

PCC Precision Clutch Components

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

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

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

01425 404142 Office
07802 200935 mobile



www.castle-marquees.com
steve@castle-marquees.com

UP AND OVER GARAGE DOORS AND SHUTTERS LTD



Garage Door Repairs, New & Used Garage Doors Supplied & Fitted in Dorset, Hants, Wilts & Surrey
Call Frank on 07949 913373 or 01202 523334
www.upandovergaragedoorsandshutters.co.uk

ESM MORRIS MINORS



ESM - Partners with & distributors for Morris Minor Centre (Bath) Ltd since 1982
www.morrisminors.com
Old Factory Buildings, Battenhurst Road, Stonegate, Wadhurst E.Sussex, TN5 7DU. Parts: 01580 200203

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.

MORRIS MINOR REGALIA - DORSET BRANCH

| | | | |
|---------------------------------|--------|--------------------------|--------|
| Single greeting cards | £ 1.35 | Polo shirts with logo | £15.00 |
| Six Pack Greeting Cards | £ 7.00 | Beaulieu clock | £4.00 |
| Five Pack Greeting Cards | £ 6.00 | Key rings/bottle openers | £3.50 |
| Four Pack Greeting Cards | £ 5.00 | Posters of Morris Cars | £1.00 |
| Three Pack Greeting Cards | £ 4.00 | Aluminium signs | £ 7.99 |
| Greeting cards on special offer | £ 0.50 | Whiskey glasses | £ 4.00 |
| Two car hangers (steel) | £15.00 | Porcelain Mugs | £ 7.50 |
| Two car hangers (steel) | £ 9.00 | Assistance Cards | £ 2.75 |
| Coasters | £ 0.20 | Made to order | |
| Playing cards | £ 1.00 | Tool boxes (small) | £25.00 |
| Sew on patches | £ 6.50 | Tool boxes (medium) | £32.95 |
| Cloth caps | £12.50 | Tool rolls | £12.50 |
| Caps with LED | £12.50 | Garage signs | £ 8.95 |
| Sweat shirts | £14.00 | A4 Personalised signs | £ 9.50 |
| Fleeces | £21.00 | | |
| Hoodie fleece | £20.00 | | |
| Waterproofs | £15.00 | | |



Printed by: **Adding Value Solutions Limited**

2 Friars Workshop, The Friars, Jedburgh, Roxburghshire, TD8 6BN

M : 07768 653017 T : 0870 360 7000 F : 0870 360 7001

E : stephen@addingvaluesolutions.co.uk - W : www.addingvaluesolutions.co.uk



© Dorset Branch MMOC 2019



JULY 2019, Volume 22 Issue 8
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
MINORS ON TOUR 2019
 MMOC branch clubs members cars
 (Spot any Dorset Minors ?)
 by the River Semois
 BOUILLON ,Belgium
 See pages 16 /17 for
 Special report by Dorset branch member
 Nick Odell

Photo : Erik De Coninck

Forthcoming Events see also www.dorsetmmoc.co.uk

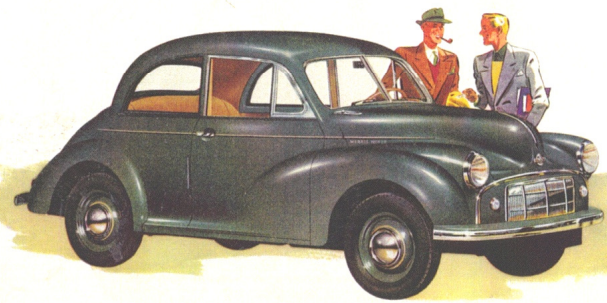
(Where Events Request **PRE -BOOKING - see right hand column**)

| | | |
|----------------|--|-------------|
| JUNE 30th | Classic Cars On The Prom , Christchurch Quay 11a.m. - 5 p.m. | NO |
| JULY 3rd | CLUBNIGHT (* NOT AT ELECTRIC CLUB) RUN OUT to Beach House, Milford-On-Sea, SO4 OPT * If food is wanted see special meal form supplement , per Jacky | *Meal Forms |
| JULY 6th | Burton Scout Carnival , Martins Hill Lane , Burton . *Please be on site by 11 am as road then closes for the carnival procession | NO |
| JULY 7th | Broadstone Family Fun Day , Recreation Ground, Lower Blanford Rd BH18 8NZ Requested to arrive by 11.30 | YES |
| JULY 7th | Broughton Pageant of Transport, Buckholt Rd, SO20 6AB | YES |
| JULY 13th/14th | DMMOC BRANCH RALLY—Wolvercroft Garden Centre , Fordinbridge Road, Alderholt SP6 3AB (**) Only need to pre - book if Camping and/or attending Saturday evening meal. | (**) |
| JULY 13th | West moors Village Fete Details TBA | YES |
| JULY 23rd | Wessex TR Group .Car Night - IBM Hursley Social Club .(car park & field) Hursley , Hants . Starts 7.30pm | NO |
| JULY 28th | Classic Cars On The Prom, Highcliffe Castle. 11 a.m.—4 p.m. | NO |
| JULY | CLUB MID SUMMER SAUNTER Details TBC | NO |
| 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 25th (Sun) | Garden Party & Museum open day at Laurie's | NO |
| SEPT 4th | CLUBNIGHT Quiz | NO |
| SEPT 7th/8th | Beaulieu International Autojumble N.B. * No DMMOC club stand this year | YES |
| OCT 2nd | CLUBNIGHT DMMOC Annual General Meeting | NO |
| NOV 6th | CLUBNIGHT Talk on Lupus (DMMOC Chosen Charity for 2019) | |
| NOV 2nd/3rd | Classic vehicle Restoration Show, Bath & West Showground , Shepton Mallet, Somerset. | YES |



Supreme in Economy

You save at the pump with the MORRIS! Owners report 40 miles per gallon plus extra savings on oil and maintenance.



