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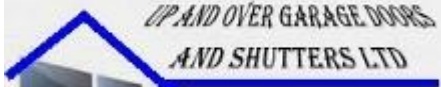
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BRANCH REBATE SCHEME

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.

DORSET BRANCH MMOC REGALIA SHOP



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THROUGH THE ENTIRE RANGE
(AT DECEMBER 4th , CLUB NIGHT)**



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Dorset Branch MORRIS MINOR OWNERS CLUB NEWSLETTER

© British Morris MMOC 2019



Mistletoe Meander
Sat. Dec. 28th

CHRISTMAS!



DECEMBER 2019 & JANUARY 2020
Vol 23, Issue 2
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

Chairman

John Jenkinson
01202 576690

Secretary

Laurie Blewer
01202 522673

Treasurer

Jacky Wood
01202 573494

Membership Sec.

Brian Ford
07502161535

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Events

Andy Dibb
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& Website Editor

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07845768120

NON COMMITTEE POSTS

Raffle
Coordinators

Chris Tilley
Margaret Pateman

Catering

Sue Blewer

FRONT COVER

'Santa's Series II'
Christmas Grotto

(With thanks to Laurie Blewer)

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.

A FEW REMINDERS OF SOME 2019 EVENTS Editors Photo Report



DORSET BRANCH RALLY WOLVERCROFT, ALDERHOLT



LYMINGTON CAR SHOW



**AND LAST BUT NOT LEAST !
DORSET BRANCH
RAFFLE CO-ORDINATORS**



HOBBIES CLUBNIGHT



GARDENING COMPETITION CLUBNIGHT EVENING

WESTIVAL



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
Volume 23 Issue 2 DEC/ JAN

NEXT CLUBNIGHT
 Noggin & Natter

In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL, EDITORS 'IN BOX' and 'EDITORS NEWS DESK' P. 4 & 5	Pages 7 /24/25/26/27 Editors Photo Report - Looking back on a few DMMOC Events during 2019
SECRETARY'S REPORT P.6	P 8/9 Spares Dept Managers 'Minor Home Workshop' Feature
THE DMMOC BLACK MUSEUM P. 10/11	P16/17 In the Bleak Midwinter
CHAIRMAN'S REPORT P. 13	P18 /19 After Minor Production Ended
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P/20 Dorset Branch Annual Dinner & Dance Menu
THE 'BRIAN WOOD' REPORT P.15	P/21 The M1 opened 60 years ago !
ON THE MINOR 'MISCELLANEOUS' P. 22	
FORTHCOMING EVENTS P. 23	

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

The Editor encourages and welcomes any written contributions - and/or photos from club members suitable for inclusion in the club newsletter, both for website and printed publication each month.

*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.

Hearty Seasons Greetings and a Happy New Year - a warm DMMOC welcome to the combined December 2019 / January 2020 bumper 28 page edition :-

It seems only a very short time ago we were enjoying that lovely warm sunshine at our branch rally at Damerham. - A nice thought however is that some very interesting events are being planned and in the pipeline for the Dorset Branch's 40th year. Having started in 1980 it was coincidentally the same year that the very last British built Morris named passenger car was launched -

The MORRIS ITAL (originally voted by BL board to be named the 'Morris Marina ITAL') with limited government funding investment within BL, it became the last 're-incarnation' version of the Marina (BL's CEO Michael Edwardes at the time insisted that the 'Marina' name label bit 'must' be dropped at all costs!)

I have penned a short article on the launch year of the Marina (P18/19) as it was of course officially designed by BL, in their wisdom, to officially replace the Morris Minor. The 'Ital era' and eventual demise of BLMC/Rover (a somewhat sad story) would need a much bigger space reserved, perhaps for another time. !

Whilst there are some who use their Minors on a regular all year round 'working car' basis - most of us I am sure tend to keep our pride and joy more 'under wraps', to a greater or lesser degree, especially during the worst of the winter weather conditions. It's often a case of venturing out on that occasional excursion perhaps on The Mistletoe Meander or News Years Day on the prom etc.—It was when recently talking to club member and Mobile Classic Car Mechanic Martin Feltham, I raised the subject of what we should consider (at least the basics) when the Minor is inclined to be rather inactive for much longer periods during the winter months - **Winter storage care with Martin is on pages 16 & 17)**

