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

(Bookings in by 31/3/20 PLEASE)
further details - www.dorsetminor.co.uk



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Dorset Branch

MORRIS MINOR OWNERS CLUB NEWSLETTER



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1948 < Morris Minor > 1971



MARCH 2020 Vol 23, Issue 4

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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01590 674557

Welfare/Technical Eddie Pateman
07940 518627

Spares Manager & Website Editor Brian Wood
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drkellow@ymail.com
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The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

NON COMMITTEE POSTS

Raffle Coordinators Chris Tilley
Margaret Pateman

Catering Consultant Sue Blewer

Insurance Advisor (to Dorset branch) Dave Walker



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

JUNE 6th/7th	Moors Valley Grand Summer Steam Gala. BH24 2ET	YES
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 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.pilfordheattransportheritagegroup.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



MARCH 4th	DMMOC CLUBNIGHT Talk—History of Highcliffe Castle	NO
MARCH 27th-29th	Practical Classics Restoration Show N.E.C. Birmingham (The Big One) Information - www.necrestorationshow.com	YES
APRIL 1st	DMMOC CLUBNIGHT Talk on Customs & Excise (Martin Rea)	NO
APRIL 19th	Classic Cars on the Prom , Christchurch QUAY 11 a.m.-5 p.m.	NO
APRIL 26th	DMMOC SPRING TIME SAUNTER Shillingstone Railway and Bakery— Forms now available for meal etc.	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 26th	Classic Cars on the Prom - Bournemouth Pier approach From 4p.m.	NO
APRIL 23rd	Hamworthy Inter Car Club Quiz 7.300 p.m. Hamworthy Club Canford Magna. BH21 3AP .	YES
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)	NO
MAY 9th/10th	Breamore House 'Steam Up' (Required arrival time TBA)	NO
MAY 10th	Popham Airfield –Classic Car Show Arrival strictly by 9.45 a.m. full details see - https://popham-classiccar-eventbrite.co.uk	YES
MAY 16th/17th	DMMOC MOGGYFEST (Dorset Branch 40th Year Ruby Anniversary Event) at the Beaulieu Spring Autojumble . (Access for camping from Friday)	YES
JUNE 3rd	DMMOC CLUBNIGHT Charity - Members Proposals/ Voting	NO
JUNE 7th	Classic Cars on the Prom , Christchurch QUAY 11am –5 pm	NO

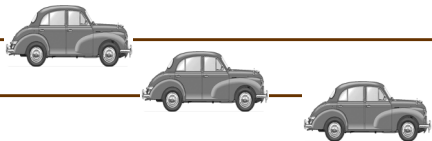


Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
Volume 23 Issue 4 MARCH 2020

NEXT CLUBNIGHT
Talk -History of Highcliffe Castle

In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL, EDITORS 'IN BOX' and 'EDITORS NEWS DESK' P. 4 & 5	P8/9/10/11 Meet the Members (Theresa's Story)
SECRETARY'S REPORT P.6	P16 GIVE US THE TOOLS pt 1
Dorset Branch Members Profile (Meet The Members) P /8/9/10/11	P17 ELF 'n SAFETY By Andy Dibb
CHAIRMAN'S REPORT P. 13	P18/19 'A-Z' DORSET'S HILL FORTS (a picnic out in the Minor?)
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P20/21 GREMLINS AT WORK ?
THE 'BRIAN WOOD' REPORT P.15	
ON THE MINOR 'MISCELLANEOUS' P. 22	
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

Welcome to the March edition , Now that we are just the other side of Jan and Feb with Spring now finally on the horizon it's a nice to think of improved weather at last with a good excuse to take our Minors out and about . In looking forward to a variety of events involving classic vehicles during the Dorset branch's 40th year. I have devoted two pages (from this issue on) covering 'Forthcoming Events . I hope it provides you with more options to plan a few 'Minor' related outings for the coming months onwards .(Pages 22 & 23) If you would like to inform fellow branch members of any other interesting similar events you think should to be listed , please do let me know , I will certainly fit in as many in as space allows each month !



