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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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1980-2020

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16-17th May Beaulieu 2020

'IT'S ON OVER THE WEEKEND OF MAY 16TH /17TH'


(Bookings in by 31/3/20 PLEASE)

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Dorset Branch

MORRIS MINOR OWNERS CLUB NEWSLETTER

FEBRUARY 2020
Vol 23, Issue 3 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.

Forthcoming Events

Events Requesting **PRE -BOOKING** etc. - details in right hand column



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		



**DMMOC Souvenir Plaque
1980 to 2020
(It's the 40th Year of the
Dorset Branch)**

**Front Cover Story
Graham Melly (Founder
Member of the Dorset
Branch)
with Chairman
John Jenkinson**

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.

MARCH 4th	CLUBNIGHT Talk—History of Highcliffe Castle	NO
APRIL 1st	CLUBNIGHT Talk—Customs & Excise	NO
**APRIL 19th or 26th TBC	SPRING TIME SAUNTER Shillingstone Railway and Bakery - ** Forms & finalised details to follow	**YES
April 26th	Swanage Charity Day & Classic Car Display (*Cars £5 Pre - booked, or £8 on the day) Victoria Ave Car Park, Swanage .	*YES
APRIL 10th	Popham Airfield –Classic Car Show Arrival strictly by 9.45 a.m. full details see - https://popham-classiccar-eventbrite.co.uk	YES
APRIL 23rd	Hamworthy Inter Car Club Quiz 7.300 p.m. Hamworthy Club Canford Magna. BH21 3AP .	YES
MAY 6th	CLUBNIGHT Antiques Evening—Phil Traves	NO
May 9th/10th	Breamore House ‘Steam UP’ (Required arrival time TBA)	NO
MAY 16th/17th	‘Moggyfest’ (Dorset Branch 40th Year Ruby Anniversary Event) at the Beaulieu Spring Autojumble . Forms/details to follow	YES
JUNE 3rd	CLUBNIGHT Charity ,Branch Members Proposals/ Voting	NO
JUNE 7th	Hampshire Branch Rally (HAMMOC) at Sammy MillersBH25 5SZ	NO
JUNE 13th	CHAIRMAN’S 40th CELEBRATION ‘RUBY RUN ’ Nothe Fort Weymouth Forms & details to follow	*TBC
JULY 1st	CLUBNIGHT Road Run - Details TBC	NO
JULY 11th	‘Westival’ (West Moors Recreation Ground) (details TBA)	NO
JULY 11th	Holdenhurst Village Fete	NO
JULY 19th	DORSET BRANCH ANNUAL RALLY Wolvercroft Garden Centre SP6 3BE **Forms & details etc. to follow	**
AUG 2nd	Lymington Car Show booking details to follow	YES
AUG 5th	CLUBNIGHT Gardening Show/Competition	NO
DEC 13th	Transport of Yesteryear . Christmas Classic Steam & Vehicle Meet , Top o’ Town C Park Dorchester. (*any booking req TBC)	*

ON THE MINOR 'MISCELLANEOUS'



HOSTED ON
Team-BHP.com

*Did someone say there was strange engine noises emanating from Brian's garage recently ?
Apparently Mrs Woods 2 door is temporarily off road just for basic repairs -
(perhaps it's true though, an engine modification is under way !!)*

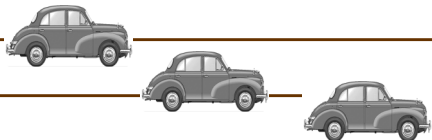


Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
Volume 23 Issue 3 FEB 2020**

**NEXT CLUBNIGHT
Charity Blind Auction**

In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL, EDITORS 'IN BOX' and 'EDITORS NEWS DESK' P. 4 & 5	
SECRETARY'S REPORT P.6	P 7/8/9/10 Meet the Members (Steve Brown)
Dorset Branch Members Profile (Meet The Members) P 7/8/9/10	P16/17 Annual Dinner Dance & Annual Awards . Editors Photo Report
CHAIRMAN'S REPORT P. 13	P18/19 Fit your own - High level stop light By Arthur Cox
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P20/21 A New MORRIS Commercial Vehicle !
THE 'BRIAN WOOD' REPORT P.15	
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 - 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.