Yes time flies ! A true British 'Motorway Age' began 60 years ago this year - when, the then minister of transport, Ernest Marples (a politician 'of note' during that 1960's era, when as Minister of Transport became controversial in admitting to retaining 80% share-holding and still actively administering his private major road and bridge construction company Marples—Ridgway. He also introduced traffic meters and wardens. He had commissioned the Beeching Report resulting in the closure 4,000 miles of railways, stating "railways are officially an outmoded form of transport, unlike a new modern road system we are building" In the running of his construction firm he was accused of conflict of interest. Then later in 1975 fled the country to Monaco 'allegedly' to avoid massive unpaid taxes and various other legal cases brought against him) when he opened the first stretch of Britain's first official 'destination' motorway. Since then the British motoring public seem to have had an ongoing 'love/hate' relationship with our motorways. **More on page 21. Here's hoping you have dry bright days for any winter 'Minor' outings planned - ROGER**



A FEW REMINDERS OF SOME 2019 EVENTS Editors Photo Report



**CCOTP
HIGHCLIFFE
CASTLE**

**LORD NUFFIELD'S
BEACH HOUSE
MILFORD**



Laurie & The Blewer Family - Charity Garden Party Open Day



Editors In Box & News Desk

DORSET BRANCH 2019 CHARITY PRESENTATION

*Dr Neil Hopkinson
(Consultant Rheumatologist)
and Carol Brumpton
(Lupus Nurse Specialist)*

*Receiving the Dorset branch £600 cheque donation for Poole based Logres Trust and Christchurch Hospital Lupus Unit presented by Dorset MMOC branch chairman John Jenkison at the November clubnight.
(for any further specific information on the condition of Lupus—01202 676736)*

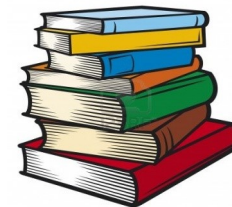


TWO POPULAR LOCAL CAR EVENTS SET TO CONTINUE

*Contrary to recent local reports and speculation to the contrary the popular LYMINGTON CAR SHOW will continue in August 2020 at the usual venue Also the FROGHAM FAIR (Nr Fordigbridge) will also be continuing as in previous years in June 2020 contrary to any recent reports to the contrary.
(Details on both events will be included on the newsletter forthcoming events page)*

CHARITY BOOK STALL - (December Clubnight)

*Please bring along any of your unwanted books to donate to the Charity Book Stall (organised by JACKIE & DAVE WALKER) on December 4th club night.
****No need to take any of your own books home again that may be unsold on the evening****
Also don't forget to bring some change you might even find an interesting book at a bargain price !!*



IN MEMORY OF IAN MEAKIN

The Dorset Branch MMOC were very sorry to hear that Ian Meakin, a past Chairman of the Dorset Branch, recently passed away.

The Dorset Branch send condolences to Rita and Family.



BREAMORE STEAM UP

BURTON CARNIVAL



DUKES DORCHESTER



Good evening everyone and welcome to the last clubnight of 2019. I'm sure that, like me, you don't know where that year went!

Tonight is the usual Christmas Noggin and Natter but with the added book sale. We will also be selling regalia at knock down prices to clear out the stock. Hopefully you have all remembered your Christmas jumpers! We have decided that we will still have a clubnight in January despite the fact that it will be 1st January. Please can I ask that you all bring along old photo albums and even films of club events from the last 40 years to share with each other. I may also ask if I can borrow them for the 40th anniversary display at Beaulieu in May.

Please make sure that you get your entry slips in for the Mistletoe Meander, preferably tonight, but we will allow a few days grace! Similarly, we do require your booking slips in for the Dinner and Dance as soon as possible. If you were lucky enough to have won a trophy at the last Dinner and Dance can I please that you return it to me as soon as possible to give me enough time to get the engraving done.

We already have details of next years shows coming in. The Hampshire Branch Rally will be at Sammy Millers on June 7th. The Frogham Country Fair is returning and will be on 27th June. The Holdenhurst Village Fete is on 11th July. We have the date for The Lymington Show and it is 2nd August. As for club runs – The Spring-time Saunter will be on Sunday 26th April when we The Oxford Bakery. This will be followed by The Chairmans Ruby Run on Saturday 13th June where we will be finishing at Nothe Fort Wemouth. Although the date isn't finalised there will also be an Anniversary Run in August. Myself and John have been over to see the Beaulieu events team and more or less finalised everything for this years Moggyfest. Hopefully you should have an entry form in January or you can download from the website now.

