

# Dorset Branch

MORRIS MINOR OWNERS CLUB

# NEWSLETTER

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OCTOBER 2019, Vol 22, Issue 11

(\*Hearst UK 2019 /Country Living)

## 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.**

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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.

*FRONT COVER  
The DMMOC also do  
**'vintage style, picnics  
and even faded floral'**  
(Thanks to Andy &  
Denise Dibb  
cover photo )*

*(Also thanks to  
Country Living /  
Hearst Publications 2019)*

*More on pages 16 & 17*




# Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB  
Volume 22 Issue 11 OCTOBER 2019



**NEXT CLUBNIGHT**  
**ANNUAL GENERAL MEETING**

## *In This Months Issue...*

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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)*

# Editorial

Do hope you have had a chance to go places during some of those lovely early autumn sunny days. - Perhaps a picnic, as suggested in the recent September edition of Country Living, that prestigious -(some said posh), glossy magazine featuring a Minor Traveller - and of course our own version on the front cover - see page 16

**I have included an Ethanol update in this months issue** (Nothing appears to have changed to date except new labelling requirements at the pumps) Esso inform me they must by law label their premium grade E5 although it's zero ethanol in Dorset. (They are not allowed to label it E0). They do guaranteed however that it still continues to be the one ethanol free grade in our county, More on page 18 / 19.

**This months 'Meet The Dorset Members' article** features fellow club member **Olivia Akam** where I am sure you will agree, Olivia's story confirms the majority of Minor owners are extremely interesting individuals (and also their families).

**Why do cars keep getting bigger ? (see also Brians article P15)** You only have to park your Minor next to one of the SUV style of vehicles, designed over recent years, and it brings home how vehicle size has continued to increase, particularly since the 60's and 70's. Popular known models of what's regarded as today's 'smaller cars' include the 'modern' Mini. It's actually 53% bigger than the original Mini. The VW Golf is 34% bigger than the first Golf. The Toyota Corolla is 36% bigger than the first of it's series and the Fiat 500 is 48% bigger! The 'design standard' size of car parking space is still based on the marking confines of - Length 4.80 m X Width 2.40. . We can fit our Morris Minors neatly in these bays o.k. However if and when we need to park for any reason in an average public car park we have to increasingly share with the likes of much bigger vehicles today. For example whilst a Ford Mondeo would overhang the space only 7.1cm if you were unlucky enough to find yourself next to the likes of a Volvo XC90, each side, it would overhang the space length by just 15cm but each 'width-wise' would only leave 24cm. Even worse would be a Land Rover Discovery Sport that would overhang the space by 27cm and only leave 16.5 space to open it's doors (about the length of a biro pen) Just a few other 'big ones' to try to avoid being next to are the Mercedes GLE Coupe—Volkswagen Toureg—Audi Q7—Nissan Navara, all who struggle to fit in a standard parking bay. No wonder insurance companies are reporting a record and unprecedented number of 'parking related' damage claims. When it comes to roadside parallel parking it's generally only a narrower 1.8m wide as standard. (Just as well manufacturers of these larger vehicles have in their wisdom included folding mirrors!) Finally there is also the situation when driving along winding country minor 'B' roads. Two really large SUV vehicles meeting often have difficulty passing on such roads even when using passing places. **It may explain to me that mystery of why Range Rovers always seem to drive straight towards me positioned in the middle of a any narrow country 'B' road when out in my Minor. It may be that it's assuming no other vehicle can pass them anyway, without having to give way and retreat to the nearest passing place, because of their 'dominant' width !!**



... In the meantime enjoy driving your own special Minor ..... Roger

# Editors In Box & News Desk



## UK FILLING STATIONS NOW REQUIRED TO USE **BIO FUEL/ETHANOL 'MAXIMUM CONTENT' LABELS**

*Petrol filling stations are required to label their pumps with a standard*



*design of label informing customers of the maximum likely bio fuel content (from Sept 1st 2019) in either petrol or diesel .*

*\*More on pages 18 & 19*

*(\* includes the latest confirmation reply from Esso concerning Esso Premium Grade content )*

## **Laurie's 'Julia's House'** Charity Garden Party

*Is that a Morris Minor we can spy up that drive ? (Then we must have arrived at the correct address)*

*Lots of DMMOC members and visitors attended Laurie Blewer's Mini Museum and Charity Garden Party on Sun Aug 25th*

*More on Page 16*



**Correction - from last months (Sept ) Newsletter**

**The DMMOC rally charity cheque is being accepted by Daniel Glibert of Wolvercroft for the John Nolan Trust and not to John Ayres as stated in error (with apologies .ed)**

Hello, I am a member of MM owners club, and trying to find out the origins of my van. It is a Morris Minor , but labelled as an Austin colour blue. The number **ORU 969G** was issued in Bournemouth , and I wonder if any of your group know anything about it. In later years it appears from the limited documents I have that it was running around the north of England.

