

Rear View

WANTED

Are you a juggler, Magician, Comic Act, Dancer(s), Singer(s) Or other act suitable for Old Time Music Hall? Then we would love to hear from you. Auditions are on 31st Jan 2016 for an amateur Charity production of Olde Time Variety Show in July 2016 For further details/book audition contact us before Christmas 2015 (Jan 7th at the Latest) Email aurora.debbie@btinternet.com. Telephone Debbie 07585 336589

We have the improved 2-stage bonnet stay which allows the bonnet to be raised almost vertically! £27.50 each. (Postage-add £2.00)

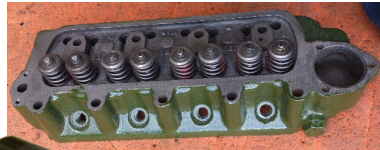


Reconditioned HS2 Carburettors £105 each. EXCHANGE (plus £25 refundable surcharge on old unit). (Branch Spares)

BOSCH
coils
NOW ONLY
£23.50
(were £30 each from Branch Spares)



BOSCH



Unlead 1098cc reconditioned cylinder heads now available. £210 exchange. (Stud packs £10 and gasket set £10.75) (Branch Spares)



Reconditioned Petrol pumps at £60 each. EXCHANGE (plus £10 refundable surcharge on old unit).

MORRIS MINOR REGALIA - DORSET BRANCH

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

Model small cars	£3.75	Playing cards	£1.00
Model vans 1/26 scale	£3.50	Cloth caps with Dorset logo	£12.50
Money box vans	£12.50	Sweat shirts	£14.00
Club DVD	£1.00	Fleeces	£20.00
Greeting cards each	£1.35	Hoodie fleece	£20.00
6 pack greeting cards	£7.00	Waterproofs	£15.00
Key hangers in shape of cars, made in steel		Polo shirts with logo	£15.00
	£9.00	Caps with LED in peak	£12.50
Same as above with 2 cars	£15.00	Beaulieu clock	£5.00
Ice scrapers	£ 0.50p	Key rings/bottle openers	£3.50



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MORRIS MINOR OWNERS CLUB Dorset Branch NEWSLETTER



December 2015
Volume 19
Issue 2/3

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 2014-2015

(01425 476634)

Newsletter / Website Editor: Brian Wood

(01202 573501)

President: Graham Jarvis (07914 637429)

(brian@dorsetmmoc.co.uk)

Chairman: John Jenkinson (01202 576690)

Non Committee posts:

Secretary: Laurie Blewer (01202 522673, 07947 525884)

Raffle Coordinators: Chris Tilly and Margaret Pateman

Treasurer: Jacky Wood (01202 573501).

Spares Manager: Brian Wood

Membership Secretary – Des Waller (01202 573403)

(07411 116336)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Regalia : Dave & Jackie Walker

Product Development Mgr: Brian Ford

Catering Executives: -Sue Blewer, Lyn Gerry

Welfare/Technical Adviser: Eddie Pateman

FRONT COVER

Thanks to Natasja Dumay for spotting the Sainsbury's Christmas advert and Richard Hobbs (from Facebook Morris Minor Group) for supplying the photo.

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

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

2nd December—Clubnight—'Noggin and Natter'
28th December—Mistletoe Meander

2016

January 1st—Classics on the Prom 11:00-1:30
January 6th—Clubnight—Wimborne Town Crier
January 9th—Dinner and Dance, Liston Hotel, Boscombe
February 3rd—Clubnight—Blind Auction
March 2nd—Clubnight—Feely Bag competition
April 6th—Clubnight Talk on 'History of Bournemouth Gardens' (TBC)
May 4th—Clubnight—Call my Bluff
29th May—Pecorama Rally
June 1st—Clubnight—Cake Competition
July 6th—Clubnight—Out and About (TBA)
July 9th –10th -'CLASSICS IN THE FOREST' (incorporating Annual Branch Rally)
July 31st—Charles Ware Memorial Rally, Bath. (Details TBA)
3rd August—Clubnight—Gardening Competition
7th September—Clubnight—Speaker (TBA)
5th October—Clubnight—AGM

For Sale & Wanted & Club Notices

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



FOR SALE: Pair of Saab 9000 leather seats in dark grey (almost black) on JLH motor-sport seat frames. Ready to bolt straight into any Minor £325 (Steve Loder) T

