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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 club-nights. Thanks.

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THE ANT GAME 'QUIZ', ANSWERS FROM PAGE 11.

1.GIANT - 2.STIMULANT - 3.SUPPLICANT - 4.CHANT - 5.INFANT
6.RANT - 7.PEASANT - 8.LUBRICANT - 9.TRANT - 10.TRUANT
11.DEVIANT - 12.DESANT - 13.ASSISTANT - 14.SEXTANT
15.PENANT - 16.PHEASANT - 17.COVENANT - 18.ELEPHANT
19.ACCOUNTANT - 20.RESTAUANT - 21.LIEUTENANT
22.SERGEANT - 23.MIGRANT - 24.INSIGNIFICANT
25.CORMORANT - 26.MISCREANT - 27.DEPENDANT
28.REMNANT - 29.INSTANT



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1948 < Morris Minor > 1971





SEPTEMBER 2020 Vol23, Issue 10
www.dorsetmmoc.co.uk
DMMOC 40th year

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The MMOC Dorset Branch

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

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



Dorset Branch MMOC Key Contacts

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

COVER STORY
Floral artist Jo Malone demonstrates how to enhance a Minor with flowers at Covent Garden, London
.meanwhile back in Dorset Olivia Akam sets off to Eddie's 'Virtual' Gardening Show (entries on pages 8/9/10)



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.

National Morris Minor Owners Club Club recommendations and guidance based on the latest government rules at present (being followed by the Dorset Branch MMOC, as at end of August 2020) Extract from the FBHVC guidelines as follows, updated 12/7/20 :-

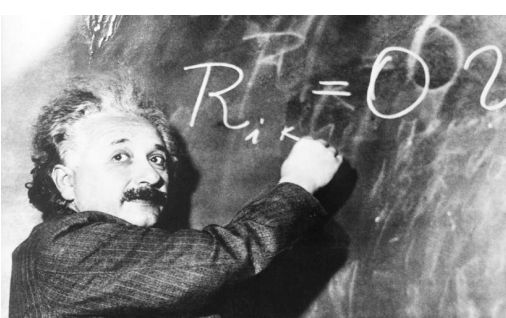
Some venues have been running or advertising certain small scale events. The restrictions have been eased to allow small scale events to be organised by businesses, professional organisations and public bodies, but the restrictions on gatherings organised by private individuals are still limited in law to 30 people. If vehicle club members choose to organise or attend such gatherings, they do so at their own risk and should satisfy themselves that the business, venue or organiser has put in the necessary infrastructure, social distancing, track and trace and hygiene measures to comply with the regulations for hospitality venues. For your own safety ensure that any gathering is COVID-19 Secure. In addition to the COVID-19 secure measures that must be put in place, track and trace records must also be kept of all attendees and staff for at least 21 days. Venue owners are being asked to act responsibly and control over-crowding at their establishments.

- *It is against the law for gatherings of more than 30 people to take place except where specified in the Regulations. Those regulations are limited to allow venues, businesses, professional organisations and public bodies following COVID-19 secure guidelines to host larger groups. This is provided they take reasonable steps to mitigate the risk of transmission, in line with COVID-19 Secure guidance and including completion of a risk assessment. Any other privately organised gathering in an outdoor space must not be any larger than 30 people except where specified in the Regulations. Social clubs must remain closed.*
- *Those operating venues or running events following COVID-19 Secure guidelines should take additional steps to ensure the safety of the general public and prevent mass gatherings or large events from taking place.*

Outdoors, people from multiple households can meet in groups of up to six.

Vehicle Insurance Cover - Two classic car Insurance companies were contacted at random, Adrian Flux and Peter James, each gave the same response - 'We are aware of a number of privately organised classic car events now appearing, (sometimes inviting local car clubs as groups) now with the easing of certain lockdown restrictions. We appreciate such events will obviously appeal to many classic car owners after recent months of restrictions of social gatherings. However if you have any doubts regarding any possible implications concerning your insurance cover whilst attending any such privately organised event and may appear to exceed the present recommended social gathering numbers etc. Both above companies suggest contacting your own insurer if in any doubt prior to considering attending.'

