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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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Dorset Branch

MORRIS MINOR OWNERS CLUB

NEWSLETTER



NOVEMBER 2019,
Vol 23, Issue 1

www.dorsetmmoc.co.uk



The MMOC Dorset Branch

was founded in 1980 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the **Bournemouth Electric Club, Broadway Lane, BH8 0AA**. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

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

Dorset Branch MMOC Key Contacts

COMMITTEE MEMBERS		NON COMMITTEE POSTS	
Chairman	John Jenkinson 01202 576690	Raffle Coordinators	Chris Tilley Margaret Pateman
Secretary	Laurie Blewer 01202 522673	Catering	Sue Blewer
Treasurer	Jacky Wood 01202 573494	Club Ragalia	-----
Membership Sec.	Brian Ford 07502161535		
Health & Safety/ Events	Andy Dibb 01590 674557		
Welfare/Technical	Eddie Pateman 07940 518627		
Spares Manager & Website Editor	Brian Wood 07411 116336		
Newsletter Editor	Roger Kellow drkellow@ymail.com 07845768120		

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

FRONT COVER

'Winter Evening Reflection'

at

**Mudford Quay
Christchurch**

Photo Ed.

Forthcoming Events

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



NOV 6th	CLUBNIGHT Talk on Lupus (DMMOC Chosen Charity for 2019)	NO
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 14th	CHAIRMAN'S 40th CELEBRATION 'RUBY RUN ' Forms & finalised 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 CLUBNIGHT 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)

ON THE MINOR 'MISCELLANEOUS'

"£13 -8s-4p for a fitted heater, bah, how extravagant ! The boys will each have to wear another jumper like I did when I was a lad! - is the world going soft !"



Morris Minor original optional extras :-

Extra for H.M.V. Car Radio (fitted)	—	—	42 16 1
Extra for Car Heater (fitted) ...	—	—	13 8 4

These are the prices ruling at the date of publication and they are liable to alteration from time to time without notice.




Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
Volume 23 Issue 1 NOVEMBER 2019**

NEXT CLUBNIGHT
Guest Speaker on Lupus (DMMOC Charity for 2019)

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THE DMMOC BLACK MUSEUM P. 10/11	P17
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THE 'BRIAN WOOD' REPORT P.15	P/21 The MMOC 'In the beginning'
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TIM LANG

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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.

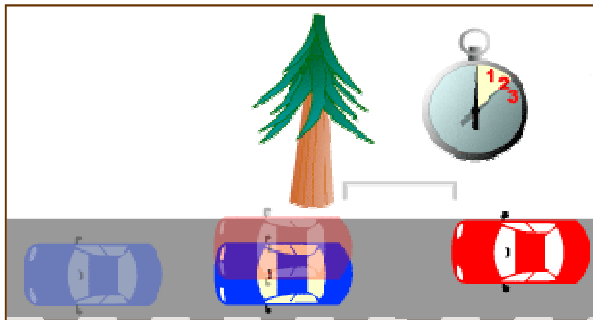
Editorial

Welcome to the November edition - Whilst we dig out those thicker jumpers ,it's also that traditional time we usually check the anti freeze in our Minors . Iv'e just changed mine and I admit and 'own up' to actually leaving it in this time rather longer than the recommended 2 year period , It looked so clean ! (I use filtered rainwater as the base water) A reminder of what type to use (and what not to use) read more on Brian's page 15 and special report on page 16.

This month's 'Meet The Dorset Branch Members' features ARTHUR COX , an extremely knowledgeable and well known member who has over many years built up a vast knowledge on a very wide range of assorted 'old' cars . It was a real treat for me to hear all about his extremely interesting past when we met up the other day . It includes, not only the classics we are more often used to , but some much rarer 'vintage' era cars, (each with special histories) - I am certain you will enjoy what is only a part of Arthur's local story , due to the small size of our branch newsletter ! (Pages 7 to 10)

Today's Modern Cars now have such an array of inbuilt technology ,that most probably, back in the years of Minor production a lot of these innovations would have been thought of as only possible within the pages of a Jules Verne or H.G. Wells futuristic science fiction novel. Compared with our Minors of course modern cars have continued to technically advance in design to be more and more 'insulated and cocooned' from the outside world , plus rapid acceleration and braking efficiency . I must admit I do find a good number of these modern car drivers who when encountering our older classic cars generally show considerate and intelligent driving behaviour . However, I must very much agree with several others members saying that when out happily driving in our Minors lately we notice how closely a lot of 'modern car' drivers appear now to be far more 'super glued' and sitting right on our back bumpers as a matter of habit..