In this months issue of 'Meet The Branch Members' I really am delighted to be able to bring you Theresa Moxley's own story , (as told in her own words) proving how a Minor becomes , in essence, very much more than any other car, perhaps a bit like a special pet, a special member of the family . Within Theresa's extremely interesting story she explains how she was in fact one of the first of Graham Melly's 'early recruits' into the Dorset Morris Minor Owners Group back then at the beginning of the 80s! **Pages 8 to 12**

As Morris Minor owners we can feel justifiably proud now that even the youngest of our popular and well loved British car 'survivor' has reached that magical 50 years .

The very last Minor saloon model was built at Cowley, Oxford on 12th Nov 19701970 also happened to be the year that four Dorset branch couples decided to get married—see opposite page . However I was reminded at the recent annual dinner by certain other couples with the remark "Only 50 years" meaning that several other Dorset member couples have actually already reached and passed this notable '50' milestone by a long chalk ! **More on opposite page .**

'Gremlins' are often conveniently blamed for a variety of mechanical issues, that may occasionally and inconveniently, catch us out with the smooth running of our Minors.

Our regular 'Black Museum 'feature showcasing mechanical parts that have 'somewhat suffered' has been re-named with perhaps a more apt and descriptive title of 'Gremlins At Work' . Brian Wood is inclined to think of a Gremlin named 'Mogwai', that may, on occasions, be known to upset the smooth running of a Morris Minor . See **P 20** ('Gremlins at Work' from Brian) and **P 21** ('Gremlin origins' from me)

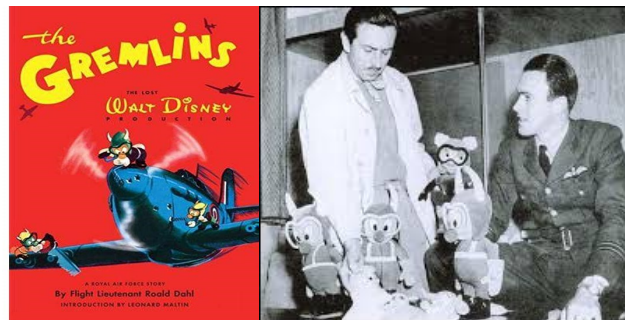
Finally thanks to Andy Dibb for providing some very useful reminders on the importance of keeping ourselves safe, with a just a bit of easy basic pre-preparation, when intending to carry out work on our Minors, see **P16**

Here's looking forward to improved spring weather for those Minor outings soon- **ROGER**

GREMLINS !

Apparently the term "gremlin" denoting a mischievous creature that sabotaged aircraft, originates in Royal Air Force slang in the 1920s among the British pilots stationed in Malta, the Middle East and India, with the earliest recorded printed use being in a poem published in the journal *Aeroplane* in Malta on 10 April 1929. (However other sources have claimed that the concept goes back to the WW1 industry)

The flight crews blamed gremlins for otherwise inexplicable accidents which sometimes occurred during their flights. Gremlins were also thought at one point to have enemy sympathies, but investigations revealed that enemy aircraft had similar and equally inexplicable mechanical problems. As such, gremlins were portrayed as being equal opportunity tricksters, taking no sides in the conflict, and acting out their mischief from their own self-interest. In reality, the gremlins were a form of 'buck passing' or deflecting blame. Some academics believe this form of "passing the buck" was important to maintain the morale of pilots.



Author **Roald Dahl** is credited with getting the gremlins known outside the Royal Air Force. He would have been familiar with the myth, having carried out his military service in 80 Squadron of the Royal Air Force in the Middle East. Dahl had his own experience in an accidental crash-landing in the Western Desert . In January 1942, he was transferred to Washington DC

as Assistant Air Attaché at the British Embassy. It was there that he wrote his first children's novel, *The Gremlins* in which "Gremlins" were tiny men who lived on RAF fighters. , . Dahl showed the finished manuscript to Sidney Bernstein the head of the British Information Service at the time , who came up with the idea to send it to Walt Disney .