Any Comments, Views or Opinions from any club members welcomed further to this article - To the EDITOR Please



**HANG ON A MINUTE, I MIGHT
NEED A WHILE
TO WORK
THIS ALL OUT !
(I Don't Make up
The Rules)
Editors Report**

Albert Einstein was reputed to say "I never keep my own phone number in my head , not because I am forgetful , but the idea of not keeping too many unnecessary ones in my mind leaves room for storing those more important numbers "

The majority of us are certainly suffering withdrawal symptoms from being able to take our classic cars to those more regular car meets , at the same time seeing old friends. I must agree one club member who pointed out the other day that the present 'social gathering' rules regarding the maximum numbers allowed to gather at any one time regarding certain classic events now appears to be a bit more confusing and even contradicting at times , After following all the other recommended covid compliant safety measures in place at any location , the government and their specialist medical advisors still insist that until this pandemic is finally 'beaten' it must always return to keeping a careful watch on the maximum 'numbers' of people gathered together and how they decide to interact together whilst observing social distancing . Matt Hancock first announced in parliament that we should avoid 'any unnecessary contact' back on March 16th .This was followed by Boris on Monday March 23rd telling the British Public to 'Stay Indoors' provisionally for 3 weeks . Many months later this Virus still aggressively persists at varying levels across the country. Due to this continuing hidden threat and the possibility of localised 'spike' increases there are still strict rules in place of course covering social distancing and also maximum numbers of persons meeting up socially in varying locations and circumstances . So, what do the official' published guidance and recommendations in particular still aimed at classic car clubs such as ours at the present time and for that matter any other individual classic car owner - In attempting to clarify the rules' published opposite regarding 'maximum gathering numbers' it appears to be very dependant on the following simplified 4 situations and location criteria s. (The latest published 'official'guidance notes have been reproduced on the following page) i.e

1. A few friends meeting up from mixed households with their cars
2. A Classic Car Events organised by any private individual
3. Classic Car Events organised by businesses, professional organisations and public bodies including historic sites visitor centres and museums.
4. Classic Car Events organised by an approved charity or by a professional organisation for an approved charity intended for fund raising.

The above, all requiring social distancing etc, varies according to the situation and circumstance, starting from just 6 persons to 30 persons , then onward up to several x100s persons (capped to maximum numbers allowed)




Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
SEPT 2020 Volume 23 Issue 10**

**NEXT CLUBNIGHT
Postponed until further notice**

In This Months Issue...

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SECRETARY'S REPORT P.6	P7 'GREMLINS AT WORK ? Check those spring mount brackets
CHAIRMAN'S REPORT P. 13	P 11 Theresa's Stay Alert General Knowledge Quiz
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P16 Back then in the 1950's (and Now) P17 When the MP goes buy a Minor ! Ed.
THE 'BRIAN WOOD' REPORT P.15	P18/19 The Minor 007 Film star Cars Ed.
	P20 Grahams Progress , Part 2 Ed.
	P22/23 I Don't Make Up The Rules !! Ed

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.

Welcome to the September Newsletter, Our cover photo this month is intentionally 'horticultural' as our traditional and very popular annual August Gardening Competition evening was, alas, not able held this year at the usual club night venue. However those keen members must be congratulated who sent in their photos to enter this years 'Virtual Show' version of the event (entries photos on pages 8./9 /10) Our September edition cover demonstrates the artistic floral talents of



Jo Malone who has chosen that iconic vehicle we all know so well to advertise and promote her Covent Garden based floristry business. Of course it's that once upon a time, and seen everyday, humble work horse, The Morris Minor Van being first introduced in May 1953 originally with its 803 cc engine. Of course it has now become a universally recognised British icon within the Minor family, particularly appreciated by designers and artisans. I remember seeing a similar large 'mobile' flower arrangement on a Minor once when I used to visit Holland years ago. The Dutch are probably world leaders in this unusual floral skill of dressing cars with fantastic displays of flowers. They enter them into their famous flower parades. One of Hollands oldest being held in mid August each year starting from Rinjburg near Aalsmeer, the largest horticultural centre and flower market auction centre in the world. The parade route runs out to the two coastal resorts of Katwijk and Noordwijk. They have had a lot of practice as the tradition of dressing their cars with flowers began in 1946, a couple of years before the Minor was introduced, then was to become a favourite import with the post war Dutch motorist. Many surviving in Holland today still being loved in their country as a favourite classic!

We have certainly all missed the usual classic car 'social gathering' over the last few months on a variety of levels, and in the absence of a reliable 'crystal ball' it is difficult to imagine how long the knock on effect of this pandemic will continue. There has of course been a gradual easing of the earlier stricter Lock Down procedures thank goodness, but Covid 19 is still seriously lurking out there and we are still far from what was taken for granted as 'normal freedom of movement' only just a year ago. I have attempted to report by 'copying the facts' to summarise in simple terms the present rules and recommendations that the Dorset branch are still continuing to follow, and as a consequence how it still affects members regarding the various situations that govern maximum recommended numbers attending various 'classic car gatherings' at present (Pages 22/23) It must be down to the individual of course to weigh up, assess, and decide if you wish to attend, taking into account your own personal category of 'risk level'. One thing I am certain though, is that the Dorset branch will always fully respect any members own choice and personal reasons as to whether they choose to attend or not attend any particular 'classic' gathering at this immediate time.