Tailgating', of course, as we all know is a driving offence. I am sure you would also agree that it does sometimes really take a great deal of self discipline that can test our calmness in following 'official advice' when suddenly finding ourselves in this situation - (e Not 'reacting' any way in response to the Individual, keep emotionally detached and unaffected by the situation . Maintain a steady pace as road conditions allow without sharp braking or accelerating , not to feel intimidated , and allow the tailgater to overtake at the earliest safe opportunity. ! - Easier said than done perhaps , during persistent 'tailgating' situations - what do you think ? - (although of course as a Morris Minor drivers we are far too calm and sensible to let it bother us !) Although we can often only wonder to ourselves particularly when in urban areas when invariably we catch up again whilst in our more relaxed 'Morris 'Minor driving style' with that stressed tailgater at the very next set of traffic lights !



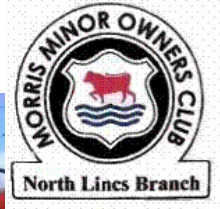
"Only a fool breaks the two second rule"
The Highways Agency safe following distance slogan

(If only those 'tailgaters' could be more aware!)

In the meantime, keep enjoying the driving of your own special Minor Roger



THE MORRIS MINORS OWNERS CLUB (MMOC)
was originally founded in 1976 by enthusiast Tom Newton
and five others at the Queensway Public House in
Scunthorpe. This was only six years after
Morris Minor production ceased.



Membership grew rapidly and a few years later headquarters were established in Derby. Regional branches sprang up countrywide, and the originators of the Owner's Club became the North Lincolnshire Branch.

It is now by no means the largest branch of the MMOC but there's no lack of enthusiasm



when it comes to organising events.

It's branch rally, held at a nature reserve adjacent to the mighty Humber Bridge, is organised in conjunction with several classic car groups from the area, thus resulting in a wide selection of vehicles.

This year's rally was well-attended and on the hottest August Bank Holiday on record the grove of birch trees around which the cars were parked offered some welcome shade to entrants and visitors alike.

(From our East of England Special Correspondent)

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)



Editors In Box & News Desk

The Dorset Branch MMOC 39th Annual General Meeting was held on
Wed 2nd October 2019 at the Bournemouth Electricity Club



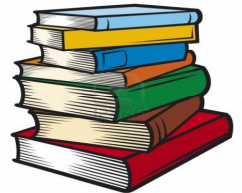
The entire Dorset Branch committee was unanimously re-voted in 'en bloc'.
 Line up of the DMMOC branch committee 'captured together' for the official
 'Identity Parade' (photo by Brian Tilly)

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 !!
 (All proceeds to the Dorset Branch MMOC Charities)



Time to Check Anti Freeze / Coolant

It is recommended, as most members are probably aware ,
 The Morris Minor uses the old traditional Ethylene Glycol
 ('IAT' specification = Inorganic Additive Technology,
 - the 'blue' one , with the 2 year recommended life)

Further reminders and advice on this from the
 Federation of Historic Vehicle Clubs (FBHVC) report on - Page 16 .
 Also Brian explores the 'Waterless' alternative on his regular Page 15

Which car model is claimed to have been in
continuous production for the longest ?
(it also had a very familiar 'Baby' Brother!
Story on Pages 18 & 19

Photo , TeamBHP.com



Secretary's Report

Good evening everyone and welcome to the November clubnight. Thank you to everyone who came along and supported the AGM last month – I know it's not the most exciting evening of the year but we have to have it by law.

