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Dorset Branch

MORRIS MINOR OWNERS CLUB

NEWSLETTER

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.

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AUGUST 2019, Volume 22 Issue 9
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.

Dorset Branch MMOC Key Contacts

COMMITTEE MEMBERS		NON COMMITTEE POSTS	
Chairman	John Jenkinson 01202 576690	Regalia	Dave and Jackie Walker 01202 877972
Secretary	Laurie Blewer 01202 522673	Raffle Coordinators	Chris Tilley Margaret Pateman
Treasurer	Jacky Wood 01202 573494	Catering	Sue Blewer Lyn Gerry
Membership Sec.	Brian Ford 07502161535		
Health & Safety/ Events	Andy Dibb 01590 674557		
Welfare/Technical	Eddie Pateman 07940 518627		
Spares Manager & Website Editor	Brian Wood 07411 116336		
Newsletter Editor	Roger Kellow drkellow@ymail.com		

FRONT COVER STORY

**MINORS GATHER AT
THE BEACH HOUSE
MILFORD-ON-SEA
Dorset Branch
July Club Night
'Run Out'**

(PAGE 9)

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.

Forthcoming Events see also www.dorsetmmoc.co.uk

(Where Events Request **PRE -BOOKING** - see **right hand column**)

AUG 4th	Lymington Car Show, Woodside Park, Lymington.	YES
AUG 7TH	CLUBNIGHT Gardening Evening, hosted by Eddie Pateman	NO
AUG 9th/11th	Purbeck Rally, Worgret Rd, Wareham, BH20 6AB	YES
AUG 31st/SEP1st	Isle of White Branch MMOC Rally ,Haven St .Railway Station. (Wight Link ferry deal) Road run on Sat. Vintage Bus rides etc.	NO
SEPT 4th	CLUBNIGHT Quiz	NO
OCT 2nd	CLUBNIGHT DMMOC Annual General Meeting	NO
NOV 6th	CLUBNIGHT Talk on Lupus (DMMOC Chosen Charity for 2019)	NO
NOV 2nd/3rd	Classic vehicle Restoration Show, Bath & West Showground , Shepton Mallet, Somerset.	YES

YOU ARE INVITED TO COME ALONG TO OUR GARDEN PARTY AND MINI MOTOR MUSEUM OPEN DAY SUNDAY 25th AUGUST 2019

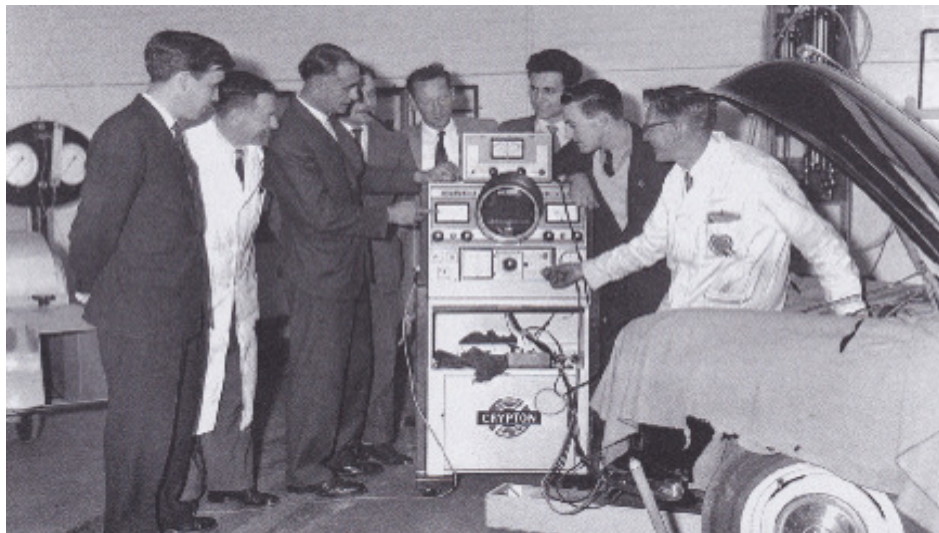
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ON THE MINOR 'MISCELLANEOUS'



*"Well gentlemen, I think we may have sorted out Mr Jenkinson's car 'Gremlin's'.
Give him the bill and then we might all get home for our tea!"*



Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB Vol-
ume 22 Issue 9 AUGUST 2019**

NEXT CLUBNIGHT
Eddie's Gardening Competition

In This Months Issue...



DORSET BRANCH RALLY EDITORS PHOTO REPORT pages 18/19

TIM LANG

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Editorial

Welcome to the August Newsletter.

