

Rear View

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. The financial surplus goes back to the Branch to help keep subscriptions low. We usually have some spares at the monthly branch clubnights and we have a presence at some shows (particularly the Branch Rally and the Beaulieu Autojumbles). Spares are available most other times from Brian on 07411 116336. 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, car-



burettors and radiators. . .

We now have the inner wing liners (above) at £24.99 for the front wings kit complete with all fittings and instructions.

We also have the improved 2-stage bonnet stay (right) which allows the bonnet to be raised almost vertically! On special offer £25 each to Branch Members only. (£27.50 normally) (Postage-add £3.50)



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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
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Waterproof Coats	£ 15.00	Weather Vanes	£39.50



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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

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Catering Executives: -Sue Blewer, Lyn Gerry

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FRONT COVER

Lady Penelope fixing Thunderbird 12—alias Olivia Akam's 'Mini-Me' with 'Mini Molly Minor' the 1/12th scale replica of her white convertible.

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

3rd May—Classic Cars on the Prom—Highcliffe Castle
4th May— Popham Classic Vehicle Rally and Fly-In
6th May— Clubnight -Talk on 'History of Dodgems' by Kay Townsend
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—Antiques Evening— hosted 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 (Highcliffe Rec—just past Castle on left)
20th June—Sandleheath Summer Fete. (Rockbourne)
1st July— Clubnight—Skittles at Bloxworth
4th July—Burton Scout Carnival— Burton Rec, Martins Hill Lane.
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
15-16th August—Forest Fayre with Steam, Brockenhurst.
23rd-August - Mid Summer Saunter—Meet at Avon Heath—Road run 10:30 depart for Classic Cars on the Prom (Christchurch Quay). Finish at Dave & Jackie Walker's (High Tea)
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)
7th October—Clubnight AGM
28th December—Mistletoe Meander

2016

January 9th—Dinner and Dance, Liston Hotel, Boscombe

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

FOR SALE: 1964 Traveller. Sound condition, original wood work. Refurbished seats, 4k miles on Ivor Searle engine, disc brakes, history inc. original bill of sale. To be sold with new MOT, £5,000. 07739 049991

FOR SALE: best price secures : 1 x Front Grill Panel 1 x Left Front Fibreglass Wing 3 x Left Front Metal Wing 1 x Right Front Metal Wing 1 x Right Front Fibre Glass Wing 1 x Left Rear Metal Saloon Wing 1 x Right Rear Metal Saloon Wing 1 x Saloon Boot Lid 3 x Bonnet 3 x Gearbox Floor cover 2 x Left Side Front Door 1 Diff 948. Gordon 01305 260844

FOR SALE: Morris Minor 4 door saloon (Green) plus spare bits inc gearbox. (Axminster) Matthew Butler 07973 386961

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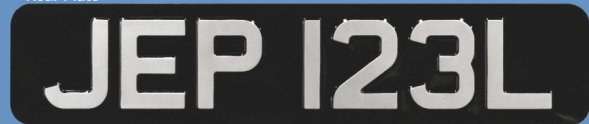
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

Front Plate



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Dorset Branch Newsletter

May 2015

MORRIS MINOR OWNERS CLUB

Volume 18 Issue 6



CLUBNIGHT ACTIVITY:

Talk on 'History of Dodgems' by Kay Townsend

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NEXT CLUBNIGHT—Antiques Evening by Phil Traves

"Auctions, changing times" with Phil Traves an informal talk on antiques and collectables, please bring items along for discussion and a price guide

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

I have finally received an answer from Murco (which supplies my local garage) The good news was that there were two sites in Bournemouth which sell 'ethanol-free' super unleaded, but the bad news is that from May, the super-unleaded will have added ethanol. "All premium unleaded across our network of service stations currently contains up to 5% ethanol. By the 1st May, this will also be the case for super unleaded."

