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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.

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Dorset Branch Annual Rally
18th & 19th July 2020
Alderholt, Nr Fordingbridge
(camping available on site from the Friday)



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Dorset Branch

MORRIS MINOR OWNERS CLUB NEWSLETTER



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1948 < Morris Minor > 1971



APRIL 2020 Vol 23, Issue 5

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.

Membership currently costs £12 per year—£15 for joint membership.

Dorset Branch MMOC Key Contacts

COMMITTEE MEMBERS		NON COMMITTEE POSTS	
Chairman	John Jenkinson 01202 576690	Raffle Coordinators	Chris Tilley Margaret Pateman
Secretary	Laurie Blewer 01202 522673	Catering Consultant	Sue Blewer
Treasurer	Jacky Wood 01202 573494	Insurance Advisor (to Dorset branch)	Dave Walker
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 07845768120		
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.			

COVER STORY

**Better days
again soon !**

**Olivia Akam's
1964 convertible
AYO 830B 'Molly'
Out in the New Forest
enjoying the sunshine .**

Dates & Information are assumed correct at date of publishing (E & O E) RK)

JUNE 7th	Hampshire Branch Rally (HAMMOC) at Sammy MillersBH25 5SZ	YES
JUNE 13th	DMMOC CHAIRMAN'S 40th CELEBRATION 'RUBY RUN' Nothe Fort Weymouth Forms & details to follow	TBC
JULY 1st	DMMOC CLUBNIGHT Road Run Out & Meal - (Details TBC)	NO
JULY 4th	Burton Carnival Classic cars arrive before 11 a.m. please New this year—classic cars & motorcycle arena ring parade	TBC
JULY 11th	Westival' (West Moors Recreation Ground) (details TBA)	NO
JULY 11th	Holdenhurst Village Fete (Advise Laurie if attending please)	YES
JULY 11th/12th	Pilford Heath Transport Heritage Show , Colehill , BH217D Entry forms - www.pilfordheathtransportheritagegroup.com	YES
JULY 18th	Leigh Village Food Fest & Classic Car Show (Nr Sherborne) Arrive any time after 9.30am **see www.leighfoodfair.co.uk	**
JULY 18th/19th	DMMOC—DORSET BRANCH ANNUAL RALLY Wolvercroft World of Plants ,SP6 3BE (Camping available on site)	TBA
JULY 19th	Classic Cars on the Prom, Highcliffe Castle *PERMIT ONLY EVENT *Entry limited for 'regulars at pier' *PRE BOOK to CCOTP*	*YES
AUG 2nd	Lymington Car Show booking details to follow	YES
AUG 5th	DMMOC CLUBNIGHT Gardening Show/ Competition	NO
SEPT 2nd	DMMOC CLUBNIGHT Brain Teaser Quiz (Lucy Dibb)	NO
SEP 11 - 13th	Bnmth & Poole Classic Vehicle Show . Haycrafts Lane ,Harmans X Nr Swanage 9am –5pm admission details see www.bppcltd.com	YES
SEPT 20th	Simply British Classics (Beaulieu Events) Beaulieu	TBA
OCT 7th	DMMOC CLUBNIGHT Annual General Meeting & Elections	NO
NOV 4th	DMMOC CLUBNIGHT Talk on the chosen charity for 2020 (TBC)	NO
DEC 2nd	DMMOC CLUBNIGHT Seasonal Noggin & Natter	NO
DEC 13th	Transport of Yesteryear . Christmas Classic Steam & Vehicle Meet , Top o' Town C Park Dorchester. (*any booking req . TBA)	*TBA