Believe it or not our Dorset Branch will very soon be 40 years old ! It was GRAHAM MELLY who single handedly started the Dorset Branch MMOC back in 1980 - This months 'Meet The Dorset Club Members, article Pages 10/11 reminds us of Grahams persistence when he started up the Dorset branch MMOC with just a very small handful of local Minor owners at the time.

You don't need to live in Dorset to be a welcome member of the Dorset Branch ...Dave Holton is one good example of being a long term DMMOC member from Silverstone, Northamptonshire. In fact we have members from all adjoining counties, also Wales, Lincs .Sussex to name a few and even farther flung places like California , North Carolina and Tasmania ! (You can read Dave Holtons 'Random Thoughts' P.20/21)

ELECTRIC POWERED MINORS ?? One thing I was drawn to in both Dave's and also Brian's thought provoking article(P.15) was that each explores one proposed method of a vehicle's future propulsion -i.e. That of battery powered vehicles (EVs) - **Our government has recently stated - "The take up, and interest in EVs, is now gaining very good momentum" (?)**

Looking back to 1955 Morris Motors were regaining sufficient production levels in order to start finally satisfying sales demand from 'home customers' after the immediate post WW2 'Export Drive' when most new vehicles manufactured were exported . At last, there was a better chance of buying that long awaited Morris Minor from your local Morris dealer, if finances allowed , at that austere time. Over 88,000 Minors were manufactured in 1955 . There were just over 3 million cars on UK roads at the end of 1955. This made just 6% of the UK population car owners at the time. By 2016 official figures for cars on UK roads approached 32 million and has since been growing steadily per annum. The government have now committed to outlaw the sale of Petrol and Diesel cars by 2040 in acceptance of the Paris Summit Climate Agreement . **A Spokesperson for the UK Government again - "We are confident that all the sufficient technologies and systems required to manage this commitment will be 'invented and produced ' in time by the year 2040 " (?)**

If there is such a heavy reliance on battery power with a predicted 140 million electric 'recharge' cars by 2030 globally it has been estimated this in turn will create at least 11 million tons of Lithium needing specialist re-cycling when these batteries are completely spent. To date this has yet to be fully solved , together with acceptable environmental 're- processing' issues. Then of course Mining and brine processing of adequate fresh quantities of lithium and cobalt in the few countries that have natural reserves has also to be handled environmentally responsibly . There are other areas that this 'new tech major industry' say is already being addressed , i.e. Range distance on a single charge, time required for 'waiting on charge' , charging point infrastructure and the constant total flow of energy to cope with vehicle re-charging globally.— Our Morris Minors make up an extremely small percentage of that now estimated, 40 million UK cars . We are also fortunate at this time to be able to drive our Moggys so freely on our UK roads. When I sometimes take my grandchildren out in my Minor I do wonder how their own generation's interest in classic cars may gradually change (who knows! maybe just going to 'approved' car shows etc. or very restricted mileage perhaps) I personally find the majority of children and young adults I talk to today are more aware ,interested, and informed than some of us 'older grown ups' probably think. They do appear to fully understand the importance in solving those enormous environmental issues in a sustainable , integrated and balanced way for what is after all going to be their own future **In the meantime just enjoy driving your own special Minor Roger**



One of the big issues at the moment (apart from Brexit) and it has been for some time is pollution . A while back there was a debate over whether the Diesel engine was kinder to the environment , certainly it won the argument on fuel economy . Battery technology has now moved on to the stage that electric vehicles are now quite rapid and can complete a fair distance between charges. But I have never seen or heard anything about how long a charge would last on a cold January morning when you jump in the vehicle and switch on heated windows and seats , heater , demister , radio and lights . Oops forgot the phone charger . Perhaps best to call into work and report sick due to lack of energy today . No doubt green thinking members of society say electric vehicles are clean and that is beyond doubt , no exhaust fumes to worry about and all that palaver . However batteries don't grow on trees . At least I've never seen an Ever- Ready or Duracell tree so they need to be manufactured. Any manufacturing process causes pollution and then there is the disposal at the end of their useful life so no matter what form of energy is used there is always a price to pay . As for our Minors I know there is one converted to battery power but at a price ?

Going back to my recent weekend at Gaydon , could you really visualise pulling up in an old Chevy pickup to the sound of silence ? Apart from onlookers saying " What happened to the engine ?" No , you couldn't as noise is part of the whole experience . That's why some enthusiasts choose to fit big bore exhausts , they don't do much for performance but they sure sound good . I believe the expression is " Emotional Horsepower " .

I rest my case . What numpty coined the phrase Silence is Golden ?

