

**FROM THERESA MOXLEY** I am a Seenager. (Senior teenager) I have everything that I wanted as a teenager, only 50 years later. I don't have to go to school or work. I get an allowance every month, I have my own pad. I don't have a curfew.

I have a driver's license and my own car. I have ID that gets me into bars and the wine store. I like the wine store best. The people I hang around with are not scared of getting pregnant, they aren't scared of anything, they have been blessed to live this long, why be scared. I don't have acne. Life is Good! Also, you will feel much more intelligent after reading this, if you are a Seenager. Brains of older people are slow because they know so much. People do not decline mentally with age, it just takes them longer to recall facts because they have more information in their brains, scientists believe this also makes you hard of hearing as it puts pressure on your inner ear. Much like a computer struggles as the hard drive gets full, so too, do humans take longer to access information when their brains are full. Also, older people often go to another room to get something and when they get there, they stand there wondering what they came for. It is NOT a memory problem, it is nature's way of making older people do more exercise. SO THERE!! I have more friends I should send this to, but right now I can't remember their names. So, please forward this to your friends; they may be my friends, too.

## Rear View

### TWO STAGE BONNET STAY

This device allows the bonnet to be raised higher than the normal position. The advantages are:

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

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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](http://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
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## MORRIS MINOR OWNERS CLUB

# Dorset Branch

## NEWSLETTER

March 2016

Volume 19

Issue 5

[www.dorsetmmoc.co.uk](http://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)

( [brian@dorsetmmoc.co.uk](mailto:brian@dorsetmmoc.co.uk) )

President: Graham Jarvis (07914 637429)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673,

07947 525884)

Treasurer: Jacky Wood (01202 573501).

Raffle Coordinators: Chris Tilly and Margaret

Pateman

Membership Secretary - Des Waller (01202

573403)

Spares Manager: Brian Wood

(07411 116336)

Events Organiser/H&S Supervisor - Neville

Gerry (01202 747687)

Regalia : Dave & Jackie Walker

Catering Executives: -Sue Blewer, Lyn Gerry

Product Development Mgr: Brian Ford

Welfare/Technical Adviser: Eddie Pateman

### FRONT COVER

We visited the IOW in January and paid a visit to the Pearl Centre. They have a rather nice '66 Saloon in their foyer. We understand that they have joined the IOW MMOC Branch! (see page 17)

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

**FOR SALE: 1961 Morris Minor factory convertible.** Last mot expired May 2014, 84,000 recorded



**SOLD**

miles, now requiring some recommissioning to get back on the road or ideal basis for full restoration project. The front outer under sills will require attention and possibly a small repair to the door. There is rust to the door but the gaps are good. The paintwork is in good condition and a respray to make it look like new. The engine and ticks over but has a bottle of oil in it. It is looking at eventually the canvas top being replaced with a good used one in white that can go with the car if you want it the

hoodframe is in good condition interior has been replaced with a later one. Interesting history file showing car was originally supplied to the channel islands and brought back to the UK in 1967 the car then found its way to Northern Ireland at some point and later re-imported/re-registered. £2500 (Steve Loder) **T** (see left)

### Forthcoming Events (see also [www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk))

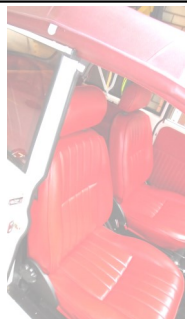
March 2nd—Clubnight—Feely Bag competition  
April 6th—Clubnight Talk on 'History of Bournemouth Gardens'  
April 10th—Classic Cars on the Prom restarts.  
21st April-Inter Club Quiz, Hamworthy Club 19:30 start  
24th April- Swanage Charity Day  
24th April—Drive it Day  
May 4th—Clugnight—Call my Bluff  
May 7-8th Breamore Working Weekend  
May 8th—Chairman's Run to Portland House  
May 15th—Classic Cars on the Prom—Christchurch Quay 11:00-17:00  
May 22nd—Classic Cars on the Prom—Christchurch Castle 11:00-16:00  
May 21-22- Beaulieu Spring Autojumble.  
29th May—Pecorama Rally  
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—Out and About (TBA)  
July 3rd—Classic Cars on the Prom—Christchurch Castle 11:00-16:00  
July 9th -10th 'CLASSICS IN THE FOREST' (incorporating Annual Branch Rally)  
July 17th Sherborne Castle—Classics and Supercars  
July 31st—Charles Ware Memorial Rally, Bath. (Details TBA)  
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—Highcliffe Rec 11:00-17:00  
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