I look forward to any information that may come to light,

**Richard Maddison**

maddick@hotmail.co.uk



# Secretary's Report

Good evening everyone and welcome to the October club-night and, of course, the AGM. That year flew by didn't it!! Thanks to Andy and his daughter, Lucy, for last months quiz – very good and with a clever twist at the end! Thanks also to the SEB Club for the sandwiches last month, they were very good. Next month we will be having a talk by this years charity, the Logres Trust, and presenting them with a cheque for the funds raised this year.

Despite the advertisement being in the newsletter for the last couple of months we still haven't had any volunteers to take over the running of the club regalia. Dave and Jacky have been in control of this for the past few years but would now like to hand the baton over to someone else please. If nobody come forward we may have to think about running the regalia down and eventually closing it completely.

We have started to think ahead now to events for next year. As I have mentioned several times, next year will be the 40<sup>th</sup> anniversary of the Dorset Branch. The theme of Moggyfest next year will, obviously, be this and I know that Roger has some ideas floating about already. Please look out any old photographs and films you may have that we can borrow for a display in the main marquee. We didn't go to many events last month. We did go the CCOTP at Christchurch Quay and there was a very good turnout. It was a beautiful day but there was a very chilly wind whipping up from the water!

The following weekend, of course, was my annual pilgrimage to the Beaulieu International

Autojumble. I went along with John who had a stall there in conjunction with Bryan Gostling from the National MMOC. I just love walking about there and seeing the vast array of different motoring ephemera and spare parts that are there. I bought several things for my collection. I have started collecting old motoring club trophies and managed to pick up a lovely one dating back to 1929 and couple of very interesting MG Car Club ones made of Bakelite in the 1950's. I always see lots of things that I would like to buy but the prices can be ridiculous. I saw a couple of local 1950's or earlier AA signs – 1 at



£1950 and another at £500! This year there was new display of vehicles called Golden Oldies and it was good to see a few Dorset Branch cars on display. Alan and Lyn Hammerton were there with their Wolseley 1500 and Hillman Husky. Morris Minors were represented by Carlo Pegoraro with his fake "Lowlight" and Ben Wanklyn with his recently purchased Series II 4 door saloon. The turnout this year was slightly down on previous years but still over 30000!

We have started to look at dates and venues for next years runs and events and the Dorset Branch rally has been booked again for Wolvercroft Garden Centre for 18<sup>th</sup> and 19<sup>th</sup> July. I think that's about all from me for this month, so, providing you vote me back in as your secretary again for next year, until next time

Happy Minoring Laurie.



# MEET THE DORSET MEMBERS

*This month we talk to club member OLIVIA AKAM whom those attending the last of the Hobby Evenings clubnight will not forget the a small selection displayed from Olivia's 1/12th scale 'Mini Me' doll house and car world built by herself, modeled on her own house, with her own matching scale Minor, complete with tool box. (Believe me, my photo does not do justice to the*



*incredible detail revealed when the house front and detailed garden sections are fully opened up ). However this is just a part of Olivia's story .as we will discover, including certain 'Palace' and 'Royal Personage' connections that has, as a coincidence run in the family :-*



*"To save you from directly asking a lady her age" Olivia said , "My current Moggie (a white factory original convertible , now called Molly, (found in a farmers field in Kent and then restored by a young couple of guys who had mainly specialized in motorcycles ) was born in 1964. when I was a mere 8 years old."*