Tow bar assembly c/w tow ball and electrics £100 (Steve Loder) T

FOR SALE: Pair of Newton Commercial reclining seats in Cherokee red together with rear seat (2 door/convertible) trimmed to match. One small nick to piping on one seat but otherwise excellent condition. £750 (Steve Loder) T



Steve Loder 01202 694828 07748 154474 T

FOR SALE: 1971 2 dr, 1098 Snowberry white, one owner, original black trim, bare metal respray, detailed engine bay, structurally excellent and recently rust protected. Excellent mechanics, all new wheel cylinders. Bills for £25 over last 10 years. 9k miles on rebuilt engine, £8,500 (Tim Lang) T

01823 461861



FOR SALE: 1968 Traveller, 1098 Smoke Grey, Resprayed with detailed engine bay, new wood, structurally sound & rust proofed, mechanically excellent, full history, new carpet, MOT'd and serviced £13,500. **01823 461861** Tim Lang. T



FOR SALE: Pair of front seats, red and green , good condition. £offers. Martin Harris 01590 643083

FOR SALE: Ex-Minor , original riveted 4 ½J steel wheels for van or pick up. £275.
4 x Minor Standard steel rims with good 145 x 14 Dunlop SP6 tyres. £100.

TIM LANG CLASSICS
RESTORATION CENTRE

FOR ALL YOUR GARAGE WORK SERVICES AND RESTORATION/ RENOVATION PROJECTS. HIGHLY REGARDED BY MMOC MEMBERS. FOR AN HONEST AND RELIABLE SERVICE PLEASE CONTACT US:
01823 461861 enquiries@minormagic.co.uk
www.carrestorationuk.co.uk

Dorset Branch Newsletter

December 2015

MORRIS MINOR OWNERS CLUB

Volume 19 Issue 2/3

CLUBNIGHT ACTIVITY:
Noggin and Natter



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NEXT CLUBNIGHT— Talk by Wimborne Town Crier

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



Roger collecting his Branch Rally prize trophy for his newly restored convertible in 2009

Hi everyone and welcome to the last edition of the newsletter for 2015 (and, the first of 2016). As we have done for the last couple of years, we have dropped the January newsletter so the next one will be in February.

We were sorry to hear about Branch member Roger Ware, who passed away peacefully on 20th November 2015. The Branch sends its condolences to his family.

"What do you expect from a Nut?" is the question posed by a period advertisement for GKN. GKN is the subject of Roger Kellow's latest excursion into the histories of British Industrial manufacturing concerns that have now disappeared—or *have they?* GKN is one of the few exceptions to that trend—so prevalent in other similar stories, since it is still a healthy going concern—and still British! Roger has personal connections with this story which you will see in his excellent article which starts on page 10.

We also have one of the 'other' Roger's well written essays on the benefits of lubricating some of the control mechanisms of your Minor. The clutch linkage in particular, is one of the parts of the car that I have written about in the past. As Roger says, this part is well hidden and the tendency to neglect it makes for a very poor clutch action which seems to be prevalent in many cars! (But not yours, I'm sure!) Anyway, I hope you all have a very pleasant and relaxing end of year break and we will see you on the Mistletoe Meander. Brian.



BRANCH SPARES DEPARTMENT: For the benefit of newer members who may not be aware of it, the Branch operates a Morris Minor New Spares service. From the year 2015-16, we are introducing a discount scheme whereby all purchases by paid up Branch Members will get **10%** discount applied to the price (unless already on discounted offer). 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 made and reconditioned items are also available, such as bonnet props, fuel pumps, carburettors and radiators.

