

Rear View

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THANKS



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The MMOC Dorset Branch

was founded in 1980 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)

(brian@dorsetmmoc.co.uk)

President: Graham Jarvis (07914 637429)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673, 07947 525884)

Non Committee posts:

Raffle Coordinators: Chris Tilly and Margaret Pateman

Treasurer: Jacky Wood (01202 573501).

Spares Manager: Brian Wood (07411 116336)

Membership Secretary - Des Waller (01202 573403)

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

The Weymouth run on Sunday 8th May was attended by about a dozen cars. This was the 'gathering' at Upton Country Park with Nick and Angi Odell's car in the foreground

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)

May 22– Victoria Car Show and Vintage Day– Victoria Ed Ctr., 12 Lindsay Rd, BH13 6AS
29th May–Pecorama Rally, Beer, Devon.
June 1st–Clubnight–Cake Competition
June 5th–Classic Cars on the Prom–Christchurch Quay 11:00-17:00
June 18th St Edwards School Summer Fete and Classic Car Display 12-3pm
19th June–Hampshire (HAMMOC) Rally– Hambledon Vineyard.
June 26th–Classic Cars on the Prom–Christchurch Quay 11:00-17:00
July 6th–Clubnight–Rally planning evening.
July 3rd–Burton Scout Carnival–Martins Hill Lane, Burton start 1:00
July 3rd–Classic Cars on the Prom–Highcliffe Castle 11:00-16:00
July 9th –10th -'CLASSICS IN THE FOREST' (incorporating Annual Branch Rally)
July 17th Sherborne Castle–Classics and Supercars
July 30-31–Melbury Abbas Vintage Rally
3rd August–Clubnight–Gardening Competition
7th August– Lymington Classic Car Show
7th August–Classic Cars on the Prom–Highcliffe Rec 11:00-17:00
13-14 August– Forest Fayre with steam (Brockenhurst)
21st August–Classic Cars on the Prom–Christchurch Quay 11:00-17:00
28th August – Classic Cars on the Prom–(On the Prom– 4 till 6:30)
3-4th September-IOW 30th Rally (Havenstreet , Isle of Wight)
4th September–Classic Cars on the Prom–**CANCELLED**
7th September–Clubnight– Speaker (TBA)
18th September–Classic Cars on the Prom–Christchurch Quay 11:00-17:00
24th September– Marie Curie 40th MMOC Anniversary JOGLE Charity Run
24th-26th September-Waverley Trip
24-25 September–Holnest Country Fayre
5th October– Clubnight–AGM

7th January (2017)—Dinner and Dance

(Don't forget to check the website for latest updates to events)



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The Chairman's Run

Some photos from the Chairmans Run to Portland House in Weymouth on May 8th



Dorset Branch Newsletter

June 2016

MORRIS MINOR OWNERS CLUB

Volume 19 Issue 8



CLUBNIGHT ACTIVITY:
Cake Baking Competition

Inside this issue....

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NEXT CLUBNIGHT— Rally Planning at Electric Club

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

Aaah, that's better. The season has finally swung into action (for us anyway) with the Chairman's Run to Portland House in Weymouth last month and a couple of Classic Cars on the Prom thrown in for good measure. Thanks to Phil for the assistance in the organisation of the Chairman's Run and the facilitation of the visit to Portland house. It was a nice day out.

Hello to Roger Blakeley— 'late' of Dorset, recently defected to Lincolnshire (has he applied for asylum in the Lincs Branch yet, we need to know?). I have just dusted off his article on 'Fiddly Fittings' which I don't think I have used before. It certainly strikes a chord with me—having dropped many a small screw or nut into the 'abyss' that is the garage floor—only to be found some years later when sweeping up! I actually moved my 1275 engine out of the corner of the garage recently and found several small items in the dust for which the search had been long abandoned. Thanks Roger, and lets have some more musings from the Lincolnshire garage please. Here's a challenge: I got through



about 4 circlips and 2 springs trying to re-fit a carburettor piston lift pin the other day. If anyone can come up with a good way of fitting these annoyingly tiny little buggers, I will be forever indebted

The convertible has now been returned from the spray shop in kit form, so there is just the small matter of re-assembly now. Shouldn't take long (!) *He said optimistically (!)*.