One of 5, Olivia was born in Lee-on-the-Solent Hampshire and apart from a couple of years spent in Africa, she spent most of her childhood in the village of Hillhead near Lee-on-the-Solent .Hants" - The first family car in 1966 was a Green Morris Minor saloon . The whole family would squeeze in, with her father behind the wheel, four kids in the back and one on her mothers lap in the front. Olivia's father was an engineer in the Royal Navy , mainly based at HMS Daedelus , was always stripping down car engines and bikes in his spare time. Olivia and her siblings were apparently the grease monkeys! In the Late 60's he became a safety survival instructor in the RN. As a result, Olivia recalls being given all kinds of surplus dilapidated equipment to play with. Parts of aero planes, an ejector seat and a propeller sprang to mind! They had the most elaborate go carts in the village. Olivia remembers the family having an old dinghy that had more patches and repairs than original parts but it still floated and gave the children hours of pleasure at the beach. Once, they drifted a few miles up the coast towards Southampton waters, sprung a leak and they all had to walk 3 miles back along the beach with the dinghy on their heads. After the Morris, Olivia's father bought an old Daimler Jaguar. She vividly remember s him taking all 8 of the family to the New Forest camping and they slept under an old parachute and he practiced his safety and survival techniques on the children .

During the school holidays of 1970, Olivia's brother bought his first Morris Minor saloon. He and her father stripped it down and rebuilt it and Olivia's job was to clean and polish the chrome. Olivia says her passion for owning one of her own must have stemmed from that time.

Her brother moved to Florida and began collecting and restoring old Motor cycles. First a BSA Bantam and then his pride and joy, a Harley Davidson.

Although Olivia's father actually had two more Morris Minors and belonged to the Hampshire MMOC he also had a love of Daimlers, Jaguars and MGs.



Olivia is pictured (*above left*) in 1972 a year before leaving school before becoming a Nanny for a family in the New Forest. She learnt to drive in their family car, a Saab 900. She then moved to London and drove a GT Mini Mayfair (*as above centre*) that went with the job.

Olivia then worked for a film director as a nanny and also did the catering for his film company. Olivia recalls that it was fun going to all the film studios and out on location but a bit tricky in the London traffic with a mini full of quiche and pavlovas! The majority of filming was for commercials however one day on one of her assignments to Elstree Studios Olivia found herself on the Star Wars set and she was able to meet the various actors of that iconic film series star actors. Later, as part of her film director family employers duties, Olivia was invited to the premier screening of that particular Star Wars film together with the special responsibility to take his children along.

On returning to The New Forest to work as a freelance Nanny, Olivia bought her first car, A Morris Minor saloon, hand painted in blue and white at a cost of £60. She called her 'Bug' The windows leaked, the trafficators had a mind of their own, the gears slipped, she had to crank start her most mornings and there was no heater but she ran ok. Olivia drove Bug everywhere, London, Brighton, Cornwall, She even camped in her at Glastonbury. Olivia recalls her first experience of one of the Morris Minor's weaker traits when the brakes failed on the Lymington road. Luckily this didn't happen the day before as she had been driving down Zig-Zag hill in Shaftesbury. Not much damage was done but she did need a new radiator and bonnet. (*Bug is pictured above, complete with her new bonnet and a somewhat relieved Olivia, that the car was back in action*)



# STAR WARS

*'In a galaxy and time, far ,far, away'  
Just part of a young Nanny's daily routine in her earlier career !  
(in previous page )*

As a professional freelance Nanny, Olivia worked at Palace house looking after Lord Montague's youngest son Johnathon. On one occasion she was met by Lord Montague himself and he commented on her poorly sounding Morris Minor ! He suggested that the guys in the workshop at the Motor Museum take a look at her, by the end of the day, Bug was purring like a pussy cat. They had checked her over, replaced the clutch and various other bits and had done a full service! Talk about perks of the job! Last year when Olivia and Dave were at Beaulieu for the 70th Anniversary, it was the first time she had actually been back to Palace House since working there in 1979



After talking to one of the tour guides about her time there, she very kindly took Olivia up to the private quarters where she had stayed as a nanny. Olivia was amazed that nothing had changed in 40 years. It was as if time had stood still. Even the wallpaper was the same! She said it was a lovely trip down memory lane, but this time, her Morris Minor was being admired by all in the display tent! Olivia and Dave were amongst the few Dorset club members brave enough to dress in full period costume to match the 'age era' of their cars on show (**Olivia and Dave are pictured in their splendid 1960's 'Hippie' character outfits alongside her convertible in the Dorset branch 'Minor 70th' Time Line Up special display at Beaulieu-** **also pictured left, Olivia with 'Molly' at Studland Castle, Dorset Blind Assoc : event .**

Olivia met Dave 25 years ago in 1994. He posted runner beans through Olivia's letter box by way of getting her attention. Olivia mentions that he is extremely supportive of her.



