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### BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise the Membership Secretary of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.

**EVER THOUGHT YOU MIGHT LIKE TO VOLUNTEER A SMALL PIECE OF YOUR TIME FOR THE BENEFIT OF THE CLUB ?**  
**IF SO, THE DORSET BRANCH WOULD LOVE TO HEAR FROM ANY MEMBER(S) WITH A VIEW TO RUNNING THE DORSET BRANCH REGALIA DEPARTMENT.**  
**(THE ROLE COULD BE ADAPTED TO SUIT YOUR OWN TIME AVAILABILTY)**

*Why not discuss the various options with our Chairman John Jenkinson at the next clubnight or phone him on 01202 576690*



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# Dorset Branch MORRIS MINOR OWNERS CLUB NEWSLETTER

**CLUB NOTICE**  
**DMMOC**  
**ANNUAL GENERAL MEETING**  
**OCTOBER 2nd (CLUBNIGHT)**  
at Southern Electric Club  
Castle Lane , Bournemouth

DMMOC Member's Annual Subscriptions due end of October 2019 . Paid at above clubnight or by post please



**SEPTEMBER 2019, Volume 22 Issue 10**  
**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		
<p>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.</p>			

**COVER PHOTO**  
**A reminder of the earlier warm summer weather also**  
**Club Notice of AGM and polite reminder DMMOC subscriptions due by the end of October 2019**

**(Photo - Returning from Bradford Abbas in June by Tracy Chivers)**

## Forthcoming Events see also www.dorset

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

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	<b>CLUBNIGHT Quiz</b>	NO
SEPT 7th/8th	Beaulieu International Auto Jumble * N.B. There is no DMMOC stand or displays this year	—*
SEPT 21st	Mini Steam and Vintage Day at Wimborne Model Village	NO
OCT 2nd	<b>CLUBNIGHT DMMOC Annual General Meeting</b>	NO
NOV 6th	<b>CLUBNIGHT Talk on Lupus (DMMOC Chosen Charity for 2019)</b>	NO
NOV 2nd/3rd	Classic vehicle Restoration Show, Bath & West Showground , Shepton Mallet, Somerset.	YES
DEC 28th	<b>MISTLETOE MEANDER (10 a.m. Electric Club) Forms to follow</b>	Yes
<b>2020</b>		
JAN 18th	<b>DMMOC Annual Dinner Dance Evening 7 p.m. Dudsbury Golf Club Restaurant Forms to follow</b>	YES
APRIL 20th	<b>SPRING TIME SAUNTER 10 a.m. Shillingstone Railway and Bakery Forms to follow</b>	YES
JUNE 14th	<b>Chairmans Run 10 a.m. TBC</b>	
JULY 19th	<b>DORSET BRANCH ANNUAL RALLY Wolvercroft Garden Centre SP6 3BE . **Forms to follow for camping on site and meal</b>	**

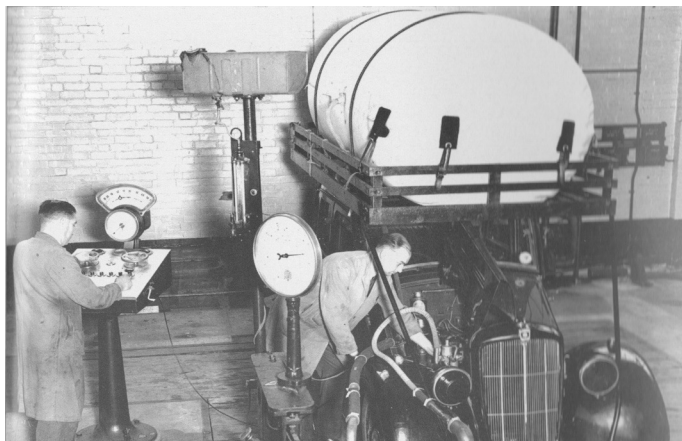




**ON THE MINOR 'MISCELLANEOUS'**

Although originally designed to fit the Morris 10, I am led to believe Dorset branch research and development laboratories near Bear Cross (photo right) will be offering this neat and simple 'bolt on' gas conversion accessory now providing 'eco power' on the Morris Minor.

Available soon from Club Spares. (Allowance made if you have your own existing sturdy roof rack! Not suitable at present for fitting to the Convertible model) Perhaps by using methane instead of costly re-chargeable batteries we could no doubt run our Minors way ahead for years in the future!




# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB  
Volume 22 Issue 10 SEPT 2019**

**NEXT CLUBNIGHT**  
GENERAL KNOWLEDGE QUIZ

## In This Months Issue...

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SECRETARY'S REPORT P.6	P./11 Brian Tilly's Picture Puzzle
THE DMMOC BLACK MUSEUM P. 10	P./ 16/17 Garden Competition Editors Photo Report
CHAIRMANS REPORT P. 13	P/18 /19/20 British Industrial 'A-Z' (next article of original series) 'M' for Metalastik
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**TIM LANG**

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**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)

Welcome to the September Newsletter.