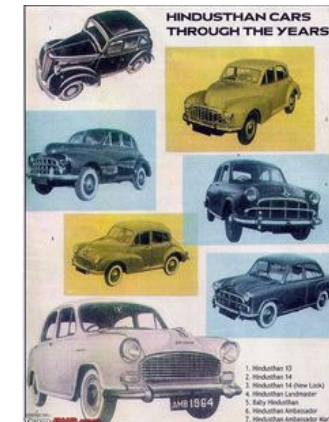
Now that all the events for 2019 are pretty much over and done with we can look ahead to our 40th anniversary year in 2020. Please can we ask that you all bring along your photo albums to the January clubnight. This is going to be a nostalgic look back over the years and we may also want to borrow some of your pictures to use at Moggyfest in May.

As it's a big year for us next year we have already started to arrange lots of different events in celebration. You should have a booking slip for the Mistletoe Meander and the Annual Dinner and Dance with this newsletter which we would appreciate being returned as soon as you can. We have three more runs in the planning at the moment including a visit to Nothe Fort in Weymouth, a run to the Oxford Bakery near Sherborne and an Anniversary Run to take place in August. We have been invited back to take part in the Holdenurst Village Fair again next year and the date for this is Saturday 11th July. They are also having a scarecrow competition the same day and it would be great if we take part in that as well. I am also looking into us taking part in the Poole Goes Vintage event in July next year – more details of this as and when I get them. The Hampshire Branch Rally for 2020 is being held just across the border at The Sammy Millers Motorcycle Museum so it would be good to have a large turnout from the Dorset Branch.

It was with sadness that we heard of the death of our past Chairman, Ian Meakin. He had been ill for some time now and our thoughts go out to his wife, Rita, and the family.

That's all from me for this month,

So until December, Happy Minoring, Laurie.



The Indian 'Baby Hindustan' (Morris Minor derived) produced under licence, 1950 to 1958 at Hindustan Motors. - Below The Hindustan Landmaster (based on the Morris Oxford series II) was the predecessor of the Ambassador .and the Ambassador (right) was to become the best known 'Hindustan' badging car in India (based on the Morris Oxford series III) - production run ,1958 until May 2014 .



Hindustan Motors later collaborated with several other car makers with various vehicle models including Standard ,Triumph , then later GM ,Isuzu and Mitsubishi etc. but no car was produced in such great numbers as the Ambassador that India took to their hearts in the same way. The Ambassador pedigree came to the end of the line in 2017 when Hindustan Motors were taken over by Peugeot, sadly amidst widespread media reporting of particularly poor treatment and of any rights to many of the Hindustan Motors workers The new luxury Ambassador was immediately discontinued , 'being outdated ,unable to adapt it to emissions rules' Certain high ranking Indian politicians were quoted to sadly helping this along when referring to the Ambassador in speeches as "good riddance to an old fashion image of India" in promoting a more modern world image of a more modern Indian car industry . However it's still nice to hear that there is a very loyal following across India in keeping the Ambassador /Morris legacy alive That was all started with that original special collaboration and encouragement from William Morris.- **Roger** (photos courtesy - TeamBHP .com)

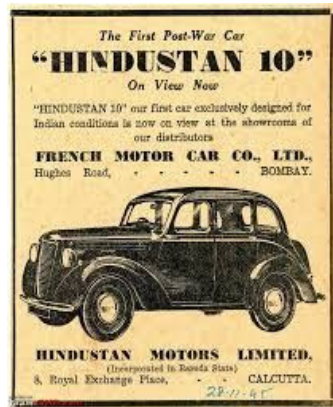


60 YEAR PRODUCTION RUN 1957 - 2014! (MORRIS DERIVED CARS IN INDIA)



About a year ago when attending a classic car gathering I remember a couple of very pleasant Indian gentleman came up to me enthusing on finding Morris cars on display. We first talked about the Indian built Hindustan Motors 'Ambassador' (derived from the Morris Oxford) that is still very much in every day use, mainly as taxis in large numbers throughout Indian towns and cities. One of the gentlemen was then more interested in my Minor and appeared to be particularly nostalgic about it and referring to it as just like his own 'Baby'. It was when I asked him if he would like to sit in it for old times sake I am certain a tear came to his eye. He then exclaimed "I had made his day". It's only just recently that I realised that his description of his Indian version of the Minor as 'his Baby' was not just a fond endearment but the official Indian model name for a badged version of the Morris Minor sold as the 'Baby Hindustan'. But it was however the 'Baby Hindustan's' bigger brother, the Hindustan Motors 'Ambassador' that became the official car used by Indian politicians and diplomats, a symbol of status, and has also traditionally been regarded as the standard 'luxury' taxi throughout India. This car became famous in India, it was built in India for 60 years, it was based on the Morris Oxford :-

British colonial rule in India started in 1797 and had lasted for 190 years when in 1947 the 'Last Viceroy', Earl Mountbatten officiated in the ceremony returning an 'independent' India.



