



Terry House gets to do all sorts of jobs with his pick-up

Rear View



Nev must have Put something In the tea!

Photo: Helena Carr

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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)

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

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September 2016
 Volume 19
 Issue 11

www.dorsetmmoc.co.uk

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)

Non Committee posts:

Raffle Coordinators: Chris Tilly and Margaret Pateman

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673, 07947 525884)

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

Welfare/Technical Adviser: Eddie Pateman

FRONT COVER

The Three Pilchards Pub in Polperro have this sign-written Austin LCV for publicity (and presumably they use it as well) Snapped by Viki Wood (on her holidays in Cornwall)

**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)

3-4th September-IOW 30th Rally (Havenstreet , Isle of Wight)
3-4th September Beaulieu International Autojumble
4th September—Classic Cars on the Prom—**CANCELLED**
7th September—Clubnight– 'My Life as a Poole Potter for the last 49 years' by Alan White
18th September—Classic Cars on the Prom—Christchurch Quay 11:00-17:00
24th September– Marie Curie 40th MMOC Anniversary JOGLE Charity Run –Castle Point
24th-26th September-Waverley Trip
24-25 September—Holnest Country Fayre
5th October— Clubnight—AGM
2nd November—Clubnight—Talk by Kevin Patience on 'The Dorset Victoria Crosses 1857-1944'
27th December—Mistletoe Meander

2017

7th January (2017)—Dinner and Dance
28th May Pecorama Classic Vehicle Rally, South Devon.

Old Time Variety Shows 3pm and 7pm Broadstone War Memorial Hall
Jan 29th 2017 Singing, Dancing and Comedy
Tickets £8.00 concessions over 60 and under 12 £6.50. Tickets from Mavis 07565826193, 01202882983
Donations to charity 'Coping with Chaos'
<http://>



Dinner and Dance 2017

7th January 2017 Dinner and Dance at the Liston Hotel in Boscombe Spa.
Starters: Leek and potato soup, Melon Platter, Stuffed Mushrooms with blue cheese.
Mains: Turkey, Beefsteak Pie, Cod in white wine sauce, Vegetable Hot pot.
Deserts: Bread and butter pudding with custard, Fresh Fruit salad, Trio of baby deserts, Cheese and Biscuits. Followed by tea or coffee with mince pies.
£28 per person (members) £30 per person (non-members) Rooms £30 Standard £35 Superior (Book directly with hotel 01202 394588 (Entry forms with newsletter or online.)



DEVON WEEKEND 2017

We are arranging a weekend in Devon next year, staying at the Royal Glen in Sidmouth and visiting the Pecorama Classic Car Show in nearby Beer on the Sunday. Accommodation prices to be announced shortly but the date for the diary is 26-29th May 2016

The Lucas Story (continued)

tic falling off of trade leading to many job losses. At that time the Lucas Industries divisions included :
 -Lucas Electrical, Electronics and Systems. Lucas Aerospace, Lucas BP Solar Systems, Lucas Chloride EV Systems, Lucas Energy Systems, Lucas Fluid Power, Lucas Girling, Lucas Kienzle Instruments, Lucas Logic.

In 1996 the famous British established company Lucas Industries was drawn into an American led merger and was re-named LucasVarity. This involved The Varity Corporation, an American company that was in automotive but was actually what had remained and evolved from the giant Massey Ferguson Co .

3 years later in 1999 recently merged LucasVarity was acquired in total by TRW (Automotive) another American owned company with the Lucas Aerospace interests taken over by Goodrich Aerospace (United States).

Today the name Lucas Automotive Products (UK) including Lucas Brand Batteries still operate and distribute from Birmingham (and are proud to publicise that Lucas have in effect traded there continually since Joseph Lucas started the business in 1882, with the same approach to quality products and service) although they have been owned by overseas owners since 1996.