That's pretty much everything from me for this year so,
Have a very Merry Minoring Christmas and a Happy Motoring New Year
Laurie

DEC 4th	CLUBNIGHT Noggin and Natter	NO
DEC 28th	MISTLETOE MEANDER (see details below)	YES
Jan 1st	Classic Cars On The Prom (see CCOTP website for full details)	NO
JAN 1st	CLUBNIGHT 'DMMOC 40 years in the planning'	NO
JAN 18th	DMMOC Annual Dinner Dance Evening (See page 20)	YES
**APRIL 26th	SPRING TIME SAUNTER Shillingstone Railway and Bakery - ** Forms & finalised details to follow	**YES
MAY 16th/17th	'Moggyfest' (Dorset Branch 40th Year Ruby Anniversary Event) at the Beaulieu Spring Autojumble . Forms/details to follow	YES
JUNE 13th	CHAIRMAN'S 40th CELEBRATION 'RUBY RUN ' Forms & details to follow	*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 & details etc. to follow	**



MMOC DORSET BRANCH
Mistletoe Meander
SATURDAY 28th DECEMBER
*(Please return bookings/ forms to Jacky Wood
by DECEMBER CUBNIGHT date please)
Meet 10.30 a.m. at the Southern Electricity Club
£8.00 per person—fish & chips, dessert & hot drink
(Please notify any dietary requirements in advance)*



*Dorset branch Chairman John Jenkinson spotted at the wheel when out on a test drive .
(John recently said he may be thinking about looking at camper vans,
(This one ought to fit the bill !)*



**The Next MOGGYFEST
will be - Sat May 16th
Sun May 17th 2020**

TIM LANG

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By Dorset Branch Spares Manager - BRIAN WOOD

Axle Oil Leakage

A recurring problem with Morris Minors is leaking oil seals in the rear hubs. This inevitably leads to oil getting on to the brake shoes and reinforces the widely held prejudice that Morris Minor brakes are just rubbish. There is another, probably more widespread problem which gives a similarly detrimental effect on the braking efficiency and that relates to corroded brake cylinders which leak brake fluid on to the linings. However, you can usually tell the difference since brake fluid is generally odourless and rear axle oil (EP90) does have a distinctive, rather unpleasant smell.

Returning to the original leakage suspect, it is often the case that long life and high mileage will gradually cause wear to the running surface on the axle caused by the oil seal. Yes, I know it seems a bit unlikely that a rubber seal will wear down a hardened steel surface – but it does happen! There is also the problem of the clumsy mechanic who has damaged the surface (see photos) which will add to the inefficiency of the oil seal.

“What’s the answer, Brian” I hear you say. Well, SKF – a well known bearing and other parts supplier makes a repair sleeve which is very thin and will just fit over the axle bearing surfaces giving a new slightly larger diameter running surface. (Congratulations to whoever worked out which part number to specify for the Minor!)

My convertible project has been fitted with a very good condition axle casing that I picked up at our Dorset Branch show at Burley some years ago. It reputedly came from a South African car and had virtually no rust. However, the offside hub mounting had been attacked by ‘Mr Clumsy’ and the surface was quite badly damaged just where the oil seal runs. An ideal opportunity to try one of these repair sleeves was thus conceived.

The sleeve comes as a plain ring with an application collar at one end. The collar can be removed when fitted as there is a groove around the circumference which is weakened in readiness. There is also a specially sized ‘cup’ which is intended to be used to slide the sleeve into position. However, due to the threaded projection which holds the large nut, this is of no use in this process – so it can go in the bin.

Now there is a problem at this point which I only realised after I had fitted the sleeve and discovered it was in the wrong place – thereby wasting the part as it cannot be removed without wrecking it. As the supplied ‘cup’ was of no use to install the sleeve, I put the hub back on as it is ideally sized to push the rim along the axle into position. When I had pushed the sleeve right back as far as it would go – it dawned that the new oil seal running surface was not in the correct position as it had been pushed right back beyond the reach of the seal which is quite close to the outer shoulder on the axle. The only answer was to fit a second sleeve(!) and trim it to fit the bearing shoulder. I made the expensive mistake so you don’t have to.

I had decided to treat both sides – as I believe that it is better to keep things even – and so this gave the opportunity to try and get it right the second time. I ‘snipped’ the fitting collar prior to fitting so that it could be easily removed afterwards. You just have to be careful to just push the sleeve far enough along the axle so that it is flush with the shoulder – and no further.