At a recent show at West Moors I had the pleasure of meeting up with Dorset branch member Clive Silcock. Clive had brought his very rare ex military vehicle manufactured in 1944 by Morris Motors during WW2. This was of course the time our home industry was producing essential products, vehicles and armaments in order to meet Britain's war effort.. I could not help reflect on the fact that the Morris Minor was launched in 1948, only just 3 years after peacetime had returned to the country. More than three quarters of the Morris Motors regular workers were called up for military service during the 1939—1945 war. The wartime workforce however was swelled to 10,000 at the time, mostly made up of women. Morris, Cowley also quickly built more factory space then. The company not only converted their existing and recent held stocks of Morris 10 saloons into utility trucks for the military but manufactured many a vast quantity of varied war essentials. They built other light reconnaissance vehicles and a wide range of munitions, mines, shells, torpedos etc.. They made wings for Horsa Gliders and for De Havilland aircraft, power units and body sections for Lancasters and Beaufighter aeroplanes. Lord Nuffield was the driving force behind the instigation of the 'Aircraft Civilian Repair Unit' where damaged fighter aircraft (Spitfires, Hurricanes etc. and a range of heavy bombers) were salvaged, repaired and parts re-cycled at Morris Motors (and also other selected vehicle makers) Complete Tiger Moth aeroplanes were built at Cowley, the first aircraft using mass production techniques that had already been perfected by Morris Motors. Heavy armoured vehicles produced included hundreds of the 24 ton Crusader tank that comprised of 10,000 parts and each tank was constructed within one week. A large armoured amphibious craft was also built called the Neptune. The Morris name we choose as a classic car to drive today thus carries a proud legacy.



**'Its useful to have power'** - Still on a distinctive military theme I always remember my dear old Dad (Who served overseas in the army during WW2, also seeing action involving the 8th Army in North Africa ( carrying out front line fuel lorry supply convoy responsibilities across desert regions) telling me that the army taught him a useful way of memorising important basic level pre-checking your own vehicle, a soldiers particular responsibility prior to any length of journey. They used one of a series of easily memorised 'acronyms' (sets of initials making up an easily remembered word). One such word he always quoted without fail was 'POWER' often before he sat in the car each and time he gave me my early driving lessons 'all those years ago'. I still find myself automatically recalling Dad's 1940's army vehicle basic pre-check today, most often prior to a trip out in my Minor :-

- P.O.W.E.R.** = **P**.Petrol - adequate fuel – (age/volatility/freshness)  
**O**. Oil /Oily fluids (sump /carb dashpot /gearbox/diff /shockers/brake fluid)  
**W**. Water (radiator - security & condition of hoses - antifreeze—w/screen wash)  
**E**. Electrics (Lights /wipers /indicators /ignition/points /plugs etc..)  
**R**. Road Wheels /Rubber (pressures/tread depth/condition /brakes adjusted ok)  
 ..... In the meantime enjoy driving your own special Minor ..... Roger

### Lies, Damn Lies and Electric Vehicles

Firstly, on the subject of electric vehicles which was the subject of several contributors last month, I took my diesel X-Trail into the local dealership for a 'major' service in August (£-don't ask!). Whilst waiting in the queue to drop it off, my attention was drawn to the caption on the side of a nice new Nissan electric E-NV200 van which proudly said 'Zero Emission'. Most manufacturers are currently falling over themselves to offer electric vehicles. However – I submit, that the term 'Zero Emission' when applied to electric road vehicles is possibly the biggest lie I have heard since Boris Johnson told us we send £350,000,000.00 to the EU every week! To avoid calling Rt Hon Members 'liars', Winston Churchill coined the phrase 'terminological inexactitude'. These two examples are not actually complete lies since when the vehicle is sitting in the showroom it is not *actually* emitting any harmful substances (and we *do* undertake to send about £18 billion per year to the EU – however approximately half is immediately rebated.) It is a case of being economical with the facts to prove a point. Or, more cynically, an effort to dupe the gullible. Meanwhile, back at the first lie, (sorry terminological inexactitude) worldwide, approximately 60% of power generation is by fossil fuel. On average, an electric car therefore generates almost as much CO<sub>2</sub> as a petrol or diesel. Of course, the situation in Europe is a little better as we have a higher proportion of nuclear and solar energy production. We might be a little smug about this and reply that our air will be cleaner in the UK as a result. That may be so, but the effects of CO<sub>2</sub> on global warming will not respect international boundaries. Also, an e-car will be responsible throughout its life for CO<sub>2</sub> emission: from manufacture, supply and use, to recycling of the parts. Manufacturing batteries involves the use of a great deal of energy and often creates a lot of pollution. Furthermore, these car batteries need very specific materials which are often rare. Extracting lithium or cobalt in particular often weighs heavily in environmental and in human terms. Not to mention the huge problem of recycling. It seems that battery powered electric vehicles are only a stop gap to the point where hydrogen cell powered electric cars are a economic proposition. It is almost certainly the case that vested interest is stifling this development until oil reserves decline sufficiently.