Olivia's late dad had belonged to his local Morris Minor Owners club Hampshire branch . According to the Aug 1982 club newsletter page welcoming new members (shown here) he is listed as member no 212, car reg TOU 990 misprinted as 'Mr Clippard (His surname was actually Clifford.) Olivia wondered i what became of her dads car TOU 990, or even any of the others or those names listed in 1983 within our next door branch ?



Olivia's daughter Chloe is a classically trained Soprano singer and lives and works in London. (*Chloe is pictured ready on set for the BBC TV series 'Altogether Now as one of the judges.'*) Just like her Granddad Chloe has also met HRH Prince Charles when she sang at a private dinner party in aid of The Princes Trust at Buckingham Palace. Coincidentally, as mentioned at the start, this was the second time a member of her family was involved with Prince Charles. Olivia's father became safety training officer later in his career in the RN and was responsible for

July 1 1982  
extends a warm welcome to all our new members

191	Mr. B. Wrenkley	with	RUE 590
192	Mr. D. Wright	"	713 COT
193	Miss R. Chapple	"	57 JCG
194	Mr. F. Dishon	"	STP 130J
195	Myra Cough	"	WUP 645
196	Mr. & Mrs. Wans	with	AIR 620P
197	Miss S. Mann	"	SEO 86
198	Mr. Humphries	"	OCR 264P
199	Mr. Watson	"	IHR 755
200	Mrs. S. Bellwood & Mr. G. Belwood		
201	Mr. D. Duke	with	YLF 495
202	G.C. Cooke	"	100 IHK
203	F.B. Bantley	"	PDB 409H
204	Mr. J. Dadds	"	KRV 172E
205	Mr. D. Bennett	"	GLT 819C (J)
206	Sandra West	"	820 STP
207	Stan Harding	"	WED 506 (nic)
208	Mrs. Durrell	"	CPW 376K
209	Tony Coring	"	261 OCH
210	Irene Bulbeck	"	HRV 977G
211	Mr. Johnson	"	FFH 636 C
212	Mr. Clippard	"	TOU 990

We hope you enjoy the Club's facilities



putting Prince Charles through his safety training. *Olivia's dad, who became a Commander RN, is on the left in the photo with HRH Prince Charles.*



From being originally inspired by her dad Olivia explains that she always said that when she retired she would like to own another Morris Minor. So she eventually bought her convertible that she has named Molly and just like her dad joined her local MMOC branch . Although she has owned various other cars in her life, a Ford Cortina 1800 GSL. a Vauxhall Viva and a more modern Mitsubishi Colt she never gained as much enjoyment driving them as driving her very own Moggie!

# DORSET MINOR CLUB 'BLACK MUSEUM'

One of our long-standing members complained that although one of his Minors started on the button and ran well enough at lower engine speeds, it would run very roughly at larger throttle openings and refuse to exceed 40 m.p.h. in top gear.

He had checked numerous things and even replaced the head gasket, all of which made no difference. The culprit turned out to be a faulty spring in the carburettor. This large but weak spring provides a steady downforce onto the carburettor's piston which must rise and fall freely within its housing. The spring, shown here (photo left) against a good example, had (by human hand) been stretched and distorted, rendering it unserviceable. A replacement part restored the car's performance.

Does your Minor make a 'squeaking' noise when you push one or both of the front wings downwards to test the suspension? The cause of this is usually wear in the so-called 'eyebolt' which holds the torsion bars to the chassis legs and resists the tendency for the front wheels to diverge when you

brake! This, of course, is usually the point where the component parts look like those in the photo. Careful inspection will show up any problems prior to the extreme

