in danger)-



■ In 1981 Bournemouth Museum Club member Philip Traves, 12, seen here with his magic lantern and slides, had an impressive collection of 'junk' at his home in Parkstone.

Rear View



Military-Today.com

All together now... "aaah-bless". Laurie found a picture in the Echo of our Series II Traveller owner and antique expert Phil Traves taken some 34 years ago. Hasn't changed a bit, has he?

MORRIS MINOR REGALIA - DORSET BRANCH

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

Morris Coasters	£ 0.50	Single Cards (not Morris)	£ 1.35
Mugs	£ 3.00	Single Cards	£ 1.35
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Polo Shirts	£ 15.00	Sweatshirts	£ 14.00
Small Models	£ 3.75	Money Boxes	£ 5.00
Model Van (Morris)	£ 3.50	Fleeces	£ 20.00
Beaulieu Clocks	£ 5.00	Hats with light	£ 10.00
Dorset Ice Scraper	£ 0.50	Grille Badges	£8.50
'Zoodies'	£20.00	DMMOC Key Rings	£ 3.00
Waterproof Coats	£ 15.00	Weather Vanes	£39.50



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MORRIS MINOR OWNERS CLUB Dorset Branch NEWSLETTER



March 2015

Volume 18

Issue 4

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

(01425 476634)

Newsletter / Website Editor: Brian Wood

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(brian@dorsetmmoc.co.uk)

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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

Welfare/Technical Adviser: Eddie Pateman

Raffle Coordinators: Chris Tilly and Margaret

Pateman

Spares Manager: Brian Wood

(07411 116336)

Regalia Manager: Richard Cyster

(01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER

A couple of 'random' Minors at Brooklands Austin-Morris Day on 9th March last year. Lets hope that this year's event (this month) is just as sunny!

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)

2015

4th March—Clubnight—Cake Competition (published recipe)
8th March—Brooklands Austin Morris Day
15th March—Milestones Museum Run, Basingstoke (Rownhams 10:00)
28th March - Bodytech 4th Annual Brunch (10:00—13:00) Salisbury
1st April—Clubnight—CPR Talk by David Grice
10th-12th April—Sidmouth Weekend
16th April—Inter-Club Quiz at Hamworthy Club 19:00 for 19:30 start
26th April—Drive it Day / Swanage Charity Day
3rd May—Classic Cars on the Prom—Highcliffe Castle
6th May— Clubnight -Talk on 'History of Dodgems' by Kay Townsend (TBC)
10th May— Breamore Steam-Up
16-17th May—MOGGY FEST (at Beaulieu Spring Autojumble)
24th May—Chairman's Run to Tyneham Village (meet Lytchett Craft Centre 10:30)
28-31 May— Bournemouth Wheels Festival
31st May—Classic Cars on the Prom (Christchurch Quay)
3rd June— Clubnight—Talk on Australia by Phil Traves
7th June— Wessex Car Show—Breamore, Fordingbridge
7th June—Classic Cars on the Prom (Christchurch Quay)
14th June—North Wilts MMOC Branch Rally
14th June—Hampshire Rally, Bursledon Brick Museum
14th June—Classic Cars on the Prom (Christchurch Quay)
20th June—Sandleheath Summer Fete. (Rockbourne)
1st July— Clubnight—Run (TBA)
5th July—Classic Cars on the Prom—Highcliffe Castle (plus Road run to Pier)
10-12 July—DORSET BRANCH RALLY
18th July—Holdenhurst Fayre
19th July—Classics at Sherborne Castle
19th July—Poole Bay Classics, Breamore, Fordingbridge.
1-2 August— By-Gone Days—Brooklands Farm, S.Gorley, nr. Fordingbridge
2nd August—Lymington Rotary Show
5th August—Club night Gardening Competition
7, 8 & 9th August —Purbeck Rally
8-9th August—Morris Vehicles Association Rally—Thoresby Pk Nottinghamshire
9th-August - Mid Summer Saunter—Meet at Avon Heath—Road run 10:30 depart
15-16th August—Forest Fayre with Steam, Brockenhurst.
23rd Aug—Classic Cars on the Prom (Christchurch Quay)
30th August Brockenhurst Carnival and Fun Day, Brockenhurst College.
2nd September —Clubnight—Pub Quiz
5-6th September —Isle of Wight MMOC Rally, Havenstreet Railway, IOW.
5-6th September—Beaulieu International Autojumble
19-20th September—Holnest Country Fayre
20th-Sep—Classic Cars on the Prom (Christchurch Quay)

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.