Gremlin 'Mogwai' features in the 1984 film *Gremlins* produced by Stephen Spielberg, the characters are loosely inspired by Roald Dahl's characters, featuring evil and destructive monsters, who in the story mutate from small furry creatures. The sequel *Gremlins 2* followed **ROGER**





'GREMLINS' AT WORK ? (Clutching at Straws)

Dorset branch spares manager Brian Wood reports on mechanical issues (examples may or may not be attributed to 'Gremlins')



The clutch linkage on a Morris Minor is quite a complex affair and I would guess the management decision back in the Forties was to opt for the mechanical linkage rather than a hydraulic one on the grounds of economy. Hydraulically operated clutches were being fitted on other more 'up-market' cars at the time.

The movement from your left foot to the clutch fork passes through 2 rods and a rotating relay shaft mounted on bushes. The potential for gradual wear is thus quite extensive.

The parts in question are well hidden along-

side the right hand chassis leg and in my experience – rarely see much maintenance. In most cases, the wear will have gradually worsened over the life of the car and it has probably never seen more grease than it came out of the factory with. The outcome is usually one of the following: A 'Dead' feel to the clutch operation – caused by the slack in each of the joints/bushes – usually resulting in clutch 'drag' and the incorrect assumption that a new clutch is needed. Sudden loss of the clutch pedal due to the excess wear in the system which has resulted in something breaking – usually the long rod which goes to the clutch fork.

The item pictured is just on the brink of failure with imminent 'break-through' on one of the worn holes. The clutch linkage kit is priced at just under £30 and is a good investment if yours is past its best. A modification I have seen once or twice is to replace the ends of the rod and the link plates with 'rose joints'. This would, of course put the job into the 'A' level category and beyond the ability of many of us. However it would be a case of 'fit and forget'. It is a brilliant solution as you can eliminate all the potential wear movement in the three universal movement joints, and it would be one more of the Minor's little foibles that can be engineered out. Its not something I have attempted as yet but you never know. Perhaps it is time to produce an upgrade kit? (Comments welcome).

The main thing, however is to ensure that the system is in good condition to start with and secondly to apply a blob of grease to the moving parts every time the car is serviced.

This should ensure that your relay shaft doesn't end up looking like the one shown in the photo..



BRIAN

'LAST CALL' for any old interesting photos for Moggyfest 40th marquee. Laurie and I have sorted approx 70 photos for the 40th 'history of the DMMOC club' display boards so far, for Beaulieu 19th/17th. It's not too late if you have discovered any interesting photos of the club in years past (we are looking for 'Dorset club people' with cars etc. rather than just of cars and of just more cars in rows The display boards practically full so not much room left. (Sorry if you are a long standing member and we have not found any picture of you, it's simply because we could not find one !

'A CLUBNIGHT EVENING OF CHARITABLE BIDDING' Roy Gale as official Dorset branch's 'Auctioneer' once again, presided over branch members bidding for this years estimated 65 Blind Auction plain wrapped 'mystery' parcels .donated by branch members. £255 was raised for the 2020 Dorset branch charity



Congratulations to four Dorset Branch member couples, during this, their 50th wedding anniversary year. (The very same year the last Minor Saloon was built !)

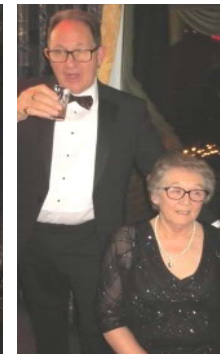


Lyn & Nev

Sue & Lawrie

Sue & Roy

Marilyn & Yours truly !



Secretary's Report

Good evening and welcome to the March newsletter. Thank you to everyone who put their hands in their pockets at last month's Blind Auction and helped to raise a very good sum for this

year's chosen charity. Tonight we should be having a talk on Highcliffe Castle which should be very interesting.

I hope you have all received your Dorset Branch 40th Anniversary car plaque and that it is now taking pride of place on the front of your beloved Minor. Don't forget that if you would like another one, they are £5 each.

You should all have received your entry forms for Moggyfest in February's newsletter. Please ensure that you return them to Jacky by the end of March. The planning for this year is going very well with the "Ruby" theme at the centre of it all. Many thanks to all of you who have helped us with photos which Roger and I spent hours going through to pick out a very good selection which will be displayed in the main marquee.