## For Sale & Wanted & Club Notices

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

**FOR SALE:** Second hand Front nearside wing £25, pair of s/h Traveller wings £25 each, £40 pair . David Garside 01202 891288

**WANTED:** Morris Minor 2 door saloon (pre '60 if poss. Reasonable price/condition. Bernard Kann 01202 849489



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 £25,000 over last 10 years. 9k miles on rebuilt engine, £8,500 (Tim Lang) T



**01823 461861**

**FOR SALE:** 1968 Traveller, 1098 Smoke Grey, Disc brakes, alternator and immobiliser. Resprayed with detailed engine bay, new wood, structurally sound & rust proofed, mechanically excellent, full history, new carpet, MOT'd and serviced £12,500. **01823 461861** Tim Lang. T



**FOR SALE:** 1954 Split Screen saloon 4 door Light Green. Last MOT was 3 years ago. Stored under cover and engine runs. Current on SORN. Spares included. Original number plate. £1,500 or offers. Trevor Harman 07879 668041 (Totton)

**FOR SALE:** Ford KA 1.3, First registered December 2007 26700 miles. Purchased by me in 2010 as insurance write off (bonnet front panel etc) Used ever since as a loan car for the business. Only selling as being replaced by new cars. Any test drive welcome £ 1200.00 Colin (Bodycare) 01202 887727 (Home) 01202 873327



# Dorset Branch Newsletter

March 2016

**MORRIS MINOR OWNERS CLUB**

**Volume 19 Issue 5**



**CLUBNIGHT ACTIVITY:**

**Feely Bag Competition**

## Inside this issue....

Editorial	4
Editor's In-Box	5
Secretary's Report	6
'H' is for Harris (and Sheldon)	7
It's Draughty in Front Part 2	11
Ethanol Update	15
Chairman's Report	15
For Sale and Wanted (and Club Notices)	17
Forthcoming Events	19
Rear View & Branch Regalia	20

**NEXT CLUBNIGHT—Talk on 'History of Bournemouth Gardens'**

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

Greetings one and all and welcome to your favourite newsletter! Not long to go now before the Spring arrives with hopefully better weather to get out in those classics. We have got Brooklands Austin and Morris Day to look forward to next week. I'm just hoping that (at the time of writing) I can get the Traveller put back together in time. I decided to weld in new lower door skin on the driver's side. The gathering rust bubbles had been bothering me for a few years now. I started the job in mid-January so there's really no excuse! At the time of writing, Colin at Bodycare has just finished the painting so I am hopeful that the door can be put back together soon.

The convertible is coming along reasonably well now and I am hopeful that I will be able to report it has gone for top coat soon! I am planning to sort out the engine and other ancillaries while it is away. (I know, you're thinking "The painting is not going to take that long is it?") I have given up trying to predict when it will be finished, but I am hoping to break the back of it this year and perhaps some time next Spring it might venture out under its own steam???



Salvatore and I went to have a 'nose' around the cars for sale in the January SWVA Classic Auction in Poole. There were three Minors there, the green convertible (pictured left), a white 1300 convertible and a Series II 4 door. The green one wasn't too bad underneath, one or two 'bodge' panels were spotted, but importantly—no holes! It did need 4 new wings etc and most of the interior was poor. There were a few useful spares included but it still sold for £2,800. It reminded me of my own (see above) which cost a fraction of that (with MOT) when I bought it 5 years ago. The white one was in pretty poor order and had many chalk marks underneath—presumably made by an MOT tester! It was an old Charles Ware conversion, but someone had definitely had their money's worth out of it since then! It went for £2,160. The black 'fifties 4 door looked pretty



good but went for £3,672. I rather fancied the Bristol 403 which went for a healthy £42,120 (and it was condition '2').

Thanks to Roger and Roger for their articles this month. Roger K has rummaged around and found another British accessory manufacturer for the next in his 'A'- 'Z' series. It is another piece which Roger has written exclusively for this newsletter and well worth a read when you have a moment. Thanks too, Roger for the update on the Ethanol situation.