(I took a few photos at Gaydon for you to enjoy)

HAPPY MINORING, DAVE



**From our Silverstone Correspondent
(Dave Holton's 'Random Thoughts')**

First of all , thanks to the whole team for a great weekend at Moggyfest . It was good to catch up with all my friends again and do what we do - talk about Minors (far better than football) .

Our news : Pam and I have kept our caravan at Three Legged Cross near Wimborne for 14 summers visiting it as often as possible . But last year in June we had the devastating news that the caravan site had been sold for development and we all had to be off site by 30th September. We thought about our next move long and hard and decided to sell the caravan and buy a motor home ! So now we go touring to visit different parts of our lovely country , so far we have stayed at Weymouth , Brighton , Brockenhurst , Cromer , Devon, Scarborough and Whitby . North Yorkshire is fantastic .



Anyway back to some car stuff now - have just had a great weekend at The British Motor Museum at Gaydon (just off J12 of the M40) for The Classic and Vintage Commercial Show where we managed to get 10 Minor L.C.V.s together . This show gets bigger and better each year and it's great to see some of these old van and pickup survivors which are now enjoying

retirement after a life of grafting . One surprise face to see there was Graham from Guernsey who most of you all know . He loves to see commercials which gets me o to the subject of noise or the sound of silence .

Noise is a powerful commodity and I don't just mean from the volume point of view . It has huge emotional impact and is in fact responsible for billions of pounds of turnover each year . Well think about this - the music industry is worth a staggering amount of money and it doesn't matter how you dress it up , music is noise albeit very pleasant noise , although come to think of it some is not quite so pleasant or am I getting old and a bit of a grumpy old git ? Noise, Sound call it what you like is an important part of classic vehicles . You like to hear an engine ticking over sweetly (cor she sounds like a sewing machine) , leather seats creaking as you haul your bulk onto them , a door shutting with a resounding clunk . Perhaps the most important noise of all is from the exhaust , without that side valve chuff or the fart from the tail pipe of a Minor life would be less rich . I got to think about this after a ride in a Toyota Prius taxi which is a hybrid as you most certainly know . It's powered partly by petrol and partly by battery. When only moderate power is needed the petrol motor stops and the electric motor cuts in which results in the car making progress without any engine or exhaust noise at all . To an old duffer like me that was a totally weird experience .

Editors In Box & News Desk



DMMOC RALLY AT WOLVERCROFT, ALDERHOLT

The Following Email simply sums up the event rather nicely (Thanks to Colin) :- Dear MMOC - Can I say a big "Thank You" to all involved in arranging and running the gathering at the Wolvercroft Garden Centre this past weekend . It was a lovely relaxed atmosphere and in such a beautiful setting . There was a great selection of cars, but as always it is the friendliness of the people that make it for me . This would seem to be the ideal venue for an annual event? Thank you all for your company -COLIN HUGHES (Photo report p18 &19)

JULY CLUB NIGHT AT THE BEACH HOUSE MILFORD-ON-SEA

(Once a local residence of Lord Nuffield)

ON PAGE 9



RECORD NUMBERS ATEND CCOTP AT CHRISTCHURCH QUAY



438 CLASSIC VEHICLES ! gathered together at Christchurch Quay on Sun 30th June. Making a record number attending any 'Classics On The Prom' event to date.

more about CCOTP
On page 7
(and
ASHLEY MILLER)

'Drone ' Photo Dolwolfian Photography

***A FINE DAY FOR BURTON CARNIVAL* Saturday 6th July**



Secretary's Report



Good evening everyone and welcome to the August newsletter. Last month's run out to The Beach House was an excellent evening. What a view from the back of the house!! I can't understand why Lady Nuffield didn't like it and wanted to move back to Oxford. We're already looking into venues for next years July club-night! Good luck to all the entrants in tonight's Gardening Competition – unfortunately I won't be there tonight as we are on holiday.

The Dorset Branch Rally at Wolvercroft Garden Centre was a very good day with 52 cars in attendance throughout the day. There were some lovely cars there as is usually the case these days. I was thankful not to have to make the decision on the prize winners leaving this job to the owners of the garden centre. We had a very nice meal in the café at lunch-time and can thoroughly recommend it. We have already been invited back for next year but I think we are going to have a look at the dates for next time.

The week after our rally we took a ride out to Breamore House for the Poole Bay Classics Motoring Extravaganza where we had a nice relaxing day in the sun. There were several stalls selling autojumble and bric a brac along with a very good selection of vehicles. We decided to go along to Quay for my Car Best of British night on Friday 26th July. There was a fantastic turnout of vehicles parked all the way along to quay and we had fish and chips from the kiosk whilst watching the cars continue to arrive. We decided to give Highcliffe Castle a miss this year deciding instead to take Lewis to Build a Bear for his first birthday bear! Would you believe it that he's 1 already!