I have contacted ESM about this as I felt that a little advice on the website would have helped.

BRIAN

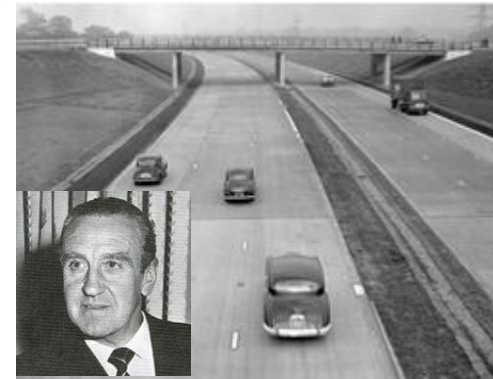
THE ‘MOTORWAY AGE ‘ TURNS 60 THIS YEAR

Following the opening of the comparatively short ‘ Preston By-Pass’ (opened in 1958) the first section of Britain’s first ‘official’ motorway was opened in November 1959

by transport minister Ernest Marples . This first stretch was from Watford to Crick/ Rugby .

The earlier trusted technology of steam rollers was actually used during it’s construction. There were long traffic jams leading to the opening ceremony of keen motorists eager to be amongst the first to

experience a ‘new age’ of motoring - Whilst there was no speed limit, there was also no safety barriers or any lighting at night . Jaguar and other car manufacturers were regularly using the M1 as their speed testing track (often at night and in the early hours of the morning) One sports car was proudly recorded to have achieved 180 mph! .Morris Minor model ranges were still in their production heyday and would have been a familiar sight on the new M1— yet to be



the first British car to reach sales of 1 million a year later in 1960.

From that opening day officers in newly commissioned Ford Zephyr police patrol cars were regularly having to stop and request’ that families should be advised not to stop on the motorway grass verges setting up chairs Primus stoves and blankets to have



picnics in order to watch the novelty of the spectacle of speeding traffic (families with children regularly set up on the central reservation for the very best view)The AA reported dealing with at least 13,500 breakdowns over the first 24 hours with many ordinary family cars ,most often typical of the 1940’s, and early 50s, being driven for miles flat out and suffering engines literally .blowing up’ .The M1 ‘service area’ consisted of an assortment of huts and did exceptional business selling tea at 6d a mug. **A press reporter famously reported that Marples uttered to a colleague just after the opening ceremony - “What in G*** name have I started here today !”**

DORSET BRANCH MMOC ANNUAL DINNER DANCE 2020
at The DUDSBURY GOLF CLUB RESTAURANT
7pm Saturday January 18th – 40th Anniversary Year

DMMOC Annual Dinner and Dance Menu

Starter:

- Carrot, Butternut squash and Sweet potato Soup (V)
- Melon, Mandarin and Blueberry Cocktail (V) (served with orange sorbet)
- Pork and Apricot Terrine (served with toasted Crostini and Mixed Leaves)
- Prawn Cocktail

Mains:

- Traditional Roast Turkey (served with chipolatas, savoury stuffing and gravy)
- Roasted tenderloin of beef (served with Yorkshire Pudding and gravy)
- Smoked Cod Loin (served with a saffron cream sauce)
- Roasted Mediterranean Vegetable Stack (with spinach & pinenuts served with a tomato and basil sauce)
- Served with a selection of Fresh Seasonal Vegetables and Roast Potatoes

Desserts:

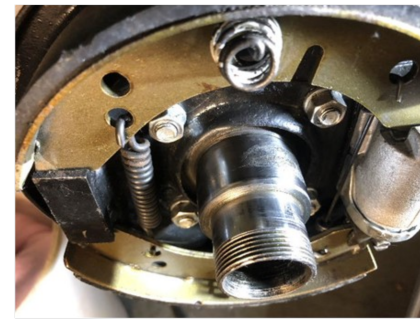
- Christmas Pudding (served with Brandy sauce)
- Chocolate Orange Cheesecake
- Fresh Fruit Pavlova
- oOo-
- Cheese and Biscuits (£2.50 extra)
- oOo-

Coffee and after dinner mints

£29.00 Per person (includes one drinks voucher)

ROOMS £90.00 per room (please make your own arrangements)

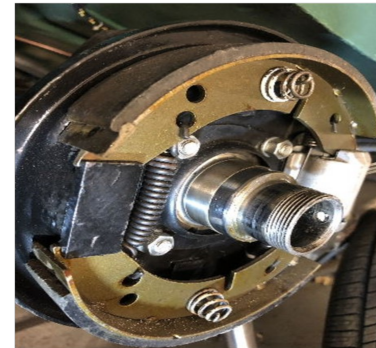
(Hotel phone 01202 593499)



Damaged axle bearing surface to be covered



SKF Sleeve Kit



Here sleeve incorrectly fitted too far back
 Also note slight damage still exposed.