We are just off to Beaulieu Spring Autojumble for the weekend (at the time of writing) so I hope to see a few of you there in the spares tent if you will be there and passing. The weather forecast looks a bit dodgy so better pack the umbrellas and wellies. Anyway, that's all for now, Brian.



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For Sale & Wanted & Club Notices

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

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FOR SALE: Set of five LP917 Genuine Van / Pickup wheels, fitted with 165 X 14 8 ply commercial tyres. 8mm tread. £550



FOR SALE: post production - 1969 Convertible - Bermuda Blue with an asking price of £6,950 - offers considered.
Adrian Rigby
01794516363



Nev's boot does make an excellent 'tea station' (above) and some of the cars at the Swanage Charity Day (right)



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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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.

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Hi Brian
There are some practical advantages with a four door ! Grand daughter safely conveyed 'on time' to church into Bourne-mouth this Saturday. Then on to reception venue in forest. (The happy couple Stacey and Dan) Re-gards Roger Kellow

Old Time Variety Shows
3pm and 7pm
The Allendale Centre
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16th July
West Moors
Memorial Hall, 231 Station Road, West Moors, 23rd July
Singing, Dancing and Comedy
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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 the June clubnight. I hope you all enjoyed last months "Call My Bluff" quiz and good luck to all you cake bakers tonight. Please not that this year the July clubnight will be held at the SEB Club as usual.

As I write this this we have just spent the day loading up the van for Beaulieu this weekend. Let's hope that the weather forecast is wrong!

We went to Popham Airfield on the first May Bank Holiday. This is a really good show but was spoiled somewhat this year by the weather! Unfortunately the weather stopped the vintage planes flying in with only a couple arriving all day. The turnout of cars, however, was very good with an excellent array of pre and post war vehicles. The autojumble was quite good and I picked up a couple of bits for the 8. The wiper motor didn't work and I managed to pick one up for a bargain price. I also bought a lovely small 4 ½ inch spot light which I have fitted on the front. I've had a 4 ½ inch wartime blackout mask in the garage for years which I have now repainted and fitted to the spot light.

The Chairman's Run to Portland House was a fantastic day out. The house itself was beautiful and just my cup of tea. I really like Art Deco design and styling and could have moved in tomorrow! The cars looked great lined up outside the house and drew a lot of attention from the visiting public. Phil and his friend were there to welcome us and everyone else to the house and were dressed in correct period outfits. I also joined in with this but it's a shame a few more of you didn't – perhaps if we go again you will!

Now technically if you haven't got your entry form in for Classics In The Forest you're too late but if you get it in tonight I'm sure you'll be OK. We are very pleased with the number of vehicles booked in and we are quite a few up on our normal pre-booked numbers. We have a very good number of cars entered for the concours this year but I know that one or two more of you have vehicles worthy of entering.

Finally, a little bit of work has been done on the 8. The new manifold gasket has been fitted and the carburettor adjusted and she now ticks over like a little sewing machine. The condition of the brakes, however, leaves a lot to be desired. I knew they weren't very good but upon inspection we found that only 1 ½ wheels are working at all! Hopefully new brake cylinder rubbers and new brake linings will sort this out.

I think that's about all from me for this month,
Happy Minor, Laurie.



Chairman's Report



Good evening and welcome to June's clubnight. Thanks to Laurie for another Call my Bluff quiz night last month. Thanks also to the team that won with the highest number of correct answers—we have some bright members in the Branch.

I had some good reports on the Chairman's Run which was on 8th May. The weather was good and so was Portland House. It would be worth going there again. The Waverley trip to London and then on to Southend on Sea on 24-26th September 2016 is almost full, but I still have a couple of places left. So if you would like to come along please let me know.

Terry's pick up on the front cover of the last branch newsletter is looking good but the Morris Minor Police Panda car I think is looking better and is also nearly finished! I am writing my report on Thursday night just before the Friday early morning start to Beaulieu Spring Autojumble weekend. We are hoping for better weather than forecast.

Dave and Jackie are still looking for new ideas for the regalia so if you see anything you like then please let them know.

