



Rear View

David Moxley's famous party trick—performed at the recent dinner & dance at the Liston Hotel in Bournemouth.

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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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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.

President: Graham Jarvis (07914 637429)

COMMITTEE MEMBERS 2016-2017

Chairman: John Jenkinson (01202 576690)

**Secretary: Laurie Blewer (01202 522673,
07947 525884)**

Treasurer: Jacky Wood (01202 573501).

**Membership Secretary - Brian Ford (01202
699277)**

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

**Welfare/Technical Adviser: Eddie Pateman
(01425 476634)**

**Website Editor: Brian Wood (01202
573501)**

(brian@dorsetmmoc.co.uk)

Non Committee posts:

**Raffle Coordinators: Chris Tilly and Margaret
Pateman**

**Spares Manager: Brian Wood
(07411 116336)**

**Regalia : Dave & Jackie Walker
Caterers: Sue Blewer, Lyn Gerry**

FRONT COVER

We had a good selection of branch members turn up for the CHAOS cheque presentation in November. Centre stage was Tony and Jo Parker with their rather nice 1971 Pick up

**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)

2017

1st February—Clubnight Blind Auction (for Charity)
1st March—Clubnight—Roy Gale—Talk on Rare Breed Hens
9th March—Skittles match V BPPC at Hamworthy Club 7:30pm
5th April—Clubnight—Quiz
3rd May—Clubnight—Phil Traves' antiques evening –Bring your interesting items!
13-14th May—MOGGYFEST and friends at Beaulieu Spring Autojumble
21st May—Chairmans Run
28th May Pecorama Classic Vehicle Rally, South Devon.
7th June—Clubnight— Call My Bluff
24-25 June—MMOC National Rally—Crawley RH10 4PE
5th July—Clubnight—Run out
9th July—Mid Summer Saunter
15-16 July—Classics at the Castle—Sherborne
2nd August—Clubnight—Gardening Competition
6th August—Lymington Rotary Classic Car Show.
12-13-August Purbeck Rally
6th September— Clubnight TBA
2-3 September—Beaulieu International Autojumble
4th October—Clubnight AGM
1st November—Clubnight Photo competition (more details TBA)
30th December (Saturday)— Mistletoe Meander
6 Jan 2018 Dinner and Dance at Liston Hotel Bournemouth.

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

DEVON WEEKEND 2017

We are arranging a weekend in Devon next year, staying at the Royal Glen in Sidmouth (see below) 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. If enough of us book this we can get £5 off the prices shown. **NOTE ENTRY FORM FOR RALLY MUST BE SENT OFF FOR EACH INDIVIDUAL ENTRY**

Dinner, Bed & Breakfast Selected en suite £83.00 pppn, Standard en suite £89.00 pppn, Superior en suite £98.00 pppn . You will need to book direct with the Royal Glen if you decided to go.

For Sale & Wanted & Club Notices

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

WANTED: 4 DOOR Morris Minor, preferably with original reg. number and trafficators ('56-'62). No projects please. Contact Sean 07896 867759



We have new stock of the bonnet stays which are now £32 each including postage or discounted to £27.50 to Branch Members (collection only). (Branch Spares—Brian W)



We also have some reconditioned fuel pumps for sale at £55 each (£50 to Branch Members) Postage is about £5. *Standard new SU ones are £83.88 from ESM*



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 re-conditioned items are also available, such as bonnet props, fuel pumps, and carburettors. (*subject to fair use).

WANTED: VAN rear doors in good or repairable condition. Phone 07889 380760

FOR SALE: Broquet Fuel Treatment Catalysts B/10/60c, Very little use new £101-00 now £40.00 contact Mike Smith 07979 757199.