Brian Wood



UK design & development

As the car industry returned to peace time production, the push for UK exports, followed with increasing home sales the Metalastik division became 'the' specialist UK manufacturer and provider of technical design service facilities for 'anti vibration' mounts and bushes. The person chiefly responsible for the success of Metalastik was a Mr A.J.Hirst who years earlier had started his apprenticeship with Austin Motors. When war started in 1939 he joined Rolls Royce and was assigned to their specialist 'anti vibration' department. It was in 1945 A.J.Hirst worked and developed even more sophisticated design applications from the original Fred Zeder 'Floating Power' rubber block mounting, leading to more universal use for large manufacturing machinery power units and for road,rail,aviation and marine power unit purposes. A.J. Hirsts design innovations with his own UK developed 'rubber/spring' suspension systems were first installed on London Transport, Stockholm and the Paris Metro underground railways. Then the design principle was used world-wide on railway rolling stock. Another benchmark design was successfully proven by Daimler Bus and Coach division (see period advert) In 1956 a second 20 acre factory was opened in Grimsby to cope with a huge increase in the export business.

Metalastik survives today

In 1958 Metalastik in an increasingly price competitive market became part of Dunlop Precision Rubber /Polymers. (The original company name John Bull Rubber was then consigned to history) Metalastik division Leicester made certain anti vibration mounts and various bushes,hoses, bump stops etc.etc. for Morris Motors, subsequently BMC the to BLMC (There certainly is advertising that states the products were particularly recommended for Wolseleys, MGs, and the entire Austin ranges) produced from the Metalastik Leicester factory - later to become part of Dunlop Precision Rubber/Polymers. In 2002 Swedish owned Trelleborg AB, the global engineering and polymer technology company bought the Metalastik brand name and all design and production rights. The Metalastik brand is still in use today with parts marketed by Trelleborg having exactly the same basic design principle of that original 1930's 'metal to rubber weld' process. It is often said that it is the most simple idea that often stands the test of time. It was the John Bull company that saw the early potential for the UK vehicle and engineering market when they fully backed U.S.A's Fred Zeder's idea in the early days of vehicle technology. The UK company John Bull Rubber expanded the specialist division as a subsidiary led with the expertise of British engineer A.J.Hirst who as chief technical designer went on to design and develop many further specialist variations of the product. That original 'metal to rubber weld' idea was perfected in the early 1930,s and the same principle is still used today in an amazing number of applications most often hidden away, taken for granted, when effectively smoothing out those unwanted noises and vibrations.

Roger Kellow



Editors In Box & News Desk



LYMINGTON CAR SHOW Sunday 4th Aug 'Drone's eye' view of this popula and always well attended summer classic car show The DMMOC 'encampment' of around 20 Minors is highlighted.

DMMOC Rally, Presentation.

Branch Chairman John Jenkinson presents a cheque to John Ayres of Wolvercroft Garden Centre as a result of the branch rally held in July at the Alderholt venue:-

"Thank you so much for deciding to support Anthony Nolan with a gift of £100.—Blood cancer can affect anyone at any time. Thanks to people like you, three people every day will get a second chance of life. Your generosity is now funding the search to find matching stem cell donors and give hope to the many families who are waiting for a lifesaver to be found" (A Nolan Trust)



During World War 11 and after months of begging her father, King George IV, asking permission, Elizabeth—then an 18-year-old princess joined the Women's Auxiliary Territorial Service



(ATS) Known as Second Subaltern Elizabeth Windsor, she donned a pair of coveralls and trained in London as a mechanic and military truck driver. Able to maintain and routinely service a petrol engined military vehicle at the time, the queen remains the only female member of royal family to have entered the armed forces and is the only living head of state who served in World War II.—

The Utility truck Princess Elizabeth is standing in front of is very similar to one of the few 'Tilly trucks' that survive today—A very rare 1944 Morris 10 version is owned by Dorset branch member CLIVE SILCOCK - featured in this months 'Meet The Dorset Branch Members'

You can read his story on pages 7 to 9



# Secretary's Report

Good evening everyone and welcome to the September clubnight. Sorry that I missed last months gardening competition but looking at the photos on Facebook at looked like an excellent turnout of both members and garden produce. Well done to all the winners. Tonight we are having a quiz so thinking caps on please! Please don't forget that next months clubnight will be the AGM and we would appreciate a good turnout please. There have been a few changes at the SEB Club but to save you all reading it twice I'll leave that to John.



We are already planning events for 2020 so as long as your current committee are voted in again it should be a busy year. Next years Beaulieu Moggyfest will be celebrating 40 years of the Dorset Branch so if any of you have any photos or film from the early days of the branch I'd love to borrow them. The date for the Mistletoe Meander has been set for Saturday 28<sup>th</sup> December. John and I have sorted out the food which will be provided by the SEB Club themselves.