Morris cars had been exported to India for a number of years with the Morris 10 and the Morris 14 being very popular models for a selected affluent Indian market. Hindustan Motors was started up in 1942, by a Mr B M Bira a member of the prominent Indian Bira industrialist family. The first Hindustan Motors car produced marked the start of a special collaboration with William Morris (Lord Nuffield) and was based on the Morris 10 re-badged (left) as the Hindustan 10. The Hindustan 14 followed, based on the Morris 14, all for the Indian market. Morris Motors sold machinery, tooling and manufacturing rights to Hindustan Motors rather than a more direct Nuffield involvement in the Indian car market factory sites, as was the case in various other overseas countries at the time.

MEET THE DORSET MEMBERS



ARTHUR COX— our Dorset branch member, who over many years has become extremely well known to a majority of members having a wealth of knowledge, not just Minors, but other assorted, truly rare, iconic older vintage cars we often enjoy seeing him displaying.

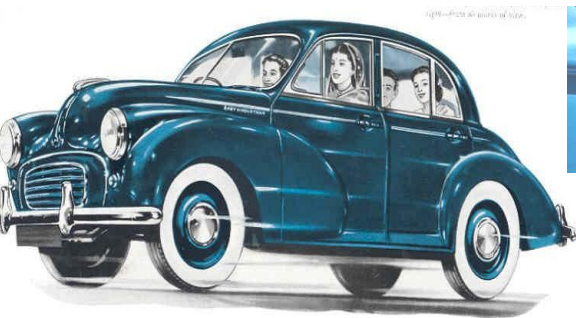


It was just a year prior to the Morris Minor being launched that little baby Arthur came into the world after his mum, Mrs Cox was taken to their local nursing home at Boscombe in 1947. Mum and Dad, local to the area, had the family home in the Malmsbury area of Bournemouth. Arthur had one sister and his very first school was Malmsbury Rd Infants. He continued on next when older, into schools locally. Arthurs father was 'At home' with his splendid 1960 4 door a railwayman who's job was at the Bournemouth carriage and wagon depot. Arthur recalls that the family did not have the luxury of a car when he was a boy and their usual mode of every day transport was on two wheels. Dad's bikes, for the daily run to work being 'rear wheel petrol engine assisted' - firstly a Cyclemaster then a BSA 'Winged Wheel' model.

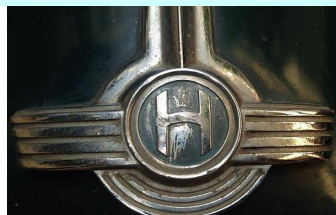
Later on Arthur did not take long to decide on a suggestion by his careers officer that as he had proved a to have an excellent aptitude for practical skills, "why not take an apprenticeship within the motor trade". Several local garages were options at the time but Arthur decided when leaving school in 1963, to choose a local BMC garage workshop. This was Auto Service Garage in Westbourne. Auto Service at the time mainly dealt with the BMC cars Austin, Morris, Wolseley and Riley. The fact was that a BMC approved apprenticeship would be far superior to any other odd independent garage. At first Arthur travelled to work by bike but it was not long before he acquired a Villiers engine Francis Barnett Autocycle. On this he immediately passed his moped licence test first time. Whilst dad had regularly travelled to work by powered cycle, dad's engine was only 32cc on his Cyclemaater but Arthur's in comparison was more powerful, a more impressive 98cc no less! Arthur and his mate Roy Birtwhistle used to spend many hours assembling Airfix construction kits always keen to see the latest models that were in stock locally. Apparently on several occasions Arthurs dad tactfully mentioned to the two lads that they perhaps ought to consider 'getting out' locally a little bit more and meet a few more people their own age. and why not try dancing, like he did when he was their age. "You might even learn how to talk to girls, because girls go dancing" !! He said.