By the time you read this we will also have been to the Lymington Show which, rumours say, is the last one! Lets hope that this is not going to be another victim of health and safety madness!!

For many years we always attended the Frogham Fair which was an excellent old fashioned country fair. For the last couple of years we were under the impression that this no longer took place but I have since discovered this not to be the case. By the time I found out it was too late to enter the car section but as soon as I hear that entries are opened next year I will let you know.

Don't forget that we are having our annual garden party and garage open day on Sunday 25th August from 12 noon onwards. All are welcome to come along with all proceeds from the day going to Julias House. Please pray for better weather that we had last year! That's all from me for this month, so until next time

Happy Minoring, Laurie.



On July 13th & 14th
An estimated 50 plus
Morris Minors gathered
over the weekend at
Wolvercroft next to the
village of Alderholt, in
peaceful Dorset country.

***The usual dedicated club member volunteers provided and attended the club stands including raffle and home made cakes . *An extensive range of club spares available with expert advice as usual .**

"Suits You" The latest club branch Fashion items released at the rally included the new V neck jumper ,also there is a new 'stay fresh' polo shirt !

*** Best Morris Minor' award - won by visiting non member guests with the absolutely immaculate maroon traveller reg CJB77 .**

***The Best 'Other Make visitor car - won by club member Steve Brown with his splendid 1936 6 cylinder 1800cc Wolseley . Owned by Steve for 13 years and fully restored only 12 months ago .**

Estimated to be less than a dozen still in existence) *Tim Lang drove his 'pristine' Minor van all the way from Somerset (a great way to advertise his business)

***Also an old country 'character ' was apparently found near the woods demonstrating the old country craft of 'Green Woodworking')**



SATURDAY — Road Run out to West Moors 'Westival Event'

SUNDAY — Main Rally Day at Wolvercroft Garden Centre , Alderholt



Rally Field set in lovely Dorset Countryside (next to the Garden Centre)



High factor sun lotion advised .Sun Hats in 'all styles' (as modelled by Manina Tricket left) for the very strong July Dorset sunshine ! A superb large and well appointed rally site with plenty of space for camping adjacent to Wolvercroft Garden Centre and Restaurant.

CLASSIC CARS ON THE PROM

We talk to DMMOC member - 'Mr CCOTP' himself **ASHLEY PAUL MILLER** Ashley is pictured right on Sunday 30th June at their latest Christchurch Quay event presenting a cheque for £1,000 on behalf of CCOTP to Barry Wilson who is receiving it for Christchurch Hospital MacMillan Unit. (CCOTP support local charities over each 12 months)



"Well , 438 vehicles on Sunday 30th June bettered our previous best by 43 which had been set early in September 2018 !

My involvement with the CCOTP began many years ago when I used to bring various of my old cars to the prom. Ten years ago the majority of the previous committee had walked out and things did not look good for the future of the CCOTP so I had a word with a couple of my classic car mates to offer our help. At our first meeting I offered my services as secretary as I had day to day dealings with the various Council departments being the chairman of the Bournemouth Taxi and Private Hire Trade plus chairman of the Bournemouth Station Taxi Association.

Our first few meetings were productive and I also

chaired the meetings having the most to say and the loudest voice!!!

Our first meeting was the New Year's Day big bash which prove a major success with all the new team working well together although we still had a couple who kept harking back to how we did this and we did it that way. My reply to them was to forget the past as this was a new committee and we will do things differently. Soon everyone was agreeable to a few changes and we soon had our first summer season working together which was hugely successful.

Since then our venue at Bournemouth continues to be hugely well supported and we extended Christchurch Quay to four visits a year (from one) which is probably the most popular event in the local area as is our trips to Highcliffe Castle.

I can not thank my fellow committee members and marshals enough for giving up six months of their Sundays to look after our exhibitors and sponsors.

There are six of us on the committee (three of us are members of the DMMOC) plus six wonderful marshals"

"Doris my Minor convertible dates from 1958 and the Green Goddess is a couple of years older. One does about 35mpg whilst the other does 8mpg on a very good day !" ASHLEY MILLER



MEET THE DORSET MEMBERS



Dorset MMOC Branch members today have one particular gentleman named GRAHAM MELLY to thank for deciding to buy a Morris Minor registration XDW 484 from a local lady who lived at Bourne Valley in the late 1970's..... Buying this 1960 Clipper blue Minor was instrumental in Graham being



the one person entirely responsible for starting the Dorset Branch of the Morris Minor Owners Club back in 1980 !