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SEATER VEHICLES

Happy New Year and welcome to the first Newsletter edition of the start of a new decade ! Hope you like the special 40th year souvenir rallying plaque enclosed with this newsletter (Brian describes more on his page)

- Yes, the Dorset Branch Morris Minor Owners Club celebrates it's 40th year (as Graham & John remind us on the front cover !) Back in 1980 our founder member Graham Melly started the Dorset branch when he had the incentive to encourage just small a handful of local owners to initially meet up to have a friendly chat about the day to day running of their Morris Minors - It was very soon after that the National Morris Minor Owners Club formally invited Graham to officially inaugurate the Dorset club as a branch of the National Morris Minor Owners Club . Membership soon blossomed at the very start thanks to Graham. From those early days the Dorset branch now has over 160 members being one of the most active ,having one of the highest member numbers within the National Minor Owners Club.

In this months 'Meet the Dorset Members' I am pleased to feature our Dorset branch member STEVE BROWN - Steve is the proud custodian of no less than 6 interesting classics in beautiful condition. Each vehicle a real credit to Steve's exacting standard of his own restoration patience and expertise (including 2 splendid condition Morris Minor's regularly driven and under the special charge of Michelle) (see Pages 7to10)

High level stop lights were not around 'in the old Minor production days' of course, or ever as original equipment on the Minor. However , (and respecting any preference of those members who may prefer to keep things totally original and perhaps even consider it another one of those new fangled modern 'embellishments') here's a D.I.Y. fitting suggestion from Arthur Cox . It's in the wake of a mention in a recent newsletter editorial on the subject of modern cars 'tailgating' close behind us, when out in our Minors. It also struck a chord with a few other members. - It's a simple , unobtrusive design of a high level brake stop light , being installed in a Minor saloon rear window.(though easily adapted for other models) Arthur's simple choice of kit (recently fitted to his own saloon) would certainly help provide any 'tailgater with an additional visual warning towards 'stopping /slowing down ' intentions. . (Pages 10/11)

What! A brand new Morris vehicle on the horizon since well over 35 years ! No, it's not a Minor but a new 'Morris Commercial' badged vehicle that has been announced . A modern 'reincarnation' of an old vehicle design classic ! - Whether you are a fan of the idea or not, there is already another modern version' of an original classic car still assembled, but now owned by the German company that has enjoyed sales success , that of course is the 'modern version' of the old 'British' Mini. If this latest EV is in the hands of a major world automotive producer they will certainly be looking for an expectation of sales figures whether it is perceived as a nostalgic 'new classic /electric vehicle ' or not, and you may need rather deep pockets to initially buy one at this moment in time (more on Pages 20/21) However in the meantime do enjoy driving your own 'genuine classic'

ROGER



Where the J-Type was a workaday van in its day , the JE is advertised as 'upscale boutique' - Prices are expected to start from £60,000 !!

Of course, for that price the JE isn't going to have a low-rent delivery van interior. The seats and steering wheel are trimmed in leather with contrast stitching and there's a modern infotainment system. Morris Commercial promises high-quality materials – even in the cargo bay – and an 'exquisite level of detail' with 'luxury materials they say (marketed as 'British Craftsmanship') The reborn Morris Commercial brand has been founded by Dr. Qu Li, a Chinese businesswoman formerly affiliated with the defunct MG Rover past 'negotiations' that attracted 'extensive ' and somewhat scathing press and media stories at the time. Dr. Qu Li was also responsible for then scooping up LDV's assets a decade ago and selling them on to State owned Chinese SAIC Motors where it is alleged being a very close member of her family in a top key position. She has headquartered the company in Worcestershire where it is claimed the old original Morris J type was completely 're-designed' Where the new Morris JE is to be built has yet to be officially disclosed and it has been assumed and reported that the Chinese State owned Shanghai Automotive Industry Corporation (SAIC) have a financial interest in the project. They retain the Morris name today along with MG and their empire now even include major corporate financial interests in both VW and General Motors.!



The last Morris British Automobile Industry built 'passenger car' was the Morris Ital (1980 -1984) above left, (in fact the last 'facelifted' version of the Marina - the car that replaced the Minor) - In fact the very last Morris vehicle nameplate actually appeared on a van , it was the 'Morris Metro' van version of the Austin Metro hatchback in 1985, (above right) for a brief time before it was rebranded the Austin Metrovan.

Roger

'MORRIS COMMERCIAL' NAME PLANNED TO BE REVIVED ?