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

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www.precisionclutch.co.uk

SAMPLE PRICES: Rebuilt/
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01202 671741



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 Red (as shown). (Branch Spares)
(*Currently £11.88 from ESM and £10.78 from Bull Motif)

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

The Village Collector

WANTED

By collector: Corgi, Dinky, Spot-on Cars & Lorries
Hornby, Wrenn and 'N' Gauge Model Rail
Phone Steve:

01202 575447

ESM MORRIS MINORS

ESM - Partners with & distributors for
Morris Minor Centre (Bath) Ltd
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Old Factory Buildings, Battenhurst Road, Stonegate, Wadhurst
E.Sussex, TN5 7DU. Parts: 01580 200203

Chairman's Report

Merry Christmas and enjoy a glass of wine with a noggin and a natter at the December clubnight. As you can see, the branch events diary is filling up nicely, but I would like to see some new events so if you hear of any please let the committee know. The trip to London in September 2016 on the first day we will visit the Royal Greenwich and Cutty Sark and then on to the hotel for an evening meal. Day 2 will be a cruise aboard the paddle steamer 'Waverley', which goes under Tower Bridge to Southend on Sea. This weekend is nearly full and I have had 76 members and friends sign up so far, so it will be two coaches. Also I have about 8 more places to be filled. Please let me know if you would like to come along. I will have the dates and prices for this weekend in about February 2016. As you know, the annual Branch Rally for 2016 will be at the new venue of Burley Forest. The entry forms have been printed so if you would like one please see one of the committee. Also the Mistletoe Meander run on 28th December is filling up so get your slips in as soon as possible. I would like to thank all of the businesses who have taken out advertisements in the Newsletter for another year. Don't forget the blind auction on February clubnight and also the charity for the Branch to support in 2016. It was sad to hear that Roger passed away on Friday 20th November in Christchurch Hospice. Our thoughts go out to Thelma and all the family. That's all for now, John.



BRANCH REBATE SCHEME

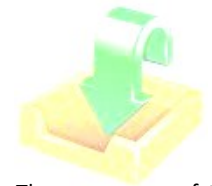
You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.

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Editor's In-Box



Hi Brian and Jacky,
Hope you are both well and haven't drowned !
We have the most appalling weather here today, it's supposed to dry up later but no sign yet.
If you are a Facebook user go to "Classic Van and Pickup Magazine" and you should be able to find a picture of the front page of the December issue. You may recognise the van!
The magazine hits the shelves on Friday 13th November and David is going to rush out and buy loads of copies. Roll on next season and we can get out and about again. David has the NEC Classic Car show to go to next Saturday but after that it goes all quiet! If only we lived in Dorset we would have the Meander to look forward to ! Too far for a day trip and not enough daylight hours.
Regards to you all, Pam and Dave Holton.
PS I keep meaning to tell you that we very much enjoy the ABC series of manufacturers especially "E" for Ekco . I worked there as did my 2 brothers

and my sisters-in-law . They were one of the biggest employers in Southend and it seemed that everyone worked for them at one time or another . One of my sister-in laws was Miss Ecko in about 1957 or thereabouts. The firm had a very active sports and social club and were well respected employers . All seems a long time ago

Pam Holton

Footnote: Dave Holton was rushed to hospital on 16th November with a kidney stone. The good news is that he is now back home and recovering well. We all send him our best wishes and hope to see you both again soon.

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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

Secretary's Report

Good evening everyone and welcome to the Christmas edition of the newsletter. It seems impossible that it can be the end of 2015 already! I hope everyone enjoyed our annual visit from Stewart Timbrell last month. Tonight will be the usual Christmas noggin and natter so please enjoy a glass of wine on us and for our first clubnight of 2016 we will be having a talk from Chris Brown, the Wimborne town crier.

We were all saddened to hear of the passing of Roger Ware. Our thoughts go out to Thelma and all the family at this difficult time. Please don't forget to get your booking slip in to Jacky tonight for the Mistletoe Meander so we know how many we will need to cater for. Also, please get your slips in for the Dinner and Dance next month.

As next year is the Morris Minor Owners Club's 40th anniversary they have teamed up with Marie Curie Cancer Care for a massive fundraising event. There will be a Round Britain marathon in September with every branch taking their part – our section being from Lymington to Bournemouth. More details on this event as when we know them. We have also been asked to attend the Charles Ware Memorial Day in Bath on 31st July – once again more details as when we get them.

Plans are coming together for our big show next year – Classics in the Forest. We have already booked a fairground organ and fairground rides and have sent out and handed out autojumble booking forms to lots of traders. We have had a lot of interest from Car Clubs who want to have a stand. I have heard from Richard Lee, the MMOC chief concours judge, that he is going to come down here again next year for another round of the official concours judging. If you have any ideas for stalls or anything else that you think might be good please let one of us know. Norman Aish will also return to us next year with his Bedford coach providing mystery tours to the rally entrants.