Forthcoming Events

Events that request PRE -BOOKING etc. - details in right hand column



APRIL 1st	DMMOC CLUBNIGHT Talk on Customs & Excise (Parts 1 & 2)	CLUBNIGHT (POSTPONED)
APRIL 26th	DMMOC SPRING TIME SAUNTER Shillingstone Railway and Bakery—	POSTPONED (UNTIL FURTHER NOTICE)
APRIL 23rd	Hamworthy Inter Car Club Quiz 7.300 p.m. Hamworthy Club Canford Magna. BH21 3AP .	CANCELLED
APRIL 26th	F.B.H.V.C. 'Dive It Day' If participating there is a 'social distancing' statement on www.fbhvc (news)	NO
MAY 3rd	Lulworth Motor Show , Lulworth Castle—Lulworth - booking info 01202712865 or email events@dorsetblind.org.uk	YES
MAY 6th	DMMOC CLUBNIGHT Antiques Road Show (Phil Traves)	CLUBNIGHT (POSTPONED)
MAY 9th/10th	Breamore House 'Steam Up' (Required arrival time TBA)	POSTPONED (UNTIL FURTHER NOTICE)
MAY 10th	Popham Airfield –Classic Car Show Arrival strictly by 9.45 a.m. full details see - https://popham-classiccar-eventbrite.co.uk	POSTPONED (UNTIL FURTHER NOTICE)
MAY 16th/17th	DMMOC MOGGYFEST (Dorset Branch 40th Year Ruby Anniversary Event at the Beaulieu Spring Autojumble. (Access for camping from Friday)	POSTPONED (UNTIL FURTHER NOTICE)
JUNE 3rd	DMMOC CLUBNIGHT Charity - Members Proposals/ Voting	NO
JUNE 6th/7th	Moors Valley Grand Summer Steam Gala. BH24 2ET	YES
	Please Note, Classic Cars On The Prom - All events cancelled until further notice - full details - www.ccotp.com	




Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
Volume 23 Issue 4 MARCH 2020

NEXT CLUBNIGHT
Postponed until further notice

In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL, EDITORS 'IN BOX' and 'EDITORS NEWS DESK' P. 4 & 5	
SECRETARY'S REPORT P.6	10/11 ON THE ROAD AGAIN !
Dorset Branch Members Profile (Meet The Members) 7 /8/9/	P16 GIVE US THE TOOLS part 2
CHAIRMANS REPORT P. 13	P17 Eddies August Gardening Show Aug 2020 Classes & Rules
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P18/19 'A-Z' DORSET'S HILL FORTS (a picnic out in the Minor?)
THE 'BRIAN WOOD' REPORT P.15	P20 GREMLINS AT WORK ?
'OnThe Minor Miscellaneous' P 21	
FORTHCOMING EVENTS P. 22 & 23	

Dorset Branch Members-It's Your Newsletter - It's Your Club !
The Editor encourages and welcomes any written contributions - particularly loaned (or emailed) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .

*Please submit , if possible ,any material or advertising matter, within 10 days prior to the next monthly club night date . (*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline. The Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers : No recommendation is implied : Any views expressed or advice given within the newsletter is offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any consequences arising from such material.

Editorial

Having just recently noted the Spring Equinox arrived with longer daylight hours, we would normally be deciding to highlight our chosen club events in our diaries. However it doesn't need me to remind you that this unprecedented Covid 19 situation is far from 'normal', affecting all our daily lives on a personal and family basis. Unfortunately the steady report of event 'postponed until further notice' continue to appear in our various events listings, as information comes in to this April newsletter with a week earlier than normal publish date. More event and activity updates will be confirmed and posted online from both Brian on our branch website (www.dorsetminor.co.uk)



- and also online from Laurie -on the 'DORSET MMOC FACEBOOK PAGE' 'DRIVE IT DAY', planned for Sun 26th April, at the time of publication should apparently still go ahead, (observing simple rules) so state the organising body for this event - The Federation of British Historical Vehicle Clubs, suggesting that if you had intended to participate anyway on 'Drive it Day' unless you are, a high risk case, self isolating, or in any way feel unwell. The proposal is strict 'social distancing' by staying within your own car and simply waving to any fellow drivers—full statement on www.fbhvc (news)

DORSET - our club county namesake, is surely ideally suited to drive out in a Morris Minor. With just a few primary route dual carriageways to cater for the needs of those more modern vehicles, it remains one county that has no designated Motorways. Measuring a mere 39 miles from top to bottom and 56 miles to it's east and west extremities. It covers an area of 1,024 sq miles and it certainly packs in a good share of very attractive features. The abundance of country roads, often in areas of outstanding natural beauty, are generally without significant challenging, lengthy, hill gradients -

The 'A-Z' of selected Dorset special ancient hill top locations continues **Pages 18 /19** The editor makes no apology at this particular time in respectfully suggesting, if any members choose to venture out in a lone Minor to any such remote quite areas that you are happy to have assessed and planned for any possibilities of roadside repair / breakdown/rescue (no matter how reliable you consider your own Minor to be)

A new lease of life for a Minor! . I am delighted to report, that our club member Ben Wanklyn (who incidentally is also a key contact for our Dorset branch events at Beaulieu) has recently acquired a Morris Minor, being his own chosen classic, and as a consequence recently joined the Dorset branch. Ben tells his own very interesting story in how he has returned a very 'deserving' Minor to the road - **Pages 10/11**