Sleeve on other side being fitted using an old locking
 Washer to gently ease it over the axle.

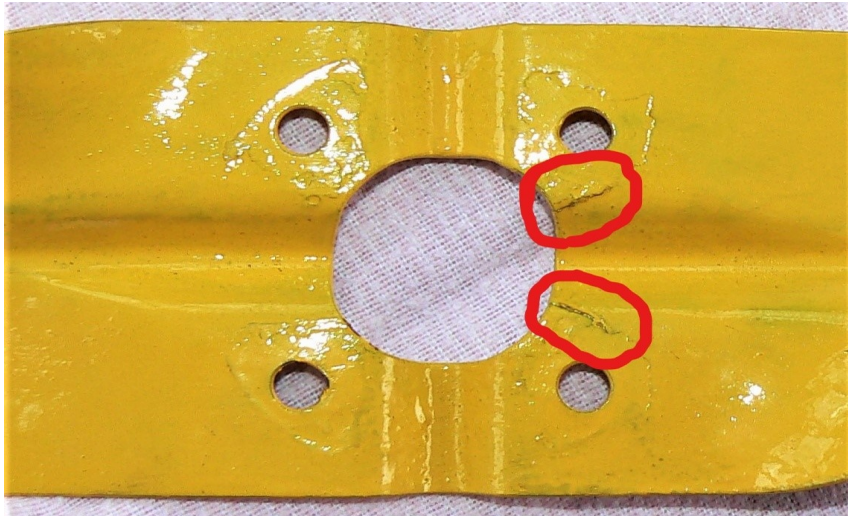


Sleeve fitted in the correct position
 with the 'snipped' collar ready for removal.



Collar being torn off with side cutters showing
 Showing finished article—ready for reassembly .

DORSET MINOR CLUB 'BLACK MUSEUM'



Cracked Fan Blade

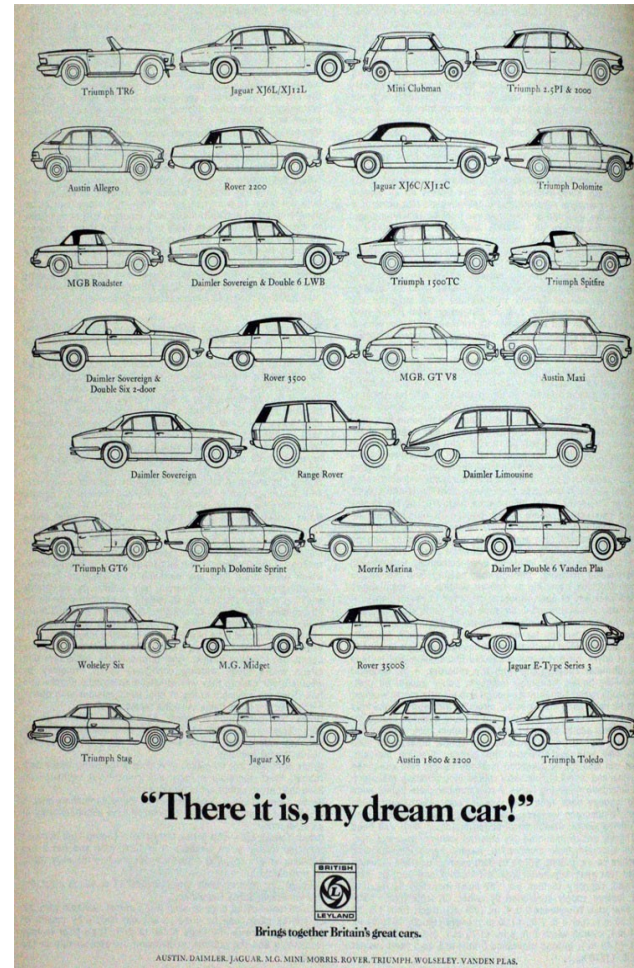
A few Minors have been converted to electric operation of their cooling fan but the majority retain the original arrangement of belt-driven fan blade mounted on the water pump spindle. As long as the four retaining bolts remain tight there is little to go wrong except for the possibility of cracks forming around the mounting holes as shown here.