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

Have a Merry Minor Christmas and a Happy New Year,
Laurie.



Create big smiles on
Little faces this Christmas

NatWest

You can donate new toys at Castlepoint branch until 11th December for Amelia Grace Foundation and other children's charities in association with Bournemouth Echo. Lets help Santa put one more gift under their Christmas tree. Laurie can collect the donations or take to NatWest Castlepoint. Thanks.

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2016 Dinner Dance

The date for your diaries is Saturday 9th January 2016. The venue is:

The LISTON Hotel,

Wollstonecraft Road, Boscombe Spa, BH5 1JQ

For Room bookings £30.00 (£35 superior) pppn (inc Breakfast) Phone 01202 394588

The meal will be served in Gilbey's Restaurant with wine purchased by the Branch and the party will go on until midnight with live entertainment provided.

Here are the menu choices:

Minestrone Soup
Salmon and Smoked Salmon tian with a hint of horseradish with mixed leaves
Melon and Orange Platter with home-made Raspberry Sorbet and Fruit Cou-

lis
-0-0-0-

Roast Turkey and all the trimmings
Beef Bourguignon
Plaice fillet with white wine sauce
Vegetarian Frittata with Salad Garnish

-0-0-0-

Christmas Pudding with Custard Sauce

Fresh Fruit Salad
Trio of Baby Desserts
Selection of Cheese with Biscuits, Grapes and Celery

-0-0-0-

Coffee and Petite Fours

Wine included: Sauvignon Blanc and Merlot

7.00 for 7.30 function to finish at midnight

Places are £28 (DMMOC members) £30 other guests.

YOU ARE INVITED TO:



ORGANISED BY THE DORSET
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SUNDAY 10th JULY 2016

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You'll be welcome on Stands No 370-372 Avenue L, First Floor

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 BMD Company Limited, Lymington Engineering Ltd
 Herts Spares Limited, Salisbury Transmissions Ltd

Birfield/Hardy Spicer. advertisement 1960's

competition from cheaper produced foreign steel. (Culminating for Britain as a past major steel producer, it appears, as in the present news today.)

Another round of major re-structuring and diversification in the 1990's included specialist divisions including military vehicles, aerospace and even industrial services like the familiar nationwide blue GKN pallet system. Another typical example of just one of many speciality product divisions are the pressurised aircraft cabin windows that have been supplied to practically all aircraft, both civil and military, designed and supplied by GKN for many years. Westland Helicopters were amongst various high profile companies acquired by GKN through the 1990's.

Later on in the 1990's a practically brand new global sized world market was created in 'advanced powder metallurgy technology'. This GKN Sintered Metals division produced such fascinating processes as 'atomised metal design and production'. Sintered Metals is one of the four specific divisions that make up the British based global company that is GKN plc today, The other three divisions (taken in part from the company's own operation descriptions) are :- GKN Aerospace - world leaders in 'Aerostructures'; engines, products and systems, to the global aerospace industry both civil and

military, even space travel components (it is stated that 100% of all new aircraft use GKN parts & technology.) GKN Driveline - 22,000 people employed in 56 facilities in 22 countries making the world's leading maker of automotive 'driveline' products - advanced ranges of joints, power drive shafts and general component 'smart' technologies design and development working in partnership with the world's vehicle manufacturers. GKN Land Systems - global leader of technology in differential power management solutions for 'agritechnical', construction, mining, utility and defence vehicle markets, industrial, transport and service segments with integrated power train solutions.

In this series many of our once famous British household company names that had been synonymous with great expertise have been sold or absorbed as a trademark 'brand' often into large overseas owned operations. However GKN can be regarded as an exception as it is still a British company today. From 1767 when John Guest began to manage the early iron and steel works in South Wales - expanding into the worlds largest 'fastener' makers of the 1800s and then becoming one of countries leading and respected engineering organisations.

GKN plc world operations centre is based today in Redditch, Worcestershire with facilities in over 30 countries providing a 'mind boggling' range of technical products and services. We should surely be proud that such a globally respected company is British, with such a long history of innovation. It is very much alive today and appears to be in the forefront of planning technologies contributing towards many our worlds future engineering challenges ahead.