Editors report



Production of a new 'JE' van has been reported to start in 2021,

The JE is the first planned product from the old resurrected 'Morris Commercial' brand. It's 'styled' on the old Morris J-Type, the forward-control van produced between 1949 and 1961. You'll see some obvious differences, however, like modern front bumpers and a charging port behind the grill. 'New Company -Morris Commercial' are fully marketing the JE's talents as an exclusive mobile billboard, saying its distinctive looks "provide eye-catching mobile marketing solutions". In addition to the van, there are pickup and minibus versions promised in time and Morris Commercial also highlight autonomous driving technology down the line. Underneath the lightweight, carbon-fibre composite body is a bespoke chassis with a lithium-ion battery powertrain. Morris Commercial expects an electric range of **approx 200 miles** from the **60kWh** battery array. This 'flat bed' type of chassis unit design concept has been compared by some observers as a large 'powered skate board unit' housing it's flat layer of batteries. It can accept a variety of alternative body 'styles' that the manufacturer can basically just bolt on .

Editors In Box & News Desk



'Destination Hengistbury Head' - MISTLETOE MEANDER

At least 15 Minors and 7 other classic cars participated in the annual Mistletoe Meander run out on Sat 28th Dec. This years route was Boscombe Promenade and then on to Hengistbury Head. There were 80 plus for the traditional serving of Fish and chips on return to the regular Dorset branch meeting venu at the Southern Electricity Club . Best seasonally decorated classic was won by Karen & Steve Brown, Wendy & Martin Devine were runners up.



(Photos with thanks
Mike Smith & Andy Dibb)



1. 'Le Mans' style sprint start - Brian & Pete! 2. Best dressed! 3. "You have reached destination"

Choice of Charity - 2020

We would like to remind any paid up members of the Dorset branch wishing to propose a charity for the next branch year choice , that the deadline for presentation will be :-
by Wednesday June 3rd Clubnight.

New Years Day 'CCOTP'

In spite of damp drizzle on the day , organisers of Classic Cars On The Prom were delighted in attracting no less than 150 classics (including some Minors)



Michael's 'Grand Day Out' (in a Minor) -

Just prior to Christmas Club Chairman John received a late evening phone call from James Wills . It was to explain that his father in law Mr Michael Collins, having recently been diagnosed with a seriously advanced cancer , and that 'dad' had now, even more than ever regret s not taking the opportunity to get his own Morris Minor. One of his father in law's wishes was to ride in a Morris Minor while he can. Branch secretary Laurie then came to the rescue volunteering to take his traveller round to the Wills family home in a surprise gesture in order to fulfil Michael's wish to ride in a Minor . On the day Michael thought he was just going out as per normally arranged with his family . The funny thing was 'dad' remembers the traveller ((now owned by Laurie) well as he recalls that the very same traveller actually lived in the road next door and he knew the owners from 25 years ago !

James particularly sends sincere thanks to John Jenkinson for answering the phone so late and also a really big thank you to Laurie Blewer , not only for being so kind hearted in just coming and visit, but making 'dads' day as his chauffeur, during such a memorable joy ride trip out around the local area .



Secretary's Report

Good evening and welcome to the first newsletter of 2020, our 40th anniversary year.

Our first event of the year has now taken place, namely our Annual Dinner and Dance held once again at Bentleys Restaurant at The Dudsbury Golf

Club. I hope you all had a brilliant time and well done to the recipients of the trophies this year. The trophies are now starting to show their age but they are all part of the clubs history. A fabulous evening of wining and dining which I am sure Roger has written about in detail with lots of photos. The last event of 2019 of course, was The Mistletoe Meander. Unfortunately, I had to work that day but when I arrived it was good to see such a brilliant display of Minors in the car park. I joined everyone else for lunch and very good it was too.

Tonights clubnight is the annual Blind Auction raising money for this years chosen charity so please dig deep and help us raise a good amount. Next month we will be having a talk on Highcliffe Castle. If you check the events diary you will notice that we have a packed calendar of clubnight activities planned for the coming year.

Thank you to everyone who brought books along to the December clubnight. Unfortunately, I bought far too many!! The remainder have now been taken to the Bank and are selling steadily raising a bit more cash for charity.