YOU SAVE TIME, TOO, IN A MORRIS! It will slip in and out of heavy traffic in a way impossible to a bigger car.

Advertising the 1954 Minor's advantageous fuel economy - The Suez Crisis 'loomed' a year later in 1955, then fully escalated in 1956 - resulting in temporary petrol rationing in the UK - (Two thirds of all Europe's oil came through the Suez Canal) Pre-ration panic buying caused shortage chaos. Petrol rationing lasted for 5 months.



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB Volume 22 Issue 8 JULY 2019

NEXT CLUBNIGHT
Visit to Beach House Milford -On-Sea

In This Months Issue...

| | |
|---|-------|
| Editorial | 4 |
| Editors In Box & News Desk | 5 |
| Secretary's Report | 6 |
| Eddies August gardening competition (Classes & Rules) | 7 |
| Dorset Branch 'Black Museum' | 8 |
| Bradford Abbas Wheels Festival event photos & report | 9 |
| Meet The Dorset Branch Key Members | 10-11 |
| Chairmans Report | 12 |
| For Sale- Spare Parts-& Wanted | 14 |
| News from Club Spares Dept manager | 15 |
| Minors on Tour Report by Nick Odell | 16-17 |
| The History of NCR 86 by Laurie Blewer | 18-21 |
| Forthcoming Events | 23 |
| The Club Regalia Shop - Catalogue and Prices | 24 |

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.



Specialist body repairs and paintwork: Free estimates. All insurance repairs undertaken. Collection and delivery service.

ACCIDENT REPAIR CENTRE.
Low Bake Oven & Body Jig Kevin Owen

UNIT 5, BROOK PARK, 27 BROOK ROAD, WIMBORNE, DORSET, BH21 2BH. Telephone (01202) 887727
www.bodycare-arc.co.uk



01202 573698 / 576653

1469 Wimborne Road Northborne Bournemouth BH10 7BQ

Old Autos
Old, Interesting and Classic Cars in any condition
BOUGHT AND SOLD
Paul 07890 096907, Ken 07814 385781
old_auto@yahoo.co.uk
Open Friday and Saturday or by appointment
Southfields Farm, Church Ln, W.Parley, BH22 8TR

Little Canford Garage Ltd. BOSCH SERVICING CENTRE

- *Servicing (classic and modern) 98 Wimborne Road West, Wimborne, Dorset, BH21 2DS, littlecanford@yahoo.co.uk
- *MOT s (inc. Class IV & VII)
- *Car Repairs
- *Car Diagnostics (discount on MOT's for Club Members)

Tel: 01202 883243 or 01202 886980
We specialise in all aspects of car repairs (ask for Colin)



TRAVEL LINK UK
AIRPORTS, DOCKS & DISTANCE
www.travellinkuk.net 01202 300339
travelinkuk@btopenworld.com 4, 5, 6, 7 & 8 SEATER VEHICLES

Editorial

Welcome to the July Newsletter.

Thanks for Laurie's contribution in this month's issue, with his story on the fascinating history of his superb 1954 Series II Minor (on pages 18-21)

Brian's interesting article (page 15) includes important reminders regarding an owner's continuing responsibility, towards the public and all other road users, when driving MOT exempt vehicles on the road.

What makes a 'Classic Car' - who's to decide on any qualification or perceptions? Start a friendly chat on Classics and often things start covering emotive personal opinions on.

- Original - Customised Modified—Retro- Vntage - Upgrading—Genuine, etc. etc. ! (We could fill up the entire newsletter on those !)

Some are content to only describe 'Classic' from any range of cars of particular interest, that are simply not built anymore. Others may prefer a more specific meaning, such as more limited numbers of post WW2 vehicles, pre 1980, having specific technical or nostalgic merit.

None of these can be wrong surely, it depends on who you talk to or wish to consult, or whether we actually think the subject merits any further lengthy, academic or technical discussions anyway. However that seems to be part of the huge appeal of Classics. There seems to be a fair assortment of varying opinions out there that I continue to find rather interesting. There seems to be particular perceptions of 'older cars' across the age groups. 'Classic' is actually a specific taxation class in several US states and most American 'of type' car clubs having their own strict age restrictions and set criteria to belong. In the UK clubs in general, it seems, have a much wider, flexible approach with much preferred lesser sets of any 'rules', thank goodness!

The UK DVLA have the 40 year rolling exemption of vehicle excise duty tax and some actually regard this as an official recognition to be a legitimate 'classic' —Interestingly the DVLA prefer the title 'Historic Vehicle' and don't actually choose to mention Classic as their official description. We then have the likes of those various MGB's MkII Escorts, Golf GTIs, etc. built after 1978/9 and now universally described as 'Classic' but too young to be officially recorded 'Historic Vehicle' as a taxation class. You may also even be lucky enough to have just collected that 'brand new' British built Morgan or Caterham or even that latest Aston Martin, regarded immediately by many each as a Classic - Look in an Oxford dictionary and the definition of 'Classic' states as follows - 'Judged over a period of time to be an example of quality and outstanding of its kind. Being of a Design of a simple, elegant style, not greatly subject to changes in fashion. An artistic work of recognised and established value'.