Like his dad, Arthur went to work by 'petrol powered' bike!
(Francis Barnett 98cc Autocycle)
(Library photo)



Badged and sold - 'The Baby Hindustan'



THIS BABY DOES A MAN-SIZE JOB

MEET THE DMMOC MEMBERS Continued.....

It was a little while later when in fact Arthur did take that fatherly advice and start dancing lessons at the appropriately named 'Bill and Anne Legge' Dance Class School in Parkstone, when in 1965 he first met a particular blonde young lady named Jill. After that Arthur was not happy with any other choice of dancing partner—it always had to be Jill!

Meanwhile back at work, continuing his apprenticeship at Auto Service, Westbourne. Arthur one day saw a car that had recently been taken in by the garage. It was a 1938 Rover 14 JMH 543. After hearing that the boss would probably be wanting to sell the car on at the earliest opportunity Arthur, who really did like the look of the Rover had made his mind up he would do his utmost to buy it somehow, even though he had not taken his full driving test yet. In the end Arthur succeeded in negotiating with the boss to sell it to him. It was on the basis it was removed from the premises. The cost was £30 and the boss agreed to take £1 a week to pay it of! Arthur found a lock up at Wallisdown and he persuaded one of the mechanics agreed to drive it over. 6 months later Arthur passed his driving test in the Rover, his first car, that he remembers with very fond memories.. **Jill and Arthur with the 1938 Rover 14**



It was in October 1968 that the previous dance class partners Jill and Arthur (photo left) married, at the old Punshon Church in Bournemouth. Best man was Roy his old 'Airfix construction kit days' best friend.

In 1969 the Rover 14 had to go in favour of a Standard 10 for two reasons, firstly the very high running costs as a daily car for a young couple, secondly to help fund £100 needed for a very rare opportunity to buy a 1930 Austin Heavy 12 'Burnham Saloon' PL 3551. The gentleman selling it lived in Talbot Woods and was actually the one only original owner. The car had often been loaned to the sellers son who was a medical

student for camping trips that included the highlands of Scotland together with his two medical student colleagues who were also training as doctors at Guys in the mid 1950s. (1955 photo right - the Burnham saloon PL3551 and the 3 medical students camping in the Scottish Highlands: inset a rare Guys Hospital Motoring Club badge fitted to the car by the original car owners son (standing first left.)



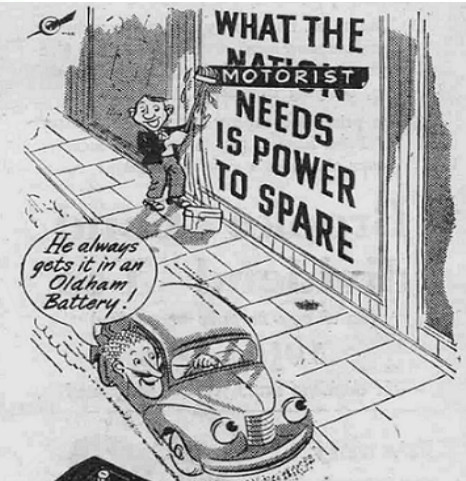
1946-1950



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That liquid stuff we check when the radiator cap is removed (as most members must already know) is just as important for effective engine cooling as it is for frost protection. Not forgetting another important function, the work that the inclusion of corrosion inhibitors perform. Here is a report covering the subject directly relating to classic vehicles from the Federation of Historic Vehicle Clubs - their advice as follows :-

Technology moves forward; new products are constantly being launched with claims to improved formulations and performance.

At first, these seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leaks. However, in some cases it has led to catastrophic engine problems. Traditional blue ethylene glycol is a toxic but highly effective antifreeze; it contains silicates as an inhibitor to help prevent corrosion in engines with mixed metals in their make-up. - Bluecol and Blue Star are well known brand names and ; both are declared suitable for 'classic cars' on their company websites. Halfords also sells this type of anti-freeze with its own branding. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines. ---

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates. However, Comma, the main manufacturer, has now discontinued it in favour of an ethylene glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning. Both of these products use inorganic additive technology (IAT)

Recently, problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable, do not contain either silicates or phosphates and are designed to be longer lasting. However, these products do seem to cause problems in older engines. Over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason, the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and is not recommended for use in historic vehicles.