If allowed to grow, such cracks will eventually lead to half or possibly all of the fan blade becoming detached, and as it rotates at approximately the same speed as the engine, the centrifugal force acting on the loose portion(s) will be more than enough to do considerable damage to anything that gets in the way.

Whenever fitting a fan blade it should be carefully inspected for cracks, which if not too serious may be repaired by judicious welding. There should be a stiffener plate, also seen here, which is sandwiched between the bolt heads and the fan blade and which adds rigidity where it is needed most; this inconsequential-looking item should never be omitted.



Meanwhile, Leyland Motor Corporation's new engine policy of the late 1960s had failed, with the AEC V8 and the Rover Gas Turbine being dropped by 1973 and the Leyland 500 series fixed head engine confined to lower-powered, mainly bus applications before being dropped in 1979; the thirst of the gas turbine and the unreliability of the V8 (which had been rushed to market as an under-developed unit) and the 500-series cost sales and enabled Scania and Volvo to enter the UK market. Both before and during his period of leadership, the British motor industry tragically suffered from poor profitability, which went hand in hand, arguably, with an unfortunate chronic lack of investment in future production technologies and facilities.



It's 1972 and BL offer no less than 38 passenger car model options! (just after Morris Minor production ended)

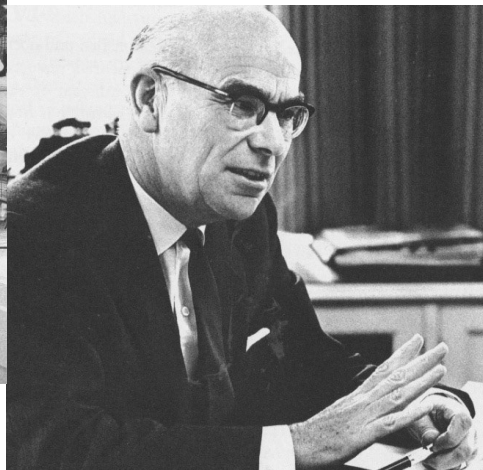
AFTER MORRIS MINOR PRODUCTION ENDED!

Were there too many British Leyland car models at the end of 1972 ?

In 1972 the BL advert (right) offers 38 passenger cars, and that's not including additional light and heavy commercial vehicle ranges !

(The Minor had just been 'officially replaced' with the Morris Marina)

Despite criticism from the media and motoring press, the Morris Marina's basic design principles (derived from the Minor) let it be keenly priced. The Morris Marina was actually a very popular car with the UK motoring public at the time .



*Marina production starts -
and Sir Donald Stokes,
Head of British Leyland 1968—1975*

The original Marina range continued to be among the country's best sellers throughout its production life, peaking in sales at second place in 1973 — only surpassed by the Ford Cortina. In many ways, the car fulfilled its goal of being an unpretentious, high volume, mass-market car .

Donald Stokes main past experience was chiefly as an effective salesman , while he successfully led BMC/ Leyland Motor Corporation during the period of the 60's he never later really got to grips with the scale and politics of British Leyland, which had now incorporated BMC, Rover, Jaguar and related commercial vehicle marques with nearly 40 factories and over 100 business units ! His efforts to bring in senior executives from competitors were only partially successful, and persistent infighting (such as the refusal of Triumph to accept the Rover V8 engine for the Stag convertible, and the discrimination against MG in allocating investment funding in favour of Triumph) whilst the inherent unprofitability of BMC sapped the competitive position of the new business.

MORRIS MINOR WORD SEARCH



L	I	N	O	N	U	E	M	O	M	O	N	S	L
S	T	L	Y	L	I	C	S	L	I	S	S	P	N
L	L	T	E	C	L	O	S	O	N	A	L	L	U
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S	I	M	O	S	Q	U	I	T	O	I	E	I	O
W	L	O	E	M	T	L	N	T	E	S	S	R	G

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In the era of true 'working' Minors!