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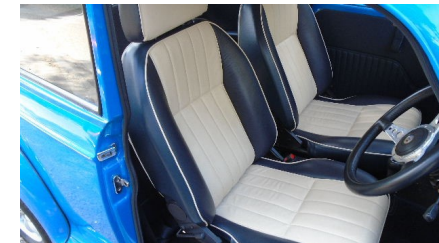
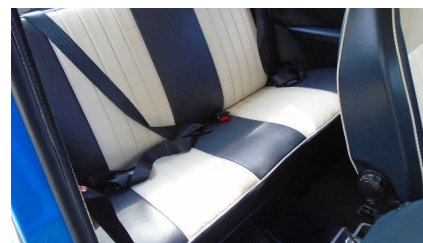
1469 Wimborne Road Northborne Bournemouth BH10 7BQ



According to the 'blurb' on the passenger window she is a 1966 model, has covered 89k miles and 'goes like a rocket'. She was bought by the Centre in April 2015 having been restored by Charles Ware in Bristol and resprayed a (non-standard) 'pearly beige' which actually looks pretty good. She was shown at the IOW Branch rally last September.

## For Sale & Wanted & Club Notices

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



One-off Morris Minor interior supplied by Newton Commercial front and rear seats trimmed in dark blue/cream leather currently fitted in a two door saloon but would also fit a convertible great upgrade for any Morris Minor. Front seats slide, tilt and recline. Seat mounting frames included so ready to bolt straight into your Minor door cards and rear side panels are standard minor type ('64 - '71) design in matching dark blue vinyl all in excellent condition £1,195. Steve Loder 01202 694828 07748 154474 T

## 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.



**PCC Precision Clutch Components**

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

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

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

**The Village Collector**

**WANTED**

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

**01202 575447**

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ESM – Partners with & distributors for Morris Minor Centre (Bath) Ltd Est 1982  
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20 Clothier Road, Bristol, BS4 5PS  
morris.minor@charleswaresmmc.co.uk

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.

**Little Canford Garage Ltd.** BOSCH SERVICING CENTRE

\*Servicing (classic and modern) 98 Wimborne Road West, Wimborne,  
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Satnav – A new poem by Pam Ayres

I have a little Satnav, it sits there in my car. A Satnav is a driver's friend it tells you where you are. I have a little Satnav, i've had it all my life. It's better than the normal ones, my Satnav is my wife.

It gives me full instructions, especially how to drive "It's sixty miles an hour", it says, "You're doing sixty five". It tells me when to stop and start, ... and when to use the brake And tells me that it's never ever, safe to overtake.

It tells me when a light is red, and when it goes to green It seems to know instinctively, just when to intervene. It lists the vehicles just in front, and all those to the rear. And taking this into account, it specifies my gear.

I'm sure no other driver, has so helpful a device. For when we leave and lock the car, it still gives its advice. It fills me up with counselling, each journey's pretty fraught. So why don't I exchange it, and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed. It washes all my shirts and things, and keeps me warm in bed!

Despite all these advantages, and my tendency to scoff, I only wish that now and then, I could turn the bugger off



Another one of Dave Holton's 'T'-Shirt collection on display

www.morriswoodwork.co.uk  
01243 788660

**WOODIES**

Email:forwoodies@aol.com

(Proprietor, Steve Foreman)  
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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 March clubnight. Thank you to everyone who brought along something to be auctioned last month and to everyone for digging deep and raising a good sum of money for this years chosen charity. Thanks also to Roy for being our auctioneer again. Tonight will be a feely bag competition. There is a mixture of household items as well as a few motoring bits and bobs. Please don't cheat by looking in the bag though! Next month we are having a talk entitled "A short history of Bournemouth Gardens".

There are a few more events in the events diary now. I have received the entry form for the Classics at The Castle event in Sherborne. We had a club stand here last year and it is a fantastic show and well worth the entry fee. There is a flyer in with this newsletter which you will need to return to Jacky along with the fee. If you have had an entry form for the Lymington Show please return it and mark your form "Morris Minor Owners Club – Dorset Branch". There should also be a supply of entry forms at clubnight.

Plans are coming together well for this years rally – Classics In The Forest. You should all have received an entry form by now so please return it as soon as you can.

It is with deep regret that I have to inform you of the death of club member John Marston. For those of you who can't place him, John was responsible for providing the PA system at our rallies for the past few years. Nev and I attended his funeral in West Moors last month on behalf of the club.