We took the Series II down to the Poole Quay, Quay For My Car – Best of British evening. What a brilliant turnout they had with a spectacular array of cars parked all the way along the quay. We had a really good evening topped off with fish and chips for dinner from the kiosk. We have also been to The Lymington Show which was brilliant as usual with another fantastic turn out of cars, trade stalls and car boot sellers. We always enjoy this show and hope that the rumours about this year being the last one are unfounded. Many thanks to everyone who came along to our Garden Party on 25<sup>th</sup> August. We were blessed with absolutely fabulous weather this year and managed to raise another substantial sum for Julia's House.

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

## 'M' is for Metalastik

### Suspension -a key part of the total sum.

As we are well aware the rear end of the Morris minor employs the 'old traditional' leaf springs combined with Armstrong arm type fluid dampers. Whilst at the front torsion bars and Armstrong arm type fluid dampers together provide the main ride suspension mechanics and was the basis of Alec Issigonis's 1948 adopted vehicle suspension design. The completed concept was hailed at the time as the most advanced overall design installed on such a small and compact car. We must add the importance of also incorporating the basic 'Metalastik' design principle of 'rubber to metal bonded' engine mounts and other assorted vibration absorbing bushes for the other various important suspension unit moving points, spring shakles, etc. As without these additional simple flexible material bushes ('vibration transfer devices') complementing the main vehicle road suspension system a comparatively harsh more uncomfortable ride would certainly be experienced.

### Leicester company John Bull adapts UK production

The John Bull Rubber Co started up in 1914 and made a huge variety of rubber moulded products including cycle and motor cycle handle grips, pedal rubbers, radiator hoses, puncture repair outfits etc. The company made the very popular brand of top selling 'John Bull' cycle and motor cycle tyres. Later to introduce car tyres 1932, in the days of 'retail price maintenance' John Bull Car Tyres were advertised as only being available to purchase at fixed prices through appointed bona fide traditional service garages. However a government 'unfair trading methods' statute started to be addressed from 1956 in the commons eventually leading to a total change in price fixing by 1964. From a 1930,s period Metalastik advert It appears that rights to U.K. manufacture of the Chrysler patented rubber mounting block design of system had been acquired from 1932 by John Bull. It also appears that a separate division was created early on at the Leicester factory as the specialist Metalastik division complete with a design and research facilities able to produce 'anti vibration' blocks, assorted bushes and mountings specifically designed for any manufacturing company's individual requirements. It is interesting that even from these early days that both 'standard' rubber or a 'synthetic' rubber version was offered if required for use in applications of constant or high levels of oil exposure.

### Essential war supplies

From 1939 at the start of WW2 the large John Bull/Metalastik Leicester factory designed and produced many rubber suspension mounts for armoured military vehicles, tanks etc. as well as marine and aircraft engine power unit damping mounts all utilising the Metalastik 'metal to rubber weld' process. Many other rubber based war essentials, including many hundreds of thousands of gas masks for both civilians and the military were produced at the factory.



**METALASTIK BUSHES**

with an annular rubber cushion  
[rubber-to-metal weld]

This elastic annulus is so firmly "welded" to the metal that should the metal parts be separated by excessive force, it is the rubber that ruptures and not the "weld." This "weld" is a vital feature. It means that the rubber does not have to be restricted in its action to compression only, but is employed in shear, in tension, in torsional shear, or compression.

There is far more in this than at first appears, because we can utilize the rubber in compression to resist forces in one plane, in shear to resist forces in another plane, and so forth, and we can use either natural or synthetic rubber.

We have expedients whereby we can adjust the rate of deflection in any place to meet required frequencies, and have means of controlling the damping effect.

The bushes shown here have all been evolved for special purposes: some are used as pivot bearings to permit angular movement, others have multiple surfaces to increase deflection capacity. They are all free from wear and need no attention or lubrication.

(A) Metalastik flexible mounting for the support of generators, motors, machines, etc.  
(B) Metalastik special flanged bush for microphone suspension and insulation.  
(C) Heavy-duty flanged bush for commercial vehicle engine, loaded axles and in compression and torsional shear.  
(D) This Metalastik multi-concentric bush is used as a progressive spring when spring-rate can be constant, or a variable spring-rate can be provided by using different rubber in each annulus.

The experience behind all this work is at your service.  
Metalastik Ltd., Leicester.