shown. Wear and a non-concentric appearance is usually obvious and indicative of necessary maintenance. There is a pin fitted in the front of the torsion bar which sits inside the eyebolt with two 'top-hat' bushes (ie plain concentric bushes with a larger diameter rim at one end - which keep the pin in the centre of the eyebolt). Unfortunately, progressive wear will cause the pin to cut its way through the rubber bushes as they deteriorate. When the bushes are no longer there, metal-to-metal contact will ensue causing wear to both the inside surface of the eyebolt and the pin. Experience has found that modern rubber replacement bushes are not really up to the job and don't last very long. A better bet is to replace them with polyurethane type bushes. These are stiffer and should not need to be disturbed again. They are supposed to give a slightly firmer ride, but I have never noticed this personally. The jury seems to out on whether the bushes should be greased on assembly. It is tempting to use a lubricant to fit them, but I only ever use a little washing up liquid (which soon disappears). I believe if you grease them - they will rotate in use, rather than to absorb movement by twisting. However, that, as they say, is another story! *Brian*



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

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

John Jenkinson, Chairman  
Morris Minor Owners Club, Dorset Branch

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# *Chairmans Report*



Good evening and welcome to the October clubnight. The AGM is here again - another year gone - with new changes for the club such as the Branch Rally at the Wolvercroft Garden Centre, the Beach House summer club run out and also changes at the Bournemouth Electricity Club - with an agency taking over the running of club - just to mention a few of the changes. I thought that the sandwiches at the last clubnight went down well with a good selection. Also the cakes from Sue were appreciated. The Mistletoe Meander Run on 28th December is all sorted with the Agency's Chef down to supply the fish and chips and other food items for the day.

Last but not least, a big thanks to all the businesses that support the Branch with their advertisements in the magazine each year. It does help with the cost of the magazine.

The Branch Dinner and Dance will soon be upon us - so book your tickets as soon as you can.

Beaulieu has invited the Branch back to arrange another display at the Spring Autojumble. as the Branch is 40 years young in 2020. So if any of the members have any photographs of club runs or events, please let us know so we can use them next year.

Owing to the GDPR legislation, the memberships must be in by the end of October and we are not allowed to retain any personal data for non-members on file. You will have to re-join as a new member if you miss the deadline. Please get your renewal forms back to Brian Ford as soon as possible to save him unnecessary work.

We have still to hear from any members who are willing to take on the Regalia for the Branch from Dave and Jackie, so the Committee may decide to close the Regalia Section. (I hope not!)

That's all for now, Happy motoring - John Jenkinson (Chairman)

**FOR SALE 1098 Gearbox** - Fully reconditioned with front oil seal conversion fitted , New bearings, bushes, springsetc. **£395** .



**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**

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**FOR SALE,** Minor Traveller 1961 Engine runs like a dream. engine was removed, any rust cut out and replaced. New loom. new alternator. new brake servo. All pipes replaced and hand made. New tyres all well painted. New seats in original style. New chrome all round. runs as it did the day it left the factory. Offers over £10,000 but I think it value is closer to £12,000. it is a lovely looking vehicle  
Brian Reed 07831233404



**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!



## **THE 'BRIAN WOOD' REPORT**

### **Big Cars – Small Parking Spaces**

Picking up on this month's editorial theme -

When I was a mere lad, my first proper job was as a trainee engineer in a Council drawing office – way back in the Seventies with the wonderful name of 'Havant and Waterloo Urban District Council'. I remember spending many an hour drawing and colouring in countless drawings showing Compulsory Purchase Orders, highway improvement lines, car park layouts and the like. Back then we never had colour printers, they used a machine called a dyeline printer. This was a huge thing, which took ages to warm up, smelt of ammonia and had to be operated by a specially trained technician who jealously guarded the secrets known only to him of which button to press to make it work. But we had to 'colour-wash' the plans that needed to show the areas of interest – and that was one of my first jobs there. (I never did find out why they needed about sixteen copies of each plan!) As a result, I became intimately familiar with the standard size of a municipal car parking space. Sixteen feet by eight feet (or 4.8m x 2.4m). These dimensions were deemed to be perfectly adequate at the time and your average Ford Cortina, Hillman Minx or Morris Minor would be parked quite happily and if you got the car in the centre, you had plenty of room to open the doors without bashing into the Renault 12 in the next bay. Even the boss's Humber Sceptre would fit in reasonably well. Fast-forward 50 years and we find that cars on average are much larger (wider and longer) – and heavier as well, than they used to be. The space allocated in every car park on the planet – is still 16' x 8' – for goodness sake! I can't really claim to be a small car advocate as our X-Trail is a bit of a monster. But I always dread having to leave it in a crowded car park since it is a safe bet that upon return it will have picked up a couple more 'dings' on the door due to some careless twonk who doesn't know how to park a car and open the door gently. I guess the answer is that car parking space particularly in town centres is always at a premium – and reducing the total number of spaces in favour of making them individually bigger is never going to be an easy decision. Therefore, whenever we go anywhere locally that involves a public car park – we always go in TDG, our 4 door Minor. That is one of the many reasons I can think of to own a modestly sized classic car. I rest my case.