You may recall last month that I told you that the Traveller had been involved in a rear ender on New Years Day. Well, she has now been beautifully repaired by NIDOR bodyworks in Poole and

actually looks better now than it did before! A new "toy" has joined the Traveller in the garage. I recently purchased a 1935 Morris 8 2 door sliding head saloon from the president of the Morris Register, Malcolm Dixon. I flew up to Leeds to view the car in January and it has now been safely delivered to its new home. Thanks, Dave, for recommending Shipley Transport for moving the car. You just go on their website, type in what needs moving and from where to where and you then get lots of quotes emailed to you. I chose a smashing young guy called Chris who transported it down at a very reasonable cost. Actu-

ally, the car is coming home as it was originally registered in Bournemouth as you can see from the "LJ" registration number. She does require a few bits and bobs doing but don't forget she is 81 years old.

I think that's about all from me for this month, so until next time, Happy Minorng, Laurie.



## Chairman's Report



Good evening and welcome to March Clubnight. A big thanks to all the members for digging deep for the last clubnight blind auction in aid of the Branch Charity for 2016-17. Also a big thank you to Roy Gale for great job of auctioneering

all the wrapped gifts kindly donated by the members (about 120 in all!) It was nice to see all the names on the club notice board to help out with Rally weekend. Thanks very much. Also have any of you got any old gazebos that are surplus to requirements. If so, the Branch would be interested in them for the Rally. Please let one of the committee know. Dave and Jackie have ordered some new pack-a-mac's at a good price, which I think are better than the old ones. So come and have a look at clubnight. They also have an embroidered club motif. It was sad to hear about the death of John Marston, a loyal branch member and our thoughts go out to his family. Also it is good to hear that Brian Ford is getting better. We are still looking for new ideas and stalls for the rally. Please let one of us know if you can help.

At last my daughter Corrine's flat has been purchased so for the last two weeks Anne, Corrine and myself have been painting, wall-papering and knocking out fireplaces making it in to a 2 bedroom flat. With help from Dave the builder (friend of Roy and Sue Gale) who was a big help (thanks Dave) and thoroughly recommended.

That's all for now, John.

**(PS The date for the Waverley Trip has now been announced: 24-26 September.)**

**YOU ARE INVITED TO:**



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

**At their new classic  
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John Jenkinson, Chairman  
Morris Minor Owners Club, Dorset Branch



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## 'H' is for Harris and Sheldon

Here goes another nostalgic delving into the 1960's into our old copy of an Earls Court London Motor Show guide :-

Following G.K.N. last time we now look under the very few names that exhibited at that time under the 'H' listing of accessories and components. (The only first obvious one was Hardy Spicer Transmissions but they were already mentioned last time as a company within GKN) I do admit to nearly giving up on the letter 'H', but was then intrigued by one other name listed - Harris & Sheldon. "Mmm, Harris & Sheldon, never heard of 'em", you may well exclaim! - Yes, it is a company name in this series you could easily be forgiven for not necessarily knowing from the '60's era.

However it is soon discovered that at least two popular motoring accessory 'brands' which Harris & Sheldon, (a substantial sized holding company of the '60s) had owned and exhibited at the Motor Show, will certainly be familiar to Morris Minor owners 'then and now'. It also explains the importance of the firm's annual regular presence at the London Motor Shows during the '60s. The two trade mark product items of interest, exhibited on separate show stands, (each sub listed in the show guide under Harris & Sheldon) were their two subsidiary divisions 'Desmo' and 'Brexton'.

Originally the business partnership of Mr Harris and Mr Sheldon, had in fact become famous within their own specialist trade in the early 1900's. They were high quality shop fitters, particularly for the well-known pioneering major department stores and various leading British retailers of the time. (the likes of, Selfridges, Harrods, Liberty, Derry & Toms, Lewis's, Boots, Timothy Whites, International Stores, J Sainsbury to name but a few). The Harris & Sheldon quality handmade shop window fashion and tailor's dummies were a speciality at the time. These high quality fittings were all created by several hundred skilled carpenters, woodcarvers and artists of the day, mostly to special in the company's large studios and workshops at Stafford Street, Birmingham.