Plans are now well underway for this years Moggyfest. Thanks to everyone who brought along photos to the January meeting from the last 40 years. Roger and I are going through them and will reproduce our favourites for display in the main marquee as part of our "Ruby" theme. Please make sure that you get your entry forms in as soon as you can – you should have one with this newsletter.

We are already starting to get dates in for events this year but please let us know of any that aren't in the events diary. It's still amazing how many there are that we don't know about. We are also starting the planning of several road runs and, of course, the Dorset Branch Rally at Wolvercraft again. So we can look forward to another busy year ahead of us.

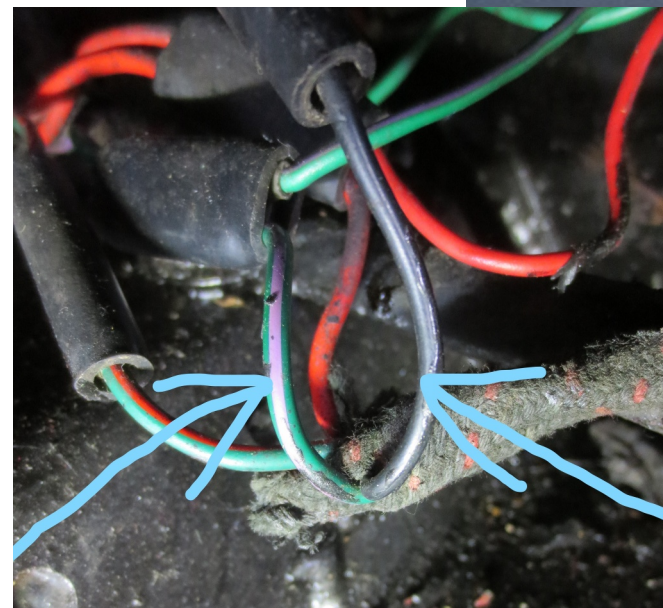
I have hardly been in the garage at all recently but both cars have been out for some "exercise". The Series II only had a very short run but we took the Traveller down to Classic Cars On The Prom on New Years Day. There was a brilliant turn out as usual despite the weather.

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

The feed cable from the vehicle stop light switch required is green with a purple tracer (the one arrowed on the left) If identifying the colour is a problem get an assistant to press the brake pedal with ignition on to illuminate brake lights and remove each wire from the connectors until the stop light goes out . If tapping into the original 'Lucar' connectors strip back about 1/4 inch of speaker wire with the white tracer and attach this to the green with purple colour cable re-attaching the Lucar terminal back to original position . The other plain black speaker wire simply can be attached into the black earth lucar type terminal in the same manner. (Alternatively if you do not wish to disturb the original vehicle fitted Lucar connector tap into the green with purple feed wire and the black earth cable separately using a modern connection terminal of your own choice)

Use gaffer tape to secure and tidy wire that runs down the wheel arch . Re-fit the trim at the end of the rear parcel shelf .

Ignition on—press brake pedal : - Hey presto ! High level ,simple design and easily fitted high level brake warning light . Easily removed if originality is ever required in the future . If your battery is low in charge run the engine whilst testing the set up operation as LED lamps are voltage sensitive.



*Brake light vehicle feed wire
Green with purple trace
shown centre left.
Earth cable (Black)
Shown centre right
(Located rear of rear light unit in
the lower rear boot well)*

P.S. Easily fitted to other cars .

ARTHUR COX

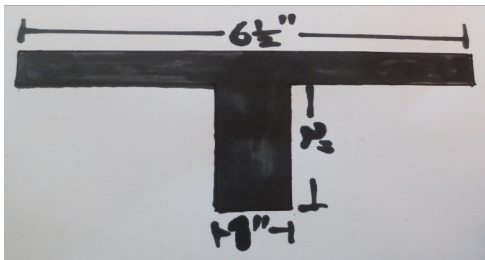


MINOR 'D.I.Y. WORKSHOP'
FITTING A HIGH LEVEL REAR L.E.D. BRAKE STOP LIGHT
By Arthur Cox

The LED strip light featured and installed here is readily available from the internet (ebay etc..) and is generally described as 'Red Superbright Driving LED Cob Light' or very similar. It is smaller and neater than various other products described as 'LED high level stop lights' that often have screw holes for exterior surface mounting.

Parts required :- 1 Red super-bright 'driving' LED cob light. (from internet) / 2. Twin speaker cable (with polarity trace marking) 3 metres. / 3. Flat metal tin lid. / 4. Tin snips or scissors, / 5. Black satin spray paint / 6. Soldering iron and solder / 7. Black pvc insulation tape.