Above all stay safe and well, and do keep on enjoying your Minors ROGER

CLUB NOTICE - MOGGYFEST 2020

As you are all aware, this year's Moggyfest celebration was unable to go ahead due to the current Corona virus situation. We had hoped to hold it at the International Autojumble at Beaulieu in September, but this has also now been cancelled we are now hoping to celebrate 40 + 1 years of DMMOC at next year's Spring Autojumble in May 2021. We have endeavoured to contact all entrants either by email or telephone to let you all know the situation if you have not heard from us please contact Jacky Wood on 01202 573494 or brian.wood13@gmail.com to let us know what you would like us to do with your entry. The default position for all those from whom we do not receive a reply to our email is to carry the entry over to next year's event (2021). Thank you. Jacky Wood (Treasurer)

'ON THE MINOR MISCELLANEOUS'

Just think, If Alec Issigonis & Jack Daniels did not design cars 'back then' cars may have been like this odd looking vehicle (not so aesthetically pleasing as a Minor) - Designed by Sir Dennistoun Burney the 'Burney Streamline' predates the Minor. Burney had designed the R101 Airship and claimed all cars would be like this in the future— aerodynamic fuselage



shape, fabric covered body!, truss steel girder cross braced supplemented with tensioned straining wires. It was bought by royalty but unfortunately the cooling system for the huge engine was not considered a very high priority for the British climate and the car had a tendency to catch fire at the most inconvenient times.

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BEAULIEU AWARDED 'GOOD TO GO' CERTIFICATION

At Beaulieu, we are delighted to be welcoming visitors back to the home of the National Motor Museum, and that we are also holding a number of Simply rallies over the coming weeks. We appreciate how important it is for all of our visitors to feel safe when they are here, so we have developed our *Visitor Safety Promise*, with steps to keep everyone safe during their day out. Our Covid-19 safety measures have been evaluated by Visit Britain and we are proud to hold the 'We're Good to Go' industry standard. These steps include managing capacity in our indoor spaces and operating one-way systems, providing hand sanitisation stations for hand-cleaning as well as social distancing reminders around the site, providing face coverings and gloves for close proximity visitor facing staff, and regularly monitoring and cleaning our lavatories and shared spaces, amongst other measures. For full details on everything we have in place to safeguard the welfare of everyone visiting and working at Beaulieu. Visit www.beaulieu.co.uk or call 01590612345 .

Our revised line-up of Simply rallies is now in full swing, with car owners and visitors able to enjoy these motoring marque celebrations whilst also observing social distancing. Ensuring the safety and enjoyment of all, capacity of these rallies is strictly limited with tickets only available on a pre-booked basis, while new procedures mean that vehicles are allocated specific, well-spaced bays in the parkland to ensure social distancing measures are adhered to at all times. Simply British Classics, taking place on 20th Sept is also joined by Simply Vauxhall on 12th Sept, Simply Ford on 13th Sept, Simply Porsche on 27th September, Simply BMW on 4th October and Simply Smart on 8th Nov. Visit www.beaulieu.co.uk or call 01590 612345 for more details.

HISTORIC VEHICLES SAVED BY 'POPULAR VOTE' TO CONTINUE MEETING AT BRIGHTON'S FAMOUS MADEIRA DRIVE

There had been fears that motoring events including the London to Brighton Run would be a thing of the past in Brighton's famous Madeira Drive following its closure to motorised vehicles. Thanks to the efforts of Brighton & Hove Motor Club and the backing of car and bike enthusiasts nationwide, a petition calling for the drive to reopen had gained at least around 10,250 signatures. Just prior to a planned debate by councillors together with an opposing petition to keep it closed to traffic (which had attracted fewer than 3300 signatures) While the temporary road closure remains in place during the pandemic, Madeira Drive, Brighton will be open for the Veteran Car Run (steeped in history and first running in 1905) next planned for Sept 4th 2021. The other calendar of popular regular classic vehicle events are also all mostly due to resume. **Turning the DMMOC clock back ! photo right**

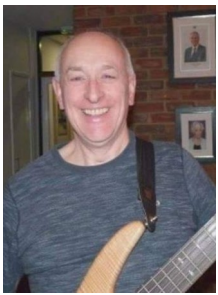
Our branch entered Brighton Classic runs in the early 1980s

Then Chairman AUBREY BATT with JACK DANIELS and JACK PRIOR (Just outside Brighton on the 2nd DMMOC Brighton Run in 1984)



GRAHAM MELLY'S MINOR PROJECT AFTER IT'S 39 YEAR 'LOCK DOWN' HIBERNATION ! PART 2 (of a continuing story !)