Lucas (UK) branding today is the familiar green packaging with the white dotted line logo. Interestingly one Lucas overseas subsidiary offshoot that appears to operate in parallel , TVS -Lucas Products, started in agreement with Lucas Industries way back in 1962 and set up in India. This is now an Indian owned company still operating independently in business today (they still use the famous old established 'Lucas Lion' brand trade mark) mainly intended originally to serve the Indian market this company are now also keen to offer their own TVS-Lucas brand automotive products to other countries.

From 2015 Lucas Automotive Products changed from American ownership to German. Still today trading from the Birmingham premises, Lucas (UK) handle many 'out sourced' automotive products most often now made to a required quality under licence that can then carry the Lucas brand. A familiar story is that an old famous independent British company that made so many innovations in the past have now continued to operate with foreign investment. It has of course saved the famous brand and still employ British based workers (although a fraction than in its heyday)

The owner today is the huge German automotive and engineering giant ZF Friedrichshafen AG and at the last count they have publicised they are very keen to continue developing the Lucas product brand ranges to meet future automotive technologies.





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Dorset Branch Newsletter

September 2016

MORRIS MINOR OWNERS CLUB

Volume 19 Issue 11



CLUBNIGHT ACTIVITY:

'My Life as a Poole Potter for the last 49 years' by Alan White

Inside this issue....

Editorial	4
Editor's In-Box (Concours Judging and Garden Show results)	5
Secretary's Report	6
Roger Kellow's Industrial Legacies: Lucas	7
Chairman's Report	11
For Sale and Wanted (and Club Notices)	13
Forthcoming Events	15
Rear View & Branch Regalia	16

NEXT CLUBNIGHT– Annual General Meeting

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

Editorial

Hello everyone. Another busy month on the rally scene, we attended a few, but you can't go to them all, as there are a lot of clashes. We missed the Lymington show due to family commitments but it was a good show with about 10 of our members attending on the day (apparently). We did make it to the New Forest (Brockenhurst) Steam Fayre but seemed to sleep through much of it (see back page).

Thanks to Viki (my favourite daughter) for the pic of the blue van at the Three Pilchards in Polperro. Good photo, but you might have moved the traffic cone first. (My Photoshop skills are not sufficiently advanced to move it out of the way!)

Thanks also to Roger Kellow for the latest industrial legacy contribution in the form of a history of another familiar name to the classic motoring fraternity: Lucas.

The Convertible is now back with its new hood (thanks to John Bainbridge!) and looks great. I have made a start on the back axle, had to strip it and renew all the rubber bits, brake cylinders etc. I painted the springs and am going to keep the 5 leaf ones originally fitted. They are not that old and I anticipate that it will provide an adequate ride together with the telescopic shock absorbers. I gather that the ride might be a bit too firm with 7 leaf springs and telescopics. The engine assembly is also progressing well with the crankshaft and the camshaft fitted (at the time of writing). After the first fitting of the crankshaft it was a bit tight, so the standard size shims needed a little session on the oil stone. It turns over much better now



and there is a bit of end float as well.

We are preparing for Beaulieu Autojumble at the time of writing, so hope to see a few of you there.

Well, that's it for now. Happy Minoring, Brian.



MORRIS MINOR OWNERS CLUB-DORSET BRANCH NOTICE OF AGM

Please note that any items for discussion at the AGM at the October Clubnight on October 5th should be advised to the Committee 10 days before the meeting.

For Sale & Wanted & Club Notices

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

FOR SALE: Pair of windscreen trims c/w the two centre joining pieces to fit all splitscreen Morris Minors. Fairly shiny with some speckling to chrome commensurate with age plus very tiny ding to bottom of offside trim. Both trims appear to be straight £200. 07748 154474 (T)

FOR SALE: 1275 mg midget engine c/w 1.5" twin carbs currently fitted in a Morris Minor. can be driven prior to removal. Receipt for engine work carried out in 2012 included - rebore, new pistons, polish crankshaft and camshaft. Unleaded cylinder head. 220 -240 psi compression test readings. Includes inlet manifold, distributor, engine backplate and fly-wheel. NOTE. Alternator, starter motor, clutch, fuel pump, coil, rad hoses, radiator & exhaust manifold not included. £1075 07748 154474 (T)