This type of LED strip has double sided tape fitted to enable fixing to the thin metal cut out bracket to the suggested shape shown, matching the LED light unit used (measurements are shown as a guide drawing below) Spray the bracket with paint, except the area that the lamp unit is to be stuck. The wires pre fitted to the LED unit are red and black - solder the red wire to the speaker wire with the white tracer and solder the black LED unit wire to the plain black speaker wire. Insulate joints with short lengths of insulation tape thus keeping the soldered joint diameters small to allowing wires to be tucked under the inside rear window rubber. Mark the window and bracket centre. Ease the internal glass rubber back and slide the upright bracket section between rubber and glass. I fitted it at the bottom of the rear window, more wire may be required if the unit is fitted at the top. Ease the wire under the window rubber to the side of the rear parcel shelf that the vehicle wiring can be identified as shown in photo right(inside the lower rear boot well located behind one of the rear light units Remove the screw holding the rear shelf trim panel and feed the wire down the corner into the boot, down the the wheel arch and in under the boot floor, to the wiring terminals to the rear lights (as shown in the photo right)



Drawing of a simple T shaped bracket cut from a thin metal tin lid. Measurements shown are for the LED lamp unit used. (If different cut width to suit)

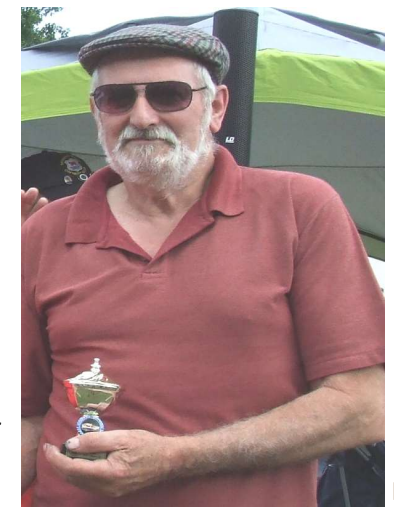


MEET THE DORSET MEMBERS

This month we talk to STEVE BROWN (pictured right, winning a well deserved Best 'Other Make' Car at last years Dorset branch annual rally)

Steve has lived in this area since he was 9 years old when originally moved to the area with parents from Leeds.

Then later in 1962 a 15 year old Steve Brown was more than ready to leave school having precisely known what he wanted to do, he immediately fulfilled his ambition becoming an apprentice mechanic at a garage in Lower Parkstone. Huxhams (Cars) Ltd was situated at the Parkstone end of Canford Cliffs Road. Huxhams was run by two partners Joe Huxham and Tom Bryant, both having been motor trials and racing drivers back in their day. Steve recalls at that time the garage was agents for Rover, Standard-Triumph and Morgan, but all sorts of cars appeared in the workshops This included everyday cars from the Parkstone and Poole areas, to more expensive and exclusive ones from Canford Cliffs. In 1966 the business was sold to the well known Motor Racing promoter Rob Walker (and heir to the Johnny Walker Scotch Whisky business) The Rob Walker Formula One racing team included famous drivers such as Stirling Moss, Jack Brabham and Graham Hill. Steve's new boss Rob Walker kept the Morgan agency but due to the fact that he was actually an Alfa Romeo agent, the Rover and Standard-Triumph franchise was dropped. Steve remembers having Alfas, Aston Martins, Lancias and Morgans as a regular occurrence, alongside the more everyday cars. By then Steve had



he



finished his apprenticeship and even without considering the diversity and also the exclusivity of some of the vehicles that required working on at the time Steve felt justifiably disappointed in such a meagre increase from his apprentice wage rate after well over a year. It came down to the fact in the end that his 'tycoon' boss Rob Walker really left Steve no other option but to look for a better paid job.

The F1 racing promoter and scotch whisky heir Rob Walker (left)

Meet The Dorset Members Cont....

It was in 1969 when Steve and Michelle first met when sharing a 'particular' type of 'automobile' interest ! During the very early days of the beginning of 'Banger Racing'. Michelle was the first female driver regularly to be seen participating in races at Matchams Stadium in those days. This prompted several newspaper articles due to the rarity of 'Lady Banger Racers' at that time. . Steve and Michelle married in 1974 when their daily car was a Singer Vogue Estate - More on that particular make and model later .