Gremlins in the Gearbox? This months article from our own resident Dorset branch 'Professor of Gearboxes' Brian Wood gives a fascinating mechanical insight into what actually goes on at the other end of that gearstick, after you waggle it gently, into it's various set positions - **Page 20**

'In Meet The Branch Members Not many Minor owners still run their very first car—yes and it's a Minor! - **Mike Sheppard must also hold the enviable title of Earliest 'regularly running' local Dorset branch Minor)** Enjoy Mikes story on - **Pages 7/8/9**

Above all keep safe - ROGER

PLEASE NOTE—FOR NOW OBVIOUS REASONS
THE CHAIRMAN'S SPRINGTIME SAUNTER, ORIGINALLY
PLANNED FOR THE 26TH APRIL TO SHILLINGSTONE RAILWAY AND
SHERBORNE OXFORD BAKERY, HAS BEEN POSPONED UNTIL FURTHER
NOTICE, IN THE HOPE THIS EVENT CAN BE RE-SCHEDULED
LATER IN THE YEAR

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'GREMLINS' AT WORK ?

A visit to the Dentist !

(Brian Wood reports)

Do you look after your teeth? I do. I go to the dentist every 6 months for a check up and he usually carries out a bit of routine maintenance and charges me some money. The teeth in your gearbox are a different matter, however. They don't really need 6 monthly check ups.

Gearboxes usually last for a very long time with little maintenance – the occasional oil change being the only routine task required. Most of the gearbox teeth are in constant mesh, which significantly reduces the chances of teeth being broken. The photos show two examples of terminally damaged laygear teeth. The laygear is the bit that transfers the drive from the input shaft from the engine and the output shaft to the rear wheels.



It is sometimes easy to forget that your Minor is a classic that was designed over 70 years ago. Consequently, you cannot drive it like a modern car and have to get used to taking your time with the gears and practise getting it right.

In a modern car, you can have no qualms about selecting first gear whilst the car is moving slowly (probably up to about 10 mph). The gearbox is designed with all the gears having 'synchromesh' – in other words, they are bevel gears, meshing together all the time. However! The Morris Minor first gear has straight cut teeth and the end of the laygear shown in the photo makes contact with a larger sliding gear that moves into line with the laygear when you select first gear. When

the car is stationary, this happens easily with no noise or fuss. (The reason why first gear always sounds different to the rest when you move off, is due to the fact that the teeth are straight cut and not bevelled like the others). But, if you try to get into first gear whilst on the move – you will hear a nasty grinding noise. The end result of this is the ridiculously worn item shown and a lot of metal swarf in the bottom of the gearbox. Clearly this would have come from a three-speed gearbox (with only 2nd, 3rd and 4th!) I have had owners tell me that their car 'always makes that noise when you go into first gear' and it is usually because of the unwanted forward motion of the car. Unfortunately, double-declutching will not suffice and they usually unaware of the potential for damage.

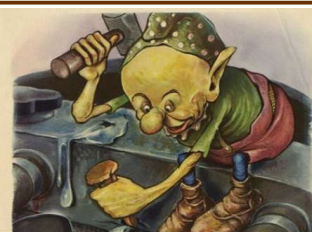


Meanwhile and turning to the second photo showing the laygear with a damaged third gear – the explanation of this damage is harder to fathom. You will recall that I noted above that 2nd 3rd and 4th are all in constant mesh and are all bevel gears. I can only think that this would have been caused by a catastrophically clumsy gearchange at speed. The gearbox is cleverly designed such that it should be impossible to select more than one gear at a time – such action would of course wreck the 'box. However, with worn selectors and an unsympathetic driving style, it may be possible to achieve. Perhaps more likely, though is the scenario of changing down for a fast bend at Silverstone* and going for the wrong gear. You would think that this would damage second gear rather than third? I don't really know – suggestions to the Editor on a new £20 note please.

So two lessons learnt here as follows :-

1. Avoid pulling away in first gear if not at a standstill
2. Don't drive it like you stole it.

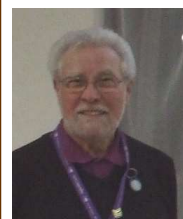
*Editors note. Substitute Tesco's car park for Silverstone. This is a Morris Minor we are talking about!