There are lots of rally entry forms for various shows around the area. We would like a good turnout to support the Hampshire Branch Rally this year especially as it is being held so close to us at Sammy Miller's Motorcycle Museum. Plans have also started for the Dorset Branch Rally at Wolvercroft in July. If you know of anybody who would like a stall or any charities that would like to come along please let us know.

I don't know about you but I'm really looking forward to the better weather arriving and being able to get out in the cars again. This rain just seems to be never ending but, no doubt, we'll be having a drought again by June!!! I can count how many times the cars have been out over the winter months on the fingers of one hand! Roll on the Spring.

That's all from me for now, so until next time

Happy Minoring

Laurie

Badbury Rings sits 327 feet (100 m) above sea level. There are two main phases of construction; the first covered 7.3 hectares (18 acres) and was defended by multiple ditches, while the second was more than twice the size, covering 16.6 ha (41 acres) and defended by a single ditch and rampart. Bronze Age round barrows in the vicinity demonstrate an earlier use of the area.

The summit area was cleared of undergrowth by the National Trust in 1997 and the conifer plantation was thinned out.^[1] This allowed the RCHME to complete the survey in 1998, which recorded 28 potential hut sites within the ramparts, Finds of late Roman material within the hill fort indicate that Badbury Rings was reoccupied, perhaps as security declined in the post Roman period.—On a clear day, the Isle of Wight is visible from the top.



Bindon Hill is an extensive Iron Age defensive earthworks enclosing a coastal hill area near Lulworth Cove, 12 miles west of Swanage. Its design involved the major requirement of an exposed site for protective local grazing. The main rampart and external ditch run for over 2 km along an east-west ridge parallel to the coast, which lies about 750 m to the south. The ridge rises to 168 m and the cliffs are 30–120 m high. The main rampart reaches the cliffs on the north side of Mupe Bay.

N.B. Bindon Hill is only accessible when the Lulworth ranges are open to the public. It can be reached by a short walk from West Lulworth or alternatively via the South West Coast path from Lulworth Cove. The ranges are owned by the Ministry of Defence



Buzbury Rings is an Iron Age Hill Fort about 2 miles east of Blandford and 1 mile northwest of Tarrant Keyneston. The site is on a hill on Keyneston Down. The B3082 road runs north-west to south-east through the site; the north-east part of the inner bank has been erased by the road, and near the road there are other breaks in the inner bank caused by later tracks. The north-east part of the outer enclosure, opposite the road from the rest of the site, is within Ashley Wood golf course. In the inner enclosure are roughly circular depressions of diameter 20–30 feet, probably the sites of buildings. Objects and occupation debris, from the Iron Age to the late Roman period have been found



DORSET'S ANCIENT SITES—
They have stood there for countless generations, centuries enduring extremes of weather s. Also several of these Hill Forts have been visited over the years by many Morris Minors driven by 'adventurous' drivers together with family members on a clear sunny day. (Complete with that essential and well stocked picnic basket !)



Here is the beginning of a proposed A-Z list of some of Dorset's 'Hill Fort' locations, of which there are at least 20 that we are blessed with in the county. The majority have public access with adjacent marked county footpaths. (To be continued as we approach the Summer)

It would be advisable to check and verify details of public access and parking facilities prior to visiting any 'Dorset Ancient Site' I have included in these listings, (Ed)

Abbotsbury Castle is an Iron Age hill fort in south west Dorset, situated on Wears Hill above the village of Abbotsbury seven miles west of Dorchester and the famous hill fort at Maiden Castle. It is situated on a high chalk hill overlooking the English Channel and in its day was the front line of defence from invasion. The earthworks cover an area of about 10 acres, of which about 4.5 acres are inside the ramparts.



Allington Hill rises to 89 metres (292 ft) above the village; it is managed by the Woodland trust. The hill is characteristic of the upper greensand hills. **Allington** 1 mile north-west from the town of Bridport. In 1086 in the Domesday Book Allington was recorded as *Adelingtone*; it had 21 households, 3 ploughlands, 10 acres of meadow and one mill.