For the next 26 years Steve decided to be a plant operator , driving a great variety of earth movers and successfully owning and running his own JCB s from 1994 . However the 'good times ' of the 70's and the 80's , when there was plenty of work, did not last, so Steve eventually sold the last digger he had. and in his own words decided to 'go back on the spanners' and rented a workshop. It then soon became very apparent to Steve that over the last 26 years that car design had evolved and changed quite a bit . Gone were all those nice looking cars with straight forward rear wheel drive , engine design and simple electrics that you could work with and find your way around and so on. Cars had become much more like technical appliances looking more akin to ugly boxes that were in comparison most often a real pain to work on in the traditional way . It was after a year or so adapting to all this 'new technology ' that Steve realised what he really actually preferred (and enjoyed) was the traditional older era of cars that he had learnt and had been brought up around. A positive decision was then made to drop all of the modern cars and concentrate on cars of 'his own' era (now known as Classic Cars) . Steve placed adverts in Classic Car Magazines and he was surprised how enquiries for this more specialist work started to come in. In amongst all the various mechanical work Steve soon found he was fitting a plenty of Morris Minor Traveller wood kits , converting two door Minor saloons into convertibles, all for individual customers, plus loads of structural welding . He also did a good number of gutter repairs on Minor vans that he describes as just one 'slightly less fun job' to look forward to in comparison. Steve had found his niche job for the next 19 years working on Classics taking him up to what is often described as 'retirement' at 67 in 2013 . He enjoys the situation where he can pick and choose a very few jobs that may be of any particular appeal or of a special interest plus the main bonus of having more time to work on the half dozen classic cars that Michelle and himself own between them .



The first of these is Michelle's 1971 Minor Traveller bought in 1996 in a rather poor state all round at the time . Steve installed a 1300cc engine , changed the colour from white to maroon , replaced the interior and also re-did all the chrome. That was in '97/'98 . Michelle did not want the woodwork changed at the time saying that 'brand new' wood did not look quite right on old cars . (Two years later one of the back doors fell off , so after a while new wood was finally fitted by Steve all round . It also just needed some remaining paintwork to be finished off at the time and then it became Michelle's splendid condition 'show car' that we often see at selected various branch car gatherings

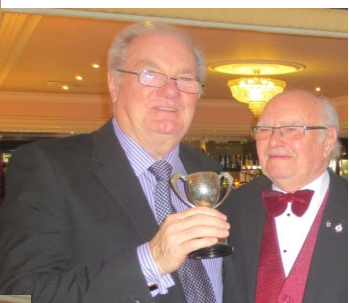


Dorset Branch Annual Dinner Dance at the Dudsbury Golf Club , 18th January. 60 plus branch members / guests attended the special Saturday evening . Highlights of the evening included , presentation of the annual Dorset branch trophy awards , club charity raffle and of course the evening meal. Keyboard , vocal entertainment plus disco was provided by Paul Williams . Special mention really must go to an impromptu demonstration of the 'Gay Gordons' expertly led by Theresa Moxley and Mike Pope . Mike came dressed (as per usual) impressively dressed in full traditional Scottish Suit and Kilt attire, in his family tartan, the 'Ancient Anderson' tartan directly from Mike's Scottish Anderson mums family line.

. In addition to the club's 40th year ,* several couples were invited to dance the 'Celebration Waltz' on their 50th wedding anniversary year.

*More on that story in the next edition

Annual Trophy Winners 2020:-
Chairmans Choice - Martin Harris
Series MM - Mike Sheppard
Series II—Laurie Blewer
1000 Saloon –Mike Smith
1000 Traveller –Ron Tickner
Convertible—Ann & John Jenkinson



The second car in Michelle and Steve's collection is a 1964 blue two door Minor saloon . It was offered to Steve by a lady customer he knew in Bransgore who had taken over her recent late husbands modern car . The lady was obviously not wanting to keep her late husband's Morris because she suggested Steve should take it away for scrapping ! After a short drive Steve found that it drove beautifully and he persuaded her to at least accept £50 for it, rather than disposing of it.