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Dorset Branch Newsletter

Feb 2017

MORRIS MINOR OWNERS CLUB

Volume 20 Issue 3



**CLUBNIGHT ACTIVITY:
BLIND AUCTION**

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NEXT CLUBNIGHT

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

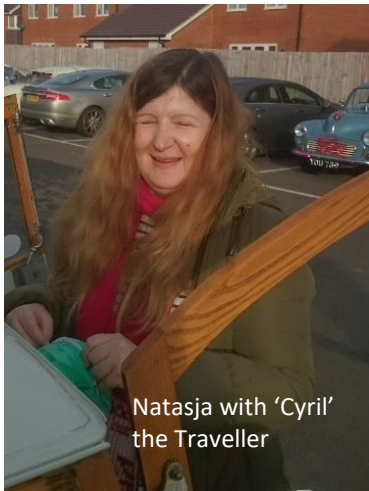
Hi everyone and welcome to the February newsletter. I hope you all had an enjoyable Christmas/New Year break and are looking forward to a new year full of Morris Minor activity. We have got lots to look forward to with an early treat in the form of 'Moggyfest and Friends' at the Beaulieu Spring Autojumble on the weekend of 13-14th May. The entry forms have been published and are available now. You may well have received one in the post or in the newsletter, but they are available on the website (www.dorsetmmoc.co.uk).

This month, we have the next in Roger's interesting articles about British motor industry heritage companies— this month, featuring **Lockheed**. Again, we see the familiar recurring theme of a rise to fame and fortune followed by steady decline and numerous take-overs. Fortunately (for us Morris Minor owners) the production of original braking components continues, the current owners being the snappily named- '920 Engineering'.

On a personal note, this will be my last newsletter as Editor as Natasja Dumay will be taking

over the 'seat' from the March issue. I always said that I would be happy to carry on doing it until another volunteer came along. It is probably well overdue, actually, since I have been doing it continuously for about 20 years! (Longer - if you count the 'rota' system that preceded it). It has undergone many changes over that time, from a couple of photocopied A4 sheets in the earlier days. We started folding it in half (going to A5 format) in April 2004 (that was John's idea!) and went to colour in November 2008. I hope to still contribute to it so you may still see my rantings in the future. So I will wish the new Editor every success in her new 'job' and trust that it will be a success. I would also like to take the opportunity to thank you for your support as the job of editor can be a lonely one if no-one sends any material in. That has never been the case and you have always provided material to me for the newsletter in the past (Keep it up!) Natasja's email for new material is:

natasja.dumay@gmail.com



Natasja with 'Cyril' the Traveller



For Sale & Wanted & Club Notices

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

"For Sale MG TD (1951) Back Axle and Propshaft - £400 ono. I also have many other parts for a MG TD including Bonnet Panels. Please contact Mike Pattison at mike.pattison@tiscali.co.uk."

FOR SALE: New repro hood frame for Morris Minor convertibles (not splitscreen models). Powder coated in Old English White £245. New old stock pair of genuine Lucas rear lamp assemblies, not repro items, in excellent condition. £275 07748 154474 (T)



FOR SALE: Morris Minor Mini Champs 1/18th scale. Fully detailed interior and engine bay, opening doors, boot and bonnet. Both brand new, slight damage on one box. Selling on Ebay for up to £95 each. Asking £65 each or best offer. Will bring to next meeting so anyone can inspect up close. Nigel Seymour 07778385541

FOR SALE: Anti-Roll Bar Kit – New, unused condition, supplied with fitting kit £75 (new cost £109.80). Contact Brian on 07411 116336




FOR SALE: 1965 2 Door Almond Green saloon. Brakes overhauled, new coil, fuel pump and service items. Alternator, auxiliary gauges. Good, solid car, ideal first classic. New MOT, £2,500 o.n.o. Chris Wright 07432 800990

CLASSIC CAR STORAGE

Are you looking for safe, secure, dry indoor storage for your classic vehicle? From only £60 per calendar month located approximately 1 mile from Poole town centre. Car washing facilities available. Light servicing permitted. Contact Bill on 07812491839 quoting Dorset MMOC

The Dinner and Dance went off very well, good food, good entertainment and good company. Thanks Nev and Lyn for organising the event. Trophies for the best cars in the club were awarded as shown in the table on page 5:



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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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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 the Membership Secretary of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.