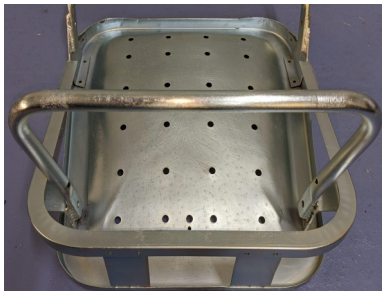
"The body has now been safely trailored to the bodyworks and is awaiting thorough sandblasting The major 'starting point' of the restoration that I had promised myself and the car having been patiently waiting for the 'right time' after 39 years "



After sandblasting the body will be turned on its side and the rear footwells which though perfectly good will be cut out and new panels welded in. When I did the bodywork 38 years ago the only floor panels were flat in profile and not indented with the reinforcing rectangular areas to stop the floor from flexing. I decide to do this because when you stand on the flat sections they go 'bing bong.'

I have put cut up sheets into body cavities as they are wax oiled and I don't want the sand blasting medium to get into the wax as it be a real chore to remove. The black taped crosses are where I don't want the blaster to remove the paint as those areas are probably going to be cut out. The seat frame I have blasted myself and had that zinc plated. I have duct taped over the cavities such as the doors, side panels, box sections and chassis legs.

(Watch out for Graham's next instalment, updating us on the progress ED.)



Secretary's Report



Thanks to everyone who has sent their photographs in to Roger for the "virtual" gardening competition. The winners will be notified in due course and published in next months newsletter. October would normally be the

AGM which we will be unable to hold this year. I have been in touch with the National MMOC and according to the constitution we only need to legally hold an AGM everyone 18 months – hopefully by then some sort of normality will have returned to the world.

As you are probably aware Beaulieu are holding their Simply British Classics event on Sunday 20th September. If you are planning to go you must pre-book direct with Beaulieu. In order for us to ensure that we can park up together I would suggest that we all meet up at the Burley cricket pitch at 9:30 and drive up in convoy.

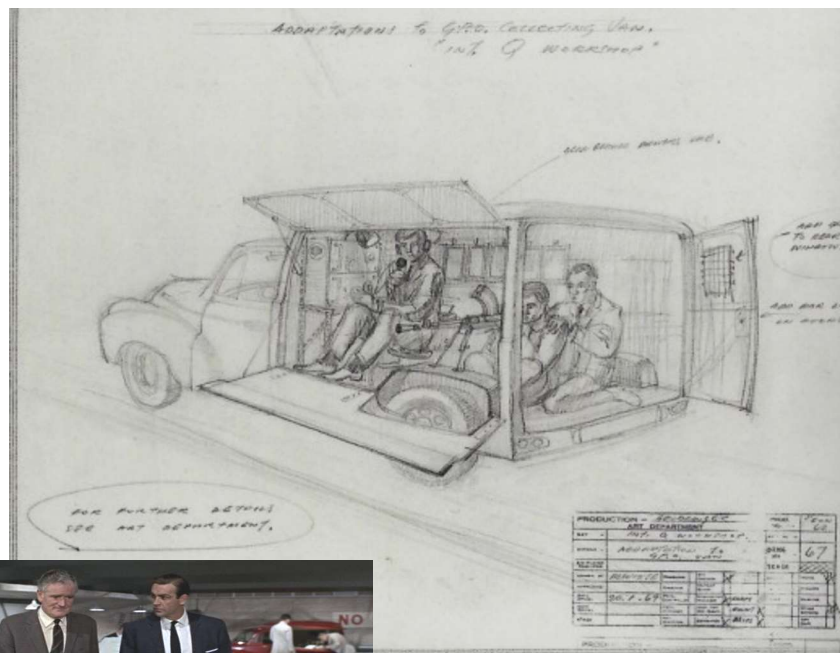
This is the final call for everyone to let Jacky know what you would like to do with your Moggyfest 2020 entry fee. You have 3 options – carry over to next year, donate to charity or have a refund. If we don't hear anything from you we will assume that you want the fee held over to next year. I was saddened to hear that Classic Cars on The Prom may be finishing for good due to a lack of volunteers. The current committee have been doing a sterling job for a number of years but they feel the time has come to let others take over. If you think you might be interested in helping keep it going have a word with Ashley Miller who will be only too pleased to chat to you about what is involved.

Judging by the number of spares being sold by Brian it would seem that you have all been very busy in the garage during this strange year. Please can I ask you to write a few words for Roger for the newsletter to let us all know what you've doing.