In the 1920's Harris & Sheldon decided to embark on a joint venture with their regular major supplier of specially made metalwork items. This huge metal product manufacturing company was Joseph Sankey. (A major midlands steel works that could truthfully claim "if it's made of metal, and they did not already make it, they could do so.") The resulting company division was named Sankey-Sheldon and provided a complete 'fitting out' service for any size of industrial factory, including office and canteen furniture, every type of industrial work production benching and also huge quantities of steel racking, etc. Joseph Sankey was the first company to specialise in the quantity manufacturing of steel automobile wheels in Britain, able to supply any automobile manufacturer's requirements from the very early days from the transition of early wooden spoked wheels to provide the increasing demand for vintage iron spoked wheels. The vast majority of automobile makers bought Sankey early iron spoked wheels followed by the design evolving requirement for mass produced pressed steel wheels including Morris Motors. They went on to become the UK's largest supplier of large volume produced pressed automobile wheels by the 1960's. Although as stated in a previous newsletter article, our own 'all new' Morris Minor (from 1948 right through to the early 1970's) was a notable exception having specifically designed pressed wheels originally commissioned and supplied by Dunlop Wheel and Rim Co.

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**Brian. 07411 116336**

## H & S (continued)

Desmo of Brierly Hills, Staffs, an early metal ware manufacturer, established in 1900, had already an established range of very early motoring accessories and was acquired in the early 1930's by Harris & Sheldon. These items included the first type of automobile lamps, petrol cans, funnels, running board and rear carriers, etc. They became well known for their range of stock design and also bespoke car bonnet/radiator mascots of a high quality. Today original and genuine Desmo car bonnet mascots are most sought after by vintage and classic vehicle enthusiasts and collectors internationally .Certain designs fetching extremely high prices. The original 'Leaping Jaguar' mascot was commissioned from Desmo by Jaguar Motors for certain of their car models, most famously starting from the 1930's era.



The original 'Leaping Jaguar' mascot was commissioned from Desmo by Jaguar Motors for certain of their car models, most famously starting from the 1930's era.

1939 and the outbreak of WW2 saw the Harris & Sheldon company and their various specialist subsidiary divisions turned over to provide valuable manufacturing support for the British war effort. They produced huge quantities in a variety of sizes of portable wooden cases in their well-equipped carpenter's workshops. All sorts of military navigation instruments and special flight cases

tailor made for aviation cameras and other valuable military apparatus. Vast quantities of wooden ammunition, shell and firearms boxes for all branches of the armed services were produced. The company's expertise was also relied upon throughout hostilities to assemble aircraft sections, in particular wing and tail flaps for the majority of operational fighter and bomber aircraft. These were produced by their experienced joiners and craftsmen/women. It is proudly recorded the rear view mirrors for Spitfire pilots and for many other WW2 operational aircraft were 'Desmo designed' and made . One necessary item was an efficient type of fire-fighting stirrup pump produced in huge numbers by the Desmo division and were supplied to most British town and city's municipal authorities A.R.P. departments .

From the 1950's on to the 1960,s the prospect of car ownership for many continued to become more available. Accessories for that newly acquired motor car were also become extensively offered .A pair of Desmo 'spring back' wing mirrors or a Desmo sump heater were two top selling items . The innovative Desmo compact picnic furniture range was designed to make the most of a new freedom and 'family time' the car could provide. This was all a welcome contrast to the war years and recent post war austerity years included the planned phasing out the rationing of essential items.

A publicity stunt typical of Harris & Sheldon's imaginative publicity department that stole the motor show in that years accessory section featured a top celebrity of the era. The



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## Ethanol Update (by Roger Kellow)

**Roger Kellow has kindly sent me an update on the Ethanol situation as it relates to the use in (our) Classic Cars.**

Further to our conversation to confirm the latest situation ref Ethanol additives in Esso grades of petrol, I have just received this reply :-

*Email from ExxonMobil Esso 19/01/16*

*The majority of 95 octane petrol sold in the UK contains 5% ethanol as required under the Governments Renewable Transport Fuels Obligation (RTFO). There is currently no requirement for renewable fuel (such as ethanol) to be present in super unleaded (97 grade petrol) Esso super unleaded petrol (Esso Synergy Supreme Unleaded 97) is ethanol free (except in Cornwall, Devon, the Teeside area or Scotland) and we have no current intention to add ethanol to Esso super unleaded petrol (Esso Synergy Supreme 97) in any other area of the UK. We would therefore advise anyone who has concerns about the presence of ethanol in petrol to use Synergy Supreme - providing they do not fill up in Cornwall, Devon, the Teeside area or Scotland.*

*Yours sincerely*

*End consumer & customer care dept ExxonMobil fuels & lubricants.*

It seems we can assume probably every other popular company brand of unleaded petrol Standard and super grades (95 and 97 octanes) on sale includes ethanol from 5% up to 10% (and even more in certain brands i.e. Tesco )

It may be interesting to perhaps remind ourselves that ethanol is only added when the fuel is actually delivered to the retail filling station site as the petrol company choose not to pump and expose their own pipework to the ethanol mixed fuel, or to store ethanol mixed fuel for any longer than is at all necessary as they are obviously fully aware of the following :-

Ethanol attracts water and is a factor to consider when mixed fuel is stored over any length of time in any tank or container.