FOR SALE: Morris Minor Traveller 1968, MOT till June 17, new tyres and stainless steel exhaust. £4,975 07939264653

FOR SALE: 1970 Morris Minor Replica Convertible in Old English White, 1098cc, new clutch, recent brake overhaul. New red everflex hood and hoodbag. New powder-coated hood frame retrimmed interior in cherokee red, front seatbelts fitted, new carpet set. Very good condition throughout. MOT Dec 2016. May px for another minor. £10,995, 07748 154474 (T) (Picture on website)



MARIE CURIE MARATHON—CASTLE POINT (BH8 9UZ) SATURDAY 24TH SEPT



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.



Laurie got the Branch Rally, concours judging results from Richard Lee....

Concours Class

Maggie Gardner	523 points	1962 Duotone 4 Door Saloon
Neville Gerry	529 points	1957 948 Convertible
Phillip Haste	639 points	1965 2 Door Saloon
Brian Wood	648 points	1954 Series 2 Traveller
Brian Tilly	690 points	1959 2 Door Saloon
Colin Wiffen	706 points	1971 Traveller
Colin Mockett	721 points	1954 Series 2 2 Door Saloon
Tony Ware	788 points	1967 Traveller
John Parker	799 points	1970 Traveller

Modified Concours

David Holton	601 points	1970 6 cwt Van
Colin Quelch	649 points	1967 Convertible

Garden Show Results (Eddie Pateman)

FLOWERS:

1. Dahlias :	No entry
2. Sweet Peas:	Wendy Juniper
3. Fuschia:	Margaret Pateman
4. Mixed Flowers:	John Jenkinson
5. Potted Plant:	Joyce Sheppard

VEGETABLES:

6. Runner Beans:	Roger Kellow
7. Potatoes;	Mike Picton
8. Tomatoes, Cherry type:	Mike Picton
9. Tomatoes 5 med to large:	Roger Kellow
10. Cucumber:	Maureen Picton
11. Onions:	Mike Picton
12. Marrow:	Ron Tickner

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Secretary's Report

Good evening and welcome to September's clubnight. Tonight we will be having a talk by a potter from Poole Pottery. Thank you to everyone who took part in last months Gardening Competition and well done to all the class winners. Thanks go to Eddie for organising the evening. (Results on page 5).

Please don't forget that next months meeting will be the AGM and your support will be much appreciated. We will also be making the presentation to "Chaos" – this years chosen charity. You should find your membership renewal form with your newsletter this month so please return them to Jacky or Des as soon as possible.

I'm sure you have all read in Minor Matters that the MMOC are undertaking a marathon trip from John O Groats to Land End raising funds for Marie Curie. The marathon car will be with us on Saturday 24th September and will be on display at the Castle Point Shopping Centre for the morning before heading off to its next stop in Winchester. Unfortunately I will be unable to drive the car now as we are away that weekend but Graham will be in the driving seat. If any of you would like to come along and show your support please let us know.

We have just come back from the Wimborne St Giles Fete where we took the Traveller along. Disappointingly after a week of scorching hot weather we were faced with rain and drizzle for most of the day. But being British we soldiered on as usual and ate our picnic in the rain!

We are starting to make plans for 2017 already believe it or not. Next year we will be back at Beaulieu for the spring autojumble in May – this will be our main event for next year and will be replacing the Dorset Branch rally in July. We are also planning a weekend away at The Royal Glen Hotel in Sidmouth over the Whitsun Bank holiday weekend – 27th and 28th May 2017. We plan to drive down on the Saturday and take part in the Pecorama Classic Car Show on the Sunday before driving home on the Monday. If you would like to join us please have a word with Nev who is organising the weekend. If you haven't been down to The Royal Glen Hotel before I can guarantee you will have a good weekend. That's about all from me for this month, so until next time, Happy Minorng, Laurie.