For Sale & Wanted & Club Notices

Please mention where you saw the ad when you respond, thanks

WANTED: Near side rear wing (steel) please. Robert Jenkinson 01424 614604

FOR SALE: Traveller rear seat squab and cushion in green and in useable condition. (Donation to club charity) Gerry Strickland.07759 696413



New pair of pattern front wings £200 the pair
Set of four Minilite style alloys to fit Minor, 5.5 x 14 fitted with 165/70 x 14 tyres (5-6mm tread) c/w chrome wheel nuts £250 the set
01202 694828 / 07748 154474



ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

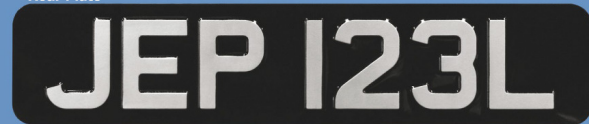
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

Front Plate



Rear Plate



Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

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Dorset Branch Newsletter

March 2015

MORRIS MINOR OWNERS CLUB

Volume 18 Issue 4



CLUBNIGHT ACTIVITY:

1

Inside this issue....

Editorial	4
Editorial contd	5
Secretary's Report	6
Technical Article "Two Heads"	7
"A-Z" of Equipment Manufacturers	8
Chairman's Report	12
For Sale and Wanted (and Club Notices)	14
Forthcoming Events	15
Rear View & Branch Regalia	16

NEXT CLUBNIGHT—CPR Talk by David Grice

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

Editorial

Hello everyone and welcome to the March newsletter. A few of us made a return trip to Littlecote Warners near Hungerford for a weekend break at the end of January. After arrival on Friday, I managed to have a 'funny turn' which resulted in me spending the rest of the weekend in Swindon (Great Western) Hospital. Can I take the opportunity to thank the other branch members who were with us and rallied round in support of Jacky and I. (They managed to win most of the quizzes without my help, however!). I survived to tell the tale and can report with confidence that the hospital carvery was not up to Warner's standard. Those of you who belong to the MMOC and renew in January should have received the MMOC 'Tax disc' style membership disc by now. Hopefully you will all display it in your windscreens (preferably *behind* your Dorset version, which predated it!)



Work on the convertible is coming along well (notwithstanding the 'light duties' brought about as a result of the above). The structural welding is now finished and the shell is now off the roll frame—hopefully for good. The underside is now stonechipped and painted. I would like to get it ready for spraying over the next couple of months and that will take some determined effort scraping off the engine bay underseal initially, followed by preparing and re-fitting all the outer panels.



Did anyone see the 1968 Minor that was auctioned in Yorkshire last month. It had just 190 miles on the clock! I am reliably advised that it sold for £18,000. Apparently the owner took more joy in taking it to bits than driving it (Hmm.. Who does that remind me of?) and the engine was regularly removed for 'maintenance'. Unfortunately, he was taken ill whilst the umpteenth rebuild was in progress, so the engine was sup-

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morris.minor@charleswaresmmc.co.uk



We have obtained some new Minor 1000 door pulls for sale to Branch Members at the favourable introductory price of only **£7.50** each. These are available in four colours: Green, Blue, Black and Grey (as shown). (Branch Spares) (*Currently £11.88 from ESM and £10.78 from Bull Motif)

Little Canford Garage Ltd. BOSCH SERVICING CENTRE

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*Car Repairs Dorset, BH21 2DS,
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(discount on MOT's for Club Members)