**METALASTIK**  
SPECIALISTS IN REDUCING THE HARMFUL EFFECTS OF VIBRATION



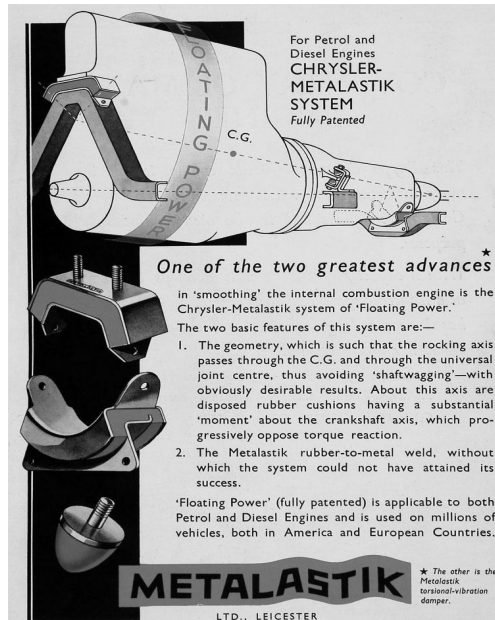
This is the last of a series of articles that I penned a couple of years ago when Brian Edited the Newsletter. (and I must have had more time then to do the research) The article series was based on a 1960's era A-Z London Earls Court Motor Show exhibitors show guide , in addition to the car models on show , also listed automotive accessory companies (some famous names at the time including . Armstrong, Lucas. ICI, Kangol, Dunlop etc. and some lesser known names) The common theme was that each accessory company featured was a supplier of parts or involved commercially with Morris Motors / Nuffield Organisation ,when 'once upon a time' Britain was a world leading car producer and these company's products were factory fitted to the Morris Minor . (Following 'L' for Lockheed the preceding article )Here it is for anyone interested ,the next intended article found on file—'M' for Metalastik :- Roger (Ed) 'Metalastik' - describes both it's function and application.

Products using the innovative 'Metalastik ' process were manufactured from the 1930,s within a specialist department of the John Bull Rubber Company of Leicester - To quote the advertising leaflet produced by the company in the early 1940's :-

" Metalastik –What is it ? The product relies on both material and process -' Rubber to Metal Welding' – the one inseparably bonded to the other. Its function is to eliminate, absorb, or damp, as the case may be, unwanted vibrations, oscillations, and their attendant noises in all types of plant, machinery, motors, vehicles and coachwork etc."

#### Chrysler's 'Floating Power'

It was Fred Zeder , Chrysler's chief engineer who first commercially installed metal to rubber 'anti vibration' block engine mounts on the Chrysler 1932 Plymouth car model . The Chrysler Company founder Walter Chrysler publicly credited his chief engineer Frederick Zeder for coming up with the idea and the subsequent successful development of mounting their Plymouth car engines on bond welded rubber block suspension mounts . This original patented method was name registered as Chrysler's 'Floating Power'. Henry Ford when offered the opportunity to buy the idea in the early 1930's had dismissed it as "a completely un-necessary additional expense that would never catch on!" He probably felt their own earlier Ford design of vehicle suspension described as a 'torque tube' method, combined with the old proven leaf spring was more than adequate for his early motor cars. However sales of the Chrysler 1932 Plymouth model was a success in spite of the American depression at that time. Satisfactory sales numbers were claimed by Chrysler to be chiefly down to the new and ultra smooth ride experienced , being superior to any other car in comparison at the time (The Plymouth probably appealed almost exclusively to those limited numbers of affluent American customers that still managed to find sufficient means to buy a new car at the time) Ford soon had to accept that the refinement was a success particularly after drastic price cutting had disappointing sales on their own model range in comparison. Ford then rushed through fitting the Chrysler idea of anti vibration mounts as part of the effort to re coup lost sales during the depression. The universal use and further developments of rubber bonded anti –vibration motor and allied mechanical mounting systems soon followed and was adopted around the world.



## MEET THE DORSET MEMBERS

There are quite a few Dorset branch members who have always been familiar with Minors in the past and now own very interesting other vehicles One such long time member is CLIVE SILCOCK who owns one of probably only four Morris vehicles left of it's own unique type that still survives :-



But to begin our story, Clive was born in Blashford near Ringwood in 1936 and after attending school locally Clive remembers well his very first job working for British Seagull in their Verwood premises . British Seagull made the world famous British designed outboard motors an outstanding export success at the time . The engines (although noisy compared to modern outboard engines) proved very rugged as they used high quality materials, and thousands have lasted for years, even in harsh marine environments many in developing countries too. When Clive was 19, one morning the postman delivered his National Service 'Call up Papers' . ( Compulsory military service known as 'Call Up' continued after the ending of WW2 in 1939 until 1962 ) Clive was enlisted into the Dorsetshire Regiment and opted to volunteer for the extended term of 3 years . Very soon Clive was stationed in Germany as part of the British Army of the Rhine in



the late 1950's . The Dorsetshire Regiment's HQ's home in 1956 to 1958 , during the Cold War era was at B.A.O.R Minden , North Rhine area - Westphalia Clive is pictured (right) in Germany in one of his platoon's Austin Champ vehicles in the 1950's in when patrols included the Baltic Coast . As the Champ entered service it became apparent that although it had an outstanding cross-country performance, it was too expensive (£1200 at 1951 prices) The Champ had a Rolls Royce designed engine and the suspension was designed by Alec Issigonis . It served with the British Army in many countries including UK, Africa, Cyprus, Libya and the Suez campaign as well as Germany . However it cost far more than the Land Rover, and was reported to be not so popular with troops, probably because the Land Rover with its enclosed cab offered better protection from the elements and greater flexibility. Clive's Champ in the 1950's was equipped and fitted with special mounts etc. for the Vickers water cooled machine guns that his platoon the 'Medium Machine Gun Platoon' was trained in using . In 1957 at the end of their term in The Rhine The Dorset Regiment amalgamated With the Devonshire Regiment and became the Dorset and Devon Regiment (Eventually absorbed into The Rifles and The RLC up until today) Clive also returned home at the end of the 50's to begin adapting back into civilian life.