I hope all the members who wish to go to this year's Branch Rally at Burley in the New Forest have now sent their forms in to Jacky. Booked so far for the rally are the catering stalls, cider and real ale, hot dog, pig roast and beef burgers, german sausage stall and ice cream van. Music, will be by Jazz band and fairground organ and lots of other stalls. So get booked in asap.

A big thanks to Brian Wood for still producing an excellent Branch Newsletter, I think the extra pages make a lot of difference. It is also good to have the articles from the members to put in. Happy Minor, John.

YOU ARE INVITED TO:

Classics in the Forest



**ORGANISED BY THE DORSET
BRANCH OF THE MORRIS MINOR
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SAT-SUN 9-10th JULY 2016

CAR BOOT SALE: On Both days. If you would like to attend, please use a Trader Entry or just turn up on the day

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Combined alternator rear bracket/ignition coil mount, nickel plated exclusive to DMMOC £12 each. (as seen in Minor Matters)



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Industrial Legacies, ICI pt.2 —by Roger Kellow

This month, we continue with Roger's delving into the history of ICI and it starts with a tale which is 'close to home'



In December 1960 a special celebration model 'Minor Million' was made based on the 2 door saloon. This was to mark the first time a British car had reached the magic one million production figure. In addition to various special features, white interior upholstery, special "1,000,000" badging numerals, and chrome wheel ring finishers etc. 349 special-edition replica cars (of the Millionth) based on the standard 2 door saloon were produced with the bodywork finished in a special Lilac shade of I.C.I. Cellulose. It is reported that during the planning stage there were various lengthy meetings into the early hours involving Morris senior executive managers and the Morris publicity department managers. The original Morris board members were very keen to finish the car in silver. However when I.C.I. were asked to provide a suitable silver, they were reluctant to guarantee the longevity of the paint finish for more than 6 months due paint technology at the time. This was just a few years prior to research perfecting a more durable 'metallic' paint finish range. The resulting 'solid' colours shortlisted had apparently included lime green and a shade of orange. It is apparently recorded that it was a frustrated Morris board, unable to reach agreement on their part, gave up the meeting. They had effectively given over the final choice of colour to the Morris publicity department to go ahead with their own final favoured choice of Lilac, rather than the risk of using silver. Plans immediately followed for every Morris showroom in the country to display the lilac Minor Million, in pride of place for public viewing, and this was fully in action at the start of 1961.

'Vynide' is the strong PVC coated upholstery material often described as synthetic leather, cloth I.C.I. made it to for the Morris Minor seating upholstery, door cards and panels particularly during the Minors popular volume production years. Of course a high number of Morris Minors still have their original factory fitted I.C.I. Vynide material in full or part (although seats may have needed re-webbing and re-foaming) giving testament to the materials generally long lasting durable qualities. (N.B. Replacement seat webbing and foam available through Club Spares as I recently successfully discovered) (Straps £2.50 each, stiff foam base £12 – Ed)

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Brian. 07411 116336

'Rexine' was patented in the early 1920's and was a thinner forerunner type of artificial leathercloth to 'Vynide', and used to cover the 'crash padding' front edge of the Minor parcel shelf. Many other earlier models of vehicles in general were extensively trimmed and upholstered with 'Rexine' as the more affordable alternative to leather.

Several volumes could be written about I.C.I. The company operated many specialist factories and plants in Britain and around the world.

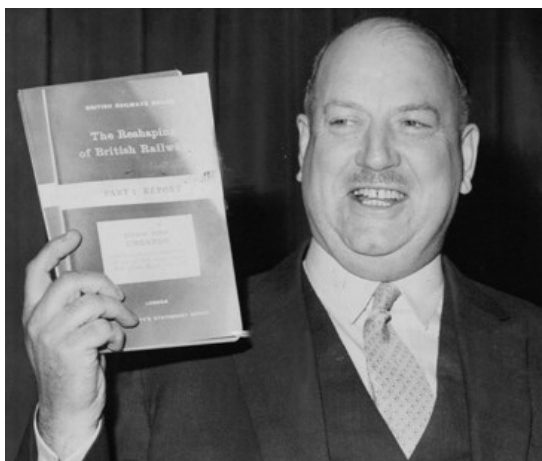
This brief article can only skim the surface of what once was such a large and globally important organisation with such a vast range of products. These include plastics, pharmaceuticals and every type of chemical imaginable, a vast range of paints, synthetic resins and polymers, silica and alumina range of chemicals, surfactants, catalysts, industrial adhesives, refrigerants, chemical fragrances, food flavours and ingredients, synthetic fabrics and yarn, fertilizers, pesticides, selective weedkillers, explosives, petrochemicals - the list could go on and on. Like Morris Motors in their heyday, I.C.I. had their own film unit, but much larger. It was named Millbank Films and made industrial information documentaries, advertising and training films, becoming well known within the business industry sector.