Editor's In-Box



To Brian for the Newsletter, The Dinner Dance at the Liston hotel was another very successful occasion. Very many thanks to those involved in the organisation of the evening.
Kind regards,
Nick and Angi Odell

Series MM: Mike Sheppard
Series II: Brian and Marge Traves
Saloon: Theresa Moxley
Traveller: Ian and Tracy Chivers
Convertible: Mike Picton
Best in Club: Ron Tickner



Hi Brian here's a picture of the toys bought with the money collected on Wednesday. £52.86 was collected and I managed to get 19 things. Laurie



Vicki Blewer received a 'thank-you' for the donation made by the club.
"Please find enclosed your receipt in respect of the kind donation of £500 from the Morris Minor Owners Club Dorset Branch, presented to Jon last weekend. Please extend our thanks to everyone involved for choosing to support us. We have decided to put the money towards a new storage shed for the yard which is desperately needed. Yours sincerely, Helen Rolf, Administrator."

Secretary's Report



Good evening everyone and welcome to February's club-night. Tonight Roy will be hosting the annual Blind Auction for charity as usual so please dig deep. We will be choosing which charity the proceeds will go to at a later date. Thanks to everyone who brought along examples of their other hobbies last month for hobbies night – there was a very eclectic mix!

It has been quite busy since my last report in December. The Mistletoe Meander was very well attended with a very good selection of cars in attendance. After a short run everyone returned to the SEB Club for an excellent fish and chip lunch and a good old chin wag! This was followed by the usual raffle. All in all a very enjoyable day and a welcome break from the Christmas routine.

The annual Dinner and Dance at The Liston Hotel was a great evening out. After a fantastic dinner the annual awards were presented and then Barry provided the entertainment until the end of the night. Another very good dinner and dance and next years has already been booked for 6th January 2018

The events diary is filling up fast with the dates now chosen for the Chairman's Run, the Midsummer Saunter and The Mistletoe Meander.

You should all have received an entry form for Moggyfest 2017 by now. Don't forget this is our annual rally this year – there will not be a rally in July. Please make sure you get your entries in ASAP but by the end of March at the latest. Entries are coming in on a daily basis now and we hope for a very good turnout. Don't forget that some of you have really good vehicles which are worthy of concours judging so please think about entering. If you don't quite fancy concours there is always the Pride of Ownership competition. We will be having a tombola stall in place of a raffle so any donations for prizes will be gratefully received. If you are planning on coming along for the meal on the Saturday night we have now managed to book "The Land Girls" for our entertainment.

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

Happy Minoring

Laurie.

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Competition leads to 'down-sizing' Eventual decline came as price competition from foreign car makers, components, competitive labour costs and an unfortunate decline in management/labour relations within the old established British vehicle manufacturing industry. This effectively and rapidly reduced a regular traditional demand for home produced A&P/Lockheed products. However, the company did remain a major employer into the very beginning of the 1980's, at one point at this time being the largest employer in this UK manufacturing sector with 5,483 workers. This was well ahead of Ford at this stage - being the second largest with 1,266. However, in 1983 a programme of serious reduction in workers had really commenced. In 1986, AP/Lockheed together with its other well-known brands of component suppliers was bought out by British Belting and Asbestos (BBA). Then in 1995 the company was sold on to a management consortium. The large automotive components company, Delphi came next to take the company over in 2000. Subsequently, Lockheed Hydraulic Braking manufacturing interests was then taken over by an Indian based consortium under the name Caparo AP Braking. The large Leamington, Tachbrook Rd factory site today, after extensive demolishing, has become the all-too familiar Industrial estate with individual commercial units and some housing. However, Caparo/AP Braking have been based in one of the units on the site (a fraction in size compared to the A&P Lockheed heydays). This has in effect continued a link with the historic presence of Lockheed - technically operating from the same Leamington site. Latest news is that following Caparo/AP Braking now going into receivership (in a local press statement blamed on cheap world steel prices!), an engineering company have recently taken over Caparo/AP Braking. This engineering company claim that the tradition of quality Lockheed braking components will still continue to be made available from this same site at Leamington. This present company is named (some may say with the somewhat bland name) as '920 Engineering of Leamington' have at least stated they wish to continue the manufacturing and supply of quality 'true to original specification' brake parts for both traditional classic and modern vehicle customers.