In the 1940's William Morris, to say the least, disagreed intensely with one young designer, who Morris then employed. However, in contrast, the same designer had been fully backed by Miles Thomas the man Morris had appointed as his Nuffield Organisation Managing Director! Morris took an instant dislike to the proposed design concept and 'odd shape' of a new small car when shown the initial prototype by this particular designer named Alec Issigonis. However Miles Thomas got his way in the end and together with the practical skills of the two chief assistants appointed to Issigonis - (Jack Daniels and Reginald Job) the team persisted until eventually in 1948 the 'Classic' we know today so well was born and then launched at Earls Court. Morris humbly relented when the Minor became the first British car to sell One Million by 1960, sincerely congratulating Issigonis - **Alec Issigonis was quoted on record, stating his constant principle was to achieve a balance between both good art and engineering in all his design work—In the meantime, enjoy driving your very own 'Classic' Minor ...ROGER**



History of NCR 86...

Ray had already got NCR up and running again but she was looking rather sorry for herself by now. Still completely rust free she did require a full respray and full recommissioning. Every one of Bob's homemade "Bob-isms" was refitted to car. I know these are not to everyone's taste but they are all an important part of NCR's history. Whilst cleaning out under the front wheelarches I even found the spare front door key to Bob and Eileens bungalow attached to a wing nut! It's still there! With NCR now sympathetically restored and returned to the road her first outing was to the 2018 Moggy-fest and Southern Regional MMOC Rally at Beaulieu where she became part of the main display marking the Minors 70th anniversary and also won 1st in her class! This would have made Bob very proud indeed.

Now having reached the grand old age of 65 NCR is taking things very easy but still goes out on bright and sunny days never getting wet if at all possible. I have now fitted her with even more period accessories including a full set of original BMC seat covers in a very fetching red tartan, original wing mirrors, an original Morris travel rug, original BMC mud flaps and an 8 track stereo to supplement Bob's radio. She is still supporting the Dorset Branch of the MMOC almost 40 years since its formation and will hopefully continue doing so for many years to come.



Happy 65th Birthday NCR 86!

With the arrival of the 1980's NCR was still in regular use clocking up many miles every year and was still being used by Bob for his daily commute until he retired. With the Minor now becoming a collectors car after market accessories were becoming more popular. Bob bought and fitted a stainless steel exhaust system but mounted it using hand wound springs instead of the usual fabric straps. A "Petrol Economiser" was also fitted along with stainless steel sill covers, stainless steel window surrounds and wheel trims. Bob also made new carpets for NCR as the originals were now somewhat past their best. NCR was now used only locally for shopping trips and for trips to the allotment, rarely leaving Bourne-mouth.

The 1990's arrived and NCR was used less and less but with the mileage now at well over 200000 the engine and gearbox were very worn. One day, upon leaving the local shopping centre – The Hampshire Centre – Bob pulled away in 1st gear but unfortunately couldn't find any other gears! Having driven all the way home in 1st Bob decided that a replacement engine and gearbox were now called for. Luckily Bob's good friend Ray knew of a recently rebuilt 803cc engine and gearbox which had been removed from an Austin A30. Despite his now advancing years Bob set about removing the old set up and successfully installing the new ones. I had met Bob and Eileen by now having moved into a bungalow just around the corner from them. I became friendly with Bob and helped him out with spares as and when he needed them. I gave him the fibreglass exterior sunvisor which is still fitted to the car. This is a now very rare one made by Wingard. I also gave him a Tudor washer bottle and manual pump as until this time washers had still not been fitted despite them being an MOT requirement for many years! In 1999 I bought and restored a lowlight Morris Minor which came with a set of incorrect new red carpets. These, too, I gave to Bob as his homemade set had now worn out!

Sadly Bob died in the early 2000's but Eileen had promised him that she wouldn't sell NCR so she sat in the garage until Eileen herself passed away 7 years later and the car passed into the hands of Bobs very good friend Ray. Ray is really a Reliant Scimitar man and an 803 cc Series II Minor was not his cup of tea at all so he offered the car to me in 2017 as I had also been friends with Bob and he knew I would look after it.



Editors In Box & News Desk



*Moors Valley Grand Summer Gala 8th/9th June

There was a good turnout of club cars at this year's summer gala with different club members attending on each day. We went on Sunday and there was a good array of miniature steam engines to be seen trundling around the park and Nigel was there with his model display.



This year there seemed to be more engines than usual running on the rail-way and I think we went on 4 different train rides. All in all an excellent day out.— Laurie Blewer

*Bradford Abbas Festival of Wheels

John Ayres wins again with his immaculate series II ! (photo right) at this event , new to the DMMOC. Several members attended, driving to Bradford Abbas, south of Sherborne through the Dorset countryside. **More on this event ,in Laurie's report page and also on page 9**



*That Vital Spark - New Technology or Old Original ?