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We specialise in all aspects of car repairs (ask for Colin)



One last unleaded cylinder head still available at £195 (exchange) (Branch Spares)

PCC Precision Clutch Components

Sales: Simon Davis, Shaftesbury Road, Henstridge, Templecombe, Somerset, BA8 0PP

Tel: 01963 362484 Fax: 01963 364146
E: precisionclutch@aol.com
www.precisionclutch.co.uk

SAMPLE PRICES: Rebuilt/
Exchange clutches for Minor
£65 (948cc) £65 (1098cc)

The Village Collector

WANTED
By collector: Dinky, Corgi, Spot-on Hornby, Wrenn and 'N' Gauge
Phone Steve—01202 575447

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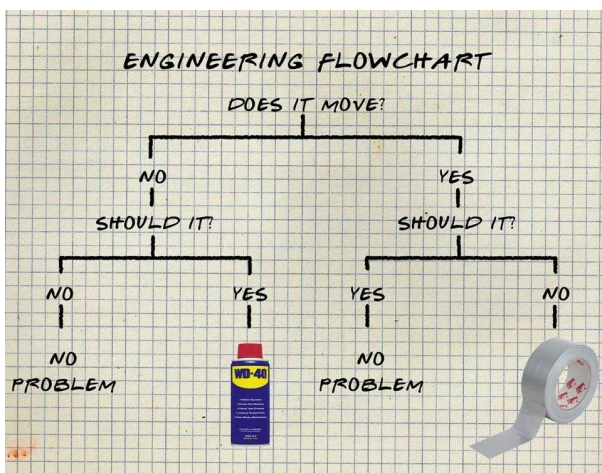
ESM MORRIS MINORS

ESM - Partners with & distributors for Morris Minor Centre (Bath) Ltd
Est 1982
www.morrisminors.com

Old Factory Buildings, Battenhurst Road, Stonegate, Wadhurst
E.Sussex, TN5 7DU. Parts: 01580 200203

Chairman's Report

Good evening and welcome to March Clubnight. Tonight is the Branch Bake Off with the Cake Competition—so good luck with all your sponges. I took Ann's Morris out for a run the other Sunday to blow off all the old winter cobwebs. It went very well—a couple of jobs to be done before the summer events. A few of the Branch members have been under the weather—so I hope they are now all feeling a lot better. At the February clubnight—the Blind Auction, the members did very well with lots of parcels to be auctioned off. Also, we raised a total of £325, for our chosen charity (to be decided). Very sincere thanks to Roy Gale for his auctioneering. I took the advice from Branch Member Dave Walker and gave Motabitz a ring for a battery for Ann's Suzuki (4x4). They had one in stock, took the old one off and fitted the new one and gave me a good discount. I was pleased with the service. We have had to change the Tyneham Village run to May 24th and will meet at the Craft Centre, Lytchett at 10 for 10:30. We are still looking for someone to take over the Branch Regalia with my help—please let the committee know if you are interested. The Beaulieu weekend in May seems to be very popular this year, by the number of forms that have come in to Laurie already. So if you have not sent in your form yet, make it your next job. That's all for now, Happy Motoring, your Chairman, John.



Did you know that 90% of technical problems on the Minor can be solved with either WD40 or duct tape? (According to Peter Houghton!)

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Editorial (continued)



plied on a pallet for re-fitting by the new owner who will hopefully do more than the 4 miles per year averaged by the last owner! Grateful thanks to both Rogers for their input this month. Mr Kellow has penned the first (hopefully a series of 26) of articles about the manufacturers of parts and accessories found on Morris (and BMC) cars from 'A' to 'Z'. These are all names which will be familiar to you and they have an interesting story to tell. The first is 'A' for Armstrong—the manufacturer of the lever arm shock absorbers on your Minor. I didn't know that they patented the 'Helicoil' thread repair system as well. Anyway, hope you like the article(s). (See if you can guess what 'B' will be?)