**Meet The Dorset Branch Members - Clive Silcock Continued**

It was in 1962 that Clive married Sheila, also local to West Moors (who's dad was a local railway signalman) at Ringwood registry office 57 years ago having known her for 9 years. around that time Clive's first car was a 1935 Rover 12. Later on Clive worked for a car repair specialist near Ringwood and after getting to know a customer named Mr Wareham this eventually resulted in an offer from him to Clive to 'take off his hands' of what remained of an old 1940's Morris ex military vehicle in 1976 Mr Wareham was obviously glad of the prospect of it going to someone who had past experience and was genuinely interested in old ex military vehicles. This particular vehicle turned out to be a 1940's Morris 10 truck that was known by the military abbreviated named as a 'Tilly' truck (shortened from Utility) The sad remains of Mr Ware's 1944 Morris 10 M based vehicle had been released from the army in 1948 and purchased (as many other hundreds were, immediately post war) as a reasonably priced civilian working van, in his instance for the Oxford and Bucks electricity company. Mr Wareham,



who then bought it in the early 50's like many other at that time had it converted into a shooting brake.— Faced with a lack of utility vehicles, the Ministry of Supply had arranged with the major British car manufacturers (primarily co-ordinated by Lord Nuffield via Nuffield Mechanizations and Aero) to produce military utility versions of their existing mid-size saloon

cars. They were all officially classed as **Car, Light Utility 4 x 2**. The adaptation of each manufacturer's chosen model to Utility specification varied in detail but was broadly the same. The rear body was swapped for a simple pick up truck load bed covered by a canvas roof, commonly known as a 'tilt' and making the Utility a two or three seater in the cab. Paint replaced chrome on the grille and bumpers and in some cases the ornate grille was deleted altogether and replaced by simple wire mesh. Interiors and seats were simplified and untrimmed, with paint in place of Bakelite and no carpets or leather. The result was a cheap, simple mass-produced small vehicle that could be used for almost any purpose. The Utilities had an all-up weight of about two tons (2,000kg) and most had a towbar so they could pull a single-axle trailer. However many were regularly heavily overloaded. With rarely more than around 30 bhp available, the 'Tilly' had a top speed of about 50 mph when unladen and performance when loaded was poor, especially when climbing hills, while descents could often tax the braking system intended for a much lighter civilian car. Despite their bigger tyres and raised ground clearance 'Tillies' had only limited all-terrain abilities, being too heavy for their power. Despite their technical shortcomings they were indispensable for a multitude of military tasks and proved to be reliable and easy to maintain. 'Tillies' were made in the hundreds of thousands during the war. *Whilst the Morris 'Tilly' was adapted from the Morris 10 series M saloon (photo left) there was also versions of 'Tillies' adapted to trucks from Austin 8 & 10 HP, Hillman 10HP and also Standard 10 & 12 HP - all being similar sized saloons.*



*Whilst the Morris 'Tilly' was adapted from the Morris 10 series M saloon (photo left) there was also versions of 'Tillies' adapted to trucks from Austin 8 & 10 HP, Hillman 10HP and also Standard 10 & 12 HP - all being similar sized saloons.*

**DMMOC GARDEN SHOW CLASS WINNERS Continued :-**



**Cherry Tomatoes**

**Mike Smith**

**Med/Lge Tomatoes**

**Maureen Picton**

**Runner Beans**

**Eddie Pateman**



**Cucumbers**

**\*Marilyn Kellow  
(\*also - Potted Plant-  
Dahlias & Sweet Peas)**

**Fuschias**

**Margaret Pateman**

**Mixed Flowers**

**Caron Brown**

**BEST IN SHOW**

**Roy Gale - Onions**







**GARDEN SHOW CLUBNIGHT -  
Editors Photo Report**

*Even Monty Don on his BBC Gardeners World programme admitted that it had been a somewhat odd mix of extremes weather wise this year, causing late crops , particularly for certain vegetables . However there was a good turn out by club members for Eddie's Garden Show held on Aug 7th clubnight at our usual venue , the Electricity Club , Castle Lane. A few classes were a bit thin on the ground this year that was unanimously accepted due to this years late season for*

*certain plants and vegetables. However there was a good number of Runner Beans, Giant Marrows and a reasonable show of Tomatoes on show in the vegetable department . Although fewer Sweet Peas and Dahlias were shown this year the other flower classes - Potted Plants, Mixed Flower arrangements and Fuschias, filled their respective table areas to capacity and the quality was exceptional . (Proving most Morris Minor enthusiasts, have also traditionally, been good gardeners)*