*Brian*



# COUNTRY LIVING

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## Vintage STYLE

Decorate with faded florals  
Make traditional jams, jellies & pickles  
Upcycling in a cottage garden

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Eating out  
SIMPLE RECIPES FOR FOOD-FREE PICNICS

MEET THE ECO-HEROES  
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INTERVIEW  
MICHAELA STRACHAN  
ON SAVING FORESTS

HERITAGE OPEN DAYS: VISIT 100s OF PERIOD PROPERTIES



## Autumn -traditionally that season of harvests and mellow fruitfulness !

Whichever model variation of Minor—the one thing, I think, each equally have in common is that special interpretation of timeless design and style. The Traveller in particular seems to be chosen regularly without doubt for this very reason by 'fashion and lifestyle' advertisers and that particular world of media. The latest to choose both the appeal and practical design of the Minor traveller is that famous British glossy 'lifestyle' magazine COUNTRY LIVING

The traveller was introduced co-incidentally in autumn (Oct) 1953, the same year as the Minor van and pick up, after BMC was formed in 1952, and thus adding to the existing 2 door saloon, the tourer/convertible and the 4 door saloon ) All those models that we are so familiar with today. The traveller being unusual in the fact that the 'traveller' part of this special Minor involved pre-war coach building techniques. Old factory production



photos show specialist workers constructing the special 'traveller body' components wearing their white carpenters aprons . These skilled workers were particularly proud to be described as 'coachbuilders', that old traditional craft.

*With thanks to Clare Fenny (PR Manager) and Suzy Smith (Chief Editor) of Hearst Publications granting permission for DMMOC to reproduce COUNTRY LIVING MAGAZINE copy extract and cover photos (Hearst UK/ Hearst Publications 2019)*



**The Morris Minor Traveller launched in October 1953 - still going strong !**

**The recent September issue of COUNTRY LIVING magazine decided to feature the Minor traveller on the front cover and also inside .**

Described as having 'Vintage Style' and being 'most charming' by their chief editor Suzy Smith, they later suggest 'tracking down a pick-your-own fruit farm and making a day of it with a picnic from the back of the car' (Not forgetting the faded floral accessories and then planning to make up those autumn



batches of traditional jams, jellies and pickles upon returning home of course) **ANDY DIBB** and I thought we would like to create a similar effect, inspired by Country Living, for the Dorset branch's own front cover, to also celebrate this bountiful autumn harvest time. *Autumn, it's all out there to be enjoyed, whatever model of Minor you drive!* **ROGER** Many thanks to **ANDY and DENISE DIBB** for using their traveller, their patience for the photo shoot (and re-shoot) for this month's special newsletter cover photo (above)

**\*The traveller launched 66 years ago**

**Another season and another cover :-**

**\*The Beaulieu 'Spring' event cover 25 years ago, and our own DMMOC display last year !**





## *ETHANOL and the present UK FUEL MARKET 2019 Editors Update Report*

*(Who remembers when there was always attendant service at your local petrol stations?)*

**New labels are required to be displayed on petrol and diesel pumps, and nozzles across the country as well as near the fuel filler cap on new cars. All pumps must have the new label on them by the beginning of September 2019 as per UK government agreement with EU and The Renewable Transport Fuel Obligation commitments (RTFO)**

The most important thing to understand is that the actual petrol and diesel fuel is exactly the same as before, and filling stations are likely to continue calling these fuels 'petrol' and 'diesel' alongside the new labels.