DMMOC MOGGYFEST & FREINDS
16th/17th May 2020 *The event incorporates the National MMOC Southern Regional Rally, all Morris Minors and other classics are welcome to attend. - DMMOC Hospitality & 40th Display Marquee - Camping is available on DMMOC field —This will be the 40th Anniversary celebration of the formation of the Dorset Branch - Entry forms available at next club night Or download www.dorsetminor.co.uk*
All booking forms in by end of March please !

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MEET THE DORSET MEMBERS

Here is long serving Dorset branch member Theresa Moxley's own story (Theresa has been involved with the DMMOC from the very beginning, in 1980, 'as told in her own words')



My love affair with Ezmerelda, my Old English White Morris Minor Saloon registration 1183LJ, has remained true from the moment I paid £400 for her to an old man who lived near Cemetery Junction. She was built in 1961, at the same time that I was being conceived - so you could say we have matured together! As with all relationships we have had our ups and downs, but we are still together and this is our story.

My first memory of exciting car journeys must be travelling at 90mph in my Dads' car, through the night to get to my Mums' home town in Austria. My sister and I

curled up on the back seat under a feather duvet, half asleep, watching road signs whizz past.

I am a local lass, being born in a Nursing home above the old fire station at the Lansdowne. My education was at Malmesbury Park Primary, King's Park Juniors and Avonbourne Secondary School. At 17 I passed my driving test first time and a week later I used all my hard earned savings, from working in a newsagents, to buy my first and only car, Ez.

Not long after this Graham Melly called by - he'd seen my car parked outside the house - and wanted to know if I'd like to join the recently started Bournemouth Club. There were very few members, only 3 or 4 at the first meeting if I remember correctly. We met once a month in local pubs and sometimes in homes just to chat about cars and experiences - along with offering help and advice if needed. A couple of years later, when I left to study Maths at Woolwich Polytechnic, Aubrey was in charge, the club had grown and needed to hire small halls to accommodate everyone. Of course Ez came with me and carried all my worldly possessions including books, many plants and a dressing table - amazing what you can pack inside a Morris! (7 people once!!!!)

Today any firm employing a professional Mechanic (the modern preferred title Technician!!) has a duty to provide both safety training and a safe working environment. However for the 'D.I.Y. home mechanic' the onus concerning all this is very much left to you, and you alone. Here we have some basic common sense reminders from Andy Dibb our very own club Events & H&S 'officer' to help avoid a potentially unplanned and unwanted accident :-



'ELF' & SAFETY! — Your editor has allowed me to write a few words about

Health & Safety and how it can involve us.

At the start of my working life on the building sites there was not any Health & Safety and to be quite honest it was like a wild west show. Things have moved on since then and the workplace is a much safer place to work. You need to be able to finish your work in the same condition as you started. It is the same when we work on our beloved vehicles.

Before I ever start to work I always remember the lesson given to me as an apprentice which was "Give it a coat of looking at". How am going to do it, will I need to support the vehicle before crawling under, will the brakes hold it, do I need to chock the wheels, if I am using a grinder etc is there anything flammable near by and numerous other checks. I will cover the basics this time.

Personal Protection.

Make sure you have the correct eye protection for the task, safety glasses, goggles, visor, eyes cannot be replaced.

Correct gloves for the job, lightweight elastic backed for fine work, plastic gloves for cleaning, cargo gloves for heavy work and welding gauntlets for hot work. Damaged hands can seriously affect your ability to lead a normal life.

Coveralls/overalls are a good idea as they protect your body from damage another thing to remember are your feet. A pair of toe protector boots or shoes are a sensible purchase as even a brake drum dropped on your foot can cause bruising.

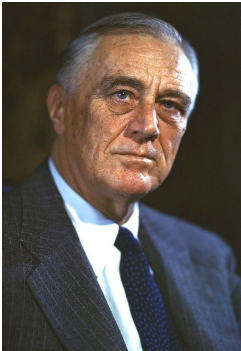
All these items are very reasonable priced and can be sourced from the major outlets for tools etc.

So to sum up, before setting out to the garage to ready your cherished vehicle for the coming better weather have a thought for your personal protection. I am not saying you will never injure yourself however you will lessen the risk.