**If possible use a low output 'battery maintenance' trickle charger—the type designed to be connected permanently for long periods . When it comes to starting the engine the battery will always be at maximum charge . (There is also recorded evidence that a battery will enjoy a much longer life when regularly connected to a 'battery maintenance' trickle charger at any time of year on a car that is used on an occasional basis rather than daily.*

** If no garage or car port etc. is available and outside is the only option, beware of prolonged use of cheaper single layer flexible plastic car covers. If left on for extended periods these will condensate in varying weather conditions and temperatures . Not only trapping water in and around the car but the car paint finish will likely retain a severe bloom marking, often difficult to remove . Better quality covers 'described as microporous' should be designed to breathe having several different specially laminated material layers. Also strategic air vents incorporated into the design is a very good additional design feature. It is recommended to regularly remove any cover during any dry sunny hours whenever possible and also open up the car. It's also worth while checking the foot well carpets and also the boot lower well rear of the spare wheel from time to time checking for possible dampness in case of any rainwater leakage into car.*

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

Front Plate



Rear Plate



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

VINTAGE & CLASSIC PLATES BY



0114 273 1151

www.jepsonclassicplates.com

Jepson Classic Plates. 44 East Bank Road, Sheffield, S2 3QN



**Ideally any petrol in the tank over this period is best zero content of Bio Ethanol - (for as long as it is available in our county -Esso unleaded premium grade petrol available from Esso filling stations in Dorset has been confirmed by Esso -although they have to still label it 'E5' according to EU law) It will have a lesser attraction of tank condensation and potential effects on fuel system materials when kept in static contact over longer storage periods. Many advocate filling the tank with premium grade, thus reducing air space that potentially could condensate if the car is stored in a place of highly variable temperatures over longer Periods.*

With thanks to Martin Feltham (DMMOC member and local Mobile Mechanic, specialising in classics) Martin has spent over 45 years in the motor trade , starting his BL apprentice training at Kennings Ltd principle British Leyland main dealer. Martin's advert and contact details can be found on page 12 .

YOUR MINOR THROUGH THE WINTER MONTHS



*In the bleak midwinter, frosty earth stood hard as iron,
water like a stone; Snow had fallen, snow on snow,
In the bleak midwinter, long ago “.*

Hopefully our region will not suffer prolonged periods of extreme weather conditions as described in the first verse of that popular 1840's Christmas Hymn above

-Whilst appreciating a lot of experienced members may well be aware of most of the following ideas and suggestions, it was after recently talking with club member and local Classic Car Mobile Mechanic, Martin Feltham that we tried to come up with some basics that certainly ought to be worth considering when your Minor is likely to be lying idle for those much longer than usual spells over the next few months. (It's when the thought of driving out in persistent rain, extremely low temperatures and salt laden roads for any length of time does not usually appeal quite so much). Well for those interested and who like me tend to keep their cars safely tucked up rather more in winter compared to most other times of the year, here are a few winter storage basics we came up with.

**NB These 'seasonal tips' are not intended to diminish the importance of normal regular servicing at the usual recommended intervals - but are offered in addition mostly for long-er than usual periods of static storage.*

**The very best scenario, if possible, is to give the car a run out particularly on a dry winter day say every 3 weeks in order to keep everything moving, the fuel through the system and effectively moving it around inside the storage tank. Alternatively provided there is sufficient fresh air ventilation run the engine at fast tick over for at least 15 minutes or so raising the engine up to full working temperature. Failing this, at least try to crank the engine over with the starting handle, with the ignition off, to help regularly circulate lubricant into the higher engine oil ways etc.*

**Check tyre pressures are all up to the usual 28psi (minimum) all round and move the car either forwards or back (even just a foot or so) every once in a while to avoid tyres sitting in exactly the same parking position.*

**At least every three weeks or so sit in the car and press down several times on the brake pedal to actuate wheel cylinder pistons to help keep them free moving. (also assuming there is no sign of any leakage of brake fluid anywhere) also depress the clutch pedal a few times and also operate the hand brake up and down a few times, again every three weeks. (It's best to keep the handbrake in the off position and chock the wheels if the car is on a slope)*

**Check Condition and age of Anti Freeze -(covered in detail in the previous November newsletter). If suspected to be over 2 years old, drain and replace using the standard blue ethylene glycol product. At the same time checking condition of hoses)*

** If the car is brought home wet the best choice is to let it dry off ideally under a car port or in the open as soon as the weather has dried up to a degree, alternatively leather it off in to the garage and if possible leave the garage doors/windows open at least for the rest of the day creating an airflow to help more fully dry it out.*

Chairmans Report



Good evening and welcome to December clubnight.

Tonight is the Christmas Jumper competition and a glass of wine to say thanks to all the Branch Members for their help and support over the year. The committee does appreciate your support. The Committee and myself would also like to thank Dave Walker for all his hard work over the last 3 years or so, sorting out the issues surrounding the MMOC insurance. It has taken a lot of time and patience but now seems hopefully resolved. Thanks again to Dave.