Jacky and I attended the Practical Classics Restoration Show at the NEC on 29th March. This is only the second year of the show and we had not been before. We thought it was pretty good, with more emphasis on 'practical' aspects than the usual indoor classic car shows. The idea was that each club stand should feature at least one restored car and one project or barn-find. Some also had a part restored exhibit and a large proportion had someone in overalls rolling around underneath one of the cars. I noted that there was much interest in the barn finds on each stand, probably more so than for the 'shiny' exhibits. Some of the cars were clearly 'spares only' anyway, but talking to some of the other onlookers, it seemed that there was a consensus for leaving some of the exhibits unrestored. We watched some of the interviews on the Live Stage which were hosted by Danny Hopkins, the PC editor. He talked to Ant Anstead, who is the presenter of 'For the Love of Cars' which is on Channel 4 along with co-presenter Phillip Glenister ("Fire up the Quattro"). A new series has been made and is now being shown on Sundays. The Aston Martin DBS was featured on the first one.

Congratulations to Matt Tompkins of the MMOC Young Members Register who won the vote for best restoration out of the 10 in the running. He won a pair of 'Golden' spanners. (Possibly not real gold) which were presented by Mike Brewer (of 'Wheeler Dealers' fame). I managed to spend far too much on garage bits (again) "You can never have too many cutting discs and boxes of washers". In my case, you probably can, since I always forget to check my stocks before leaving home.



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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)

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Chairman's Report

Good evening and welcome to May clubnight. I thought the talk on CPR was in good humour and still put over the point about how important it is to know what to do when the situation demands it. Thanks very much to David Grice for a good evening. It was nice to see Eddie, Sue and Dave at club after their recent operations—and to know that they are doing well. Also a big thanks to Jackie and Dave Walker who are taking over the Branch Regalia. Also, thanks for the offer of help from two new members. I have still got a couple of places left for the trooping of the colour in June (5, 6 & 7th). The cost of the trip for the weekend is £235 for two people (sharing), the coach there and back, hotel with full English breakfast and tickets for seats at the trooping the colour on Saturday. I would like to thank Peter and Val Webb for supporting the Morris Minor Team 'B' at the quiz night on 16th April at the Hamworthy Club. It is a long drive from Sherborne and well done to the other members that made up the 'A' team. *(The 'B' team came 13th and the 'A' team came 8th—Ed)* It was good to hear that all the members that went to the weekend at Sidmouth had a good time—with good weather and food! Well done Neville and Lyn for organising the weekend. Help is needed for Marshalls on the forthcoming Beaulieu weekend. If you can help please let Laurie know. Also, get your slips in for Beaulieu as time is running out. Also get your entries in for the Branch Rally at Avon Heath country park as soon as you can. (July 10-12th). Remember that it is pre booked only and we are restricted on numbers this year.

Gardening Competition

The Gardening competition is back for the August Clubnight, August 5th 2015, so here are the classes for this year:

- Flowers:
- (1) Dahlias: One vase of three blooms any variety
 - (2) Sweet Peas: One vase of five stems any variety
 - (3) Fuschia: One potted plant any size
 - (4) Mixed Flowers: One vase of any mixed flowers
 - (5) Potted Plant: One potted plant any type

- Vegetables:
- (6) Runner Beans: One set of three beans
 - (7) Potatoes: One plate of five one variety
 - (8) Tomatoes: Plate of five cherry type
 - (9) Tomatoes: Plate of five medium to large
 - (10) Cucumber: One of any type or shape
 - (11) Onions: One plate of five onions or shallots

- Fun Class:
- (12) Any mis-shaped vegetable



Happy Motoring, John.

Editorial (continued)



We had a good time at Sidmouth again this year, with a visit to Beer Caves (a disused quarry) thrown in. The traditional team photo is shown below. We also went on a run with the local MG club to Haynes Motor Museum in Sparkford last month. I had not been there since they had given it a £6m makeover. I think that it is usually worth returning to museums every so often since they always change things around with new displays and bring in new exhibits etc. I do sometimes think it is a bit sad if the vehicles are permanently there and never get used. I know a lot of museums have exhibits on loan— or like the Attwell Wilson museum in Wiltshire, where most of the exhibits get regularly used for wedding hire.