We have made the sad decision to sell our beloved 1969 Traveller. If you or anyone you know are interested please get in touch. That's about all from me for this month so until October

Happy Minor

Laurie.

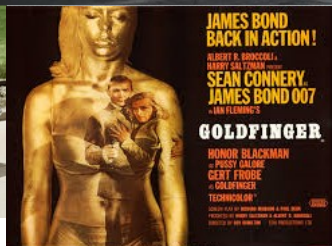


Above, old art department detailed working prop drawing from Pinewood Studios , It's headed 'Alterations to GPO Collection Van -Scene Q Workshop ' Left, Desmond Llewelyn (Q) and Sean Connery (Bond 007) - (Red GPO van in background) Perhaps the most surprising and lesser known 'other ' Minor appearance moment was the

mystery of the Morris Minor GPO van that appears in the movie, but not in action. It just made an appearance in the background . for the DB5's 'reveal scene' by 'Q' (played by Desmond Llewelyn) in his workshop). Judging by the amount of lined box items in that art department drawing office stamp, it would appear this prop (briefly glimpsed) on the famous 007 Pinewood Studios set would have been fully built and functional . Given all that effort, it was likely shot as per the sketch with radio equipment, machine gun , plus neck masseur !, but not finally included ?) The Director must have decided that it had to be cut if indeed 'Q' had been filmed demonstrating the modified van to 007 in the original takes . The Director had the luxury of such a high budget film resulting in no shortages of good quality scene material to shoot . Not everything will be included within any final film running time after 'cutting room editing' . Those two 'men in white coats' glimpsed in the background must be forever disappointed not to have been allowed to demonstrate the 'gadget' on screen . Of course anyone who has ever had any past involvement in film set work at all , although it's often fantastically good fun , realises all too well it's not all glamour, but darned hard work (in varying conditions) for just a few minute scene take, contrasting with needing patience during seemingly endless spells of 'hanging around. However, wherever we take our Minor it's 'always' the top leading star! **ROGER**

THE 'MINOR' 007 FILM STARS

1964 was the year that the Morris Minor was given a re-vamp by BMC in an attempt to help the inevitable sales challenge from newer designed car models. This just mainly consisted of an improved interior trim, new dash board layout and revised exterior lighting. That same year also brought James Bond film fans the 007 Blockbuster *GOLDFINGER* Based on the 1959 novel of the same name written by Ian Fleming. Following the success of Dr No and From Russia With Love. Goldfinger also starring Sean Connery as 007, was given a budget equal to the sum of both. The plot has Bond investigating gold smuggling by gold magnate Auric Goldfinger and eventually uncovering Goldfingers plans to contaminate the U.S. Bullion depository at Fort Knox. One famous scene in the film of course was the 'Bond Girl' Jill Masterson, (played by Shirley Eaton) laying out, sprayed entirely with gold paint. The budget allowed two Aston Martin DB5's to be specially built one with gadgets and one without amongst the vehicles. It was the film the famous Aston Martin DB5 first appeared and the start of the car makers association with the franchise for over 50 years, right up to the present day. However alongside those 'Super Cars' our Morris Minor can genuinely claim to be listed as a 'Bond Car'. The **1964 Morris Minor 1000 Convertible** - After his nightly visit at "Palmyra" Bond, played by Sean Connery in the film *Goldfinger* is driven back to his hotel in it!



Goldfinger released in 1964



The latest Bond Movie 'No Time to Die' starring Daniel Craig, delayed in cinemas but now promised for release in November, has once again the original classic DB5 model making a e-appearance, but the brand new Bond car will be the Aston Martin Valhalla. The hybrid car capable of going from 0 to 60mph in under three seconds, and powered by a specially developed turbocharged V6 petrol engine.

The Valhalla (above) is priced at £1.5 million, and follows in the tradition of Aston Martin naming its cars with the letter 'V', this time drawing on Norse mythology.



THE *GREMLINS AT WORK SERIES

*an imaginary mischievous sprite regarded as responsible for an unexplained mechanical or electronic problem or fault, popularised by Roald Dahl!



This months example highlights that most 'unwanted' effect from a particular 'Gremlin' likely to visit the 'un-prepared', the 'Rust Gremlin', deviously introducing 'corrosion' to certain dark hidden areas, that may not have been checked for many a year. Unfortunately may be a case of 'out of sight and out of mind' Ed.

A CASE OF AXLE CASE CORROSION

The gaps between the casing of the rear axle and its two spring mounts are perfect mud traps and the accompanying illustrations show the effects of corrosion resulting from this area being left unattended. Daylight should be visible between the axle casing and the mount; in this instance the open area is blocked solid by mud and other road dirt, plus a few winter seasons of road salt which had accumulated over several decades and is as hard as rock.