- Petrol pumps and nozzles will be labelled E5 in a circle
- Diesel pumps and nozzles will be labelled B7 in a square



**What do the numbers and letters mean?** Partly replacing fossil fuels like petrol and diesel with fuels made from renewable sources like ethanol and biodiesel is intended to reduce overall CO2 emissions which in turn helps the UK meet its climate change targets. Fuel quality standards have allowed a small percentage of renewable fuel to be blended into UK petrol and diesel for more than 10 years – up to 5% ethanol in petrol and up to 7% biodiesel in diesel. The labels use symbols for the type of fuel together with letters and numbers to tell you the maximum percentage of the relevant renewable fuel that it is likely to contain :-

Circle means petrol — Square means diesel

E5 means up to 5% ethanol— B7 means up to 7% biodiesel

In the future we may well see fuels blended with higher renewable content such as 'E10' petrol containing up to 10% renewable ethanol. E10 (10%) is already widely available in Europe but is not suitable for all vehicles. The same design of labels will be on fuel pumps and nozzles across Europe. (It's anybody's guess when E10 may appear in the UK given the merry go round and political impasse that has occurred over the last 3 years)

**At the end of 2018 there was a total of 39.3 Million vehicles in the UK.** This was made up with 32.5 mil Cars—4.1 mil LGV's—0.5 mil HGV's—1.3 Mill M/Cycles— 1.0 'Other' vehicles.

(Source—Dept of Transport 2018)

**The UK 'Vehicle Fuels Market' in 2019** consisted of

16.2 Billion Litres of Retail Petrol—20.8 Billion Litres of Retail Diesel—9.5 Billion Litres of Commercial Diesel .

(Source — HMRC 2019)

**Recent analysis shows that the highest number of UK Motorists have consistently chosen to buy 'Supermarket' brand petrol and diesel over the last few years and to the present, from the one retailer TESCO who now have 16% of the UK market. The reason given is simply down to 'Price at the Pump'. Top brands such as BP, Shell & Esso state that their own fuels provide superior performance at slightly higher pump prices due to their respective unique fuel make up, each containing special additives to provide benefits such as cleaner and more efficient engine management to include improved combustion and wear maintenance and even a specific ingredients to help maximise mileage and also to help control condensation both in the tank and during extreme winter engine combustion.**

**I have recently contacted the following petrol station companies to confirm the present maximum percentage of Bio Ethanol in both their standard (95RON) grade unleaded petrol and premium (99RON) grade unleaded on sale in the UK - Replies listed as follows :-**

<b>% of MARKET SHARE</b>	<b>: 95RON (Std) Petrol Ethanol%</b>	<b>: 97RON (Premium) Petrol Ethanol%</b>
<b>No1.16% TESCO</b>	<b>5%</b>	<b>5%</b>
<b>No2. 14.6% BP</b>	<b>5%</b>	<b>5%</b>
<b>No3- 13.7% SHELL</b>	<b>5%</b>	<b>5%</b>
<b>No4 - 12.2% ESSO</b>	<b>5%</b>	<b>**Required to be labelled 'E5', BUT ZERO ETHANOL</b>
<b>No5—10.2% SAINSBURYS</b>	<b>5%</b>	<b>5%</b>
<b>No6 -9.8% MORRISONS</b>	<b>5%</b>	<b>5%</b>
<b>No7— 7.6% ASDA</b>	<b>5%</b>	<b>5%</b>
<b>No8—5.1% TEXACO</b>	<b>5%</b>	<b>5%</b> ( 2019)

**\*\*Response from ESSO -**"The majority of unleaded 95 Octane petrol sold in the UK contains up to 5% ethanol as required under the Government's Renewable Transport Fuels Obligation (RTFO). **Esso super unleaded petrol (Synergy Supreme+ Unleaded 97) is ETHANOL FREE (except in Devon, Cornwall, the Teesside area and Scotland). We would therefore advise anyone who has concerns about the presence of ethanol in petrol to use Synergy Supreme+ – providing they do not fill up in Devon or Cornwall, the Teesside area or Scotland."** (UK Government Legislation at present does not in fact require us to add bio fuel to premium 97RON unleaded petrol unlike the required maximum 5% that is required in standard unleaded.