Milestones Museum



As Ruth and I are lucky enough to have great friends in various car clubs, I thought it would be nice if we had a run to the Milestone Museum at Basingstoke. This would give us all the chance to see other makes of cars besides our own Citroen's, Austin's Morris's, Messerschmitt's, Fords etc. More importantly, to meet other great, like minded people. For those of you who have not visited before, Milestones is an indoor museum, with various street scenes in two different eras. There is something of interest for everyone ranging from vehicles, period shops and a pub selling beer with a pianist playing Les Dawson style! There is a cafe selling the usual cakes, pasties etc. All in all a really good day out even if the weather is not too good My idea is to keep the run to the local clubs, that I am associated with, and would appreciate that it is not published in the national club magazines. The rendezvous would be at Rownhams Services northbound at 15th March 10.00 a.m. for a 10.30 departure. **PLEASE LET US HAVE YOUR ENTRY SLIPS AND MONEY BY CLUBNIGHT AT THE LATEST—Thanks.**

Looking forward to seeing you all. Colin Hughes

4th Annual Bodytech Restoration Brunch

If you are at a loose end on Saturday 28th March why not take a trip to Salisbury to see this event. It is their 4th Annual gathering and they are doing bacon rolls, tea and cakes—so worth it then, just for that. The address is Netherhampton Business Centre, Salisbury, SP2 8PU. Contact Andy on 01722 716100 or <http://www.bodytechservices.co.uk/restoration>. They anticipate 80-100 cars attending.

www.morriswoodwork.co.uk
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WOODIES
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 (Proprietor, Steve Foreman)
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 "At Woodies we specialise in the Morris Traveller but we can fabricate timber frames for all classic cars. We have completed many Morris Travellers over 30 years, as well as many other wood framed vehicles."

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

Secretary's Report



Good evening and welcome to March clubnight. First of all I would like to say a very big thank you to everyone for raising such a fantastic sum of money at last month's blind auction. This will be donated to our chosen charity of the year. Tonight we are having the baking competition.

Entries are coming in thick and fast now for Moggy Fest at Beaulieu in May. Please get your entry in to me as soon as you can. We would love a few of you to enter the concours section. Some of you have extremely good vehicles which are worthy of being a concours entrant. I know Richard Lee; the MMOC Chief Concours judge is really looking forward to the event.

You should all have had an entry form for the Dorset Branch Rally as well with your last newsletter which I would appreciate you getting back to me in good time. Don't forget that like Beaulieu, the Dorset Rally is pre – booking only this year so if you haven't entered you won't be able to just turn up on the day like in previous years.

We have some new events for you this year. We are hoping to have a club stand at Classics at the Castle at Sherborne Castle on 19th July. You will find a flyer with your newsletter this month which you will need to get back to Jacky with the entry fee of £10 per car. I have been asked by the organisers of the Holden Village Fete to organise a display of Morris Minors for them at this year's fete on 18th July.

The dates have been decided for the Chairman's Run and the Midsummer Saunter so please make a note of them in your diary.

This weekend a few of us are going up to Brooklands for the Morris and Austin Day on Sunday. Let's pray for a dry weekend even if it's not warm. It quite a few years since I last went and I'm really looking forward to it. This will be the first event of what will hopefully be a very good rally season.

That's all from me for this month, so until next time

Happy Minorng, Laurie.

Laurie has now sent out the application forms for the big DMMOC event of the year.

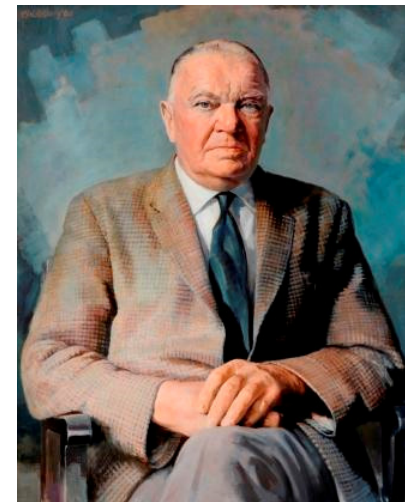
If you have not got one, please ask or download one from the website. (Go to 'Events' and click on the link)

within the copy, presumably for some reason at the time by their advertising agency ?