The vehicle formerly attached to this unfortunate mess is a 1956 Minor and the axle had probably never actually been unbolted from its springs until 2020. Often the mounts themselves sustain serious damage from rust and if the damage is restricted to the mounts only, they can normally easily be cut off and replaced/re-welded with

a new pair obtainable through Club Spares. However in this case although both mounts were actually quite sound the axle casing had rotted right through. The area surrounding the hole was also seriously wasted, repairs would not be straightforward hence in this particular instance the casing unfortunately had to be scrapped!

(So it does pay to check those dark hidden areas occasionally once in a while) Ed.





**EDDIE'S DMMOC (VIRTUAL)
ANNUAL GARDEN
COMPETITION**

ONE WAY TICKET TO BUY A MINOR - (AND A POLITICIAN)

Author: Stephen White—a management strategy and negotiation trainer

Much of the behaviour in the House of Commons in recent months will be viewed by historians as insane, confused, unprecedented and outrageous. But for me, the most bizarre was a short statement recently from **Sir Desmond Swayne, Conservative MP for New Forest West**. When called by the Speaker he stood up and asked the Prime Minister the following question:

“I once took a train to Manchester to negotiate the price of a Morris Minor. Having only purchased a one-way ticket it wasn't a sensible negotiating strategy was it?”
And sat down!

Perhaps surprisingly, six useful lessons are observed from Sir Desmond's intervention:

1. Closed questions which are structured to get a Yes/No answer tend not to elicit a great deal of new information. In this case, the Prime Minister harrumphed and moved on.
2. If you are using an analogy to make a point it needs to be obvious what the comparison is between your example and the matter to hand. It took me a while to work out that Sir Desmond, who is a Euro sceptic, was suggesting that without a return ticket he had no Plan B if his negotiation to buy the car failed, just like without the option of a no-deal Brexit the UK government has no Plan B if their attempts to negotiate a new Withdrawal Treaty deal fails. I'm not sure the PM got it. I suspect most of the rest of the House didn't.
3. Or perhaps his analogy was that through desperation he (like the UK) might end up being prepared to pay more because he hadn't thought about what might happen if he didn't do the deal.
4. Of course, Sir Desmond did have a Plan B readily available – if he failed to do the deal for the Morris Minor he could buy a return ticket at the station in Manchester. Or walk home or hitch a lift. There is almost always a Plan B.
5. Having a Plan B can be an unnecessary expense. If Sir Desmond had initially bought a return ticket and then succeeded in buying the car, the return half of the ticket would have become an unused insurance policy.

Focus on what you have decided is important. Having identified the priority objective (buy the car, leave the EU with a deal, go for a no-deal Brexit, or whatever) and having researched the chances of success, the costs of failure and the possible alternatives negotiators should focus their strategizing time on Plan A. Rather than buying a return ticket which might never be used Sir Desmond might have better spent the money on a book about negotiating and a magazine with up to date classic car prices. Similarly, the PM might have better spent his time and money on people who would help him achieve his Plan A. If only we knew what that was!

The icing on the cake is that I believe Sir Desmond later succeeded in buying the Morris Minor, which he later flipped over in a self-inflicted accident on an icy road. *Stephen White*



Class 1. Dahlias : Class 5. Potted Plant : Class 12. Marrow -TRISH NEWBERRY



**Class 5 Potted Plant
Class 3. Fuschia
Class 11. Onions**



**SUE & ROY
GALE**

**Class 6. Runner Beans
OLIVIA AKAM**

Class 5. Potted Plants HELENA CARR





All WINNERS ANNOUNCED NEXT MONTH



BACK THEN, IN THE 1950's ..

A gallon of petrol on average cost four shillings and sixpence (that's 22p in today's money) until the peak of the Suez crisis in 1956 when it reached 5 shillings and 4 pence and the government brought in petrol rationing to cope with the shortage.

A television set was a real luxury and very expensive, you could only view programmes in black and white and prior to Commercial TV starting in 1955 there was only one BBC channel that started at 'tea time' in the afternoon! In 1951 a Murphy V200 television with a 12" screen cost £80 (that's £1800 in today's money)

The average wage was around £5 in 1950 increasing to an average of £9 by 1959. The average house cost £1,891 at the beginning of 1951 (£38,800 in today's money) and by the end of 1959 the average house was priced £2,170.