**CLASS WINNERS :-**



**Peppers**

**Largest Marrow**

**Onions**

**Dave Saggs**

**John Blake**

**Roy Gale**

Every part of the complete restoration of GOT 620, Clive's original Morris 10 derived 'Tilly' truck, was carried out entirely by himself . He mentioned when we met recently at the West Moors Festival explaining that the military marking identifications on each of the front wings acknowledge the regiments that he served in and was involved with - The 1st Bat. Dorset Regiment and the Wessex Regiment . (The yellow disc simply displays a military vehicle's weight, i.e. 2 tonnes) Clive has participated in many military commemorative events over recent years including various 'D' day commemoration military vehicle processions . He also can be seen alongside The Military Vehicle Trust Dorset area gatherings of historic military vehicles of all shapes and sizes

Clive's other car is his splendid 1958 Wolseley 15/40 UCG480 that he has owned for the last 25years (photo below right ) We often see Clive with one of his vehicles joining the MMOC Dorset branch particularly at places like the Breamore Steam Up events etc. Clive and Sheila live in West Moors and have 3 grown up children 57 year old son Kevin and two daughters, 55 year old Teresa and 48 year old Marie.



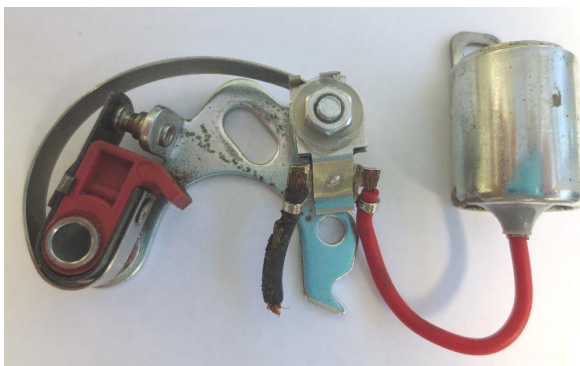


# DORSET MINOR CLUB 'BLACK MUSEUM'

*The mystery object (right) from the Aug Newsletter was a completely rusted backing plate for a late series front side light/indicator light assembly. The unit was obviously unable to provide constant earthing for the operation of both sidelight and direction indicator lamps. (In this case an MOT failure)*



*Our first exhibit this month has been sent in by ANDY DIBB - The car started to misfire especially under load (up hill), then it was reluctant to start and would only run with heavy use of the throttle, next it wouldn't start at all. I purchased a new set of points and condenser from Brian and found the old ones to be in good order. Only after removing them did I find a frayed supply wire (next to the points) from the coil with a piece of insulation tape hanging off (previous owner bodge). Further investigation showed electrical tracking across the base plate to the points gap (just like little black foot prints) My theory is the tape became loose the electric current went across the base plate (the misfiring) and then formed a good tracking route (the no starting). I shortened the wire and replaced the end with a crimp (using ratchet crimps). As Brian said in his informative talk on maintaining our Minors it is usually the electrics that cause us most problems. Use the best quality parts, use the best tools and do not bodge things unless its to get you home.—(contributed by Andy Dibb )*



*Next shows a badly worn Rocker Shaft . It sits on top of the engine allowing the rockers to ... well, 'rock'. If you have ever tried to run an engine with the rocker cover removed you will note that you will get spots of oil over the rest of the engine (and possibly your face!). This is because it enjoys constant lubrication from the oil pump. There is a small drilling which comes up from the block, through the head and into one of the rocker shaft pedestals. If the hole is blocked (or the shaft has been incorrectly assembled) oil starvation will ensue and rapid wear will occur and a very rattly rocker shaft will result.—(contributed by Brian Wood )*



## THE 'BRIAN WOOD' REPORT

In the spares department we have another small batch of reconditioned unleaded cylinder heads currently in production- so there will be new stock of those soon if any of you need either a 948 or 1098 one for your car. I helped one of our members fit an auxiliary brake light switch to his car recently. This device (exclusive to DMMOC) was featured in the May newsletter. A job that should take about an hour took most of the morning. Every time we fitted the switch unit into the floor the brake light would not go out when the pedal was released. It worked perfectly when the unit was held away from the floor and earthed temporarily with a short length of wire. It was like 'Groundhog Day' where we fitted and removed it about 6 times. After much swearing and scratching of heads we realised that the plastic paddle on the brake pedal was touching the metalwork adjacent to the microswitch which was not being pushed far enough to activate correctly. If only I had read my own instructions which advised bending the tag on the microswitch slightly to ensure good contact. There is however, now another Minor on the road with brake lights that come on without locking up the wheels! **(The switch kits are available to members from the Spares Department at the discounted price of £35.55)**



I had a phone call a few months ago, from a Minor owner in Manchester (Stockport). He had been given my number by ESM who thought I might be able to supply a replacement late type steering wheel, horn push ring.