Also here are some materials found and recorded as to be affected by ethanol (according to dilution and exposure time) - Zinc & galvanised materials, Brass, Copper, Terne plate (lead/tin coated steel) Aluminium, Magnesium alloys, Zamac5, Polyurethane, Polymers containing alcohol groups, Fibreglass-reinforced polyester and epoxy resins, Shellac, Acrylonitrile butadiene styrene (ABS). Polyvinyl Chloride flexible version (PVC) . Natural rubber, Polyethylene Terephthalate (PET) . Cork. Petseal (tank seal). Nitrile Rubber.(NBN). Buna N with low acrylonitrile content (Can) content . Viton A . Polyamide 6 (PA6) (Nylon6). Polyamide 66 (PA66) (Nylon 66)

It's just that someone said to me the other day that they just put any old make of unleaded in their classic and was not actually aware of what ethanol was. Apparently all brand new models of cars sold are said to be 'ethanol safe'

Kind regards Roger



## It's Draughty in Front (continued)



fig 4

The installation illustrated is wired to the 'live' side of the fusebox i.e. direct to the battery, thus the fan will sometimes cut in when the warmed engine is stopped although it won't have much effect when the water pump is not working.

fig.5

An alternative method of thermostatic switching is to use a fan switch from a modern car, see fig. 5 but there are complications in finding somewhere to mount it and choosing one which operates within a suitable temperature range. The thermo switch is correctly adjusted when the fan cuts in just above normal running temperature.



Bournemouth & Poole MG Car Club is organising a coach trip to Coventry on Thursday 12 May 2016 and we have places available on the coach for members of other car clubs who would like to join us on the day. Please pass this information to any of your members who may be interested.

The principal reason is to visit the recently refurbished Coventry Transport Museum, home of the largest collection of vehicles made by famous British manufacturers such as Triumph, Hillman, Jaguar, Alvis, Riley, Rover and Singer.

In addition to the museum (which has free admission and is located in the centre of the city) there will be the opportunity to see many of Coventry's other attractions, which are all within a short walking distance of each other. These include the Priory Visitor Centre which houses the ruins of Coventry's first cathedral built by Lady Godiva over a thousand years ago, the Herbert Art Gallery and Museum, the new Coventry Cathedral which was opened in 1962 and, for those wanting some retail therapy, the West Orchards shopping centre.

The transport museum recently underwent an extensive £9.5 million redevelopment and includes the world's fastest cars ThrustSSC and Thrust2; the oldest Coventry-built car; more than 3,000 toy car models – including Dinky, Matchbox and Corgi, and many of the most innovative, memorable and luxurious road vehicles of the last 150 years. It is also home to part of the Jaguar Heritage Trust with a new display of both classic, modern and concept cars.

The coach will be leaving Hamworthy Sports and Social Club at Canford Magna at 9am (there is car parking at the social club) with a coffee stop at Warwick Services before arriving at the museum at around 12.30pm.

Participants, who can make their own arrangements for lunch (the museum has a coffee shop and there are plenty of pubs and restaurants close by – including the Flying Standard pub) will then be at leisure to explore Coventry until the coach departs at 4pm for the return journey with the option of an afternoon tea stop.

The coach should return to Hamworthy Sports Club by 7.30pm.

Tickets are £20 per person and can be booked with Chris Adamson – contact Chris Adamson 40 Baring Road, Bournemouth BH6 4DT, Tel: 01202 424781 Email: [chris@1020mg.org.uk](mailto:chris@1020mg.org.uk) Mobile: 07889482903

## H & S (continued)

famous world light heavyweight champion British boxer Freddie Mills attended the Desmo motor show stand complete in boxing regalia and gloves, continuously 'punching' at the best selling Desmo 'Boomerang' spring back wing mirror to illustrate its robustness. (unfortunately Freddie Mills was to be national headline news just a few months later when found shot in his car outside the London nightclub he owned. There followed many unconfirmed press story rumours concerning a London crime syndicate being connected to his death) Desmo accessories continued as popular selling items and included many licenced designs of flat badges for radiator grille or badge bar fitting. Other items included badge bars and holders, radiator blinds for fitting to popular model vehicles, rear window anti-mist panels and an extensive design range of wing, interior and clip on door mirrors, sun visors.