Thanks to RB for his essay on the science of broken studs on the Minor engine. I have started to build up a collection of 'Helicoil' repair kits, the majority of which suit the thread sizes discussed in the article (if all else fails!) Also, thanks to Roger Kellow for the third in the A-Z of ancillary equipment suppliers. Brian.

The Sidmouth Crew—2015



Dorset MMOC Branch Rally 10-12th July 2015

Please can you all have a look and see if you can bring some good quality Bric-a-Brac along for the Rally.

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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 all and welcome to the May clubnight. I hope we all found last months talk by David Grice informative and that we all know a bit more about what to do should we come across anyone who is in trouble. Tonight we have a talk on The History of Dodgems.

I hope everyone who made the trip down to Sidmouth had an enjoyable weekend. The weather was great all weekend apart from Friday night when it rained quite hard. I didn't mind though as I hadn't had time to wash the Convertible so after it was leathered off the following morning it was nice and clean again! We had our usual shopping spree around the Sidmouth shops after lunch on Friday before heading back to the Royal Glen for a swim before dinner. The quality of the food was back up to its usual standard this year – excellent! After breakfast on Saturday a group of us made the short trip along the coast to the village of Beer where we took a tour of the Beer Quarry Caves – very interesting but quite cold! Another pub lunch followed before we headed back to the hotel. After dinner we were treated to the usual quiz supplied once again by Dave and Jacky with a special round all linked in to Ian Chivers 40th birthday which took place on the Sunday. After breakfast on Sunday we wended our way home via a stop off in Lyme Regis for a look around the shops and more food!! All in all a really good weekend enjoyed by all.

The big event this month, of course, is Moggy Fest at the Beaulieu spring autojumble. I hope you have entered as it is now too late to accept your entry. Please can I ask for volunteers to help out with the marshalling over the 2 days. We cannot do it all ourselves and Beaulieu were very impressed by the way we marshalled the Centenary event in 2013. If you think you have any signs or memorabilia that would be suitable for our BMC showroom display please let me know.

Please get your entry slips into Jacky ASAP for the Chairman's Run, the Classics at the Castle event in Sherborne and the Bournemouth Wheels Festival. I now have the entry forms for the Lymington Car Show for you so please send yours in directly to the organisers as soon as you can.

That's all from me for this month, so until next time,
Happy Minorng, Laurie.





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ply repaid if the stud has to be drilled completely out! The pilot hole of around 1/8" is then drilled keeping it aligned axially; use an undamaged drill bit to maintain accuracy. It will be obvious when the drill has passed entirely through the stud.

Having established the pilot hole, and as long as the break is near or above the surface, it is permissible to try and unscrew the stud with a centre punch as seen in fig.2. If you are lucky it will, with a bit of patience, come out and the pilot hole won't be needed! This does not happen very often however and it will usually be necessary to go on to the second stage which begins with enlarging the pilot hole right through, to approximately two thirds of the stud's diameter.

A proprietary device such as an "Easy Out" may now be tried in the larger hole (fig.4). Most of these are brittle, particularly the cheaper brands therefore some restraint must be exercised. If one of these breaks off inside the stud you will be in real trouble! A good alternative is a gently tapered piece of steel of approximately square cross-section, such as an old file tang, which has its corners brought up dead sharp to give it some bite. This can be tapped into the stud before being turned. (fig.5)