****Only use blue coloured IAT antifreeze in historic vehicles.***

****Never mix different types of antifreeze without thoroughly flushing out the system.***

****Always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.***

With thanks to The Federation of British Historic Vehicle Clubs (FBHVC)..., Ed

BRIAN IS TRYING 'WATERLESS ADDITIVE TECHNOLOGY' (WAT) :-

An innovative alternative (although in comparison, initially more costly) for classic vehicle owners is to go 'Waterless' Brian Wood, our very own branch spare parts manager, includes more on 'waterless antifreeze / coolant his regular report on the previous page 15.

In 1972 when baby daughter (Jill and Arthurs first daughter)Mandy arrived a much more suitable vehicle was wisely decided upon, being a Morris Minor Traveller (of course!)

Later on several different 'modern' cars followed including a Vanden Plas 1300 and an almost new Austin Maestro. During the mid 70's Arthur had worked at several well known local garages having been 'head hunted' on a few occasions, however he eventually decided to fulfil his ambition to 'go it alone'. He bought a J4 van and with it fully kitted out, set up as a 'mobile mechanic' This was a successful venture for about 9 years until Arthur then decided to start up his own permanent workshop premises locally - Arthur started Markham Garage, Charminster. in 1958. After Markham Garage became well established, together with good reliable staff, Arthur was in the enviable position of having an area of additional workshop space to work on interesting 'old' vehicles. So it was in 1993 that Arthur found his second major project, the 1928 Heavy Austin 'Windsor' Tourer PK5361, it belonged to a farmer having been stored at his farm in

Liecestershire (Arthur promptly bought it as a present for Jill!) Previous to this, other cars included a Morris 10 saloon and then more recently a third 'Heavy Austin' vehicle project understood to be a rare version of an old style of Austin military truck body conversion. A few years ago Arthur decided it was finally time to take more of a back seat from the day to day running of the garage and leased Markham Garage to Tony Burke who years ago had actually started working as an apprentice for Arthur at the garage

Sadly just a few years ago Jill passed away. The one car Arthur will be determined to keep beyond any other is the 1928 Heavy Tourer as it has always been known in the family as 'Jill's'.



PK5361 : 1928 Austin 'Windsor' Tourer (Jill's car)



PL3551 the Austin Heavy 12 'Burnham' Saloon, (previously mentioned) was recently, with Arthur, requested to perform a very important role. It was the chosen as wedding car for Herbert Austin's great granddaughter's wedding. Guest of honour at the wedding was the 90 year old youngest daughter of Herbert Austin. (Left) 90 year old Zeta Lambert, Herbert Austin's youngest daughter in the rear of Arthur's Heavy Austin 'Burnham' Saloon at Herbert Austin's great granddaughter's wedding. (Herbert Austin started the Austin Motor Company in 1905

William Morris later became Austin's major competitor and business rival until the two firms eventually merged, becoming BMC in 1952 - we should perhaps then not forget to thank Austin's for providing the 'A' series engine for the Minor

Today we very often enjoy seeing Arthur at the various car gatherings with his friend and partner Jackie, often suitably attired in some item or other of period clothing and also perhaps with the addition of an authentic old 78 gramophone to revive the spirit of that earlier bygone age of motoring! Arthur is blessed with three lovely daughters all who he sees very regularly -

DORSET MINOR CLUB 'BLACK MUSEUM'



Q. When does a Minor gearbox resemble a kitchen colander? (Mistakes sometimes happen!)

A few years ago a Dorset branch member purchased/collected, (involving a considerable collection distance by said member from another part of the country) a rebuilt 1098 gearbox from a *'specialist gearbox supplier'*. This branch member also employed experienced third party expertise to remove and re-fit with the original this replacement/exchange gearbox each time