Chairman's Report



Good evening and welcome to September's Clubnight. I was very pleased to receive a 'first' for my begonias at the August Clubnight Gardening competition. It was the first time I have ever won a rosette for my flowers! Tonight is a talk on Poole Pottery and then October clubnight is our Annual General Meeting. If any of the members have any questions or ideas to be raised at the meeting please let Brian know in good time before the AGM meeting.

The two next events that you can book for are the Mistletoe Mander Run on the 27th December and of course, the Dinner and Dance which is at the Liston Hotel on the 7th January 2017—menu is reproduced on page 15 of the magazine and on the website,

together with the entry forms. Next year the Dorset Branch of the MMOC is going to do a get-together at Beaulieu at the Spring Autojumble (in May) for owners of Morris Cars and friends and members with other makes of vehicles. As soon as Beaulieu releases the date for the event we will let you know so that can put it in your diaries. Ann and myself had an enjoyable afternoon with some of the Branch members round Lyn and Neville's house for a Strawberry Tea to raise some cash for Breast Cancer Care. (PS nice home made cakes). Also I hope that they raised a decent amount for the charity. Next month it will be time for all our friends and advertisers to renew their ads in the newsletter. I would like to thank all of them for their support each year and also to keep the club informed of useful local information. That's all for now, John.

<p>(Proprietor, Steve Foreman) Unit 25, Eastmead Industrial Estate, Lavant, Chichester, West Sussex, PO18 0DB, UK Phone/ Fax: +44 01243 788660</p>	<p>"At Woodies we specialise in the Morris Traveller but we can fabricate timber frames for all classic cars. We have completed many Morris Travellers over 30 years, as well as many other wood framed vehicles."</p>

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MG Club Oxford Visit 12th October

Bournemouth and Poole MG OC 12/10/16 visit to Oxford Bus and Morris Motors Museum and Nuffield Place
Cost Coach trip and entry to Bus and Morris Museum £20 (Non NT Members £7.75 for entry to House—pay on the day)
Contract Chris Adamson, 40 Baring Road, Bournemouth BH6 4DT tel 01202 424781 email chris@whizzco.co.uk

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Rebuilt HS2 carburettors for 948 and 1098 £105 each plus £25 exchange surcharge. (Others reconditioned to order—please ask Brian)



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Brian. 07411 116336

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JEP 123L

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John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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A-Z of Industrial Legacies—Lucas (by Roger Kellow)

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LONDON, W.2	Durdreath Road, Acton Vale	Telephone: Shepherd's Bush 3160
LONDON, E.10	737/759 High Road, Leyton	Telephone: Leytonstone 3361
MANCHESTER	Talbot Road, Salford	Telephone: Longford 1031
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Attempting to follow some historical accuracy in these A-Z series based on our old original 1963 London Motor Show Guide and following I.C.I last time.. The visitor to Earls Court at that time would actually have found the famous electrical component company LUCAS listed under the letter 'J' giving the full company name of Joseph Lucas Ltd. It was not until 1972 that the name Joseph was deleted and the company was then officially re-named **Lucas Industries Ltd.**

Joseph Lucas was born in Hockley, Birmingham in 1834. After a very basic and part time schooling at his local Sunday school (it is said that this had effected his ability to spell for the rest of his life, often needing assistance in formal letter writing from his son Harry) a young Joseph was accepted in 1847 as an apprentice to the well established Birmingham silversmiths, Elkingtons. There he learnt the trade of metal ware forming, preparation and chiefly the skills in metal plating. However at the start of the 1850's Joseph was without a job with a wife and six children. In order to help survive he sold paraffin lamp oil from a hand cart around the streets of Hockley and beyond.