Apparently just the name Armstrong in part only still exists today as having been adopted in 1973 by the company Armstrong Lyon of Merseyside a major manufacturer of hydraulic and advanced suspension controls including specialist aircraft systems.

"The Armstrong name was adopted in 1973 through our past association with the old company Armstrong Patents of Beverly Yorkshire a past major manufacturer at the time of shock absorbers employing 24,000 employees worldwide".

Information and images courtesy of GracesGuide



Gordon Armstrong by PW Storey 1962

“Two Heads”

JUST RELEASED
BY **ARMSTRONG**

SELECTARIDE
4-position
adjustable
suspension system
with *electric*
“cockpit
control”

To maintain stability and control a car needs fast suspension when it is travelling at over 100 m.p.h. along a motorway or cornering fast in an Alpine zone. Better suspension is called for when the motor car takes the family for a leisurely outing. The **SELECTARIDE** 4-position Adjustable System gives the choice of “Soft”, “Firm”, and two intermediate degrees of suspension. Its electrical control is operated by a switch in the cockpit. The **SELECTARIDE** saves wear and tear on car, driver and passengers. It provides a high standard of ride under all road and load conditions improving handling and control to modern cars.

ARMSTRONG PATENTS CO. LTD. Eastgate, Beverley, Yorkshire. Telephone: Beverley 82112 (10 lines)

also a heavy duty door closer, and industrial hydraulic remote controls were other patented products produced in large numbers at the time.

1960's saw the 'Selectaride' 4 position adjustable suspension system (as per the advert of 1962) introduced and advertised that year.

However years later in 1986 things finally soured with the old suppliers/customer with a landmark legal case British Leyland v Armstrong, ending in the House of Lords with Armstrong winning the case. Armstrong were making aftermarket ex-

haust systems and in particular the one they made to fit the Morris Marina incurred hefty royalties to be paid to B.L. It was found to be unfair and excessive regarding these demanded payments to B.L. as the exhaust was deemed to not be of any particular engineering difference fitted to many other vehicles made at the time.

The last advert is dated 1973 and shows a 1970's style group of teenage children portrayed apparently as 'Armstrong Supporters'

This **HELI-COIL** insert
... will give you positive protection against wear, stripping and corrosion in all tapped threads. It permits cleaner, more functional design ...

ARMSTRONG PATENTS CO. LTD.
BEVERLEY, YORKSHIRE Telephone: Beverley 410

Often when faced with a dilemma it is no bad idea to take counsel; at the least some comfort may be found and often the problem may be solved. According to the well-worn proverb - "Two heads are better than one"

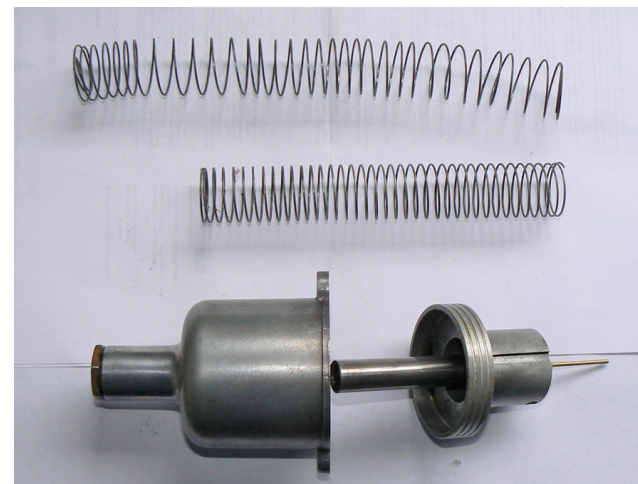
A Minor - owning friend recently suffered a most perplexing problem. At 45 m.p.h. in top and at corresponding speeds in the lower gears his engine began to gasp, hesitate and would cut out altogether, unless the throttle was released and the revs. allowed to fall. It always started on the button and at lower speeds ran quite well.