"That car has been Michelle's reliable daily driver for over 15 years now. possibly could have been scrapped if Steve wasn't around at the time , what a thought ! Ed")

Car No .3 BLC 227 came along in 2006 . It's the 1936 Wolseley 14 that so impressed the 2019 Dorset branch annual rally judges (Steve always did like pre ww2 cars of this era) It was actually in the worse condition when Steve acquired it of all of the 6 cars in the collection having had to collect it all the way from Coventry . The interior was wrecked , no headlining left , all the chrome needed re-newing , loads of bodywork problems , rotten door bottoms, surface rust everywhere ,bottom part of rear bodywork had completely rotted of and had been replaced with a section of roadside 'Armco' crash barrier . Also amidst the various mechanical issues was the most awful clutch problem that entailed many months to get right. It actually took Steve 12 years on and off other work to finally get it the condition it is in today . (you can't get on with your own back when you work over 5 days a week on other peoples cars Steve reminds us) The finishing touch was the very smart two tone paint finish colour scheme to a pre-war blue and grey that replaced plain black.

Best Dorset branch 'Other Make' 2019 Annual Rally Award . for Steve's splendid 1936 Wolseley 14



(It is documented that of the cars available, both Lord Nuffield and his wife preferred to drive a Wolseley than any other well into their later years .

Meet The Dorset Members Cont.....

The 1962 Singer Vogue is the 4th car in Steve's collection story, it provides very nostalgic memories as it was a similar car to the very model that Michelle and Steve had during their early years together as a 'couple' back in 1969. Steve found it in 2008 and obviously could not resist. All the car needed was a new sill and a re-spray and it was used every day from 2009 onwards for nearly 4 years. After their house move in 2013 the car had to be stored outside under a waterproof sheet unfortunately this ruined the previously re-sprayed finish and another re-spray has recently brought back its pristine finish.



Car no. 5 was discovered by Steve in 2013, he explains it is the best car he has ever bought. His 1955 Humber Hawk. Steve purchased it from a chap in Weymouth who had owned it for 20 years, totally re-built it both body wise and mechanically, fitted new front wings and had the majority of the chrome re-done. All that Steve needed to do was a re-spray, attend to the interior and re-do the headlining. As well

as seeing the Humber at several recent years Dorset branch local gatherings Steve has driven it all the way to the Moffat Car Show (Scotland) in 2014. The Humber has never given Steve any trouble.

Last but not least of 6 is a rarely seen car. A genuine 'barn find' originally discovered just by chance by one of Steve's friends some time ago, covered up in a corner, when the friend was looking at a number of old motorcycles (being the original reason to visit the seller in the north country) It is a rare 1938 Talbot 10 'Airline' 2 door sports coupe. This particular car was last on the road in 1966. Few were originally made both as a 'pillarless' sports saloon and a drophead version. From 1935 the Talbot and Sunbeam company was acquired by Rootes and the Talbot 10's predecessor was the star of the 1936 motor show the Hillman Aero Minx. The few Talbot 10 Airline sports coupe versions were built at the Rootes owned Clement-Talbot factory between 1938 and 1939 in North Kensington.

**One final thought from Steve—
"Talbot back on the road in 2020? —
Mmmm MAYBE "!**



THE 'BRIAN WOOD' REPORT

Hello everyone, we hope you haven't had too many withdrawal symptoms from the lack of a newsletter last month. Hopefully this one will make up for it. You may be aware that this year (2020) sees the 40th year of the Dorset Branch which was founded by Graham Melly in 1980. In commemoration of this, we have produced a bumper (or grille) plaque to be issued to all paid-up members of the Branch. You will receive yours either at clubnight or with your newsletter by post. If you want a second one, they are available at £5 each. We hope you like them. Thanks to Chris Hope-Jones for the picture of his saloon on a recent MOT trip to France.



We have had a fairly busy time over the last couple of months - Jacky lost her Dad in early January and we would like to send thanks to all those who offered condolences. The Convertible project is still progressing - slowly! The electrics are pretty much sorted now. I had a space for an electric clock in the glove-box instrument panel and I had obtained a classic 'West German' Keinzle electric/analogue clock which appeared to work. When I fitted it however, it only appeared to work for a couple of minutes. It appeared to be a 'clockwork' clock with an intermittent electric winder-up which seemed to work... but only once! So I ordered a new Smiths one but neglected to check the diameter. You can probably guess what happened. It was 52mm and the hole was 60mm. I bought it from Leacy Classics and they kindly gave a full refund and I duly ordered the correct size one.