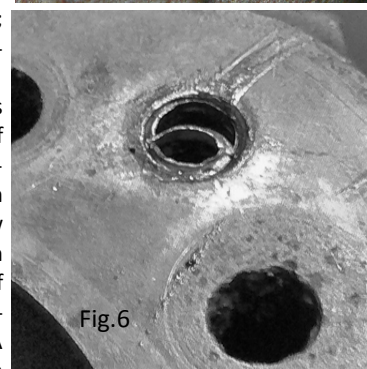
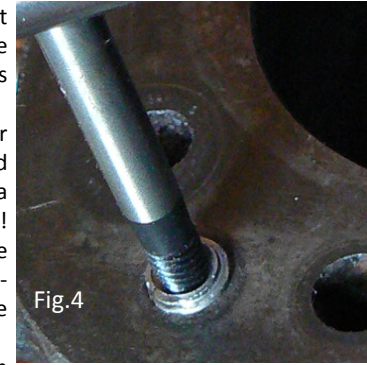
If the stud still refuses to move it will be necessary to drill it out and remove the remnants of its threads. To do this, the hole must be enlarged again, to the core diameter of the stud. The drill bit size may be easily ascertained if a similar stud can be removed; the bit should be a close fit inside its threaded hole. Alternatively, a set of thread tables may be consulted

Having established the correct size drill needed, (fig.7) the hole is enlarged and the result of this ultimately relies on the accuracy of the pilot hole. It should then be possible to take a pointed instrument and remove some of the remaining threads as in fig.6 which will enable the appropriate thread tap to start cleanly and follow the hole's original threads, which must be preserved. The notion of cutting a new thread across an existing thread is the stuff of fairytales and should be dismissed entirely. Work slowly and carefully, removing the tap and clearing the hole out regularly. A magnet is very useful for removing small pieces of metal from deep holes. Blowing the bits out often results in an eye full of sharp swarf.

When the hole and its threads are completely clear of debris the replacement stud may be screwed in fully and reasonably tightly; leaving studs loose only encourages them to break or strip their threads, and after the effort you have just put in, you won't want to do it all over again!

Fig.7

Application	Thread (fixed end)	Tapping drill size (mm)
Heater valve	¼" UNF	5.5
Manifold	5/16 th UNF	6.9
Thermostat Housing & Rocker pillars	5/16 th UNC	6.6
Cylinder head	3/8" UNC	8.0



Promises and Piecrusts

Two commodities; one abstract and one material, both of which according to Swift in one of his essays, are made to be broken. Most things are intended to stay in one piece but many end up broken, as any 'classic car' owner will know only too well. It's a gloomy feeling when that nut which is just tightening nicely goes loose and spins freely. Bad enough when it's a simple nut and bolt which can be replaced easily, but when a stud breaks, despair sets in.

The majority of studs on a Minor, and certainly those which are most likely to break, can be found on the cylinder block and head. They are used to retain the manifold, thermostat housing, rocker pillars and to hold the head down onto the block. A couple of small ones can be found at the rear of the head, retaining the heater tap.

Any of these is liable to break, on attempted removal or simply when tightening its nut and this can lead to a good deal of frustration and delay, plus the possibility of damage when trying to extract the broken piece which is often tightly screwed in or corroded.

There are several ways of getting the broken piece out, depending how tight it is, and a removal operation will usually go from one stage to the next until success is achieved. The first thing to do is to drill a small pilot hole absolutely dead centre and square into the broken stud. (Fig.2) The final result may depend wholly on the accuracy of this, so there is no leeway for mistakes or inaccuracy. If you are lucky the stud may be coaxed out easily but if it has to be drilled out to its core diameter the centrality of this hole is crucial.

Occasionally studs break just above the surface and in this case should be filed flat which will help with the marking and drilling. (fig.3) Nine times out of ten the break occurs just below the surface of the hole into which the stud is screwed making it impossible to flatten off, and more care is needed when marking the centre with a punch, which may be inclined to move on the rough surface.