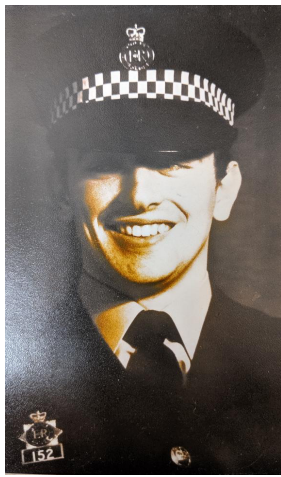
Graham Melly like many other 'locals' to Bournemouth was born at the old Royal Victoria Hospital Boscombe and later attended schools in the Bournemouth area .Upon leaving school Graham continued education at Bournemouth College and studied electrical engineering . This led to an apprenticeship with the local division of SEB (Southern Electricity Board) However after a

short while following completion of the apprenticeship realisation dawned regarding the actual type of work duties that the SEB expected in a day from a young ex apprentice . This led Graham to believe when an opportunity to join the Police Force became reality it would offer in comparison a much more rewarding and challenging vocation.

(And here is that new ,very smart 20 year old , PC Melly - photo right)

Graham served as a local Police Constable in the Winton area for the next 10 years . The Bournemouth area constabulary chose to run Ford Escort Mk1s at the time as local 'beat' cars, so it was a Ford that was Graham's available regular 'work' transport (not a Minor Police Panda !) . It was during this time at Winton that Graham bought the 1960 Clipper blue Minor (XDW 484) and had joined the fairly young National Morris Minor Owners Club in the summer 1980 making enquiries to the then National Secretary Paul Davis asking if there were any locally based members he could just chat to about their Minors and share interests . The nearest branches being listed as Hants ,Wilts and Devon with no branch in Dorset. A few months later Graham was surprised to say the least to discover within the Nov/Dec Minor Matters National magazine his name was printed as the official DORSET BRANCH CONTACT !! After the surprise had fully sunk in Graham decided to take up the challenge and realised he was actually in fortunate position when out and about driving on his beat noticing several nice looking Minors locally and this was a way of perhaps recruiting at first a small number of interested members. There was no communication using computers or mobile phones as we take for granted today so it was a matter of placing a note on windscreens of parked cars.

When certain drivers were approached by a uniformed officer just to discuss their interest in Minors and if they wanted to join an owners club. It must have produced some mixed reactions !



Library photo of a Mk1 Ford Escort similar to PC Graham Melly's 'work' car. (No Minor Panda!) (Photo shows a Buckinghamshire area registration)

'MMOC NATIONAL', KELMARSH HALL, NORTHAMPTON

The largest annual event of the Morris Minor Owners Club has just taken place again. There are over 50 'branches' affiliated and registered within the National MMOC club network spread across the entire UK . Some branches have just a few members whilst the Dorset branch are certainly one of those branches with the highest local member numbers. To be honest I have been informed by many of our own Dorset members that unfortunately the recent location of the 'National' Rally is simply just far too great a distance as being a main reason for severely reducing any sufficient incentive for attending this event over recent years. (The next online MMOC member survey asks for comments on their events, so if you feel ,now's your chance . They have promised they will listen) However there are a small number of members that do attend and I asked them for any feedback they were willing to share with the rest of us who may perhaps be contemplating going again or even for those who have never considered going before .

Two sets of regular visiting members responded with the following personal reports :-

Brian & Jacky Wood - Jacky and I drove up to the National MMOC show on 22-23 June this year in a 'convoy' of one in our Traveller. It was held for the second consecutive year at Kelmarsh Hall in Northamptonshire. We went on Friday and returned on Monday, making a good, long weekend of it. The weather was kind to us and we made good use of the new Branch Event Shelter/Gazebo making tea and coffee for the visitors to the Branch stand over the weekend. We were amused by one friend of a member (who shall remain nameless) who told his family he was going to 'Belmarsh' for the weekend. Saturday was quite well attended but I didn't think that there were so many cars there on the Sunday as would have been expected. We also made a break with tradition and attended the Saturday night party and we thought the 10-piece Funk and Soul band were excellent. We had a great time and would recommend it.

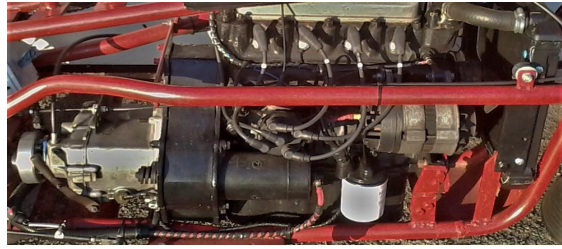


Perhaps next year we will take the caravan but sadly that would mean leaving the Minor at home.