The very last thing anyone considered was that an incorrect pattern of cover plate had been supplied and fitted to the re-built box 'somehow' during the re-build. (As per photo above) It was after the member tried the car on it's first run, with the rebuilt box duly fitted that a direct comparison with a 'kitchen colander' as above then became very evident!! resulting in around 95% very rapid loss of the new oil that had been filled appearing under the car! The branch member at the time was willing to accept that mistakes can happen and had found that usually in the world of classics any hint of a problem normally always has amicable solution provided. However, unfortunately to make matters more trying for our member at the time, the specialist supplier initially denied all or any responsibility whatsoever, saying the story was not to be believed, even after the gearbox was returned to the supplier by the member. Only after threats to trading standards etc.. and refusal to leave the premises without the correct cover plate was the correct pattern plate grudgingly exchanged. No offer of compensation towards double labour costs and double collection and delivery incurred by the member was unfortunately offered! - **The 'specialist gearbox supplier', in respecting their identity, will remain anonymous, and has never been part of, or has not been associated directly with the Dorset branch MMOC. — I am also pleased to report that the branch member has enjoyed otherwise excellent service from this particular gearbox since the original replacement of that incorrect cover plate was fitted a few years ago Ed.*



THE 'BRIAN WOOD' REPORT

Winter 'Draws On'

The editorial theme this month relates to cooling and the Morris Minor has a very efficient cooling system. Its always a good idea to check/replace the coolant at regular intervals. Whilst we are blessed with fairly temperate weather in the sunny south, precautions against a frozen engine block are recommended. We were unlucky enough to suffer a breakdown in our '57 4 door back in January 1982. We had only owned the car for less than a year and it hadn't had the benefit of much maintenance up to that point. Jacky was heavily pregnant at the time and she was out with my mother shopping. Anyway – long story abridged – the car got from Portsmouth to Fareham before it overheated and came to a halt in a cloud of steam. The water (no anti-freeze) froze (it was a very cold winter!) and popped out a couple of engine core plugs – which of, course are designed to do just that to protect the engine block from cracking. The engine then boiled away the water/ice on the way to the shops and in the process destroyed both top and bottom hoses which now leaked like sieves! Lesson Learnt, but the car lived to tell the tale and we still own it today. That is one very good reason NOT to use plain water. The second is that in this area where the tap water is 'hard' it causes the radiator (and heater) to scale up. The hard water scale helps the tiny waterways in the radiator to block up and the radiator ends up only using a small proportion of the matrix provided – as the rest is blocked up. Roger's idea of using rain water seems sensible. The type of antifreeze to be added tends to cause some confusion and Roger has discussed the different types available. If it's BLUE then its probably OK. You should dilute it (preferably not with tap water) as per the instructions. Normally 25% will more than cope with the average Dorset minimum temperature. 50% will protect against the next ice-age! I don't think you should use it 'neat'.

I was seduced by the idea of a 'waterless' coolant for my current project Minor restoration. The benefits of this are no scaling of the radiator, better heat transfer – so it cools the engine more efficiently and you don't need to drain it every two years. Fit and forget. As you might expect, it is a bit expensive and it will not work as expected if there is any water left in the cooling system. Mine is completely dry having got a rebuilt engine, new radiator and hoses etc so hopefully it should work. I am currently trying to complete the bodywork fittings on the car before turning again to the mechanical items and I will report on progress in the future. Speaking of the 'project' – I have been able to get on with some work on it lately so it is coming along nicely and almost looks like a Morris Minor again. It should be on the road in the new year (Unable to specify which new year, however!). It will have only taken about 7 years by then – so there's no hurry.. **BRIAN**



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(PM only please)



Inlet manifold for a 1275 A series. It's a water heated/cooled one for a HIF 44 SU carb. Apparently they are getting quite hard to find. It's for sale on behalf of a friend who wants £25 for it. The item is at my house if you want to take a look at it. I will bring it to the next meeting. If you are not local it could be posted to you. Contact Dave Walker 01202 877972



Rebuilt Carburettors for 948 and 1098 £105 each plus £25 exchange surcharge. (Others reconitioned to order— please ask Brian)