A simple way of making sure that your punchmark is central is to make a paper disc of the same diameter as the stud. (fig.3) This can be marked precisely for centre and glued on to the (filed) stud if it protrudes. A disc of a slightly smaller diameter (fig.1) can be placed inside the hole on top of a broken stud giving an accurate location for the punch. Time and care spent at this stage of the operation will be am-



Fig.1

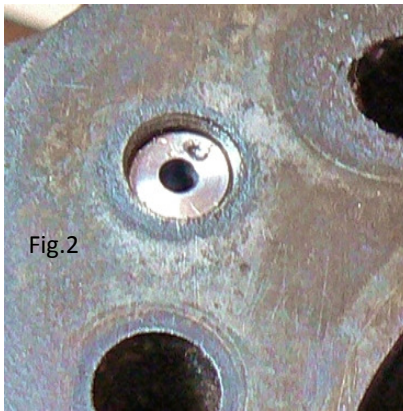


Fig.2

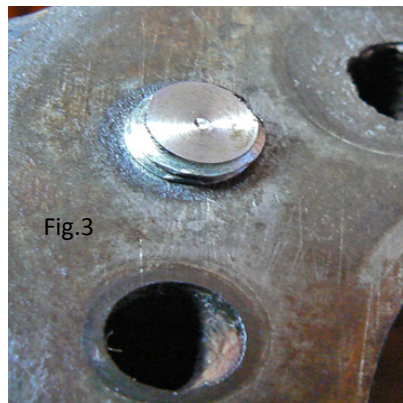


Fig.3

'A-Z' of British Industrial Legacies—Roger Kellow



Continuing another nostalgic delving into those A-Z listings of old parts and accessory company names within an old 1960's copy from one of the famous Earls Court London Motor Show programmes.

Following the B for 'Bluemels Bros' company last time here's another very familiar name immediately known to the majority of Morris Minor owners - it is 'Champion' found within the 'C' exhibitors listing.

I always remember back in the 1960's when time was due for my old original Minor to go in for that particular service that scheduled 'replace plugs'. It was always Champion Spark Plugs that were automatically fitted by my local BMC garage. In my case I must admit, I always have since taken them rather for granted as the 'norm' in any Morris Minor I have owned or driven then or today (including that latest recent new set out of 'Brian's Dorset spares' stock)

Albert Champion, in the late 1880's, and purely then as a hobby, made and sold his own design of spark plug in his native France. This provided a little extra income to help fund his main passion as a professional and successful racing cyclist. Albert regularly won major cycle races in France and (true to his name) became a French 'champion' celebrity racer, particularly in motor cycle paced pedal cycle races.

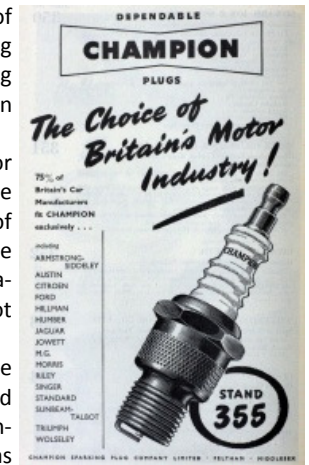
Albert continued his string of championship winning titles in spite of an earlier serious crash. A major operation, left him with one leg extremely shorter than the other. He simply re-built two differing lengths of opposing cycle pedal cranks to compensate and carried on regardless.

Albert then gradually became more and more interested in motor cycles and cars at the same time that the demand for his home made sparking plugs increased. This most probably was due to the quality of his plug design because although France had become at this early time the largest producer of spark plugs, the reputation and reliability of most designs produced by other companies was generally not good.

In 1899 Albert Champion decided to leave France for America. The French national cycle racing fraternity at the time publicly criticised this as an accomplished champion racer leaving France so suddenly (perhaps rather unfairly) as in their opinion it was suggested it was to avoid the statutory French government's armed services call up policy at the time.

With the help of American financial backers the Stranhan Brothers The Champion Ignition Co. in Boston, Ma. was established. However just a few years later in 1905 after various disagreements and due to not having any say in the running of the company, Albert announced he would quit and promptly walked out.