However, Edward Boughton, Willie Emmott & Denis Brock would be proud that more than 70 years later, so many of the very same Lockheed basic design of brake system parts they started to manufacture under licence in this country are still being supplied, and relied upon, particularly in those same cars that they knew so well and have become our classic cars of today. After their modest start of importing a few American WW1 ex army truck spares, the trio fondly known as 'the Three Musketeers' built up one of Britain's key automotive component manufacturers and suppliers of the post war era.

Roger Kellow Jan 2017 E & O E
PS Image of 'Brakes Fluid' bottle label - with special thanks to Keith at The Warwickshire Beer Co, Leamington) **Warning the author of this article does not recommend using this particular fluid in the Lockheed braking system of your Morris Minor !! (Or indeed, drinking actual brake fluid!!! - Editor)**

BRAKES FLUID

This beer has been produced to commemorate Leamington FC's triumphant return to the senior level of the game. Enjoy!

BRAKES FLUID LEAMINGTON FOOTBALL CLUB

Warwickshire Beer Co. Ltd.
Queen St
Cubbington
Leamington Spa
CV32 7NA

Best serve lightly chilled.

Alc. 5.0% Vol.
500ml e

"Try Your Brakes"

'Two Heads are Better than One' —by Nigel Seymour

(Especially if you have the right one!)

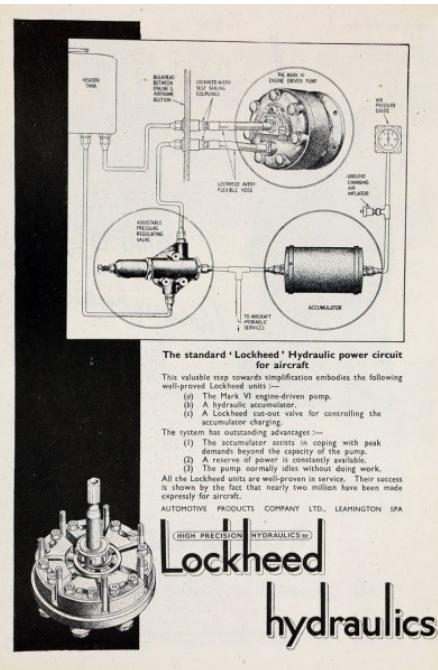


A while ago at one of the meetings, I was asked by Mike Smith if I could look at his Traveller which he hadn't long purchased. One of the things we discussed, was the subject of replacing the cylinder head with a modified one for running on unleaded fuel. A reconditioned head was purchased

from Club Spares and work began. After removing everything that was needed, the replacement head was unwrapped and made ready to fit. We then noticed that it was the wrong head. The head on Mike's car had a casting to fit a temperature gauge sender unit in it compared to the new one which did not. The one in the photo above has the casting and drilling for the temperature sender. The one 'without' is a 948cc which did not have a temperature sender hole fitted at all. The head with the casting is for the 1098cc engine where a temperature gauge was an optional extra. Unfortunately, Branch Spares did not have a later one in stock, so a trip for Mike to Charles Ware was required. With all the required parts collected together, the new cylinder head with all its ancillaries was assembled, tappets adjusted, cooling system filled, new fuel lines fitted to replace where lead pellets were. Key turned, engine started. With a quiet running engine, no fuel or water leaks—the road test was a success.