As long as E5 (maximum of 5% Bio ethanol) is available to Morris Minor owners it probably need not actually be of 'major' concern as long as that E5 is used up regularly (kept fresh) and not left for lengthy periods in a stationary stored car. The concerns of Bio Ethanol however and involving increased % volumes are as follows :- **Corrosion** – in long term storage, fuel containing Ethanol can become acidic and cause corrosion of aluminium, zinc and galvanised materials, brass, copper and lead/tin coated steels. **Material compatibility** – Ethanol's high solvency can cause problems with many seal and gasket materials used in fuel systems as well as with fibre glass resins. Besides a risk of fuel leaks, rubber components and resins can become partially dissolved, producing deposits that could foul carburettor jets. Replacement components made with Ethanol-compatible materials are available. **Combustion** – Ethanol's higher volatility can contribute to 'vapour lock' issues in older vehicles when operating temperatures are higher. Ethanol can also affect cold start performance. (I personally choose to use, whilst it's available, Esso Premium grade for my Minor) **Roger Kellow Oct 2019**

## ISLE OF WHITE RALLY Haven Street , 1st Sept

The IOW Rally was always a regular late summer destination for us, but over recent years, it always seem to clash with the Beaulieu International Autojumble. Not this year, however, so we decided to give it a go once again. We accompanied Neville Gerry in his Traveller, so we could share the travel costs and also because his Traveller was once owned by the late Brian Arnold, a long-term member of the IOW MMOC branch. The story goes that the woodwork was replaced in the late eighties by Brian himself who used local ash which fell in the October 1987 storm! So, a local connection.

Quite a few people recognised the car and came over to talk to us about it – including

Brian's daughter – who heard that the car was there and came over to see it. The show itself was very good, as usual, and we had a great day. The weather was brilliant and there was lots going on including an excellent Falconry display. There was also quite a good group who played rock classics, the opportunity to ride on an open top bus – with two trips around the Island, the steam railway and an autojumble Congratulations to Steve and Karon Brown who won the 'Chairman's Choice' award for their Series II Convertible. *(Report & Photos Brian Wood)*



## **Laurie's Garden Party & Mini Museum Open Day**



**Club members and classic car drivers of all ages were in attendance at Headswell Crescent on a lovely sunny Sunday - 25th August .**

**Once again Laurie and the Blewer family donated a great deal of hard work and time in the preparation and the hosting of their Garden Party Open Day in support of the charity Julia's House. 'The Significance Signing Choir' performed . There was a fantastic array of home made cakes, sandwiches and refreshments provided . Visitors of course also had the chance of looking around Laurie's unique 'mini museum' crammed full of many fascinating vintage**

**Automobile collectables ,old garage artifacts. and related items all on display.**

**Well done to Laurie and the rest of the Blewer family on behalf of all the DMMOC members in raising , once again this year , a substantial sum for the Julia's House charity .**

**ON THE MINOR 'MISCELLANEOUS'**



*"Well, yes young man I appreciate you keep wanting to flog this very last showroom 'demonstration' Bullnose at that 'un-repeatable knock down price' - But it's now 1948 and I really came in to order one of these latest technically advanced Morris Minors - Haven't you read this impressive review here in "The Autocar" magazine.*

**TIM LANG**

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4, 5, 6, 7 & 8 SEATER VEHICLES

# Forthcoming Events see also [www.dorset](http://www.dorset)

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

OCT 2nd	CLUBNIGHT DMMOC Annual General Meeting	NO
NOV 6th	CLUBNIGHT Talk on Lupus (DMMOC Chosen Charity for 2019)	NO
NOV 2nd/3rd	Classic vehicle Restoration Show, Bath & West Showground , Shepton Mallet, Somerset.	YES
DEC 4th	CLUBNIGHT Noggin and Natter	NO
DEC 28th	MISTLETOE MEANDER (10 a.m. Electric Club) Forms to follow	Yes
<b>2020</b>		
JAN 1st	Classic Cars On The Prom— New Years Day Gathering 11 a.m.—2 p.m. *Awaiting confirmation from organisers *	NO
JAN 18th	DMMOC Annual Dinner Dance Evening 7 p.m. Dudsbury Golf Club Restaurant Forms to follow	YES
**APRIL 26th	SPRING TIME SAUNTER (**Final details TBC ) Shillingstone Railway and Bakery - Forms to follow	*YES
JUNE 14th	Chairmans Run 10 a.m. TBC	
JULY 11th	'Westival' West Moors (details to be advertised)	NO
JULY 11th	Holdenhurst Village Fete	NO
JULY 19th	DORSET BRANCH ANNUAL RALLY Wolvercroft Garden Centre SP6 3BE . **Forms to follow for camping on site and meal	**





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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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