Dear Editor, In response to the item in the June Newsletter about electronic ignition switching in classic cars my opinion is this: choose a full electronic system rather than the economy version which only replaces the mechanically-operated points. The original distributor embodies two separate methods of advancing the ignition; centrifugal weights which (should) progressively advance the spark according to engine speed and a pressure-sensitive device which, if working, alters the timing in relation to manifold vacuum.

In my experience, on original distributors the weights and their springs are always well-worn and in the majority of cases the vacuum unit does not work at all, leading to wholly incorrect timing at most engine speeds. Fitting an electronic trigger does not remove these problems. The replacement (complete) distributor offered by at least one supplier of cheaper electronically triggered ignitions still incorporates these two features and it can be argued that the comparative lasting quality on this spec level of unit still remains to be proven in due course .

Nowadays it is possible to buy a fully electronic distributor which advances the ignition without the need for rotating weights and with or without a vacuum connection. There's even a version which can be re-programmed remotely from a laptop but maybe that's a step too far? The initial cost is much higher at around £300 but the goods are built to a standard rather than a price and the results are tangible rather than negligible. The fitting is simple and as long as it's right to begin with it will stay right. According to your own budget choice in the end these higher spec units can be sourced specialist suppliers I have recently fitted such a system to a 1959 twin cylindered motorcycle and it has made a huge difference to the running of the engine at all speeds plus much-improved starting. OK, I know it isn't a Minor but there's no doubt that virtually any classic engine would benefit similarly.

Of course our own spares Guru was right in his article last month. Once you've gone electronic, don't throw your old distributor away but keep it well wrapped - up in the boot of your car just in case. It may be old and worn but it will get you home !
By email from 'Electrotechmechanical' (our special correspondent)



Dorset Branch Members-It's Your Newsletter, It's Your Club !

The Editor encourages and welcomes any contributions from club members intended for inclusion in the club newsletter for both website and printed issue each month. *Please submit within 10 days prior to the next monthly club night date . (*Inclusion within the next available published newsletter is also subject to space, as it reduces down, nearer to each months deadline, as above)

Secretary's Report

Good evening everyone and welcome to July clubnight. Tonight, of course, we are not at the Electric Club, we are at The Beach House – once owned and lived in by Lord Nuffield himself.

Don't forget that the August clubnight will be Eddie's Annual Gardening Competition. We will be having a quiz night in September and, of course, the AGM in October.



The Bradford Abbas Festival of Wheels last month was an extremely good event and one which I hope we will do again next year. There was a really good selection of vehicles of all types and some interesting and individual stalls around the village. Louise, Lewis and I can thoroughly recommend the sausages! There was a good play area for the kids and live music in the pub garden all day. At the end of the day the raffle and prize giving was done in the pub garden and John Ayres was presented with the Chairmans Choice trophy.

The same weekend was also The Moors Valley Summer Gala which we attended on the Sunday. We also attended the Wimborne St Giles village fete last month – a nice event in a lovely, quaint, English village.

The branch rally this month at The Wolvercraft Garden Centre in Alderholt should be a good weekend. Please try to support this event which we have organised following feedback from members that they would like the return of the old fashioned branch rally.

We have heard from Debbie Gibbs who visited us at Beaulieu during her Round Britain Run in her recently restored Convertible. She was raising funds for Cancer Research and managed to raise just short of £9500. The car performed perfectly throughout her trip so well done to her and everyone who joined her throughout her journey.

As we have done for the previous couple of years we will be holding our Garden Party and Museum Open Day. This years date is Sunday 25th August and you are all welcome to come along. Once again, we will be raising funds for Julias House.

I think that's all from me for this month so until next time, Happy Minoring

Laurie



So, once again with regular servicing and a liberal coating of used engine oil underneath to prevent the dreaded and infamous Minor tin worm NCR continued providing Bob and Eileen with reliable, albeit slow, motoring.

Enter the 1970's and Bob thought that he might like a newer car now. He started looking around at newer Minors but when he found out that he'd be lucky to get £5 or £10 as a part exchange allowance he decided that he might as well keep on driving NCR until she fell apart especially as Eileen had recently purchased a new Volkswagen Camper which she was using meaning that the Minor was only really used by Bob now for his daily commute to work. By now, the paintwork was starting to look past its best but there was still no rust anywhere thanks to the amount of oil painted everywhere! Bob decided to do his own respray using a spray kit which attached to the vacuum cleaner of all things! Although, far from a perfect finish it tidied NCR up considerably.

In 1976 the fledgling Morris Minor Owners Club was formed which Bob joined and subsequently became one of the founding members of the Dorset Branch upon its formation in 1980 becoming a very active member in its early years and remaining a member until his death.



TME TO RETIRE ? - 65 YEARS YOUNG!

The Story of NCR 86 by Laurie Blewer

Let's go back to June 1954 and the production line at the BMC Morris works in Cowley. A Birch Grey 2 door saloon rolls merrily along the line and is dispatched to a Morris dealership in Southampton. She was registered as NCR 86 to her first owner on 14th

July and so began her life.