Spares Department's Note: When we got the cylinder heads reconditioned for the Club, we decided that as the only practical difference between the 948 and 1098 heads was that the later head has a slightly larger inlet valve (only 1.5mm difference in diameter) we would have them all fitted with 1098 sized inlet valves and seats. This would mean that when fitted to the 948, there might be slight increase in power, due to the larger valve size but hardly noticeable. We didn't think that the hole for a temperature sender would be an issue since not many owners have them. It was just a coincidence that we were down the last head for which a sender hole was required—and wasn't available. We will probably get another batch done soon, but will get separate 1098 and 948 heads done with original valve sizes to save any possible issues in the future.

strong Whitworth Whitley the British bomber aircraft that made the very first wartime raid over Germany. Many specialist armament components were made together with military braking and various other vehicle components. The factory was designated with the highest priority target rating by the German Luftwaffe resulting in the relentless and infamous heavy bombing raids. The UK aircraft component design and manufacturing division of A&P Lockheed UK had no specific or regular tie-up with the American Lockheed Aircraft Corporation. It was said to be purely coincidental that the UK company also decided to enter aircraft components (most certainly evolving from A&P Lockheed's hydraulics experience and linked essential WW2 aircraft equipment war work). The 1946 advert copy features the British made Lockheed standard hydraulic system for aircraft, having then exceeded the supply of 2 million sets. After WW2 the A&P Lockheed UK aircraft component division continued to manufacture hydraulic aircraft control and braking systems for the Brabazon, Comet, Trident, HS125 and many other British and foreign commercial aircraft. Avery-Hardoll high pressure self-sealing hydraulic couplings were one particular success perfected from the early 1940's. For increased capacity, the aircraft component manufacturing was then moved to Speke Airport Liverpool. (Meanwhile in the U.S.A. the American (owned) Lockheed Aircraft Company continued to design and build many successful important civil, commercial and military aircraft bearing the Lockheed name)



A new 'Motoring Age' - recovery then growth. The 'new' Morris Minor is launched in 1948 (Sharing the same Lockheed engineering principle of braking system as the famous Englishman John Cobb with his 397mph Bonneville run of the Railton Special streamlined "fastest car in the world" of that era). The extensive press releases and sales advertising the new Minor enthusiastically listed its innovative and important features, including mention of the car being fitted with Lockheed Hydraulic braking, being "the safest braking system available, and providing tremendous stopping power" The only problem was that even if you had the money to do so in cash strapped post-war Britain, during 1948, you could not easily just go out and buy a new Morris Minor as the vast majority of new car production was allocated for export only. This was due to the national 'post war export drive' Through the 1950's 60's and into the 1970's A&P-Lockheed production increased of their essential vehicle parts and units in line with the British motor vehicle industry improving output to gradually allow more home market sales of vehicles. The industry required a regular supply of reliable braking and clutch components. Business was going well at that time and a new specialist machine shop was set up at the Leamington site with BMC involved in discussions to manufacture a new design of an automatic transmission unit. The resultant A&P automatic/manual gearbox produced became the factory fitted option primarily designed for BMC Mini and Maxi vehicles. These gearboxes became, in general, successful and well regarded.

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

Mistletoe Meander



The 'Meander' went well and congratulations to Brian and Christine Tilly (Right) for winning the best dressed Minor of the Day. Well done to all the others that entered into the spirit of the occasion.



Duesenberg luxury Model A car was the first automobile marque to be factory fitted with 4-wheel hydraulic braking technology. Fred Duesenberg had involved Malcolm Lockheed in the fitting requirements of his finally perfected 'Lockheed' design of system. This led to Malcolm Lockheed being in a position to patent his hydraulic braking system. The iconic design models of American Duesenberg cars were favoured by many of America's high society, film stars and the worlds rich and famous.

Automotive Products, Leamington UK – the beginnings Meanwhile here in England in 1920, just after WW1, there was a great number of ex-military lorries and service vehicles (particularly American trucks) that had been sold off and adapted for civilian use. Three enterprising individuals with an interest and a varying background related to vehicle engineering set up a partnership in Berners St. London with the initial purpose of importing specific vehicle components from the U.S.A. Their idea was to supply essential original maintenance parts for those many ex-service vehicles. The three partners were Edward Boughton, Willie Emmott and Denis Brock. They named their new company Automotive Products. Demand was soon escalating for their American vehicle parts particularly to keep many transport businesses running. Automotive Products had recognised that after WW1 onwards there appeared to be an ever-increasing demand for motor vehicles. Having already established important (often exclusive) early business links with the American automotive industry, it was felt the time was very opportune to expand their vehicle component business.