**Last thought is - You cannot put a price on safety ! Happy but Safe motoring,
Andy Dibb.(Events & H&S)**

“GIVE US THE TOOLS” (PART 1)

When Mr. Churchill made his famous "Give us the tools and we'll finish the job" remark during a radio broadcast in 1941 he was making a direct appeal to the Americans who had just introduced their Lend-Lease scheme. With hindsight we now know that what he meant was "Sell us the tools and lend us the money to pay for them".



Franklin D. Roosevelt was U.S. President at the time and he duly obliged.

There is no need to borrow or lease the tools needed to work on your Minor; most repair and servicing jobs can be carried out with a basic toolkit supplemented by a few larger spanners. Fortunately there is a plethora of secondhand tools available, many of which are virtually unused and obtainable for a fraction of the price of new items. A car boot sale will normally have a few useful bits and pieces hidden amongst the boxes of rusty woodsaws and broken hammers which seem to lurk under every sagging pasting table. All that's

needed is a little 'Churchillian' resolve in sorting the wheat from the chaff and negotiating an advantageous price.



Pictured right is a selection of 'Minor-related' tools which were acquired at various Bournemouth area boot sales. The most expensive item was the two/three legged puller which cost a pound; all the others were between ten and fifty pence each, the whole ensemble weighing-in at around ten quid



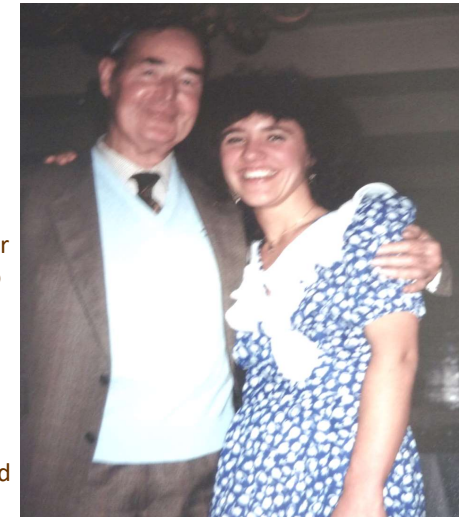
(PART 2 CONTINUED NEXT MONTH)



On another trip to London, after a quick refreshment stop, on turning out of the pub car park I heard a clunk and a rattle. An investigation revealed that a wheel nut had sheared off so the journey was completed cautiously with three bolts holding the wheel on. Luckily the Morris Minor centre in North London had the necessary spares and I was able to fix Ez on the side of the road.

Whilst I was studying at Woolwich, the car was stolen with a weeks worth of food shopping on the back seat. Amazingly she was found a day later to within 100m of where she was taken from, with all the shopping still there! (the only cost being a broken quarter light and a gallon or two of petrol). A white Morris obviously doesn't cut it in the London criminal world!!

I returned to this area to teach, and it was then that I became more heavily involved with the club, joining the committee and serving as Treasurer and Newsletter Editor each for few years. I was one of the club members who helped rebuild and restore one of the purple Minor Millions which I believe is still on the road today. My sister recently reminded me that the first time she came to a Morris Minor Christmas Dinner was in 1984!!!. I attended all the rallies/events I could persuade my husband David to go to go, including the Dorset Steam Fayre, the London to Brighton Run and all the Southern Regional Rallies



with Jack Daniels (Morris technical designer)

(as they used to be called). I even persuaded my parents and my sister in her red Morris to join me on the Brighton run a few times. (Her car was also stolen, and used as a get away car must have been the fact that it was red!)



Children came along, I took a back seat within the club and added 3 seat belts in the back of Ez. I continued to attend events whenever possible but this became really difficult when we moved to the USA for 4 years. During this time Ez was lovingly garaged – oil drained, put on bricks, battery out, the usual storage stuff . On my return Dad fixed her up so she was by my side again (well I was inside).

When Ezmerelda reached 50, her birthday present was a complete rebuild by NIDOR - a local business run by old Dorset Branch club members. Costly, but well worth it as she has passed her MOT first time ever-since (all bar a broken light bulb). I am proud to say that Ezmerelda is driven every day and has won a few cups and trophies during her life. I am even more proud, and some may be surprised by this, to say that I do most of the mechanical work on her too. In the past this has been with help from Dad but now I have a new apprentice learning the idiosyncrasies of a Morris, David!! This has only been possible with advice and parts from Brian so a BIG THANK YOU for that.