From the 50's through to the 70's a Dr Richard Beeching held a series of key scientific and later major organisational roles within I.C.I. He had originally studied and qualified highly in physics and chemical science.

In 1961 the world entered a new era as it began with the 'space race' when the first man, Yuri Gurgarin, journeyed into space, a new pop group The Beatles were performing at The Cavern Club and Jaguar had launched the new British sports car the iconic shaped 'E' type .

The Conservative government Transport Minister, Ernest Marples (he gave us parking meters and traffic wardens) was apparently rather pleased that the cabinet had negotiated a special 'secondment' to 'acquire

Dr Richard Beeching's specialist organisational skills'. This was proposed for a maximum 5 year period from I.C.I. The reason was to bring in 'an independent specialist' to examine a nationalised British Railways system and propose implementations on how it could actually be made more efficient and profitable. Marples appeared to have comparative little interest for what he termed such an 'old fashioned' transport system. His own major emphasis promoted modern motorways as the only real answer to an efficient future British transport system. Later Marple's parallel involvement with the partnership in his own company Marples-Ridgeway was seen as a 'slight' conflict of interest. (The company happened to be civil engineers that built roads and motorways.) Beeching's annual salary level was agreed to be matched and also caused some eyebrow raising at the time as it vastly exceeded the previous British Railways Board boss Sir Brian Robertson and even the present Prime Minister Harold McMillan's salary at the time. It was also pointed out when reaching national headline



Here is a reminder of the classes in the Dorset MMOC Gardening completion to be held on the August Clubnight.

List of Classes:

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



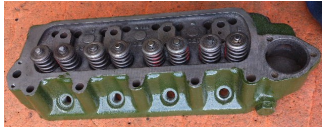
Vegetable Classes

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
12. Marrow
largest marrow



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 *most* purchases by paid up Branch Members will get **10%** discount applied to the price* (unless already on discounted offer or not available to us with discount). 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.




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

(*subject to fair use).


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

DORSET BRANCH SPARES NEWS



We have the inner wing liners (LEFT) 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 £2.50)



news that it was three times the average salary of any other comparable industrial manager at the time.

Dr Beeching's first plans recommended closing 55% of existing railway stations and a minimum of 30% removal of route track. He produced the unpopular 'Re Shaping of British Railways' (known as the Beeching Report) documents. He stated in a series of interviews that he fully accepted that part of his role was to be a target for much unpopularity from public at the time (criticism followed due to the cheerful way he delivered these statements). It did indeed create a reaction of surprise at the severity of the cut backs with protests and anger from branch line communities who saw immediate future isolation. Very large numbers of very loyal 'family generation, working lifetime' railway workers, drivers, Firemen, Signalmen, Station Masters and other key staff who had effectively kept the country moving with troops and goods through long hours and the constant exposure of the dangers of wartime bombing found their jobs had abruptly ended. Many railway employees had, after the war had carried on working in a post-war, worn out British Railways infrastructure that had received almost no investment at all.

To rub salt in their wounds, the French and German Rail systems were often better treated by their post war governments giving a much higher priority to investment. It was reported in the press of the time that Dr Beeching could always look forward to his guaranteed option of returning to I.C.I. to pursue a less public role when his 'government cut-back role' was completed.

In 1982 Margaret Thatcher's Government committed to conflict against Argentina with the Falklands War. Maggie's Government also continued funding British Leyland with optimism and hope towards sales of Metro, Maestro and Montego models. DeLorean cars went into receivership. 1982 also saw the charismatic Sir John Harvey Jones assume control of I.C.I. The huge organisation had gradually become increasingly loss-making from the 1970's. His plan resulted in the closure of many outdated plants with the loss of several thousand jobs involved in the traditional bulk chemical trade that was eventually phased out. Within a short time he had turned the company around into a healthy profit-making company investing in existing successful divisions and creating new markets by actually buying up some large American and other overseas companies. Sir John later went on to become a prime time TV personality with his popular company problem solving series 'The Fixer' as well as being in demand as a speaker. He continued into retirement years as a famous independent management consultant for major organisations and the government.