Lubrication, Lubrication, Lubrication

There is nothing like repetition to ram a point home, as evidenced by Tony Blair's speechwriters and the 'education cubed' phrase which was frequently trotted out. It was a foregone conclusion that literacy would continue to decline after these famous words first oozed from the slimy lips of our then 'leader'. Had he wished to emphasise *lubrication* rather than education a few votes could have been gained by illustrating the following three points which are often overlooked or mistaken when Minors are serviced.

The steering rack is a device which is well hidden and just goes on working without complaint, so much so that its regular lubrication may be forgotten. In the passen-



Fig.1

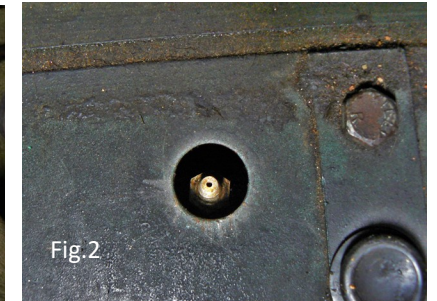


Fig.2

gers side footwell there is a hole usually filled by a rubber grommet, the removal of which will reveal the oil nipple for the rack.

A level tablespoon of oil every twelve months is plenty, even for a vehicle in daily use. This equates to a dozen strokes of a grease gun similar to that shown in fig. 1. Obviously the gun should not contain grease, but gear oil - to the same spec. as used in the back axle. There is no advantage to be gained by overdoing it as any surplus will simply run out and be wasted. It may be an advantage to test the gun 'in the open' just to ensure that it is delivering, as it is not possible to check this when applying the gun to the rack. The parcel shelf will obstruct the positioning of a long-bodied gun such as the one pictured if it is well-filled. Putting only a small quantity of oil in it will keep the total length to a minimum.

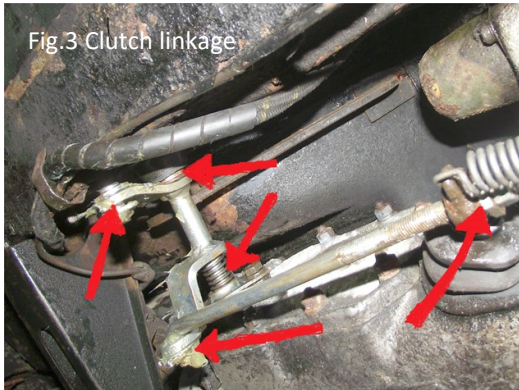
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New Morris Minor Spares
 are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you— usually saving the postage cost.*
Brian. 07411 116336

Lubrication (x3)

Moving a short distance back from the rack we come to the gearbox which often - no doubt with the best intention, gets filled with gear oil when what it really needs is *engine* oil. Using gear oil won't do any real harm but the 'box will perform better with any 20/50, 10/40 or straight 30 grade engine oil. The viscosity ratings are misleading as gear oil is rated on a different scale to engine oil. When 90 grade gear oil is cold it is a little thicker than engine oil and may slightly impair the gearchange process. Engine oil is rather less 'slippery' and will help the synchromesh cones to grip; moreover it is cheaper, a most attractive attribute! Remember to use caution when replacing the filling/level bung and take care not to spill oil onto your carpet!

Crossing over to the driver's side of the gearbox we find another Cinderella of the maintenance pantomime - the clutch linkage. Difficult to see and even more difficult to get at- it is, like the steering rack, hard-working and neglected. A good clean, preferably with an old paintbrush and some petrol will be advantageous. Petrol will evaporate quite quickly leaving the parts dry and clean and ready for inspection. Careful examination may reveal wear which, if left to its own devices will eventually lead to a breakage - usually



of the rod which joins cross shaft to clutch operating arm.

Fig. 3 gives us a worms eye view of the entire linkage assembly. After inspection, apply oil or grease to the points arrowed. Whilst there, ensure that the return spring is present and the pedal adjustment is correct. Fig. 4 shows the offside end of the clutch/ brake pedal shaft;



that's the torsion bar immediately below it. A drop or two of oil as shown will go some way toward lubricating this end of the shaft.