In 1860 Joseph Lucas managed to formally started his own business selling various basic household metal ware oddsends including buckets, shovels, galvanised coal scoops, and chamber pots, etc. In 1872 (the same year that elsewhere the petrol engine was patented) his 17 year old son Harry Lucas joined him in the company Three years later they were financially in a position to move into premises in Little King Street Birmingham and open their own lamp works. At last Joseph Lucas could use his skills learnt during his former apprenticeship, and with effective use. The Lucas father and son concentrated on manufacturing new types of lamps that efficiently burnt paraffin and petroleum spirit. There followed a steady and considerable increase of sales for their household lighting lamps. Soon to follow was an increased production of a variety of household pressed metal items that soon required a move to much larger premises in Great King Street. Lucas and Son designed a ship's lamp in 1875 using a gimbal suspension hanging design for stability when at sea. The lamp was named the 'Tom Bowling' ship lamp after an old sea shanty song popular at the time. Joseph Lucas successfully patented this marine lamp that soon became very popular and well known. In 1879 Harry Lucas designed a hub lamp for the Penny Farthing bicycle. He named the lamp 'King of the Road' which with the famous 'Lion' trade mark was to become an enduring name for coming generations of Lucas lighting lamps. There followed an extensive first series of oil and acetylene lamps for the many new designs of bicycles and motorcycles of the time and again these were a success. 1901 and oil and acetylene front and rear lamps for motor cars were being manufactured in in-

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A-Z of Industrial Legacies—Lucas (by Roger Kellow)

LUCAS'S AUTOMOBILE LAMPS.

Lucas's Head Light. Lucas's Side Lamps. Lucas's Back Lamp.

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STAND No. 21 (Class Court), Crystal Palace Motor Show. London Office: 1, DYER'S BUILDINGS, HOLBORN, E.C.

creasing quantity. There was also an early joint venture in selling a motor oil supplied by the then Manchester firm, Henry Wells Oil Co. The oil was extensively marketed as a quality product labelled Wells-Lucas Engine Oil

A year later in 1902 Joseph Lucas died from typhoid when on a holiday in Naples. Being a strict teetotaler he would not drink any wine. He had drunk contaminated water instead! The company was then re named Joseph Lucas Ltd and was registered as a public company with Harry Lucas very much in control. The parliamentary act of 1903 raised the speed limit to above 'walking pace' for vehicles with an internal combustion engine. This motivated Harry Lucas towards the company starting to manufacture an early range of good quality auto electrical components such as car batteries dynamos and electrical car lamps as a natural progression from their established oil and acetylene vehicle lighting.

In 1914 the company Lucas and their products must have sufficiently impressed none other than William Morris. It was that same year that Morris Motors gave Joseph Lucas Ltd the contract to supply their electrical equipment. The resulting agreement actually enabled the start of Lucas's real initial growth and also the beginning of a very long supplier relationship

with Morris, The whole of the Nuffield Organisation, and on into BMC etc. 1914 also saw the acquisition of Thomson-Bennet Magneto Co. This to be the first of what would become a running theme over the Lucas company's many future years. The acquisition of electrical and component specialist companies.

Two prominent Joseph Lucas adverts of the era illustrated, concentrated on their two main markets, car components and cycle components. Long running advertising description slogans for these two "product ranges" appears to use a vocabulary of the time (I am sure these product description names would be at home within the pages of an old 'Jeeves and Bertie Wooster' comedy story novel) Lucas 'Motoralities' and Lucas 'Cyclealities' were the novel descriptions of the ranges of accessories.

WW1 loomed later in 1914 and Lucas then employing 1,600 workers and were soon called upon to assemble and supply electrical equipment for military vehicles and aircraft, with any remaining factory space to be put over to producing fuses and shells.

1918 and the end of WW1 saw Lucas expanding rapidly and by 1923, over half of its output of electrical starting and lighting equipment components was supplied to Morris Motors. In fact the 4 years from 1921 to 1925 saw Morris vehicles produced increase from 3,000 a year to 55,000 vehicles a year (all fitted with Lucas electrical components.)

Many other car and commercial vehicle makers, also motorcycle and bicycle manufacturers were then placing regular orders for accessories and electrical components. Lucas were in such a strong position in 1926 that the company simply bought up its two largest competitors C.A.V. (Charles A Vandervell) and Rotax Motor Accessories. Lucas promptly then acquired an exclusive supplier contract for the whole of the Austin Motors, with starting, lighting and ignition equipment later that year.