In 2008 the large Dutch multi-national company AkzoNobel successfully acquired Imperial Chemical Industries. AkzoNobel now produce, from many sites and facilities, a multitude of specific country's brands of paint finishes and all manner of specialist 'coatings' both for domestic and industrial markets. These include Dulux, Johnsons, Crown, Hammerite and Cuprinol, Gliddens and other traditional brands (best known in America) They are also major wholesale suppliers of many other industrial chemicals and materials for many specialist worldwide manufacturing industries, including pharmaceuticals and large range of domestic chemicals and ingredients for the cosmetics industries.

Perhaps it was Sir John Harvey Jones' description of Imperial Chemical Industries as "The business created so many useful things that did not exist before" *that is its lasting legacy.*

Illustrations and research Graces British Industrial Resource E&OE Roger Kellow

Like a Rolling Stone (by Roger Blakeley)

Bob Dylan has freely admitted that he doesn't know what most of his song lyrics are about. Although it is not taken from one of his songs he is credited with this quote: "Behind every beautiful thing there's some kind of pain." Any owner of a classic vehicle will recognise the sentiment immediately. For instance, we have all too often suffered the pain of having that small nut or screw fall from the fingers, make a faint noise when it lands, then roll swiftly away, never to be seen again.

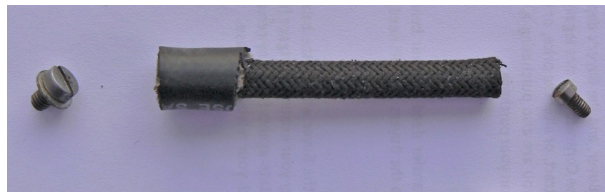


fig. 1

It's fair to say that the Minor is not the most difficult vehicle to work on, the spacious engine bay gives better than average access for servicing and repair. The distributor appears fully

visible and unobstructed - until maintenance is necessary. It is a long stretch over the front wing to reach it and it's not easy to get the head near enough to see properly when replacing points or condenser. Throw in cold or fumbly fingers and imperfect eyesight and you have the perfect conditions for the generation of frustration when



attempting to replace the small screws and nuts which can easily be lost.

fig. 2

A few moments rummaging in the oddments box should turn up a couple of offcuts of plastic or rubber tubing which can save a



considerable amount of time and temper.

fig. 3

Figs. 1 & 2 show two pieces of tubing each having a firm grip on the two different size screws used to fix points and condenser to the distributor backplate. Using this method, it is an easy matter to remove and replace the screws without fear of them slipping

from the fingers and tumbling to obscurity, see figs. 3 & 4. Initial loosening and final tightening is of course done with the screwdriver. If your chosen piece of tubing turns out to be too 'floppy' it can be stiffened up by the insertion of a long nail or a piece cut from a wire coathanger.



fig. 4

An alternative to the rubber tubing 'tool' is the use of replacement screws with socket or 'Allen' heads. A good-fitting allen key will act as an extension in the same way as the tubing. Thread sizes are 2BA for the points plate screw and 4BA for the condenser screw.

fig. 5

The small nut which retains the blade of the points and its two wires may likewise be fitted into the end of a piece of tubing. Fig. 5 shows a larger nut, purpose made and much easier to handle; it is tightened with the fingers only, which is sufficient. The one pictured has so far done about 4,000 miles without loosening. Anyone with a small lathe can easily turn one up in a matter of minutes. It is seen in place at the top right of fig. 4.

Owning and servicing an old car is supposed to give pleasure, removing some of the frustration factor goes a little way towards that goal and may take just a little of the pain out of possessing those 'beautiful things'.



Below is a shot taken using the 'Panorama' setting on my camera at the Portland House Run on 8th May. Not sure who owns the blue six wheeler between Roy's Traveller and Nick's saloon. (Technology... eh?)