'Made in England' In 1928 a turning point came when partners Boughton, Emmott and Brock bought the exclusive rights to manufacture Lockheed hydraulic brakes in the UK from the American Lockheed Corporation. The following year they bought a company with a factory premises called Zephyr Carburettors in Leamington, Warwickshire. This provided the necessary initial manufacturing facilities. It was the start of A&P-Lockheed becoming the leading Leamington engineering employer for the next 40years. The firm apparently was known by individual locals not so much as an employee of 'Automotive Products' but most often as a 'Lockheed worker'. There was, after all, a traditional incentive and proud local support for the very popular works football team 'Leamington- Lockheed' nicknamed from the very early days as 'The Brakes'. This is still the advertised nickname today for the historically descendant team, Leamington FC. (The CAMRA approved celebratory club ale is named 'Brakes Fluid' made by the famous 'Microbrewery' - The Warwickshire Brewery - see advisory note later. The Leamington plant soon covered 70 acres but eventually went on to cover 200 acres on their main Tachbrook Road site alone. In 1931 A&P bought exclusive UK manufacturing rights from another American business company they had regularly dealt with in the past, Borg & Beck clutches. Many other names were added to their portfolio, Purolator, Timkin, Thompson Steering Components, to name just a few. However, Lockheed and Borg & Beck appeared as the most dominant names of the Leamington plant manufacturing. The milestone of one million sets of brakes had already been passed by the late 1930's a few years ahead of any commissioned for WW2 production.



AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

Service and innovation for a Britain at war During WW2 the Leamington factory worked continuous shifts night and day with up to 10,000 people (with a huge influx of women) producing undercarriages and complete aviation hydraulic operating systems for many wartime aircraft. This included the Arm-

'L' is for Lockheed

Our A-Z series (following Kangol last time) of automotive accessory and component firms that exhibited at the 1963 Earls Court London Motor Show, takes us now to 'L for Lockheed'. Question – What had the Morris Minor when first launched in 1948, and every single Minor built thereafter, have in common with John Cobb's 397mph 1947 land speed record breaking Railton streamlined car? The easy, related answer of course is that each vehicle maker fitted a basically similar design of **Lockheed** hydraulic braking system.



All new Minors 'braked' by Lockheed Yes every single Morris Minor variant throughout the entire 1948 to 1971 production history was factory fitted with a Lockheed hydraulic braking system. From the first series MM 1948-53 Minors, the Series 2 1952-56, then on the Minor 1000 (948cc) 1956-62 and lastly on to the final 1098cc 1963-71 Minors. All relied on stopping courtesy of the same basic designed Lockheed system. (From 1963 the system was upgraded to more effectively cope with the increased powered 1098cc engine. The same layout being modified with a reduced hydraulic cylinder bore in both master and wheel cylinders to enhance fluid pressure. This was combined with an increase from the former 7" dia to larger 8" dia wheel drums) An estimated 1.6 million Lockheed braking systems were factory fitted by Morris, BMC/BL to the entire production run of Minors. This figure increases vastly when many other various vehicle models produced at Cowley alone are added, and then the many subsequent replacement spares units. The greater majority of other leading car manufacturers also fitted Lockheed, usually across their model ranges. (In other words Lockheed had become the most prominent name in brake manufacture and supply of the era.)