It was also at this time that Joseph Lucas Ltd decided to start their general policy of Lucas distribution and service depots. This innovative idea would serve wholesalers, workshops, motor traders, and even the general public for repairs, service and parts within their own locality. Initially, depots were built in London, Liverpool, Leeds, Edinburgh, Glasgow, New-

castle, Manchester, Birmingham, Bristol, Dublin and Belfast. In turn each of these main depots gradually increased a network of their own sub depots acting as stockists, repairers, wholesalers and local battery depots.

The following years leading to 1939 with the start of WW2 saw Lucas continue acquisitions like Simms Electrical They also made what today would be thought of as rather astonishing 'anti-competition' trading deals with some other companies. One or two examples were Lucas and Smiths agreeing to avoid competition in each others markets and an initial market sharing agreement with Robert Bosch AG, Stuttgart that was negotiated resulted in the a Lucas division called C.A.V. Bosch. Also Delco, and several other auto electrical makers in Europe and North America signed up to non-competitive and cross licencing agreements at the time.

Manufacturing of Girling Brakes was acquired that later was to absorb Bendix brake and Luvax shock absorber interests.

Through 1939 -1945 during WW2 Lucas provided valuable wartime engineering expertise for military volume supply of specialist electrical equipment. Innovative adaptation of their starter motors provided electrical control for rotating tank gun turrets and Lucas windsreen wiper motors were adapted to control aircraft observation cameras. Lucas also produced a wide range of military armaments. A special research and development division worked on the Whittle jet propulsion engine project that effectively began Lucas's involvement in the aerospace industry.

From 1945 through to 1963, when a key exhibitor at the London Motor Show, Lucas continued to acquire and absorb even more auto electrical specialist competitors. From its introduction in 1948 and following the tradition of other Morris vehicles the new Morris Minor was fitted with Lucas electrical equipment and was featured in customer sales information brochures thus contributing to its overall quality and reliability.

In 1951 the company title changed to Lucas Industries and unusually alongside its regular policy of buying up any available competitive firm of any interest, Lucas sold the Bosch business for some reason back to the German parent Robert Bosch Ltd for the sum of £25,000. One Lucas milestone in the 1950's was within the braking division with the first brake disc system fitted to a production car.

In 1960 there was 57,000 employed and in 1961 Lucas listed their 'principle' products ranges as, "Manufacturing of electrical equipment for motor cycles, aircraft, cars, and cycles, including lighting sets, dynamos, dip and switch lighting, reflectors, horns, coil ignition, batteries, magnetos, lamps, mirrors, windscreen wipers, hydraulic jacks, brakes, starters, wrenches and generators. Also manufacture of fuel and combustion system equipment for gas turbine engines and oil burning equipment for marine engines.

1971 saw Lucas re-organise and strengthen its aerospace related business, included was the former special products group of English Electric Co.

In 1972 the re-named Lucas Industries employed 100,000 with 60 manufacturing and distribution companies.

Into the 1980's and challenging world markets demanded the start of a company wide major restructuring, with various new joint ventures such as Lucas - Chloride that actually had substantial government backing, another with Smiths Industries in the joint production of vehicle control systems and electronics, bringing together 5 manufacturing plants from each partner. Lucas's plants in America in 1982 saw a dras-

**HOW SIMPLE
the care of
LUCAS
BATTERIES**

★ ... It's time to top up when both indicators are bright. Fill up slowly with distilled water, without removing plug, until both just go black—then stop.

Read the Lucas Patent Standard Procedure. Always remove the Top Cover and Vent Plug. When topped with Battery, Battery Water, or distilled water, replace the Top Cover and Vent Plug. Always replace the Top Cover and Vent Plug.

"Britain's Best Battery."

JOSEPH LUCAS LIMITED BIRMINGHAM 19