Editors In Box & News Desk



SMART MOTORWAYS—Do they compromise safety to provide the claimed reduction in journey time ? The recent BBC's Panorama programme found that there have been twenty times more near-misses on the M25 since the introduction of so-called 'Smart Motorways'. This is where the hard shoulder is used as a driving lane. 38 people have been killed on these motorways in 5 years. It can take up to 17 minutes for highways authorities to notice you have broken down in a lane of 'live' traffic, during that time cars and trucks are still approaching you from behind at considerable speed!! A government safety review has just been completed and although Smart Motorways will not be scrapped and a 'roll out' of building new stretches will continue it is claimed an 8 point safety plan will address the safety issues. This includes more 'refuges' introduced averaging at three quarters of a mile spacing 'where possible' My own personal opinion is that if I had to plan a long distance in my Minor I would certainly try my best to avoid any such Smart Motorway Ed) There is an ongoing online petition for anyone who may wish to support the halting of more and removal of all existing Smart Motorways for safety's sake at- www.change.org



Bob, a very long serving 'castle volunteer' gave a fascinating talk to members at the very well attended March clubnight on the history and extensive restorations of the Castle already carried out, with outlines of the next scheduled work planned. (Fingers crossed ,the Dorset branch hope to arrange a 'run out', group visit later on in the future to Highcliffe Castle and grounds.

DMMOC MEMBER VIC HOLYOAK, Lives at least 10,800 miles away in TASMANIA (the most southern island state of Australia) Vic must surely hold a record as Dorset branch member 'living furthest away' from the Dorset club monthly meets? Vic has made excellent use of the new Dorset branch 40th rally plaque on his 'other' 3 wheeled conveyance.

The patent 'rapid fixing clothes peg' securing method, Vic explains, is temporary, pending the final completion of his MM Lowlight restoration project!

We look forward to seeing photos of the lowlight on it's completion in due course Vic!



Secretary's Report



Hello everyone. Since we all met last month the whole world seems to have gone completely mad. I sincerely hope than none of you have been out doing this panic buying and purchasing enough toilet rolls to wallpaper a small mansion! With all the government guidelines etc we have been forced to cancel the next 2 clubnights

– there will be no meeting in April or May. Please keep an eye on the events diary for events that have been cancelled. The Springtime Saunter has had to be postponed and we hope to rearrange for later in the year.

The biggest blow so far is having to cancel Moggyfest 2020 as the Spring Autojumble has been cancelled. I am in negotiation with Beaulieu to hopefully rearrange the event to take place at the International Autojumble in September but I can't make any promises at this time. Obviously, refunds will be issued if we cannot reschedule but if you won't be able to make it and would like a refund earlier please let us know. So far everyone has been very understanding telling us to hold onto their entry fee until we know what is going on or to donate their fee to charity if the event cannot be rearranged. It will be such a shame if we have to cancel completely after all the work that has been done by Roger around the 40th anniversary display. If needs be, we will have to celebrate our 40th anniversary in our 41st year!!

With every event being cancelled it does mean there's going to be plenty of opportunities to do all that maintenance that needs doing and there's nothing to stop us taking the cars out for a run on a nice sunny day. Hopefully we will have some events towards the end of the year if we can get this awful Coronavirus beat.

As you will see in John's report he has regretfully decided to stand down as Chairman from the next AGM. I would like to thank John for all he has done for the club over the past 17 years that he has been Chairman of this club taking us from being just a Branch of the MMOC to one of the biggest and most successful Branches of the MMOC. This, of course, does mean that we will need to find a new Chairman, which I am quite happy to stand for. If I end up being Chairman though, we will require a new Secretary and so it goes on!! If you think you would be interested in joining us on the committee please come and have a chat with one of us to see what it entails. It really isn't a scary thing to do and the rest of don't bite – I promise.

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

Happy Minoring

Laurie.

Dudsbury Camp (or Dudsbury Rings)

Iron Age Hillfort is situated on the north bank of the River Stour near West Parley. The defences enclose a semicircular area of about 3 hectares and consist of double ramparts and ditch on the west, north and east sides, with a steep slope to the river on the south side. The best preserved portion lies near the southwest corner where the inner rampart stands. The outer rampart rises over 5 metres above the bottom of the ditch. There are four entrances to the hillfort, but probably only the west entrance, and possibly the south entrance, are original. Limited excavations were conducted in 1921, but little was found except for some Iron Age pottery on the northwest side. In 1930, fourteen acres were secured as a camp site for the Bournemouth Division of the Girl Guides. This section is now the Dudsbury Guide Camp. The house and garden in the northeast quadrant is now occupied by the Warden of the Guide Camp. Dudsbury takes its name from a man called Duds or Dudd, a 6th-century Saxon. Domesday records - "Azelin holds Dodsberie of Waleran. Godwin held it in King Edward's time and it was taxed for one hide. There is land to plough which is there, with four bordars, and seven acres of meadow and six of wood, pasture half a league long and five quarters broad. It was, and is worth 20 shilings."