Nick & Angi Odell - We attended the National Rally on the Sunday this year, having spent Saturday night in a Bed and Breakfast about ten miles away – unfortunately we are not keen on camping! We enjoyed seeing people from around the country that we have known for some years and also viewing the cars on display. These days most of the cars there are in pretty good condition. We also enjoyed visiting the gardens of Kelmarsh House which were looking pretty good this year. The rally was well organised and we appreciated the Punch and Judy show and the rather bold downhill home-made Go-Cart Challenge!



FROM RUSSIA WITH LOVE ! (MINOR POWERED !)



Minor engine normally found above ——— Not so often here on a motorcycle !

A friend of mine who has an interest in old motorcycles recently sent me the photos of this motorcycle conversion that is now propelled courtesy of 'Morris Minor' power—

"Seen at a recent 'bike night' was this motorcycle combination which incorporates a Minor 948 series engine mated to the transmission of a Cossack motorcycle, which is a cut-price Russian copy of a BMW with flat twin engine and shaft drive."



IMZ-Ural /Cossack Motorcycles - The motorcycle was "modelled after a late-1930s BMW sidecar bike called the R71 which Nazi Germany provided to the Soviet Union after the countries signed a non aggression Molotov–Ribbentrop pact in 1939. According to official accounts, after lengthy discussion, the BMW R71 motorcycle was found to closely match the Red Army's requirements. Five units were covertly purchased through Swedish intermediaries. Soviet engineers in Moscow dismantled the five BMWs, reverse engineered the BMW design in every detail and made moulds and dies to produce engines and gearboxes in Moscow. Early in 1941, the prototypes of the motorcycle were shown to Stalin who made the decision to enter mass production. Initially, the "URAL" was built for the military only. In the late 1950s, the KMZ plant in Ukraine assumed the task of supplying the military, and the Irbit Motorcycle Works focused on making bikes for domestic consumers. In the late 1950s the full production of the plant was turned over to non-military production. In 1957, the M-72 production lines were sold to the Peoples Republic of China.

The export history of URALS started in 1953, at first to developing countries. Between 1973 and 1979, Ural was one of the makes marketed by Satra in the UK as Cossack motorcycles. Roger.....Ed

"EVERYTHING'S NOW UNDER CONTROL GROMMIT "

(Wallace & Grommit Courtesy Aardman Animations)



1990's model Cossak: (library photo)

Graham first booked the Snug Bar in The Queen Victoria Pub in Winton (opposite to the now Lidl) for the very first social gatherings in the spring of 1981 for around 15 keen initial recruits. Soon more room was needed after 6 months and the next meeting venue was the skittle alley room at The Hollies Pub in Moor-down. Graham initially single handed ran the club for almost 2 years he did manage to coerce some of the members to organise one or two of the club functions. However it was Graham who each month as Chairman gave monthly talks and demonstrate new products etc. and ways of keeping the Minors going well. Graham recalls that there were no funds at that time but it was primarily an enjoyable social get together of around 30 enthusiasts at monthly meetings He also booked into various local rallies and a good few runs out to destinations further afield that proved popular .



In March 1981 Graham bought a non running 1954 Split screen for £35 as a restoration project with the idea of passing on newly acquired skills to members. After spending 6 months most free evenings and weekends in a friends garage cutting out most of the chassis sections and panels in readiness for another friend to then weld all the new clamped back panels together. The car was then re-sprayed throughout and Graham began the process of rebuilding the car . However a change in life direction dictated that the car was to be moth-balled in the garage.

Graham's job in the police force in those days involved various long shift commitments that curtailed a lot of his available time encroaching on the enjoyment of his hobby . Eventually in 1982 saw important change of direction within various parts of Graham's life at the time resulting in the club no longer being a major part of his social activities. It was time to take a step back from such committed day to day involvement in the Dorset branch that he had originally instigated . So he handed the baton on to those with the necessary incentive and importantly more available free time . (Alas later his original Minor, XDW 484 , was sold on and Graham said it would be interesting to find out if someone is still running it!)

In 1991 Graham was promoted to a Sergeant (SOCO) at the main Bournemouth Police Station . Being a Scenes Of Crime Officer Graham was directly involved in the aftermath of the Bournemouth Bombings of Aug 1993 . The IRA planted 8 bombs around the town of which 5 were detonated in two separate attacks . Maples furniture store was destroyed by an incendiary device.

The pier was damaged and also 3 other retail shops suffered damage . Afters serving his '30 years' as a uniformed officer Graham still continues in a key civilian role within Dorset Police up to this day.