The first 2 years are a mystery unfortunately but in 1956 Bob Ellery was on the lookout for a replacement for his 1930 Morris Minor 2 seater when he came across NCR being advertised for the princely sum of £60! Why so cheap? Well there was a great dent in bonnet! This didn't worry Bob as he had worked as a mechanic in Cornwall



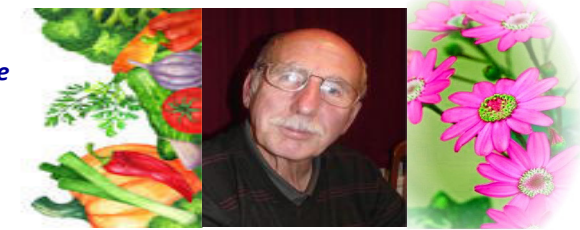
before the war and after, in Bournemouth where he now lived with his wife, Eileen. So, a new bonnet was fitted and so began a motoring era which was to last for the next 60 years. At first Bob was perfectly happy with NCR as she was still a relatively new car and apart from visiting the local tyre depot to have some new rubber "glued" onto the tyres and regular servicing she was providing very reliable motoring.



Enter the 1960's and thinking that Eileen may be wanting to drive the car and with the advent of the new flashing indicator Bob set about making his own set of flashers for NCR. Now as well as being a skilled mechanic, Bob was also a skilled radio engineer – he had even made their first television set back in 1953 to watch the Coronation. This he made out of a radar screen so instead of a black and white set they had a green and white one! Using his expertise as a radio engineer he set about making his own flasher unit – this is still in place to this day! He also made all the light fittings including turning all the bolts and threads himself. At the back of the car instead of having the lamps flush with the wing they are mounted on plinths to bring them into line with the original rear lights – these plinths were made out of stainless steel sugar bowls! At the same time as installing the flashing indicators Bob decided to make and install a radio in NCR. As well as the radio he even made his own aerial! Once again, both of these things are still providing sterling service all these years later. His own electronic ignition unit was also made and fitted. Sadly this is no longer working but still exists. He also made a rev counter and an ammeter which are both still fitted.

(Photo of Bob, assumed to be taken in the 1940's)

Our 2019 CLUB GARDEN SHOW
will be on the 7th August Clubnight and once again will be organised by **Eddie Pateman**
There are 'class winners' rosettes and a 'best in class' to be won.



| | | |
|----------------------|---|-------------------------------------|
| 1. Flowers | Dahlias | One vase of 3 blooms |
| 2. Flowers | Sweet Peas | One vase of 5 blooms |
| 3. Flowers | Fuschia | One potted plant of any size |
| 4. Flowers | Mixed flowers | One vase of any type/size |
| 5. Flowers | One potted plant | One potted plant of any size |
| 6. Vegetables | Runner beans | One set of 3 beans |
| 7. Vegetables | Potatoes | One plate of 5, one variety |
| 8. Vegetables | Tomatoes | One plate of 5 cherry type |
| 9. Vegetables | Tomatoes | One plate of 5 medium to large |
| 10..Vegetables | Cucumber | One of any type |
| 11. Vegetables | Onions | One plate of 5 onions or shallots |
| 12. Vegetables | Marrow | The largest in show |
| 13. Vegetables | Peppers | Any Pepper or Chile fruit ,Set of 3 |
| 14 .Children's entry | An arrangement of flowers or vegetables | To their own design |

SHOW RULES :-

EXHIBITORS—Would members wishing to enter show please have their exhibits in place by 8.00 p.m. Please register before placing in selected class Each exhibit will be issued with a number and cup to be placed next to each item.

JUDGING — (To commence at 8.15 p.m.) Members wishing to judge the classes please collect counters from the show table. Place ONE counter into the cup next to the exhibit you have judged to be best in that class (Please note—One counter per class)

BEST IN SHOW — will be judged by the committee on the night.

DORSET MINOR CLUB 'BLACK MUSEUM'

Well done Peter and Victor in correctly identifying the half shaft diff end spline last months 'Mystery Object' and also a thankyou for their stories -
1. PETER HATTON - "I reckon the part is a half shaft spline (that has sheared , possibly due to have been driven by a higher rated engine such as a 1275 Midget or another A or A+ unit. I understand hardened shafts are available to fit thus



VICTOR HOLYOAK - "I was about 14 ,dad had a Jowett shooting brake .He was teaching my brother to drive and entering the car park area of the local pub he stalled and stopped,dad as usual cursed him but undeterred brother re started and went to take off again ,engine revved but wouldn't drive.Got towed home by a neighbor investigation showed Broken half shaft.It was Easter time so next day dad and I set to work to remedy the problem.We removed both shafts but couldnt reach all broken pieces so out came the diff.Thoroughly cleaned refitted shafts inserted,big test drive.We had 4 reverse gears and ! forward gear we had put diff in upside down. We fixed that went for test drive and dad bought me a packet of 10 players weights ciggies as payment and that's when I started smoking in front of my parents .gave that up 1991 after a heart attack.



This Months Exhibits (from Brian's collection) :- The first , a piston someone brought into the tent at Beaulieu a few years ago ! The most catastrophic Morris Minor engine failure I think I have seen ! The other one is what causes the front suspension to "squeak' annoyingly . The centre pin should be inwell the centre ! It has cut its way through the rubber bush and there is metal to metal contact—Brian



And This Months Mystery 'Morris Minor' Object is.....?

Again any mechanically minded members are invited to name this item and the essential function it performs, sharing if possible with us all any comment, or direct experiences they would be willing provide please !



Photo Brian Wood

The Editor would like to encourage readers to forward a photo and short description of any such examples for future inclusion in the 'Dorset Black Museum'

Other enjoyable visits were to the Abbaye d'Orval, a Cistercian monastery where 15-20 Trappist monks still live, and where the Orval beer and cheese are still produced, a local Slate Mine and the Maginot Line Museum.