1913 -Two young brothers build their own flying machine It was on a fruit growing ranch in the Santa Cruz mountains in northern California, U.S.A. that Flora Haines Loughhead (a Scottish name) had settled down with a considerable divorce settlement and had happily brought up her two young sons Allan and Malcolm Loughhead. Both found a natural interest and aptitude in mechanical engineering. This soon developed into the construction of their very own design of a flying machine. Later they showed off their home built aircraft at a major U.S Exposition in 1915. This directly led to a big break in commercial interest enabling the brothers to start their own small business, they named The Loughhead Aircraft Mfg Co. It was Allan Loughhead that concentrated on the Aircraft business whilst Malcolm worked on developing the design of a hydraulic powered braking system together with other possible hydraulics applications. Allan and Malcolm Loughhead found Americans would constantly pronounce their surname 'Log head' or 'Luff head' instead of the correct Scottish sounding pronunciation for Loughhead as 'Loch- Heed' They unanimously decided to re-spell their company name shown as **Lockheed**. They then became *The American Lockheed Company* and in due course changed their surname legally to Lockheed (The American Lockheed Corporation went on to become world famous for its pioneering aviation design of major military and civil aircraft production as The Lockheed Aircraft Corporation)

Hydraulic brakes- first in the USA. Although Malcolm Loughhead (Lockheed) worked on the very early designs of hydraulic braking, it was during the same period, 1914/15, that Fred Duesenberg a racing car designer and engineer in the U.S.A. has been recorded as the first to build and use a vehicle fitted with a hydraulic braking system on his early Duesenberg racing cars. Fred Duesenberg, it was said, could have made a fortune if he had patented the idea at the time, but he was apparently too busy starting to plan the production of his hand built high quality luxury 'Duesenberg' passenger cars. In 1921 The American

Branch Rally



TOMBOLA

Please can you bring along suitable items for the club Tombola stall at our Branch Rally in May. Christine and Margaret are starting to collect the items NOW.

Entry forms are now available; you should get one with the newsletter or you can download from the website on the 'Branch Rally' Page.

Next Clubnight



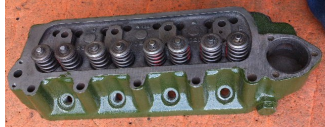
Branch member, ROY GALE, will be giving his presentation on what life was really about in the late 1950's and 1960's being born and bred on a small holding. The talk will also include a talk on rare breeds of Poultry, Pigs and Cattle. Roy says... **"I promise a very interesting talk—so please do not miss it!"**



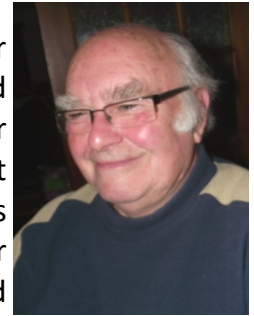
Rebuilt HS2 carburettors for 948 and 1098 £105 each plus £25 exchange surcharge. (Others reconditioned to order—please ask Brian)

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

JUST ONE LEFT! (Suitable for 1098/948cc and NO temperature sender hole.)



Chairman's Report



Good evening and welcome to the first club newsletter of 2017. I hope all members had a good Christmas and New Year and now recharged their batteries ready for a busy year to follow. The Mistletoe Meander run went well with good weather and also the fish and chips went down well. And after all that turkey... The Dinner and Dance at the Liston Hotel in January was a good night with a great meal and plenty to drink. Also a big thank you to Barry Oliver the Entertainer for the good music for the last few years. Sorry to hear he is now retiring—so enjoy it. Also I was very pleased to see Rosie and Sandy Hamilton at the Dinner and Dance. Sandy and Rosie have been good friends to the Dorset Branch over many years and they have represented our interests with the MMOC. I hope you both enjoyed the evening.

I would like to thank all those who brought their interesting hobbies along for us all to see at the January Clubnight. It was nice to know that members have other interests apart from Morris Minors.

Tonight is the Blind Auction—so please dig deep and bid for the Branch 2017 Charity (yet to be decided).

The Branch Rally at Beaulieu is all ready to go with quite a few entries received back already—which is always a good sign.

Ann and I have just bought a nice little 2-berth caravan ready for the Beaulieu and Purbeck Rally.

That's all for now, John Jenkinson.

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

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

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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