Graham's 'other' keen interest is his music . He regularly plays in a local band . Members and visitors to last years Moggyfest at Beaulieu will remember Graham playing and entertaining us for the club at the evening party on the Saturday in the Brabazon Restaurant .

35 years later in 2016 after buying that old non running Split Screen Minor Graham decided to resume the restoration— Watch this space as we look forward to future promised articles on the car. from Graham .



DORSET MINOR CLUB 'BLACK MUSEUM'

Answer to last weeks 'mystery item' was a WORN CLUTCH PEDAL ACTUATING ROD (only one correct reply was received from a distant member in the East Midlands)

The 'remains' of This Months Mystery Morris Minor Object, pictured right Mechanically minded members are invited to test their knowledge, observation and memory in naming this item and the function it performs, sharing if possible with us all any, comment, or direct experiences they would be willing to provide us with please.



Laygear 1st: (Left) This shows an extreme form of gearbox failure that will result in no forward or reverse (just a horrible 'grating' noise). This sort of damage is usually resultant from ramming the car into first gear whilst moving.

Photo Brian Wood

Rotor Arm: (Above) This type of rotor arm is a less spectacularly distressed item but will still result in a breakdown. The lighter coloured rivet head is the culprit. It is used to fix the brass blade to the plastic body. Experience has shown that in hot or damp situations, the resistance offered by the plastic body is insufficient to resist the high voltage current from 'earthing' through the distributor instead of through the spark plugs. Best to specify the one with no rivet and replace it if you have a rivetted one... Yes unfortunately this very item in my photo above did cause a breakdown for someone on Sunday June 30th !..Ed



('Breakdown Photos' with thanks to Ian Chivers)



THE 'BRIAN WOOD' REPORT

It's not Rocket Science!

Whilst the Morris Minor was considered 'state of the art' in the Forties, it soon became old fashioned with the march of progress. Indeed, it was the cost of construction that saw it finally become obsolete in the late sixties/early seventies. It had to compete with similar cars with more modern (and cheaper) assembly methods. Most manufactured items have a 'design life' following which, they can no longer be economically modified to keep up with modern demands. This is another reason for obsolescence, and many of us will have noticed that there are several design 'fixes' in the Minor – made to extend the design life. I have noticed how the 1098 gearbox has clearly been modified to the detriment to the overall simplicity of the original design. However, the mechanical simplicity of the Minor is a world away from the four wheeled computers most people drive today. It is said that a modern pocket calculator has more processing power than that used to land the first men on the moon, exactly 50 years ago in 1969.



Speaking of space travel and digressing slightly, I was fascinated by the recent series hosted by Prof Brian Cox about the planets of our solar system. He was standing in Reykjavik trying to explain the vastness of the solar system (let alone the rest of the universe) and it went something like this (converted into 'Dorsetminorspeak' for local readership purposes.) If the Sun was about the size of a Morris Minor and sat upon the Bearcross roundabout, Mercury would probably call in at the Bear Cross pub every time round, Earth would be a pebble in our front garden (a few streets away) and Pluto (sadly now demoted from previous 'planetary' status) would be about the size of a pea and take in the outskirts of Boscombe on its 268 (Earth) year orbit. (Apologies for any possible comic or cosmic exaggeration and yes, it is believed that there is intelligent life in Boscombe!).

Whilst on the one hand, the immenseness of space is staggering and it makes you realise our true place in the overall scheme. On the other hand, it also makes you think about the engineering skill needed to gain all this knowledge and to advance the human race. The products of engineering skills are all around us and often taken for granted. You would think that the advance of technology would not really affect the Morris Minor, however, the fact is that the small-scale production of some parts is now feasible as a result of the invention of laser cutting, CNC, 3D printing etc. This makes it possible to re-produce parts that are no longer economically available and to produce modified parts (where required).

If we may be permitted to glimpse into the future, we will see an end to the production of new internal combustion engine cars in the 'Twenties' – not that far away. I think that despite this, use and maintenance of classic cars will continue, unfettered for many more years. Petrol, will, inevitably get dearer – particularly as it will be more expensive to produce on a smaller scale. Drivers in the future will regard petrol as something to use in a car that is a hobby, not a daily proposition. However, the current rush towards electric, battery powered transport is, I believe unsustainable with all the associated issues of battery life, lithium production and disposal and charging infrastructure. That, my friends, is possibly a separate newsletter 'rant'. Despite that, I am personally banking on an autonomous electric vehicle to get me around when I am too old and dangerous to drive myself.

Now that is rocket science!