Somehow the campsite chef managed to do a very good group meal which was appreciated by everybody. Dave Walker and Monique also arranged a Dorset Branch meal in Bouillon which went down well.

The swimming pool was certainly busy by the end of the week as the Belgians arrived for the Ascension holiday. We did get some showers and rain during the week as well as sunny days, but the weather was what you might have expected in this green area.

As always, prizes were awarded to the best Morris Minors and this is always difficult because there are so many worthy winners. Certainly the presence of so many Morris Minors buzzing around the area produced both astonishment and smiles from the locals!



Local branch members who participated in this year's MOT included Dave and Jackie Walker, Monique Puers, Chris and Rachel Hope-Jones who had recently got married, Natasja Dumay, Eric Moore and Lesley Hawkins, and Nick and Angi Odell. Many thanks must go to the main organisers Pete and Helen Cosslett and Chris and Helen Kinloch and to Monique Puers for all her information about Belgium

Nick Odell

Photos : Monique Puers -Den Haese



MINORS ON TOUR 2019 (Destination Belgium)
Special Report by Nick Odell

This year's trip was to Camping Bertrix, near the small town of Bertrix in Belgium, which is the first time that it has taken place there. Disappointingly for us, it was also the first time in twenty-two MOTs that we failed to arrive on site in our Morris Minor, because it broke down on the M26, due to electrical problems, about 130 miles from Bournemouth and 60 from the Channel Tunnel.

We had the Minor trailered back home and started off again the next morning in a modern car. Fortunately friends of ours gave us lifts during the week on various outings, because there were over ninety Morris Minors of different variations and colours on site! As well as participants from the UK there were some from Holland, Germany, France, Belgium, Switzerland and Denmark.

An important feature of the week is to raise money from participants for the two nominated charities this year which were the Alzheimers Society and Bowel Cancer UK. This is done through a range of activities such as a Quiz, Raffle, Tombola, Purchase of Clothing, and an Auction which included home-made items. The overall total was getting on towards at least three thousand pounds, but the final amount has yet to be announced at the time of writing.

In order to get to the site we took a slightly longer route through Northern France to avoid large towns, although one or two Minors who got too close to Brussels ended up paying an Anti-Pollution charge due to being in the Brussels Low Emission Zone!

The campsite, in the southern part of the Belgian Ardennes, and close to the French border, is in lovely countryside and we led a walk for about 70 people in the surrounding forest. Somehow or other nobody got lost!

Monique Puers Den Haase organised a picturesque drive for the Minors along local roads ending up in the interesting town of Bouillon situated on the River Semois, with its old Norman fort overlooking the car park by the river, where all the Morris Minors were allowed to park by special permission.



Bradford Abbas Festival of Wheels

A couple of months ago, on a whim, I booked us a club stand at Bradford Abbas after seeing it on Facebook. I'm very glad I did as it turned out to be a great show. 9 of us made the journey to this lovely village where cars and vehicles were parked everywhere. There was live music throughout the day in the pub garden which culminated with the raffle and prize-giving where John Ayres was presented with The Chairmans Choice award with his beautiful Series II saloon. I think I'll book us in for another club stand next year. - Laurie

Photos Tracy Chivers and Laurie Blewer



FPCS
FAIR PRICE CLEARANCE SERVICES
 COMMERCIAL/HOUSEHOLD WASTE COLLECTIONS
 HOUSE/GARAGE CLEARANCE, **VEHICLE RECOVERY**
 CONTACT: KARL: 07711 770172 or STEWART:07950 114960
 Or email:infoppcs@aol.com

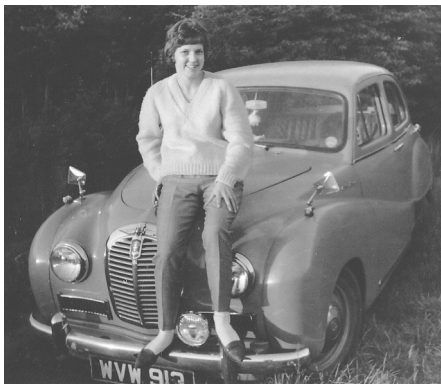
TOP MARK
WINDSCREENS
CAR & COMMERCIAL GLAZING
 WINDSCREENS✓, REAR SCREENS✓, GLASS REPAIRS✓, SCRATCHES✓, BODY GLASS✓, MARINE ✓
 Call today for a **FREE Quotation**
07971 956297 01202 534191
 www.topmarkwindcreens.co.uk

MEET THE DORSET MEMBERS

On the first Wednesday of every month on regular Club Nights the traditional and popular raffle is voluntarily administrated and

organised by two long serving Dorset branch members -

CHRIS TILLY and
MARGARET PATEMAN



Margaret Pateman was born in Eastwood Essex when at that time her mum and dad lived in one of the farm estate tithe cottages. Her Dad was employed on the farm as stockman and Margaret remembers well as a small child all the animals out in the surrounding fields and also particularly recalls visits to the milking parlour with her dad. Margaret continued to live all her childhood on farms in the south of England. She then attended Bishops Stortford School for Girls passing her 11 plus.