Harris & Sheldon continued to expand their subsidiaries during the 1960's and a complimentary addition to their existing product ranges was the acquisition of the famous leather manufacturing company J B Brooks and Co that had been established in the early 1920's, The resulting trade mark of Brexton products was the combination of the two earlier separate firms that had amalgamated becoming Brooks and Sexton.

Brooks were already internationally known as the makers of the best quality British cycle and motor cycle leather saddles and carrier bags. They had also originally made travelling leather trunks and hampers for the rear carriers of early automobiles, including bespoke designs, particularly where price had no restriction with the buying customer.

Sexton apparently had originally been high quality leather hand luggage specialist makers.

'Antler' was Brooks hand luggage range popular then and the same recognised luggage brand name survives today. The Antler design idea 'the wheeled flight luggage case' is now accepted as such an everyday item for short or long haul journeys and is made by many other manufactures in all shapes and sizes.

It is often said when looking back there are certain things quintessentially British, together with a particular nostalgia - for example a Brexton traditional picnic hamper (sharing a fond nostalgia in similar context perhaps to the classic Morris Minor many may say !).

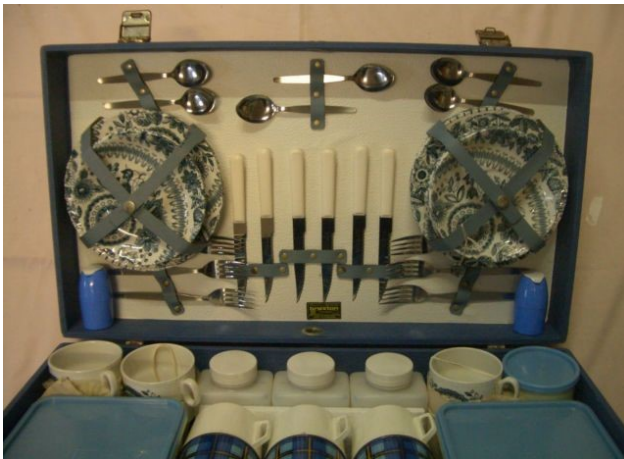
Brexton picnic hampers are now regarded as 'collectables'. In pristine condition, complete with all its original cutlery pieces, plates cups, saucers, condiment sets, food containers and flasks, etc. are increasingly seen to make high prices. Brexton hampers appear to be in demand as a very desirable period accessory to compliment many historic vehicles by their present owners. However due to the fragility of certain items and the nature of odd pieces of cutlery items etc. all too often going missing from an otherwise complete set, an affordable impulse purchase can still be found as a bargain from the odd second hand shops or possibly an autojumble.

Earlier Brexton sets were being made from the 1930's and began a 'modern' innovation with cups saucers and plates as an alternative to china was offered with the option of an early form of newly invented plastic. This plastic material was invented by British scientists earlier in the 1920's and was rather oddly named Bandalasta. Prior to this Bakelite had already been invented in America in 1907 but was at that time only produced in a rather dark brown. However Bandalasta plastic material could from the very start be made in an off white and then in a range of delicate mottled light pastel colour ranges. The Bandalasta brand of plastic was made from a resin that after intense heating needed to be mould pressed under at least 2 ton weighted presses to create a sufficiently thin profile. Although not claimed totally unbreakable the result was durable and extremely light making it ideal for picnic ware and this novel popularity was soon proven in sales to customers.

'Rexine' imitation leather cloth was traditionally used to cover Brexton picnic cases and a number of brighter colours were introduced as the popularity and demand from the public continued. Of course Stafford china teacups plates with traditional or abstract patterns ,with an assortment of real glasses, condiment sets, various food containers, (some chrome finished) were included in the sets regarded as the 'de-luxe range. Many of these top quality special edition picnic cases were exclusively made and designed for retailers such as Harrods, Selfridges and Gamages. There were a number of very popular 1952 Queen Elizabeth Royal Corona-

## H & S (continued)

tion special edition sets produced by Brexton mostly covered in red Rexine, with special commemorative designs on the china ware etc.



The Brexton 'family picnic' advert illustrated is probably their last, dated 1977 (Brexton then being amalgamated with Desmo products as a combined subsidiary of Harris & Sheldon).