The majority of families owed around £20 on hire purchase (HP) mainly used for buying Cars, Furniture and household electrical goods. (In the early 50s the Morris Minor car was priced including taxes, delivery etc. at £630 on average)

TODAY, the people who read those magazine adverts above may be somewhat 'bemused' perhaps that we still drive a lot of those cars and we now call them 'Classics'. They may also be even more bemused at some of our classic vehicle industry facts today being as follows

- * The UK classic car industry is estimated to be at least worth 5.5 billion yearly and employing around 28,000 people.
- * There are more than 850,000 vehicles made before 1981 that still survive and 82% of these are used but twice a month.
- * The total value of historic vehicles in the UK is estimated at £7.4 Billion (that averages out at £8250 per vehicle).
- * The environmental impact is in comparison minimal as they contribute just 0.24% to the UK's total vehicle mileage (Source FBHVC Ed.)



Class 2. Sweet Peas,
Class 10. Cucumbers
MARILYN KELLOW



Class 13. Peppers
Class 10. Cucumbers
Class 8. Cherry Tomatoes
Class 6. Runner Beans
Class 5. Potted Plant

DAVE SAGGS



**EDDIE'S DMMOC
ANNUAL GARDENING SHOW
(SPECIAL CLASSES !)**



Class 12. Marrow PATRICIA & GEOFF NEWBURY
 (*Inflated to 28 up to 30 p.s.i similar to a lot of Minors) **HELEN'S 'heavy' Minor**

Left, Truly the 'biggest' Marrow in the show !

Below Left, the 'tiniest' Potted Plant in the show !

From that wonderful 'Mini me world' of OLIVIA AKAM

Below right ANDY DIBB'S GW Railway 'Hybrid Variety of Signal Tops flourishing extra well this summer!



THE 'BRIAN WOOD' REPORT



Hello again everyone. I trust you are all keeping well and managing to keep spirits up during these depressing times. We braved the Classics on the Farm meet a couple of Sundays ago. However, the rain was relentless and when we got there, most of the entrants had already gone home. Apparently there was a good turnout from the MG 1020 branch but they had already de-camped before we got there. We were talking to Ashley about the future of Classics on the Prom and it seems that the future is a bit uncertain. This year's season has been abandoned due to the current infection risk but it looks like the committee are going to be short of volunteers for next year. If anyone is interested in helping out please contact Ashley Miller on ashley.taxi@bopenworld.com.

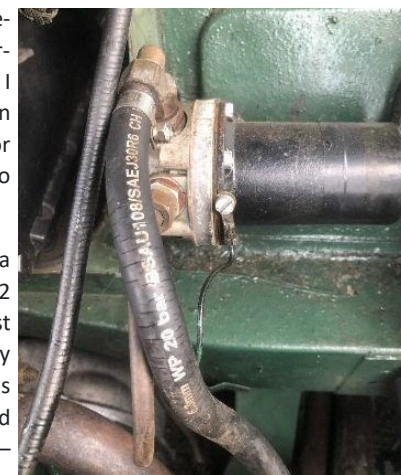
The Dukes Drive 'Repair Shop' has been busy again this month. I don't know about you, but I hate throwing broken things away. A little bit of thought and application of basic skills can often revive something that would otherwise have to be replaced with new. I guess us Minor owners are lucky in that a lot of the

parts on our cars are still available new – albeit often not as well made (and far more expensive) than the originals! A branch member recently asked me to order a new hinged internal sunvisor for the passenger side of this saloon. Whilst these are available from ESM they are an eye-watering £50.70 each! Upon inspection of the old visor, it was apparent that the little spigot which attaches the visor to the top windscreen rail in the centre of the car had broken off almost flush with the visor body. I managed to pull out the remains of the broken spigot and inspect the re-



mains. The reason for it breaking, I believe is due to prolonged degradation of the plastic which has weakened it. It must get very hot in that area – particularly when the car is not in use and parked out in the sunshine. You sometimes see the same effect on the back of the later rear view mirrors – where the old plastic gets brittle and turns to dust easily. I found a spare piece of black plastic rod and turned it down in the lathe to the correct size and pushed it back into the visor body. I left a small 'shoulder' on it to stop it from going in too far. It seems to be a tight fit and should work OK.

On an entirely different matter, another member showed me a flexible fuel pipe which had degraded quite badly in only 12 months or so. After a bit of research, it became clear that whilst this hose was 'R6' grade, it is only suitable for use with ordinary unleaded fuel. The higher grade that is resistant to Ethanol as well is designated 'R9'. (This one is also OK for fuel injection and 100psi). The nearest available size is 5.6mm internal diameter – which is a bit tight for 1/4" but it shouldn't slip off the joint! So, my advice would be to check yours as soon as possible and change it to the SAE30 R9 grade if it is starting to perish like the one in the photo. I have some pre-cut lengths in club spares with stainless clips for £5.85 each to branch members.