Whilst slightly flattered about the spreading of my 'fame' I told him I was not sure why they had pointed him in my direction- especially as I didn't have any usable second hand ones. After I had given the matter some thought, however, I came to the conclusion that I might be able to make one on the 3D printer. I measured up a damaged old one (the black bit that fits into the steering wheel) and made a few prototypes. After several attempts, I had one that looked about right. As I needed a volunteer test-pilot I sent it off to Stockport. The gentleman was very complimentary about it – although it was a bit rough. He managed to make a few alterations and got it to work on his car. Since then, I have developed it a bit further and by the time you read this I may well have a few available in club spares. **Brian**

**This Months 'The Brian Wood Report' continues on page 21**



# 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**



**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 Inlet manifold** for a 1275 'A' series engine (Water heated/cooled - For HIF 44 SU carb) . **£25**



Can negotiate postage if not local.  
 Any further questions please contact **Dave Walker** on **01202 877972**

**FOR SALE: 1965 Morris Minor** owned by late Branch Member **Robert Jenkinson**.



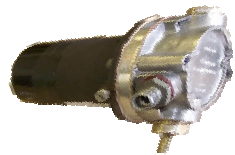
Contact **Patricia Jenkinson** on **01425 614604**  
**£1,500 ONO**

**FOR SALE** Pair of Spring Hangers on a Plate (rear spring front mount) purchased a short while ago from Bull Motif at a cost of £70. Unused and now surplus to requirements, **£40** the pair. Contact **Graham Perkins** on **07850 755211**, Barton on Sea



**CLUB MEMBER DISCOUNT** 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**.

**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.**

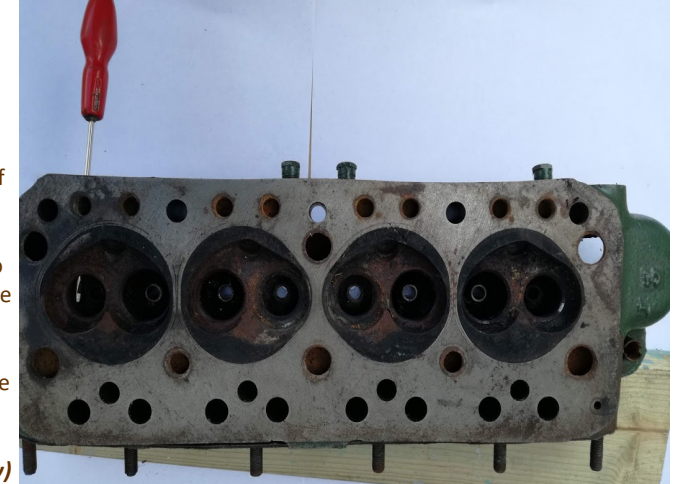


**We also have some reconditioned fuel pumps for sale at £60 each (£54 to Branch Members) Postage is about £5. Standard new SU ones are £101.40 from ESM**

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!

*This months special 'Picture Puzzle Mystery' has been sent in by BRIAN TILLY. He removed this cylinder head from an excessively smoky 1098 cc Minor engine. The adaptation has even baffled Gaydon Heritage Centre with their written answer returned stating "Don't Know" - Is there any mechanically minded DMMOC member who can shed some better light on this particular pattern of a Minor 1098cc 'Strange Cylinder Head' ? :-*

Anyone know what vehicle or application this cylinder head was originally for please? .It is a standard 1098 head that was in a Minor that Brian found had been installed that he removed during the replacement in the past of one of his Minor's engines. It has a machined facing on one side and four holes drilled and threaded through into each of the exhaust ports just below the valve seats. The screw driver pushed through shows the positioning of the holes. In every other way it is the same as a Standard 1098 head! (The holes were found to be all blanked off)  
 (Contributed by and Photos **Brian Tilly**)



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**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**

*"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 September Clubnight. As some of you know, at August clubnight, I had a meeting with the new manager of the electricity club which has been taken over by an agency now - so things have changed and we cannot bring in our own sandwiches and food for clubnight from now on. Also the fish and chips for the December Mistletoe Meander will not be allowed. The price for the hire of the hall will increase so Laurie and myself had another meeting with Mick, the manager to sort out the best future arrangements for the Branch. As from the September clubnight, the food will be supplied by the Electric Club catering staff. Also the food for the Mistletoe run in December will be provided by them. At the meeting with the Manager, Laurie and I sorted out a new agreement for the price of the food and the hire of the hall for clubnight and other events. So this means that there will be a small increase in the Dorset MMOC membership cost from £10 to £12 for a single membership for a year and for a joint family membership from £12.50 to £15.00 so I hope the members understand why the Committee reached this decision. (This is the first increase for many years).

It was nice to see a good turnout of flowers and veg for the Gardening Clubnight at the last meeting. So thanks to all the members, Eddie and Brian for all their efforts. Tonight is quiz night - so thanks to Andy Dibb's daughter, Lucy for the quiz. I hope all the members had a great day at the Lymington Car show, but sad to hear that the Purbeck Rally weekend was affected by the bad weather with strong winds - so that they had to close the show on Saturday owing to the craft marquee being blown down! Sad to hear after all the hard work that goes into the show by volunteers, good luck for next year.

We are still looking for a member to take over the regalia from Dave and Jacky who have done the regalia for a good many years. So if you are interested and have some new ideas, please let the Committee know.

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