Harris and Sheldon owned and managed a very wide range of subsidiary companies in the 1960' and at the same time continuing to expand their original business into the early 1970's. They were a leading supplier of a wide range of quality retail shop fittings, presentation and promotional lighting to leading fashion houses, department stores, national chains, select independent retailers and

leading exhibition contractors. The company at the time was divided into three main trading areas, due to its size:-

1. Main division :English Rose Kitchens - Industrial Lifts (later to be acquired by Otis Lifts)- Industrial steel furniture, engineering and industrial factory supply and fitting out - Shop, Hotel and Office fitting , manufacture, installation and suppliers of components, retail merchandise display, exhibition and showroom fittings, showroom and exhibition lighting etc.
2. Automotive products division: various assorted company brands including Desmo products.
3. Luggage division: - various company brands: Antler, Foxcroft and Brexton etc.

Harris & Sheldon still are still registered as a company today, now based in a rather splendid country property set within its own grounds in the Midlands. The details of their past company history is justifiably and proudly shown in their archive records with past photos of their past company history profile that left a legacy of service to this country's past war efforts and the creation of some traditional 'British' craftsmanship and products. However the former subsidiaries referred to and their traditional past trading and services all appear to no longer to be part of this particular company today. The company now present themselves as property management and investment specialists. An interesting area also now offered to prospective customers is a range of very exclusive game shooting and salmon fishing lettings with availability of time share locations etc. The locations appear to be some most beautiful locations in Scotland. Whilst back in England you could choose to spend your spare time game shooting on a beautiful Derbyshire grouse shooting moor at the appropriate time of the year.

Article research: Graces industrial history resource.

& courtesy Harris & Sheldon company archive records.

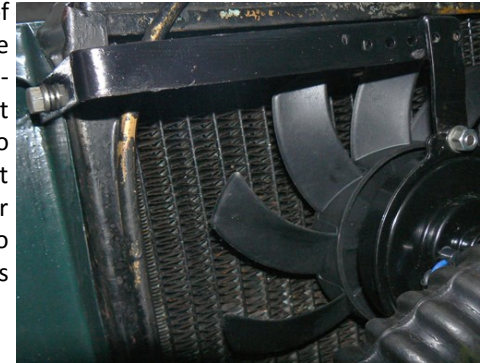
**E&OE Roger Kellow**

## It's Draughty in Front—Part 2

Having made the decision to fit an electrically operated fan, there are several more matters to take into consideration. Firstly, whether to mount the fan behind or in front of the radiator. Generally the motors turn the same way regardless of the polarity of their wiring, so will only work in their intended position. Dismounting and reversing the fan blades will make no difference, therefore one's original choice will have to be adhered to.

Some makes of electric fan come with a kit of parts which fit the fan housing directly to the radiator, with ties passing through the radiator's gills. This method may be successful but it relies on the integrity of the radiator to support the weight of the fan and to resist the torque reaction when the fan motor starts. It is up to the individual whether to mount the fan in this way or to use brackets which will give more substantial support.

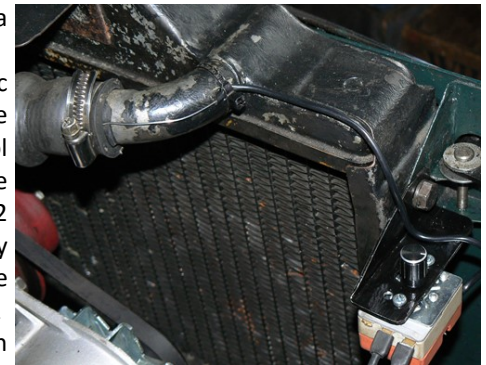
fig 1



The rear-mounted fan shown in fig. 1 is supported on two steel brackets braced by a strut bolted to the engine mount.

For automatic fan operation, a thermostatic sensor is required; these usually lay inside the top hose and are connected to a control switch by a capillary tube. The switches are adjustable to suit individual vehicles. In fig 2 we see the switch (lower right), its capillary coupling disappearing under the top hose (upper left).

fig 2



Sensors are available which simply push in between the radiator gills, these should be fitted directly below the top hose outfall.

fig 3

A relay (fig. 3) is necessary as the fan motors demand a fairly high current of 80-90 watts which is too much for the thermostatic switch to handle. It is comforting to have a warning lamp to show when the fan is working, and an override switch 'just in case' of a failure of the thermo-switch.