Dungeon Hill Iron Age Hillfort is about 2 miles north of the village of Buckland Newton. The fort is on a low hill, height 600 feet. It has a single bank in a roughly oval shape, enclosing an area of about 9 acres. The height of the rampart above the base of the ditch is up to 20 ft. There are traces of an outer bank on the east side. In the late 18th century Fitzwalter Foy, resident of nearby Duntish Court, who was the owner of the fort, cleared the site of woodland, and he recovered human bones, sword blades, Roman coins and other finds. In 1881 there was some excavation of the site: Roman pottery, fragments of Roman querns and building stone were found; Roman tiles were also found.



DORSET'S ANCIENT SITES—

Continuing our A-Z listing of some Dorset Hill Fort locations . Standing there for countless generations, centuries , and enduring extremes of weathers. Many of these Dorset Hill Forts must have been visited over the years by many Morris Minors, driven by 'adventurous' drivers with their families on a clear sunny day. -Complete with that essential and very well stocked picnic basket !

(The Editor respectfully suggests, particularly in the present pandemic situation , if deciding to venture out at all in a lone Minor to any more remote area. Please do assess your own personal plan in allowing for any possibility of roadside rescue or repairs , no matter how reliable you consider your own Minor to be)

Chalbury Hillfort Iron Age Hill Fort is approx 1 mile south-east of the village of Bincombe The site is in a strategic position, 380 feet (116 m) above sea level Weymouth bay is about 1.5 miles (2.4 km) to the south. The hill is an outcrop of the Dorset Ridgeway There are many circular depressions within the enclosure, and at least 20 are probably contemporary storage pits. Around the perimeter are at least 30 platforms, which are thought to be huts. Also within the enclosure are two Bronze Age barrows 18metres approx 65 ft in diameter There is an interior quarry ditch behind the rampart north of the entrance, from which material was used to construct the fort.The site was excavated by Miss M. Whitley in 1939. Apart from a few finds of the late Bronze Age and the Romano-British period, most of the finds showed two phases of occupation in the Early Iron Age.

Coney's Castle Iron Age Hill Fort is above the village of Wootton Fitzpayne in the west of the county . The name Coney is from the Old English for *rabbit* ,suggesting medieval use as a domestic warren , as at nearby Pilsdon Pen .The fort is on a narrow north-south ridge reaching a height of 210 m, with linear ramparts across the ridge, steep natural slopes to the west, and a high artificial rampart with ditch to the east.A small lane runs along the ridge, bisecting the fort. The lane is also part of the Wessex Ridgeway long distance trail. There is a convenient car park next to the north rampart.



MEET THE DORSET MEMBERS

This month we talk to MIKE SHEPPARD long term owner of a very special Series MM saloon, made in 1950, just two years after the launch of the original Morris minor in 1948.. (The MM pre-dates the Series II and the first Minors with higher level headlights to comply with American imported vehicle market lighting regulations FIRST CAR ! When Mike and Joyce were married locally to Poole , as the end of the 1950's decade finally came to a close, their trusted daily 'transport' was a 350 AJS motorbike . A year later they decided to buy their 'first car' , a 1950 Morris Minor Series MM 918cc side valve engine saloon . It was on sale at Menton



Motors at Ashley Cross with 46178 miles on the clock . A deal was made on the 24th April 1960 and the cost of the car with HP was £406-4s-0p. The garage agreed to take the AJS Motorbike in part exchange for £100 . It had been a rep's car and having been first registered July 1950 in Falmouth Cornwall before it came to Poole . Mike and Joyce at the time used to visit friends near Oxford and now having a car made things easier than previously having to go on 'two wheels' by motorbike. Unfortunately during an early trip, after only going a short distance ,the

original engine decided to seize up ! Luckily there was a BMC garage just around the corner in Oakdale that was able to supply a 'BMC Gold seal matching sidevalve exchange engine in early January 1961. Other necessary 'motoring costs ' continued in 1961 with 2 new tyres a few months later at £10-4s-6p followed by another two at £10 -3s-6p.