For Sale - Spare Parts & Wanted

FOR SALE 1098 Gearbox - Fully reconditioned with front oil seal conversion fitted, New bearings, bushes, springs etc. **£395**.
Brian Wood 07411 116336



FOR SALE Inlet manifold for a 1275 'A' series engine (Water heated/cooled - For HIF 44 SU carb) Can negotiate postage if not local. Any further questions please contact **Dave Walker on 01202 877972**



WANTED - Nearside Steel Rear Wing, for a saloon. Please ring **David Hotson 02380 446953**

1098 Engine. Fully reconditioned with new pistons, shells and thrusts. Unleaded head, spin on oil filter conversion,

duplex timing chain, new oil and water pumps. Ready to fit, **£975** - **Brian Wood 07411 116336**.



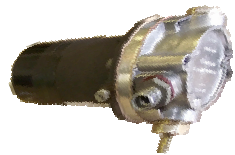
FOR SALE : 1964 Minor 1000, two door saloon, owned by existing family since new. Almond Green. All documentation present since new. Garaged. Brake servo recent upgrade by Charles Ware costing **£3500**. also other previous work by them. Can be inspected at Bracknell by appointment.
£4350.00 Contact Tony Wickens 01344 860894



CLUB MEMBER DISCOUNTS Dorset Club Spares give paid up members the benefit of a 10% discount on Morris Minor Spares (unless not already on offer, or a discount from the club's supplier is not available) Spares parts available from Club Spares Manager **BRIAN WOOD**.
(Brian's 'News Page' is on page 15 opposite)

MOTABITZ — Club member variable discount provided in all branches on production of your valid DMMOC membership card

Cars or Spares for sale or Wanted, entries are Free to club members or £5 per entry for non-members. Traders display adverts in newsletter from £30 per year subject to size.



We also have some reconditioned fuel pumps for sale at £60 each (£54 to Branch Members) Postage is about £5. Standard new SU ones are £101.40 from ESM

Call any member of the team on 01202 894080 to get exclusive MMOC discount across a range of vehicle parts and accessories!

We also offer cycle parts and accessories!

A ROOM WITH A VIEW (Front Cover Story)

JULY CLUBNIGHT was held at the Beach House, grade II Listed Victorian Mansion. Built in 1897 for German Industrialist Alexander Seimens who amongst other electrical and mechanical innovations first brought electric street lighting to the UK. At that time the house previously named Westover Hall was acknowledged to be the most lavish and expensive private house on the south coast. In 1930 William Morris purchased the house but by 1932 it was Mrs Morris who apparently persuaded him to sell up after two years in order to return to Oxford.



Our recent clubnight held at this lovely location saw a good number of branch members making the most of the glorious summer evening weather and driving out in their Minors. Andy Dibb had booked the dining room that overlooks the Isle-Of-White. The pre-booked meal system worked well and there was efficient and friendly service from the hotel staff. Many branch members commented on how much they particularly enjoyed the evening.



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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

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

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

John Jenkinson, Chairman
 Morris Minor Owners Club, Dorset Branch

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Chairmans Report

Good evening and welcome to August clubnight. This month, July, has been one of the busiest months for runs, rallies and fetes for some time.

We started with July clubnight with a run to the Beach House at Milford on Sea to look at Lord Nuffield's earlier residence, with its beautiful stained glass windows and stained oak panelling in all the ground floor rooms. Also a big thanks to all the staff for the meal and the evening.



I was asked to an evening at Pelham's community centre in Kinson for a gathering of classic cars for the Institute of Advanced Motoring meeting with a light buffet and some drinks. It was a good evening. Two days later was the Burton Scout Carnival and Fete which was a good day with a good selection of classic cars and it was a very hot day! Then came the Branch Rally Weekend at Wolvercroft Garden Centre in Alderholt. On Saturday we attended the West Moors Village Fete which was a very good show with stalls and classic cars and also dream cars such as Marcos, Lamborghini, Ferrari and Mercedes SLS. The Saturday night meal was Jacket Potatoes and a drink at the Garden centre. The food was very nice and we had a good night. On Sunday, the day of the Rally, we had over 50 cars - some I had not seen before - the day went well and everybody said that they liked the Rally Site - it was a very relaxing day. A big thanks to all the members that made cakes and all members who helped and supported the show on the day.

The next event is Laurie and family's Garden Party open day, raising money for their charity on Sunday August 25th. Do come along it will be a good day. October's clubnight will be the Annual General Meeting so if you have any questions or queries, please let Laurie know before the meeting.

I was sad to hear that Dave and Jackie would like to give up the Regalia - so if any of the members would like to take it on - please let one of the committee know.

Just to finish with - all you green fingered members - for the club gardening competition night - hosted by Eddie Pateman and chip counter in chief - Brian Tilly. Best of luck with all your entries.

That's all for now, happy motoring, your Chairman John Jenkinson.