Tonight we would like the Dinner and Dance and Mistletoe Meander Run booking slips handed in to Jacky.

The January Clubnight will be planning for the 40th Anniversary celebration. So if you have any old photos, films, DVD's etc that could be borrowed, please let the committee know.

Laurie and I had a meeting with Beaulieu Events team recently, to organise the Moggyfest at the Spring Autojumble in May 2020. They are also running a 'Retro-Village Show' at the same weekend - so if you would like a stall or know of someone who might also like to take a stall, please let me know.

Dont forget the Classic Cars on the Prom day on 1 January 2020. Hopefully the weather will be good to us on the day.

Tonight is the book sale for the Branch Charity 2020. This is the first time the Branch has done this, so I hope it goes well. Also tonight I am sad to see the end of the Branch Regalia. This has been very popular with the membership over the last 15 years, helping to finance and advertise the Dorset Branch. So if there is a member who would like to take it on, (with my help!) please let me know.

That's all for now, Merry Christmas to you all from Ann and John.

803cc Series 2 gearbox. Fully rebuilt with high quality bearings, new layshaft and roller bearings. Ready to fit. Bargain price £325
Brian Wood 07411 116336



1098 Engine.

Fully reconditioned with new pistons, shells and thrusts. Un-leaded head, spin on oil filter conversion, duplex timing chain, new oil and water pumps. Ready to fit, £975 - Brian Wood 07411 116336.



For Sale Wolseley 15/50 (1958)

Owned for 25 years and regularly serviced by branch member Clive Silcock . (Reluctant Sale)
£6,750 (o.v.n.o)
More Information - Contact Clive on



(‘T’ = Trade) **1967 Morris Traveller** in British racing green, 1098cc. engine. Mot until 24th. October 2020. With no advisories. Professionally waxoiled underneath, it has a rebuilt gear box, new clutch and brakes been done. New floor and cross member welded in, drives very well, also has a Tow bar fitted. **£6250.**
All Offers considered. Can deliver by arrangement.
Phone 07939 264653



FOR SALE 1961 Morris Minor Traveller. I have owned it for under 3 years. in that time it has covered less than 100 miles. New Front Seats. 4 new tyres wheels painted. New loom new alternator engine and engine bay as new. New Brake Servo. test drive welcome, open to sensible offers

Brian Reed brianreed.dog@gmail.com

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

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.

FOR SALE. FRONT DISC BRAKE KIT

for Morris Minor (believed to be Ford XR3i). Complete kit including 10" vented discs, brake pads, hubs, recent new hub bearings. All fittings including brackets, nuts and bolts £100. Buyer to collect. 3 Tree House, Kingston, Sturminster Newton, DT10 2AR. Phone 01258

THE ‘BRIAN WOOD’ REPORT



It’s the end of the year again, and the number of opportunities for using the Minor in decent weather have diminished. Our Traveller has had to be stashed in a lock up for a few weeks to make room in the garage for a bit of annual maintenance on Jacky’s 4 door saloon – so it hasn’t had a lot of use lately. As Neil Young’s musical work tells us ‘Rust Never Sleeps’. Indeed it is usually wide awake and the job I started on Jacky’s car has suffered from scope creep as there is more work to do than was originally envisaged. It is coming along nicely however, and might be finished soon so I can get on and complete the rebuild of the convertible.

The County of Dorset is almost unique in the UK in so far as it has no motorways. I started my driving career when I lived in Portsmouth and the motorway I had the greatest connection with was the M27 – the construction of which started in the late seventies when I was studying to be a Civil Engineer. I don’t remember venturing on to it until I was on my third car which was a 1969 Triumph Spitfire. I recall that the motorway took many years to construct and there was a long period of chalk excavation through Portsdown Hill which made large chalk laden lorries and white mud on the roads a familiar sight around the north Portsmouth/Cosham area. For some reason which I never discovered, there was a vital section of the motorway left out of the original construction programme. This meant that about another 5 years passed before you could get from Portsmouth to the New Forest without having to drive through the centre of Southampton – which was arguably the whole point of the road in the first place.

Anyway, Seasons greetings to you all from the Spares Department – which will be in full operation over the holiday period – if you have a spares emergency give me a ring. Hope to see you at the Mistletoe Meander in December and don’t forget there is no newsletter in January.

BRIAN