To no avail he had substituted the electronic ignition with a standard set - up, changed plugs and leads, and checked everything he thought checkable. On the premise that a problem shared is a problem halved, he consulted a Minor-owner's internet forum and was led to remove the cylinder head, suspecting a blown gasket. A broken valve spring was found, and the gasket looked decidedly second-hand but not blown. Putting these matters right made no difference to the poor running.

The contributors to the forum must have the ability to sell sand to the Arabs, as the flummoxed owner was moved to take off the head a second time. No problem was found with the new gasket, but the head was taken to a machine shop and skimmed, just to be on the safe side! Again, on reassembly and test, the problem continued.

Another contributor to the internet forum had suggested a blocked exhaust, not unheard of on 1950's two-stroke mopeds, but otherwise rare indeed. Before resorting to a test-run, minus exhaust system, the by-now baffled owner brought the offending vehicle to me in the hope that I would shed light where none had previously fallen!

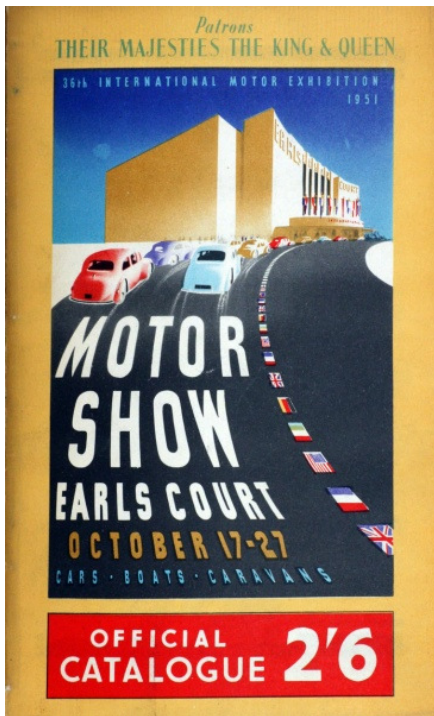
I was equally baffled, nevertheless we took a test drive to confirm the problem, and knowing what had gone before I could only suspect a fuel delivery problem. Arriving back at our extensive workshop facility (my drive) the output of the petrol pump was tested and found satisfactory. The action of the carburettor piston was tried and it did not feel at all good. The dashpot was removed from the carburettor to reveal a very shabby return spring which had been seriously stretched and distorted. Later measurement showed it to be 40% longer than normal, adding considerably to its force acting on the piston.



The distorted coils were snagging on the guide inside the dashpot and on the piston preventing it from rising and falling smoothly. This kind of damage does not occur in service, it was inflicted by man.

A decent spring was fitted and the action of the piston checked. Another test drive demonstrated that the replacement of the deformed component had cured the problem.

From the start of the 1950's and into the early 1960's Britain's manufacturing industry during this era did everything at the time to "hoist themselves up by their own bootstraps" with optimistic effort towards output, production and a push towards exports, This was in general regarded as a necessity for British companies to help



address the major after effects of WW2. A popular event at this time was the London Motor Show held at Earls Court, and looking through a typical Motor Show programme of exhibitors listings of this time, particularly in the components and accessories A-Z listing of brand names to be seen reveals many that are very familiar to the present owner of any classic Morris car. Practically each of these separate exhibitors A-Z listed sections seem to contain at least one recognised brand name of either various factory fitted parts or items remembered of the era available as aftermarket accessories. Famous old names associated in varying ways in providing specialist parts often firstly for Morris Motors then for the BMC model ranges and most often through to BL days. Looking at the parts and accessories companies within the 'A's to begin with here is a familiar name :-

Armstrong Patents (Ah yes!, my Morris Minor has 4 'Armstrong Patents' shock absorbers (dampers) fitted as per the original suspension design concept from all those years ago) Armstrong Patents Ltd , Beverly, Yorks. Founded by F G Gordon Armstrong in 1926.