THE LONG TRIP Still in 1961, Mike had previously bought his Mother a Morris 10 for the sum of £10 . With both Mike and Joyce and Mother and Uncle now having separate cars the decision was made to take the two cars on a camping holiday - destination John O' Groats !! Mike recalls petrol was four shillings a gallon in 1961 (20p in today's money) Most of the fuel costs for the trip was covered from Mikes traditional habit of saving Three Penny bits (He had over the years managed to fill six wooden boxes) Both the trip and the cars ran well with Mike and Joyce breaking the journey camping in a small tent and Mother and Uncle sleeping in the Morris 10 . Having left Poole on the

Saturday they arrived at a rather bleak and barren John O' Groats (no trees , and quite different in comparison with today) on the Tuesday . Amongst many highlights and the different camping locations of the trip besides dramatic Scottish landscape areas was Edinburgh and a trip out to Bass Rock (still the famous seabird sanctuary) in a small boat from north of Berwick .



Meet The Dorset Members , Continued



Returning home from the John O' Groats holiday adventure Mike decided the car needed a re-spray as the paintwork was beginning to look very poor. (This may have also been assisted in a much too regular and over enthusiastic of

Simoniz rubbing polish in various spots, in hindsight, admits Mike!) Selby's Garage , then in Ashley Road, Parkstone , carried out the paint job transforming the original Birch Grey car to a dashing British Racing Green for the sum of £28-15s-0p being the last major expense on the car of 1961.

At the time Mike worked for established and respected local removal firm Wort and Son and it was in the days that a company of that type would usually carried out maintenance and service to it's own vehicles. Into the 70's and the infamous 1973 industrial government relationship with major trade unions the resulting political gridlock plunged the country in to a three day week complete with power cuts. Not the ideal time for Mike as he was self employed at the time and there was not much work about. However then things looked up

with a job offer with a company at Swanwick near Portsmouth so having to travel Mike bought his next and first Humber, a Sceptre . The faithful Minor was still kept and later in 1983 the necessary computer transfer of registration details was carried out with DVLA. Due to the fact Mike kept the old original log book that had to be cancelled in 1973 a new registration plate was issued USV 317 that was actually a Scottish prefix. The Morris was eventually used less and was then stored away in a neighbours garage across the road there to remain safely tucked away for the next 30 odd years .



to remain safely tucked away for the next 30 odd years .

ATTENTION ALL YOU GARDENERS !
It's that time of year again to start Thinking about what to grow this coming year.
This years Garden Show will be on the evening of 5th August .



So have a look at the classes and start sowing for success —Lets all enter something we have grown ! EDDIE

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	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 or Chile	Any Pepper or Chile fruit ,Set of 3

SHOW RULES —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.



“GIVE US THE TOOLS” (PART 2)

Continuing from last month you may recall the photo of a selection of Minor-related tools which were acquired at

Bournemouth boot sales. The most expensive item was a two/three legged puller which cost a pound; others were between only ten and fifty pence each.

There is some small satisfaction in using elderly but perfectly useful British tools on an elderly but useful British car. Look out for names such as *Williams, Britool, Snail Brand and Sykes-Pickavant*; all makers of quality tools.

Don't be put off by grime or a little surface rust as long as the item is undamaged. Many tools have spent the last fifty years at the bot-



tom of a box at the back of a shed, and simply need a good clean. Lots of decent screwdrivers have been used for stirring paint before being cast aside in favour of a shinier rival. Often a tool is used only once then put away to gather dirt until the shed is cleared, half a lifetime later. Avoid tools which show any sign of abuse, however attractive the price may be. Another will turn up, probably sooner rather than later.



Of course you will need a strong toolbox, perhaps of the 'cantilever' variety, universally popular with mechanics before the wheeled cabinets came along. One of these may be easily obtained too; a thorough cleaning and a coat of paint will have it looking brand new and fit to be seen on your drive as the neighbours pass by on their way to church.



A selection of barely-used good quality tools, many of which are 'in period' may be collected quite quickly and cheaply by opting carefully for secondhand items whilst reminding ourselves of these two maxims:

“Dig for victory” and “Never surrender”.



It was in 1992 that Mike first joined the MMOC and then the local Dorset branch . Mike's first priority was ,with help from National MMOC, to re register the Minor's original number plate with the DVLA and this was successfully done back to PAF 521 . The Dorset branch meeting place at the time Mike recalls was in Maxwell Road , Winton. Later on in 2007 and the fact that the Dorset branch Morris celebra-

tion anniversary event was soon to be held Mike decided to consult his friend and fellow Minor and Humber enthusiast ,Steve Brown to help in restoring the car and also to return it to it's original Birch Grey paint finish. The speedo is now at 15453 having been around the clock and the car still continues to run very well.