The Stranhans simply retained the name of the company and continued producing and selling his





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design of spark plugs without him.

Albert had legally retained at least one patent in his name and he immediately set up elsewhere in another area of America having successfully negotiated with William C Durrant the owner of Buick Automobiles. (later W C Durrant founded General Motors in 1908) to manufacture his 'Champion' plugs in a facility to his own design and control. W.C. Durrant had initially been impressed with the 'Champion' design of plugs enough to immediately fit them to all his Buick cars produced. Legal threats very soon followed from the Stanham Bros as they had registered the use of the name Champion as a trade mark in their name. Albert in response, simply decided it was best to re name the plugs he produced as 'A.C. Sparking Plugs' representing his initials (A)lbert (C)hampion.

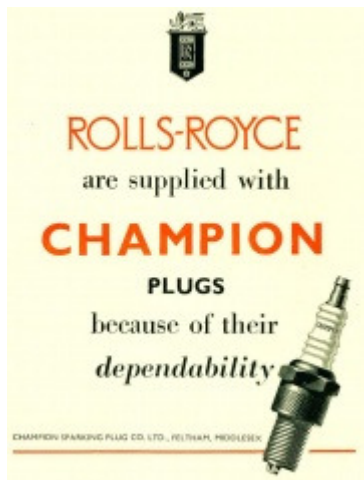
Although Albert Champion had to personally change direction in 1905 from involvement in his first established Champion company the legacy of his designs lives on to this day with the well known Champion quality spark plug brand. It is interesting further that his legacy lives on twice with the continuation today of both the Champion and A.C. Spark Plug names. It was inevitable that A.C. plugs were to be publicised to highlight GM produced vehicles in the 1960s as per the A.C. Spark Plug advert

Champion Spark Plugs had over this time been imported to England from America. Then as demand increased by 1937 the first UK and official London Champion Sparking Plugs premises was set up in Pall Mall.

A 'patriotic' style series of advertising continued through the WW2 years as the 'Dependability' and 'No10 Downing St' being one example. used in 1944

By 1951 another advert proudly states 'The choice of Britain's Motor Industry' and regular advert series were illustrating 'The Champion Reliability' message, as a 1954 example describing 'as selected by Rolls Royce' shows.

By the time the 1963 London Motor Show listed Champion as one of regularly expected annual exhibitor their British premises address was the well appointed site at Feltham Middlesex.



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Meanwhile back in the early years Albert Champion continued to make a success with the A.C. Sparking Plug Co. In addition to creating another reliable and known product that was supplied to leading vehicle builders and the automotive replacement parts market, specialist designs of A.C. Plugs gained a reputation for reliable use in engines. Many high profile performance and record event breaking vehicles of the era chose AC, not only in automobile racing but increasingly within aviation.

Following an apparently unhappy marriage since Albert and his first wife had lived in America he eventually decided to re marry to a girl that was in show business in the early 1920's. It was a few years later in 1927 that Albert Champion was a guest of honour with his young wife attending a luxury Paris hotel to celebrate the Charles Lindberg Atlantic solo flight that had taken place that year and had acknowledged the part played in this pioneering flight of his design reliability of the A.C. spark plug design used. Unfortunately whilst escorting his young wife whom he had recently married across the dance floor at this very event he collapsed and died at the age of 49.

Albert Champion's legacy in name still lives on today with both the very well known brands - 'Champion Spark Plugs' (owned by Federal Mogul) and 'A.C Spark Plugs' (AC Delco - owned by General Motors)



As a post script, I must mention the 'Champion Sparkers' (see photo) a band that became very popular in the 1920's in America with various top selling recordings on the 'Brunswick' record label, and with regular radio shows, all sponsored of course by Champion Spark Plugs. (Perhaps Mr Neville Gerry, our club events manager might even consider

booking them for a Dorset MMOC event? (Should the band be still playing !!)
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