Getting the fuel gauge to work turned into a bit of a saga. The combination of a larger tank, and a separate fuel gauge meant that the Spiyda 'gauge wizard' was a necessity. This box of tricks matches the float position in the tank to the reading on the gauge. I had to fill the tank a gallon at a time and record the resistance offered by the sender. These readings then had to be manually entered into the wizard by pressing a combinations of 4 buttons! This operation was successful apart from the discovery of a leak from the tank from the draw-off pipe - which led to a hurried evacuation of fuel from the tank to fix it. Then it took 2 attempts. This is just the sort of thing that answers the question "Why haven't you finished it yet?" The current job is to create a 'hidden' toolbox in the boot. I am making a shallow box which will be fitted under the plywood boot floor with a removable lid in the floor itself. Due to the larger, 9.5 gallon fuel tank, there is no room for a spare wheel - either standard width or wider van type (as per the other 4) so I have allowed space in the box for the aerosol type cans of tyre repair goo. There is also a small fire extinguisher and starting handle. I just need to get the coolant into the radiator and then I can try test running the engine. Fingers crossed etc.

See you all soon, Brian.

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For Sale Wolseley 15/50 (1958)
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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@email.com**

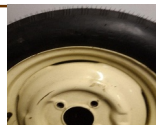
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Fuel Pumps
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We also have some reconditioned fuel pumps for sale at £60 each (£54 to Branch Members) Postage is about £5. Standard new SU ones are £101.40 from ESM

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.



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My Little Satnav.....



*I have a little Sat nav
 It sits there in my car.
 A Sat nav is a drivers friend
 It tells you where you are.*

*I have a little Sat nav
 Iv'e had it all my life
 It's better than the normal ones,
 My Sat nav is my wife!*

*It gives me full instructions
 Especially how to drive,
 "Its thirty miles an hour". It says
 "Your doing thirty five"*

*It tells me when to stop and start
 And when to use the brake.
 And tells me that it's never ever
 Safe to overtake.*

*It tells me when a light is red
 And when it goes to green
 It seems to know instinctively
 Just when to intervene.*

*It lists the vehicles just in front
 And all those at the rear
 And taking this into account
 It specifies my gear.*

*I'm sure no other driver
 Has so helpful a device
 For when we leave and lock the car.
 It still gives it's advice.*

*It fills me up with counselling ;
 Each journey's pretty fraught.
 So why don't I exchange it.
 And get a quieter sort?*

*Ah well, you see, it cleans the house,
 Makes sure Im'e properly fed.
 It washes all my shirts and things
 And...keeps me warm in bed!*

*Despite all these advantages
 And my tendency to scoff,
 I do wish that once in a while
 I could turn the damned thing off.*

**With Thanks, to branch member
 SUE COOPER**

*(I am sure you are perfectly free to reverse
 'gender' of driver and passenger in this
 poem if you prefer , Ha Ha Ed !!!)*

FPCS

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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

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Chairmans Report



Good evening everyone and welcome to the February edition of the newsletter. This is the first branch newsletter of 2020 so I hope all the members had a great Christmas and New Year. Ann and myself plus the family went to the Dudsbury Golf Club on Christmas day for Lunch. We all thought that it was worth the price - with plenty to eat and drink.

This year, 2020, seems to start with lots of new rallies and days out - so keep your eyes on the forthcoming events in the newsletter. January's clubnight went well with many members bringing along their old photographs of Branch Rallies and Runs from the Eighties which will be good for the Moggy-fest show at Beaulieu. The Mistletoe Run went well thanks to Andy for organising the road run and the fish and chip shop for the food at the last minute. 83 meals in all.

The Branch Dinner and Dance at the Dudsbury Golf Club with Paul the disc jockey and entertainer did a great job so thanks to Paul for the good music all evening. The dinner was good also with plenty of hot food - so if you would like to go there again in 2021, please let me or the Committee know because we have to book in advance.

Tonight is the 'Blind Auction' with the Top Branch Auctioneer - Roy Gale so dig deep in your pockets for this year's club charity which is to be voted on in a future clubnight.

Andy and myself are due to see the staff at Wolvercroft Garden Centre for this year's Branch Rally. Don't forget that the Rally is a week later this year on the Saturday 18-Sunday 19 July.

Last but not least, I would like to thank Roger for the December/January Newsletter. I thought he did a great job on it.

Happy Motoring, John Jenkinson (Chairman)