Mike and Joyce do not run a 'Modern' car and I think must be congratulated in stating that they cannot see a reason to as they have the luxury of a the choice of 3 perfectly suitable cars (a Minor and two Humpers) , as more than adequate for their needs. In addition to their 'first car' obviously holding a special place within their lives there are Mike and Joyce's two lovely Humpers . Many members will recognize these when one or the other, instead of the Minor MM, may appear at various classic car gatherings that we attend over the year . The first is a 1963 Humber Sceptre 1600cc 2950 PJ that Mike bought in June 1984 with just 19516 on the clock. The other is a Humber Super Snipe he bought in 1987 that was going to be otherwise put in to 'banger racing' This year Mike and Joyce are looking forward to going up to the Moffat Car Show in Scotland and it will be their 19th time of attending !



ON THE ROAD AGAIN !
(The Minor that deserved to be rescued)
 by Ben Wanklyn

Although I have only owned my Minor for less than a year, some Dorset MMOC members may know me from my day job, in the PR team at Beaulieu, while I also contribute occasional features to Practical Classics magazine. As a result, I have seen some truly impressive displays put on by the club at Spring Autojumble in recent years, so Moggyfest is always one of the highlights of the events calendar for me.

Since I purchased my Minor saloon in spring 2019, putting it back on the road has been an enjoyable project. In fact, I've loved every minute of it. As every Minor owner knows, these classy little cars are straightforward to work on, spares are easy to find and they are great fun to drive. I'm hoping to get plenty of use from my car throughout 2020.

History file To start right at the beginning, this particular Series II four-door saloon was supplied to its first owner, Mr W.H. Ede on 1st September 1955 by King & Harper Ltd of BridgeStreet, Cambridge. This much is certain thanks to the original bill of sale which, incredibly, has survived.

The story goes that Mr Ede kept the car until he passed away. His family instructed a Morris Minor specialist to find a home for it, which is when it was bought by fellow Dorset MMOC club member Carlo Pegoraro in April 2019, who then sold it to me. By this point, the car had been out of action for several years and the moisture-damaged paint was falling off in chunks. However, it still ran and drove, the body shell was remarkably solid and the red leather interior was in superb condition.



THE 'BRIAN WOOD' REPORT

Hooked on Classics ?

Yes it certainly can be a total preoccupation, and some may even admit to a hint of obsession (as much as you let it) However it's a pleasant and rewarding hobby! -Not wishing to be boastful - I 'actually own' five cars altogether. Three Morris Minors and two moderns. The question is often raised as to whether we actually *need* all of them? As far as the Minors are concerned, selling any one of them would be almost like choosing one of my children to be sold (although, I admit, they have all left home now and the comparison is rather academic). I guess the least length of ownership would tend to increase vulnerability in this regard. The convertible has 'only' been with us for 9 years at the time of writing and as such is the newest addition. However, having spent far more money and years of my life that I will ever get back - it is safe for the time being. Speaking of UXC (the convertible) I gingerly set off down our cul-de-sac on Saturday 14 March 2020, which was the first time on the road for about 7 years. I made it all the way (about 200 yards) to the end and back again with nothing falling off. (I could probably have made that trip the day before, but as it was Friday 13, I applied discretion and found something else to do). I delayed the inaugural trip to try to improve the engine running and have now sorted out quite a few of the issues. It took ages to get the engine running anywhere near normally and grateful thanks to Eddie Pateman for lending me his spare HIF44 carburettor which enabled the engine to run for more than a few seconds. I have now rebuilt my own '44 for the second time (ahem!) having found several schoolboy errors in the re-assembly. Once re-fitted, it now runs much better and the mixture is somewhere near where it needs to be. Running up the engine then led to the second issue - excessive overheating. It transpired that there were two issues here. (1) The electric fan wasn't earthed and (2) the thermostat refused to open. The first meant taking the dashboard apart to find the errant cable which had clearly been left by me to fix after lunch about a year ago! The second was temporarily addressed by removing the thermostat. Now the fan cuts in just after 'N' on the temperature gauge and not 'H' as it was before.



A further issue which will take a bit longer to solve is that the clutch does not release enough to prevent baulking of first gear and a nasty 'crunch' in reverse. It was recommended to me that with the 5 speed Ford gearbox, the relay system on the clutch could be done away with and replaced with a single rod. However, there doesn't seem to be enough travel on the pedal between slipping and dragging points. So, I don't think we will be going too far in it before that is fixed. I may have to reinstate the standard set up.