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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

Armstrong began building motor cycles in 1907. As an engineer and inventor, in 1909 he built a car fitted with a suspension system that he perfected in his garage workshop. This car was called 'The Vibrationless Gordon' which he manufactured and sold up until the first world war. During WW1 he produced munitions and tractors. It was in 1919 that the first of several models of Armstrong shock absorbers were made. The company 'Armstrong Patents' was officially founded in 1926, A major initial order from William Morris for Armstrong shock absorbers in 1929 enabled a ten fold expansion and by 1939 4,000 shock absorbers a day were being produced in Beverley, Yorkshire

Gordon Armstrong was very active during WW2 supporting the war effort not only in essential production of vehicle parts and other needed items but on a personal basis. He bought 2 Spitfires for the nation and also started a 'Hurricane Purchase Club' by donating £8,500 as a starter sum for collection through newsagents and businesses in the area, He also set up a stall that lasted for 5 years in Beverley town square during WW2 providing any person in service uniform with food refreshments and tea free of charge. (surely this helped make this gentleman a friend (as well as just a parts supplier) to the philanthropic William Morris).

Through the 1940's in addition to helping the war effort supplying field vehicle suspension units etc. over 75% of popular British car manufacturers were claimed by Armstrong to be fitting their suspension units as the 1949 advert illustrates.

Other patents included the 'Helicoil' thread spring (as in the advert 1954),

Does your car feel its age?

Rattles and Bumps Worn shock absorbers not only emphasize rattle and bumps, but by causing excessive vibration they increase maintenance costs. Make your car ride quietly again with a new set of Armstrongs.

Hard Riding When you look in your driving mirror and see your frontage being bounced about, suspect your shock absorbers — they probably need replacing.

Rolling on Corners Don't get annoyed because your car rolls badly on corners. A new set of Armstrong shock absorbers will improve cornering tremendously.

Stopping with a Bounce If your car feels it must "bounce" every time you pull up, your springs are probably "clanked". Check the shock absorbers.

Tiring Driving If you find driving is tiring work and it is a real effort to hold the car up to the same answer — worn shock absorbers.

Over 75% of all new British made cars fit Armstrong Shock Absorbers

Models available for:

Alex	14 h.p.	1945 onwards
Armstrong	16 h.p.	1945 onwards (rear only)
Siddeley	8 h.p.	1939 onwards
Austin	10 h.p.	1939 onwards
MG	12 h.p.	1939 onwards
MG	16 h.p.	1939 onwards
MG	20 h.p.	1939 onwards
MG	24 h.p.	1939 onwards
MG	28 h.p.	1939 onwards
MG	32 h.p.	1939 onwards
MG	36 h.p.	1939 onwards
MG	40 h.p.	1939 onwards
MG	44 h.p.	1939 onwards
MG	48 h.p.	1939 onwards
MG	52 h.p.	1939 onwards
MG	56 h.p.	1939 onwards
MG	60 h.p.	1939 onwards
MG	64 h.p.	1939 onwards
MG	68 h.p.	1939 onwards
MG	72 h.p.	1939 onwards
MG	76 h.p.	1939 onwards
MG	80 h.p.	1939 onwards
MG	84 h.p.	1939 onwards
MG	88 h.p.	1939 onwards
MG	92 h.p.	1939 onwards
MG	96 h.p.	1939 onwards
MG	100 h.p.	1939 onwards
MG	104 h.p.	1939 onwards
MG	108 h.p.	1939 onwards
MG	112 h.p.	1939 onwards
MG	116 h.p.	1939 onwards
MG	120 h.p.	1939 onwards
MG	124 h.p.	1939 onwards
MG	128 h.p.	1939 onwards
MG	132 h.p.	1939 onwards
MG	136 h.p.	1939 onwards
MG	140 h.p.	1939 onwards
MG	144 h.p.	1939 onwards
MG	148 h.p.	1939 onwards
MG	152 h.p.	1939 onwards
MG	156 h.p.	1939 onwards
MG	160 h.p.	1939 onwards
MG	164 h.p.	1939 onwards
MG	168 h.p.	1939 onwards
MG	172 h.p.	1939 onwards
MG	176 h.p.	1939 onwards
MG	180 h.p.	1939 onwards
MG	184 h.p.	1939 onwards
MG	188 h.p.	1939 onwards
MG	192 h.p.	1939 onwards
MG	196 h.p.	1939 onwards
MG	200 h.p.	1939 onwards
MG	204 h.p.	1939 onwards
MG	208 h.p.	1939 onwards
MG	212 h.p.	1939 onwards
MG	216 h.p.	1939 onwards
MG	220 h.p.	1939 onwards
MG	224 h.p.	1939 onwards
MG	228 h.p.	1939 onwards
MG	232 h.p.	1939 onwards
MG	236 h.p.	1939 onwards
MG	240 h.p.	1939 onwards
MG	244 h.p.	1939 onwards
MG	248 h.p.	1939 onwards
MG	252 h.p.	1939 onwards
MG	256 h.p.	1939 onwards
MG	260 h.p.	1939 onwards
MG	264 h.p.	1939 onwards
MG	268 h.p.	1939 onwards
MG	272 h.p.	1939 onwards
MG	276 h.p.	1939 onwards
MG	280 h.p.	1939 onwards
MG	284 h.p.	1939 onwards
MG	288 h.p.	1939 onwards
MG	292 h.p.	1939 onwards
MG	296 h.p.	1939 onwards
MG	300 h.p.	1939 onwards
MG	304 h.p.	1939 onwards
MG	308 h.p.	1939 onwards
MG	312 h.p.	1939 onwards
MG	316 h.p.	1939 onwards
MG	320 h.p.	1939 onwards
MG	324 h.p.	1939 onwards
MG	328 h.p.	1939 onwards
MG	332 h.p.	1939 onwards
MG	336 h.p.	1939 onwards
MG	340 h.p.	1939 onwards
MG	344 h.p.	1939 onwards
MG	348 h.p.	1939 onwards
MG	352 h.p.	1939 onwards
MG	356 h.p.	1939 onwards
MG	360 h.p.	1939 onwards
MG	364 h.p.	1939 onwards
MG	368 h.p.	1939 onwards
MG	372 h.p.	1939 onwards
MG	376 h.p.	1939 onwards
MG	380 h.p.	1939 onwards
MG	384 h.p.	1939 onwards
MG	388 h.p.	1939 onwards
MG	392 h.p.	1939 onwards
MG	396 h.p.	1939 onwards
MG	400 h.p.	1939 onwards

Ask your garage to check. Few car owners realise the enormous difference that efficient shock absorbers make to the running of a car. Even the best shock absorbers wear with time and need replacing. When they are replaced, the difference it makes to driving is really remarkable. If you have done 20,000 miles, ask your garage to check your shock absorbers. The cost of a new set of Armstrongs is from £6.0.0, upwards according to size of car. Armstrongs are what you need. They are standard equipment on over 75% of all new British made cars. Armstrong's Patents Co. Ltd., Beverley, Yorks.

DISTRIBUTORS:
 LONDON: Parr Equipment Ltd., 20, Avonmore Road W.14 (opposite Olympia) Phone: FULham 4211
 BIRMINGHAM: Marler & Partridge Ltd., Fox Hollis Garage, 278, Fox Hollis Rd., Acocks Green
 MANCHESTER: Beccroft's Motors Ltd., Brook's Bar Manchester 16 Phone: Moss Side 2245

FIT A NEW SET OF ARMSTRONG Shock Absorbers
 HYDRAULIC • DOUBLE-ACTING • SELF-REGULATING