THE 'BRIAN WOOD' REPORT

Gremlins ?



A lot of us have names for our Morris Minors – ours are just known by their body style – ie '4-door', 'Traveller' and 'Convertible'. The nearest we got to having a named Minor was 'Sydney' the white 57 convertible we owned a few years back. It was named in memory of its previous owner who sadly passed away before the car was



finished. I always thought a good name would be 'Mogwai' which actually ticks two boxes, having 'Mog' for starters and being a Gremlin from the film series 'Gremlins' which hit the silver screens in 1984. In fact, it was the Gremlin that spawned all the other evil little buggers.

*As we all know, our cars are not immune from the generic gremlins that sometimes plague us and we are always eager to hear about any unusual ones that you may have suffered. We are fortunate enough, however, that our favourite car is relatively simple and in most cases easily fixed.

'Mogwai' - (More on P. 20 & 21 Ed)

One of the main purposes of a car club such as this is sharing the highs and lows of ownership of the marque and the medium of the newsletter is probably the best way to do this. So lets have your stories so that Roger can keep the pages full.

know I keep saying this, but 'the Convertible' is almost ready for the road. It is tantalisingly close. Jobs this month have included making a 'secret' compartment in the boot for tools etc, fixing the rear spring hanger which was too close to the body and a minor alteration to the throttle return spring. I am now happy with the wiring which is now safely 'stuffed' back into the glove box. I have incorporated a set of relays and individual circuit fuses. If I had known how difficult and complicated it would turn out to be when I got the idea – I don't think I would have bothered. Anyway, it is all sorted and (touch wood) should work!

BRIAN

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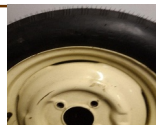
For Sale Wolseley 15/50 (1958)
 Owned for 25 years and regularly serviced by branch member Clive Silcock . (Reluctant Sale)
£6,500 (o.v.n.o)
 More Information -Contact Clive on **01202 891269 (PM only)**



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 Brian Reed **brianreed.dog@email.com**

Unused Minor Tyre

on OE White rim. **£40** . Tony Flockton
 07904 403671 or 01202 577376



Fuel Pumps
 (Available from Club Spares dept.)



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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I could tell you more stories about holding up gearboxes on my own, clutch pedals breaking in Parkstone (and driving home in the rush hour in second gear), of 3 different engines, cracks in carburettors, putting in cassette players followed by CD players, replacement of headlining and wiring looms, bleeding brakes, positive to negative earth swapping and I can't begin to count the number of spark plugs, condensers, coils, points and leads I've replaced.....BUT..... I guess that can wait until next time.....





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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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John Jenkinson, Chairman
 Morris Minor Owners Club, Dorset Branch

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Chairmans Report



Good evening and welcome to the March Clubnight. Tonight is a talk on the history of Highcliffe Castle. Its nice to learn the history of local buildings - all I know of Highcliffe Castle is that it was once owned by Selfridges Family. So I hope you all enjoy the talk.

At last month's clubnight which was the Blind Auction, a big thanks to Roy Gale and the team and the members for digging deep in their pockets for a grand total of £255 raised on the night. Also thanks to Dave Walker's big black hat for the member's small change.

Moggyfest at Beaulieu is coming together well with lots of photos put together by Roger and Laurie for the 40th birthday display ideas for the show. I have booked next year's branch Dinner and Dance at the Dudsbury Golf Club for the 9th January 2021. All the other dates in January were booked already.

Andy Denise and myself went over to see Daniel at Wolvercroft Garden Centre to sort out the Branch Rally on the weekend of 18-19 July 2020. This year the Rally is a week later - more details to follow in the newsletter.

Also we are going see Steven at the Oxford Bakery, he is looking forward to meeting us again. The last time the Branch went there was to celebrate the Bakery's 100th birthday in 2011. Also, on the way we will pop into the Shillingstone Railway for a quick visit. So get your slips returned to Jacky so that we can pre-order the food at the bakery.

Happy motoring , John Jenkinson , Chairman.