With any newly rebuilt classic, teething troubles are to be expected (that's what I keep telling myself) but I think that rebuilding a modified one introduces several new cans of worms. As a result, I consider myself 'cured' of wanting a modified car and will stick to the standard specification in the future. And no, Jacky, I am not planning another project just yet - I haven't forgotten that the house needs decorating. Plenty to do indoors then, whilst we are not allowed to go anywhere !

BRIAN



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(and to leave payment as arranged)

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£60 each (£54 to Branch Members) Postage is about £5.
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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.



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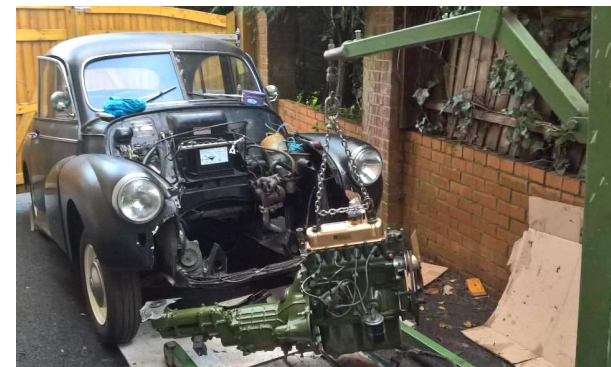


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Golden Oldies The Golden Oldies classic car display at Beaulieu's International Autojumble, which was just five months away, was a perfect incentive for me to get the car back into action. The poorly paintwork was patched up, rust spots on the inner wings welded up and fibreglass wings fitted as a temporary measure. The sound but scruffy engine bay was carefully repainted, while remanufactured LCV-spec wheels from East Sussex Minors were an exciting upgrade.

The rear screen rubber was replaced and the clogged radiator and heater swapped for better replacements, while the entire fuel system from the tank to the carburettor was renewed. As the wiring loom was in very poor condition, I opted to replace it with a new pre-1964 specification loom, which retained the pull-start but also gave me flashing indicators. After brake adjustments, the Minor flew through its MoT and made the 45mph journey to Beaulieu for the show.



Engine swap Although a tune-up had the 803cc engine running sweetly, it still sounded a little clattery. Sadly, by the time I had trundled back to Wimborne after the show, the clatter had become a loud knocking, accompanied by a flickering oil pressure warning light. As I plan to use the Minor as much as possible, this seemed like the perfect time to

upgrade the car to later Minor 1000 running gear. After all, it would be easy to reverse these bolt-on upgrades should I ever wish to put the car back to its original specification. So over the past few months, I have fitted a 1098cc engine and rib-case gearbox, along with a 4.22:1 differential and 8" front drum brakes. Inertia reel front seatbelts have accompanied new carpets, while I have also experimented with an earlier cheesegrater grille, gifted by Carlo to the project. Now, with only a couple of odds and ends left before the car can hit the road again, I'm already planning my Minor year ahead. Top of the list is MoggyFest at Spring Autojumble, while I also plan to head to Cambridge to see where the car originally lived, along with other midlands trips to visit friends and relatives.

Here's to a good year of Minor motoring!

Ben





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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.*
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Chairmans Report



Good evening and welcome to April's branch newsletter.

At the last branch committee meeting on Wednesday 18 March, we decided to cancel April and May Clubnight meetings owing to the COVID19 Coronavirus outbreak and the Government recommendations. As most of our members are over 60 or 70 and in the high risk bracket of the population, we thought it was the right thing to do. Also the Oxford Bakery and Shillingstone Bakery run out on April 26th is now postponed. The next day, Laurie emailed Beaulieu about the Moggyfest weekend in May. They have also cancelled the Spring Autojumble so Moggyfest will not take place then. Laurie and the Committee have asked Beaulieu if it is possible to have Moggyfest at the September International Autojumble weekend. Watch this space - also keep an eye on the website www.dorsetmmoc.co.uk

It was nice to see that the Branch still attracts new members each month and keeps Brian and Pauline busy with the membership admin. Andy and I are looking to arrange an evening run out to Highcliffe Castle for an organised tour with light refreshments - after the talk by Bob at the March Clubnight. More information to follow.

On a personal note, I have informed the Branch Committee that I will not be standing for re-election at the October Annual General Meeting. I have been the Chairman now for 17 years and I think its time for a younger person to take over the chair. Laurie has indicated that he would be willing to offer himself for election, but we will then need a Secretary. So please let one of us know if you could help with this.

Happy Motoring and keep safe, John Jenkinson.