These three jobs, particularly the last, are not entirely pleasant and require the operator to perform physical contortions whilst getting his (or her) hands filthy. Enthusiasm may be stimulated if time is taken to consider the number of occasions on which, during a fifty-mile drive, the steering wheel is turned, the gears are changed or the clutch is used. Perhaps the ever-grinning ex- P.M. could lecture us on "Motivation, Motiva-

Due mainly to extensive war damage and the financial consequences, four of the iron and steel producing holdings were nationalised in 1955 and invested in the Iron and Steel Corporation of Great Britain by the then government. However when GKN was exhibiting in the 1960's during the era of our London Motor Show guide publication they held 83 subsidiary companies and employed 75,000.

Lack of space here cannot possibly list the complete range and diversity of GKN by the mid-1960s, but it is sufficient to summarise that it was necessary for GKN to be divided into eight sub groups. Probably every single British Automobile manufacturer had been supplied at the very least with a variety of nuts bolts and other screws, fasteners, etc. in some shape or form including Morris Motors of course, and then BMC onwards. (It is almost certain that somewhere, parts of your own Morris Minor will still be held together with some of the originally factory fitted 'GKN made' fasteners).

An example that may be described as a GKN 'vision of future development' is the takeover of Birfield Transmissions/Hardy Spicer, back in the late 1950's. As a result, GKN then became major suppliers to Morris and the other major car makers, particularly with propeller shafts and universal joints etc. It was also to become significant that Hardy Spicer had earlier in the 1950s already been working on their own version of a power linkage joint described as 'constant velocity' (The CV joint), although at the time it had found limited applications. This however changed with the engineering genius of Mr Issigonis who had earlier famously combined the overall advanced design features of a car originally named 'The Mosquito' in its design concept stage back in the 1940's. This eventually became the 'new' Morris Minor, launched at and to become the star of the Earls Court Motor Show in 1948 - a balanced harmony of innovative engineering ideas for a motor car of that time. (William Morris strongly disliked the name Mosquito, much preferring the title 'new model', Morris Minor instead).

It was again Alec Issigonis who followed the success of the Minor with another engineering combined concept masterpiece; the development of his 'Mini Car' design again incorporating an amalgamation of new technologies. This resulted in the 'Mini' Minor appearing in 1959. Part of Alec Issigonis's revolutionary design relied on these very 'constant velocity' joints and GKN were able to supply these in quantity at that time, specifically for the new Mini's front wheel drive technology. As the 1970's progressed there resulted an almost overnight massive expansion of the GKN CV joint division with further front wheel drive vehicle models appearing with the BMC 1100 series, alongside the Mini.

By the 1980's front wheel drive vehicles had been accepted as a major and regular feature in automotive design. Examples of just a few other selected major automotive specialist are Birfield, Hardy Spicer also being absorbed into GKN at a similar time with Lacock Engineering, Vandervell, and Kirkstall Forge Engineering, the country's largest producer of heavy transport vehicle transmission axles etc. (It is stated that GKN plc today own over 50% of the world's CV joint design and production. Just one of the many automotive product sectors from the many within the GKN Driveline division supplying the world's motor manufacturers and automotive industries.)

In 1991 GKN made the major decision to finally withdraw from the 'nuts and bolts' of the multitude of various fastener manufacturing, having several years earlier already made a similar landmark decision in selling off their traditional long involvement in the iron and steel production industry facing an increasing



Automotive industry advertisement - 1973

A-Z Industrial Legacies 'G' continued

railway background. He already held several patents for the invention of high volume nut and bolt making machines. His own company Keen and Co. had already provided major railway companies with huge quantities of rail nuts and bolts and other various fasteners in association with the Guests Dowlais works.

The company, Guest, Keen and Co, was thus formed in 1900 and under Arthur Keen's controlling influence within just 2 years of rapid expansion were manufacturing without doubt the largest number of assorted designs of fasteners by any one company. In 1902 Arthur Keen finally sought and amicably acquired an important company he had always admired. This was Nettlefolds and Co. it filled a logical gap for Guest, Keen and Co. conveniently being the largest single producers of woodscrews in the world at that time with patented rapid process machines. Other specialist engineering expertise by Nettlefolds included steam and marine engines. The three names, Guest, Keen & Nettlefolds were thus brought together forming the company trademark of **GKN** in 1902. Edward Nettlefold who had followed several of his forefathers in Nettlefolds joined GKN as a director until he retired.