BRIAN

VEHICLES, SPARES, PARTS FOR SALE & WANTED

DORSE BRANCH CLUB SPARES ARE AVAILABLE TO ORDER AS USUAL FROM BRIAN Please telephone Brian on 07411 116336 to place your order. If it is in stock you can call in to collect or it can be posted to you. If you have email, the invoice can be sent to you and it would be appreciated if you could either bring the correct cash, pay by cheque (by agreement) or use bank transfer (BACS) which is preferred. We usually order parts in approximately

1952 Split Screen Morris Minor 2 door in black for sale, original sidevalve engine (in bits) with replacement side valve, rebored, re-ground crankshaft, new pistons etc etc to be re assembled. Interior tatty, bodywork sound some small holes in drivers floor, comes with set of new brake linings and pipes. For more details phone Malcolm Hayes 07757424968

1969 TRAVELLER FOR SALE (Known by many club members as the local classic named 'Snowy') Fully maintained over the years. A good honest example in excellent condition with 99% of original woodwork and nice original seats. Masses of paperwork. Can provide MOT for new owner. Offers in the region of £9,000 For more details contact Laurie on :-



WIPER MOTORS

Brian has unearthed a stash of these which he is going to try and refurbish. These should be available soon. Please phone for details, availability and price.

07411 116336

SOME of the club second hand spares available - call 07411 116336

Air filters
Ash trays (late)
Axle stands (folding)
Bonnet hinges
Extending Bonnet stay (plated)
Bottom hose
Brake backplates (8")
Bump stop (RH)
Marina type column ind switch
Distributors
Chrome door handles (various)
Front Grille outer panel

Half shafts (single or pairs)
Jack (standard Minor)
Starting handle
Front side/indicator units (late)
Marina pedal box
Books/Manuals (various)
Quarterlights (painted/stainless)
Rocker box covers
Sliding boot stay
Speedo heads
King pins/good trunnions

A full list of S/H spares can be found on the website at :- www.dorsetmmoc.co.uk (go to S/H Spares page and download the list)

Or call 07411 116336

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We also offer cycle parts and accessories!

THE GAME OF ANTS! Theresa's Fun Lockdown General Knowledge Quiz To Help Keep Alert At Home)



EACH ANSWER ENDS WITH 'ANT'

- Behold an ant of a very large size.
- An ant which supplies vital energy.
- This ant uses a whining tone.
- This ant you can sing
- This ant is very youthful.
- This ant does this when in a rage.
- A rural ant - a tiller of the soil.
- This ant can release a rusty lock.
- A despot.
- This ant does not attend school.
- This ant has very odd ways.
- This ant sings around the main tune.
- This ant will help you.
- This ant can measure distance on the seas.
- This ant hangs around the neck.
- This ant has plumage of wondrous hue.
- This ant is a deed.
- This ant is a large beast.
- This ant plays an important role in business.
- We obtain refreshment in this ant.
- This ant can be found in the army or navy.
- This ant is above corporal.
- This ant departs his native land.
- This ant is not grand.
- This is a greedy bird.
- This ant is a scoundrel.
- This ant has been accused in court.
- When other ants are done this one shall remain.
- This ant is immediate.



Answers page 24

Taken once again from Theresa Moxley's Bumper 'Fun Size' compendium of 'general' knowledge quiz questions - with thanks to Theresa





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Chairmans Report



Hello to all the branch members and welcome to September Newsletter. No#5 of the corona lockdown of 2020. I went round to Laurie's house for this months committee meeting on the computer. It was very nice to see all the Committee on the computer. They all looked well - I believe that Eddie is still awaiting a date for his heart operation. I hope it will be soon.

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

I was talking to Ashley Miller about the Classic Cars on the Prom on Sunday down at the Bournemouth seafront at the back of the BIC. He tells me that the event which has been running for about 20 years is finished because no one will take it on. So if you would like to help and be involved, please let Ashley know on ashleytaxi@btopenworld.com

I am very pleased with my tomatoes this year - Ann and I are having lots of salads - so that means that the smoke alarm has been silent for at least a month.

I was very sad to hear that my friend of 60 years had passed away last month. Peter Vince was a recording engineer at Abbey Road Studios for 30 years and also in one of the groups with me back in the sixties. Some of the members may remember his club night talk some years ago, about his life and times at Abbey Road. He will be sadly missed. I would like to thank Roger and all the members for their input to the branch magazine each month at these difficult times. Keep up the good work.

That's all for now, stay safe, your Chairman, John.

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

Front Plate
JEP 123L

Rear Plate
JEP 123L

"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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