The family later moved to Hatfield where Margaret started full time work in the offices at Hawker Siddeley

Aircraft during the late 1950's. It was during a visit to the local pub with her friend in 1959 when Margaret first met a young man named Eddie. Eddie, lived locally and owned a car. Very soon that Austin Somerset provided our courting couple with transport and the freedom to travel around at that time.

Two years later their marriage took place at Hatfield Church in 1961. Morris Minors came into their lives firstly when Eddie worked for J Olding, the leading specialists in Construction Equipment, becoming service engineer. (This position involved a brand new Morris Minor Traveller, provided as his company car, every three years.) Margaret and Ed continued married life living in Hatfield where both their two sons Stephen and Andrew were both born and brought up.

Margaret later passed her driving test in 1982 in their Morris 1100 that they had at that time. Ed retired in 1998 and they were then the proud owners of the black 1937 Austin 10 Cambridge that Ed had overhauled. The Austin was subsequently sold to an enthusiastic buyer from Ireland. They then agreed to have another classic car and it was 25 years ago that the same Morris



Minor owned today was purchased. The car started off as a saloon but Ed soon carried out all the work required himself converting the vehicle to the lovely trafilgar blue convertible that we regularly see at many branch club gatherings.

Margaret and Eddie moved to Ringwood in 1999 and then joined the Dorset branch.

It was great to see Margaret back at the last clubnight after her recent spell of illness, although she has not been out working in the garden quite so much recently, it has apparently given a chance to 'supervise' Eddie a bit more lately regarding the preferred positioning of various plants!



NEWS From Brian CLUB SPARES MANAGER



The demise of the MOT for classic cars is a subject that has divided the classic car world almost as much as Brexit! As most of you will be aware, vehicle constructed more than 40 years ago (ie 1979) are now exempt from an MOT test *unless they have substantial changes made in the last 30 years*. This includes all Morris Minors (except those with Rover V8 engines!). The reason for it is that it brings us into line with Europe (Brexit again!). Another reason, less often mentioned is that as new cars get more sophisticated and technically further away from classic cars, so it becomes harder to maintain a testing regime that applies to all vehicles.

They do, of course, still need to be roadworthy and the owner/driver is responsible for making sure this is the case. Of course, many owners still rely on the annual check at the local garage and there is nothing wrong with doing this. HOWEVER, as with many other things these days, responsibility is being driven down to the individual. For example, Health and Safety is an area where protection offered by 'Corporate Liability' no longer exists and the HSE will come after individuals in an organisation who have been negligent. We have seen several recent cases where hapless individuals have been hauled into the dock to answer in court for errors or failings that occurred years ago.

Getting back to the MOT discussion, the best defence is to show that you have 'acted reasonably' in the circumstances and that you have taken all reasonable steps to ensure your vehicle is safe. If you were unfortunate enough to suffer an accident in your classic car (with no MOT certificate), I think that the onus would be on you to prove your car was fit for purpose. If, say your brakes failed suddenly and someone was injured (or worse), questions are bound to be asked as to when they were last checked. We all know that this could happen possibly without warning. An MOT would show 'reasonable care' and would hopefully satisfy those asking. If you do your own maintenance, I would strongly suggest you keep a dated, written record of the work carried out and the checks made. There is a form on the Technical Section of the Branch website designed for that purpose (which is, of course used at your own risk).

The other aspect of this change in legislation is the potential reduction in the number of classic cars on the road. Inevitably, whilst I believe that the majority of owners will probably keep their cars in reasonably safe condition, there will be an ever increasing backlog of 'little bits of welding' that can now be put off because there is no 'nasty' MOT tester poking his digit into the flaky bits. These are likely to steadily build up to the point where the repairs are no longer economically or practically viable. Cars such as ours, which are at the lower end of the classic car market (value-wise) will be less likely candidates for rebuilding - as there will always be plenty of rusty cars to choose from. I think it will mean that there will be an ever increasing stream of cars heading for the scrapyards. An unfortunate and (hopefully) unintended consequence of the recent MOT legislation.

Most of you will be aware that the Branch has had its own Morris Minor Spares Department for quite a while now. It continues to do well and returns a reasonable surplus to club funds every year. So it would appear to be a relevant and useful part of the Dorset Branch activities. Please try to support it when you can. I can usually bring your orders along to the Branch Meetings (or other activities - if I am going to them!). We also have at least one annual 'outing' for the spares tent, usually at Beaulieu and our Branch Rally where you can buy your bits. Don't forget also that most parts can be bought from us with a 10% discount. We can also get larger items delivered directly to you, but sometimes postage charges apply. Brian Wood

For Sale - Spare Parts & Wanted

Unleaded 1098cc reconditioned cylinder heads now available. £210 exchange. (Small Stud packs £10 and gasket set £10.75) (Branch Spares). JUST ONE 1098 and TWO 948 LEFT!



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

FOR SALE: 1957 Minor Convertible (post production) 948cc engine, current MOT, servo/disc brakes, Marina front seats (with belts). Recent re-con carburettor. £8,500.00. Contact Keith Tranter 07770 965364 (Weymouth)



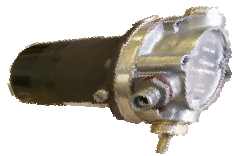
FOR SALE : 1964 Minor 1000, two door saloon, owned by existing family since new, Almond Green. All documentation present since new. Garaged. Brake servo recent upgrade by Charles Ware costing £3500. also other previous work by them. Can be inspected at Bracknell by appointment. **£4350.00** Contact **Tony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



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!