From the very beginning of the automobile manufacturing industry GKN became the most prominent and well relied upon quality supplier for every design of nut, bolt, hardened screw, and all manner of special purpose made 'fasteners'. A relatively new aircraft industry also soon were being supplied reliably designed fixings including the pioneering of a patented GKN 'shake proof' type nut and bolt referred to as 'Aero Nuts.' Lock Nuts as a result, are taken for granted today for a multitude of applications. Early mass produced hardened steel 'self-tapping' screws were also pioneered by GKN.

The importance of GKN as an essential manufacturer for all manner of iron and steel items and also larger specialist engineering projects and munitions during WW1 was crucial not only in the South Wales foundry, but across the various Midlands GKN factories, with specialist manufacturing sites for a variety of GKN products.

By the 1930's GKN were a well-known household name, accepted as the largest and foremost major nut bolt, screw, varied fasteners, steel producing, engineering, design, and steel product manufacturers within the country. Ever increasing as a most prominent supplier of key fine engineered parts for the motor and commercial vehicle industry, a specialist area was producing GKN quality crankshafts, valves, and other precision hardened steel products. Steel wheels were also being made in volume for automobile makers and in very high numbers at first to Austin Motors, and then in volume to Morris Motors. Important specialist markets due to the tireless planning of successful merging of companies and expertise into GKN by Arthur Keen.

Practically every GKN site suffered heavy bombing during WW2 whilst constantly producing essential war materials from basic nuts bolts and fasteners in huge variation for all manner of use including building the famous Spitfire. Also GKN produced munitions on a very wide and huge scale. A special GKN division was Britain's largest producer of millions of military and special services steel helmets. GKN contributed towards the success of the 'D Day' landings significantly with the landing vehicle engineering design and specialist projects of pontoons, bridges and landing stage design, thus significantly helping the allied counter invasion success, from the 'D' day landings through to the end of the WW2

The return of peace in 1939 and then on to 1949 later saw GKN with 39 domestic and 19 foreign subsidiaries.



"Bought one of the bonnet props earlier this year. What a fantastic idea. Saves my head and removed the cause of many bad tempers. Thank you so much." John Rue (08/2015)

See back page for details...



A-Z Industrial Legacies 'G'—Roger Kellow

Following Fisher & Ludlow last time the index pages within our 1960's copy of the Earls Court London Motor Show catalogue next reveals, under the 'G' listings of accessory and component exhibitors, the company, GKN.

It was the year 1767, and still very early days of the 'British Industrial Revolution.' In a village named Dowlais near Merthyr Tydfil, South Wales there was a substantial iron works that was fired at the time by charcoal. Mr John Guest had just arrived having been persuaded, due to his previous experience, to move from the Ironbridge Valley area of Shropshire to run the Dowlais Ironworks by the 'gentlemen' owners. An almost immediate turning point for John Guest with this initial involvement was that he found extensive coal deposits under the site. This was indeed found to be rather handy at the time discovering what seemed a limitless fuel supply, ideal for running the iron foundry more economically. By 1782 he had become a partner, overseeing substantial regular expansion year on year until his eventual retirement. Next in line was John's eldest son, Thomas Guest, who followed his father's success in continuing to expand the business even further. Then in 1815 the original John Guest's Grandson, John Josiah Guest, acquired sole charge and complete control of Dowlais South Wales Ironworks. Guest and Co. at Dowlais Works was in fact the largest Iron and Steel producer in the world at that time.

In 1838 'Sir' John Josiah Guest and his wife Lady Charlotte Guest decided to become residents within our very own locality and moved here to Dorset. The couple decided to purchase a substantial sized house and estate in Wimborne: Canford Manor House and Estate. Today it is Canford School, Wimborne, where interestingly in 1992 an ancient Assyrian frieze was discovered and then auctioned for a record £7.7 million at Christies to the benefit the school.

Guest and Co's Dowlais Iron Works employed 7,300 by 1845 and it's 18 furnaces produced 89,000 tonnes of iron annually at that time. In the early 1850's Dowlais Works were the first to licence the famous Bessemer Converter, enabling a higher grade of steel to be produced than any other competitor at the time. This blast furnace process ran a continuous production throughout the entire 1930's and then on into the 60's at the plant.