1098 Engine.

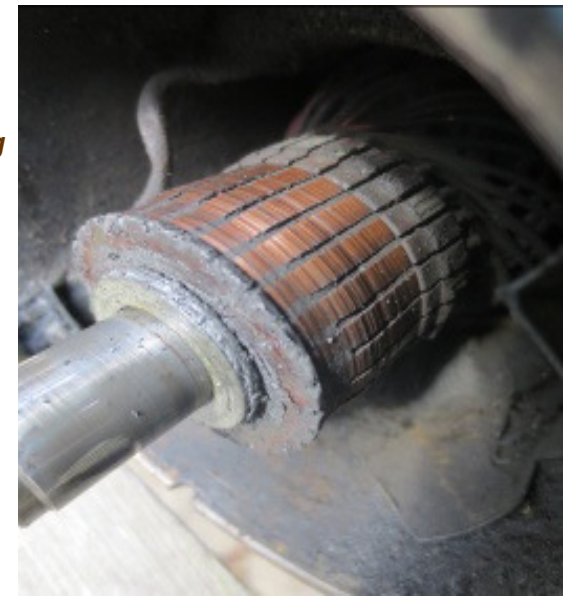
Fully reconditioned with new pistons, shells and thrusts. Unleaded head, spin on oil filter conversion, duplex timing chain, new oil and water pumps. Ready to fit, £975 -



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.

*Not an unusual sight from
Probably an originally fitted
dynamo . (With brushes matching
the worn armature profile)*

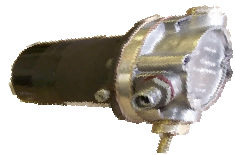


Brian Tilly's 'strange' cylinder head query and 'picture puzzle contribution from the September Newsletter, (with factory drilled holes, with machined facing , entering into each valve port) has prompted one reply from our Dorset branch member **Martin Feltham** . This conundrum had already drawn a blank from Brian's information request to Gaydon Heritage Centre.

The plausible and probable reason for the holes and machined facing, suggested Martin, is as follows :—
"It looks like it's probably from the likes of an MG Midget, when from 1968 or so onwards various exported sports car models , intended for the USA, had to be fitted with an early type of factory fitted emissions modification (starting with California and then adopted throughout certain other North American states) Basically an air fan/ pump assembly unit .The resultant 'de-tuned' engines were not then so popular with the loyal US enthusiasts , it affected the car models previous specified Horse Power "
(With thanks to **Martin Feltham** for his reply on this query .. Ed)



Fuel Pumps



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

Call any member of the team on 01202 894080 to get exclusive MMOC discount across a range of vehicle parts and accessories!
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Chairmans Report

Good evening and welcome to the November clubnight. I would like to thank all of the members of the branch that attended the branch AGM last month and voted in the Committee for another year. Also, thanks to Andy for another interesting quiz. Tonight is a talk on Lupus arranged by Eddie Pateman – which is also the Branch’s chosen charity for this year. By the time you receive the November newsletter, you should have renewed your membership. As you know the branch cannot hold any non-members details, so if you have not renewed, please do it as soon as possible otherwise your details will be deleted. Andy and myself are sorting out some new days out for the next year’s branch activities which are looking good. The forms are available for the Mistletoe Meander on the 28 December and the Branch Dinner and Dance is on the 18 January 2020 at the Dudsbury Golf Club – so let’s have your forms and money in as soon as possible. We would like to see a good turnout for both events.



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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Morris Minor Owners Club, Dorset Branch

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I went to Dukes Auction rooms with Terry House last Wednesday to collect the rug that Ann won at the auction when the club had their run to Dukes in the Summer arranged by Phil Traves. We then went on to a little village in Dorset called Puncknowle near Bridport to look at a 1967 Morris Minor 2 door. Trafalgar Blue in a barn which Terry negotiated the price and bought. The car did, however, need a lot of work. We then went on to the Crown Pub in the village and I had a nice pint of Guinness. It was a good day out!

At December’s clubnight, we shall be having a closing down sale of the Branch Regalia stock. This means that the Branch Regalia will finish unless someone else takes on this position. If any member(s) would like to volunteer I would be pleased to hear from them. Also on December Clubnight there will be the usual Noggin and Natter and a glass of wine plus a charity Book Sale for Charity.

It was sad to hear that Ian Meakin passed away last week. He was the Branch Chairman back in the 1990’s. The branch sends it condolences to Rita and the family. We will put the funeral details on the website/Facebook when we get them.

That’s all for now. Happy Motoring, Chairman John Jenkinson.