Q. FOR EVERY £1 TICKET YOU BUY - WHAT HAPPENS TO YOUR £1's?Answer: The primary purpose of the clubnight raffle has, in fact, always been to subsidise the sandwich and cake buffet. Raffle ticket sales also subsidise the cost of extra purchased prizes (In addition to very welcome regular, raffle prizes kindly donated by members.) Anything left, can then finally contribute towards the club's yearly chosen charity.

Chris Tilly is a 'local girl' born in the old Victoria Hospital, Boscombe in 1951 when her family home was in the same village as her present home today - Burton, Near Christchurch.

When Chris was 15 her cousin decided he would drop in for a visit to his 'Aunt in Burton' taking advantage of his friend's offer of a lift at anytime, on the back of his pal's motorbike who lived opposite. Chris's cousin's motorbike owning friend turned out to be a fairly polite 17 year old lad called Brian Tilly!

After the motorbike Brian bought a A30 van, this later was then replaced with a Ford Anglia 105E. To the dismay of Chris's dad at the time it was rather 'highly tuned' to say the least. At that time Brian was working as apprentice at local Hunts Engineering and had obviously applied his newly acquired engineering and engine skills on his Anglia. Meanwhile Chris worked for M&S locally. The photo shows our couple before being married on a family holiday in 1968 in Cornwall having just driven down during an 'engine overheating' record heat wave weather. (Dad's Minor's rear wing is just visible on the right) Brian then promised not to spend any more 'real money' on the 105E in order to help save for their wedding. Soon after this an elderly man who fell asleep at the wheel driving, would you believe a Morris Minor wrote off Brian's 105E Ford Anglia pride and joy !!



After a long engagement Chris and Brian were married at Burton church in 1971. Chris was first introduced to a Morris Minor when soon after her dad had 'tried' to teach her to drive in his Minor that unfortunately resulted in a disaster, that apparently, to this day, remains a grey area as to the reason being down either to the learner or the instructor! Chris had always wanted to move back to her home village of Burton after the couple's first house in Christchurch. In 1973 Brian came home from work one day to find that Chris had put a deposit on a house in Burton.. And they have lived there happily ever since.



After owning a couple of Minis Chris had always wanted a Minor—Her dad surprised her on her 40th birthday, buying her the actual 1960 2 door that she still has today. After a couple of years Brian had to take the car off the road for some essential repairs and there it stayed for various reasons for 20 years. In the meantime Chris has had a 4 door saloon and two 2 door saloons. However her first car, that same Minor given by dad, is now back on the road with all its original body work and running gear. (See photo) Chris has been a member of the DMMOC for 27 years and loves the social side of the club. **"RAFFLE TICKETS PLEASE!"**

TIM LANG

CLASSICS

RESTORATION CENTRE

FOR ALL YOUR GARAGE WORK SERVICES AND RESTORATION/RENOVATION PROJECTS. HIGHLY REGARDED BY MMOC MEMBERS. FOR AN HONEST AND RELIABLE SERVICE PLEASE CONTACT US ON:

01823 461861

enquiries@minormagic.co.uk
www.carrestorationuk.co.uk

M R F CLASSICS— MOBILE MECHANIC

Servicing & repairs: specialising in classic cars
British Leyland trained: 45 years in motor trade
No obligation quotes & consultations: Dorset MMOC member

Contact MARTIN: 07521 643751
mrfclassics@talktalk.net

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

Front Plate
JEP 123L

Rear Plate
JEP 123L

"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

Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

VINTAGE & CLASSIC PLATES BY
Jepson Est. 1894
MADE IN SHEFFIELD

0114 273 1151
www.jepsonclassicplates.com
Jepson Classic Plates. 44 East Bank Road, Sheffield, S2 3QN

Chairmans Report



Good evening and welcome to July Clubnight. I hope all the members enjoyed the talk on Classic Vehicle restoration at the last meeting by Darren of Timeless Classics. It is always nice to find another classic friendly garage in the local area.

Talking about work on classic cars, Terry House took Ann's Morris Minor over to his garage in Kimmeridge and found out that it was running very hot. He decided to flush the cooling system out and what came out was loads of rusty, sandy slush. We decided to fit a new radiator and water pump supplied by the Dorset Morris Minor Parts Department manager (Brian Wood).

Ann and I have been out in the Morris for two short runs - so far got home OK without the assistance of the AA.

I was asked if I would like to take a stall at the Beaulieu Volkswagen and Custom Hot Rod show in mid June. My job was to provide background music for the vintage village and the tea tent. I was also able to sell some of my radios and record players. It turned out to be a weekend I would strongly recommend particularly the hot-rod show on the Sunday. There were some lovely cars and also some nice Morris Minors there.

Following that, I have been busy painting the garage floor with epoxy resin paint to seal the concrete floor. Now its dry - it does look good!

The Branch Rally on 13-14 July will soon be here - so we are still looking for stalls and of course, home made cakes for the cake stall. So let the committee know if there are any charities or friends who would like to take a stall - free of charge.

Next branch Clubnight is the Gardening competition - so I hope all the members veg and plants will be ready for the clubnight. Tonight is the run to the Beach House - I hope all enjoy the visit, the view and the food.

That's all for now, Good Motoring, John Jenkinson,