Guest and Co had chiefly owed its massive expansion of business to the demand for high quality grade steel needed for railway lines in the home market and for an ever increasing demand for British Railway system expertise to traverse many large countries and continents abroad.

On John Josiah's demise in 1852, the company was divided into increments down through his 10 children, intending that the major responsibility went to his eldest son Ivor Bertie Guest, and his second eldest Thomas Merthyr Guest.

It is assumed that John Josiah Guest during his lifetime would most probably have thought that these two sons would have followed the male family tradition being actively involved within the Guest and Co iron and steel business. However this gradually proved not to be the case as each son pursued various other interests, including politics and leisure subjects to a greater or lesser degree. Ivor Bertie Guest inherited Canford Manor House and estate in Dorset from his father. He married Lady Cornelia Spencer-Churchill, daughter of the 7th Duke of Marlborough and as a result became uncle-by-marriage to Sir Winston Churchill and later in 1880 he was

'His & Hers' transport, 1st Baron Wimborne and Lady Cornelia Guest at Canford Manor, Wimborne.



awarded the title of 1st Baron Wimborne. Sir Ivor and Lady Cornelia re-named Canford Manor to Wimborne House, (perhaps more aptly to match his title) Our period early 1900's photo illustrates Baron Wimborne's enthusiasm for motor cars at the time, showing two from his own numerous collection with one of each of the titled couple seated. The scene is taken outside Wimborne House, complete with chauffeurs and other 'transport' staff also on board for the picture.

Ivor Bertie's brother, Thomas Merthyr Guest also moved south from South Wales at the time and chose to build his own family house fairly near his elder brothers, only just over the border in Somerset in the village of Henstridge. It was named Inwood House and still stands today. The Guest families at the time in these areas of Dorset and Somerset became a regular feature, seen by many local Wimborne townsfolk and Henstridge villagers when driven regularly out and about.

My own mother (Henstridge born and bred) attended the local village school, being apparently one that the Lady Guest family took an interest in and actively supported financially within the locality. Both Guest families were known locally for this philanthropic educational support both in Henstridge and in Wimborne at the time 'Suitable' pupils with an excellent record were also invited to apply to the respective Guest estate house to be considered for 'in-service' employment. However my mother did not stay for long having tried this role on first leaving school for a while and preferred to pursue nursing instead. She did recall during this time the arrival of various visiting Guest family members with their splendid cars. My mother's brother, on the other hand did work for the Guests on the estate until his retirement in the 1960's. Uncle Tom lived in one of the Guest's Inwood estate title cottages at Henstridge. Famously known to the villagers he once dived into the local mill pond to save a 'young lad' from drowning. The 'Miss Guest' (local children were expected to acknowledge her 'correctly' when chauffeur driven Guest family cars passed by. When my mother was a child, girls must curtsy and boys bow or raise their cap.) I understand she was a favourite relation of the then late Baron Wimborne and had, in the 1930's, inherited Inwood House from her parents. It was a surprise when Miss Guest summoned my Uncle Tom to the 'big house' in order to thank him personally and to explain that the young man whom he had saved from drowning was no less than a young French nobleman with the title of a Count (*also intimating that his surname began with 'P') and was a regular visitor to Inwood House and to the Guest family. Miss Guest gave Tom a letter gifting a substantial plot of land adjacent to his cottage as a reward. The agreement was that the land deeds would be locked safely away at Inwood until requested upon his retirement. When he did retire with ill health, he had unfortunately mislaid his own copy of the letter and also Miss Guest had passed away a few years earlier. This was back in the 1960's when my Mother visited Tom whilst he was very elderly and in extremely frail health. He explained he wanted my Mother to inherit his parcel of land awarded to him by Miss Guest all those years ago. Alas, no formal letters to the owner referring to these past events, who had inherited Inwood House and estate from the Guest family, were ever replied upon and the parcel of land in question has since been developed and built upon by the estate.

(*The registered owner of that old Guest family home today at Henstridge is - The Count de Pelet)

Enough of my own ramblings of past family's involvement with the Guest family, I should now return to the G.K.N. company story:-

In the early 1900's Ivor Bertie Guest gradually entrusted more and more of the administration and his family's main interests in the vast Dowlais iron works and the day to day running over to Mr Arthur Keen who was already his established and trusted business associate. Arthur Keen was a notable engineer with a