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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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MORRIS MINOR OWNERS CLUB

Dorset Branch

NEWSLETTER

FBHVC
 'DRIVE IT DAY'
 SUNDAY
 APRIL 25th

childline
 A life-changing NSPCC service



1948 < Morris Minor > 1971



APRIL 2021











Vol24 Issue5

www.dorsetmmoc.co.uk



The MMOC Dorset Branch

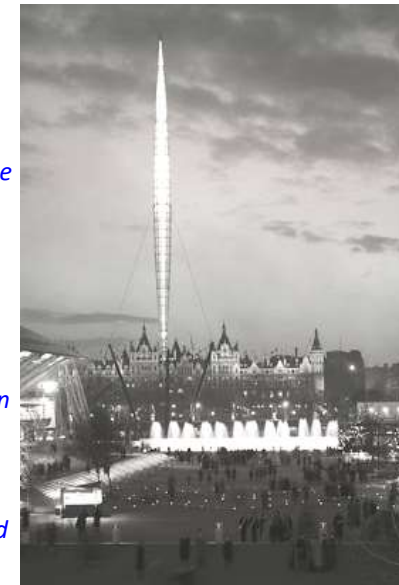
was founded in 1980 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the **Bournemouth 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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
President	John Jenkinson 01202 576690		<u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Catering Consultant</u> Sue Blewer
Treasurer	Jacky Wood 01202 573494		<u>Insurance Consultant</u> (to the DMMOC branch) Dave Walker
Membership Sec.	brian.ford@dorsetmmoc.co.uk Brian Ford 07502161535		<p>Cover Story SPRING IS IN THE AIR</p> <p>Brian's 'Special' Convertible 129 UXC welcomes the SPRING</p> <p>Read Brian's own full restoration story in next months (May)</p> 
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120 (editors 'in box' & news desk)		
Health, and Safety & Events	To be appointed	 	



The Festival's centrepiece was the South Bank Exhibition dominated by the 'Dome of Discovery' (left) and the 'Skylon' (below) soon became nationally recognised iconic modernistic style design features of the era. The festival demonstrated the contribution made by British advances in science, technology and industrial design, displayed, in their practical and applied form, against a background representing the living, working world of the day. The Festival Pleasure Gardens were also set up in Battersea, about three miles up river from the South Bank. The British public had been used to living with traditional 'serviceable practical' designs dominated by 'shades of brown'. The Festival of Britain introduced designers that popularised style described at the time as **'Contemporary Modern'**. This bright new style in day to day living encompassing furnishing, fashion and industrial design suddenly as if over night became modern, light hearted and colourful in a way not seen before, suddenly was desired by a vast majority of the 'new 1950's' era British post war weary public!

*The futuristic cigar-shaped aluminium-clad steel tower supported by cables, 'The Skylon' (right) was the "Vertical Design Feature" It became an abiding symbol of the Festival of Britain. The base was app: 50 ft from the ground, with the top app: 300 ft high. During a recent conversation with John Jenkinson we both admitted to our ages by divulging that as children we had both been taken by parents to visit the Festival of Britain in 1951 and we both remember well the Dome of Discovery and the Skylon as enduring images. By coincidence, later in the early '60s John worked in the head offices of 'The 600 Group / T C Jones Industrial Cranes' Wood Lane, Shephards Bush. (The company that dismantled the Dome and the Skylon.) The Skylon in part was re-assembled within the main stairwell of the modern office block at the time and was a familiar daily sight to John in the early 60's in his work place. The offices were demolished in later years and the Skylon vanished. Apparently and sadly, only one part, a base piece, survived appearing on BBC Antiques Roadshow! **ROGER 04/2021***



Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
April 2021 Volume 24 Issue 4**



NEXT CLUBNIGHT

***PROVISIONAL DATE JULY 7th ***

In This Months Issue...

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THIS MONTHS EDITORIAL P4	
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THE 'BRIAN WOOD' REPORT P.16	P14/15 Grahams project (part 7)
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	P 24-27 The Festival of Britain 1951



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.**

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The Festival Of Britain hastened the reclamation of over four acres of land from the river, which also transformed a familiar patchwork of rubble and half-derelict buildings which had for so long monopolised the prospect from the North Bank, The Festival of Britain site after the main exhibition event , was, over the following years, developed into the South Bank Centre, an arts complex comprising the Royal Festival Hall, the National Film Theatre, the Queen Elizabeth Hall, the Purcell Room and the National Theatre. Inaugural music concerts in the Royal Festival



Hall were conducted by Sir Malcolm Sargent and Sir Adrian Boult. In April 1988 the Royal Festival Hall was designated a Grade I listed building, the first post-war building to become thus protected and is one of the Festival 's legacies that has been in continuous use since .

London's Crystal Palace was the site chosen for the Caravan Club's first purpose built camping site (still in use today) built for visitors wishing to camp nearby when visiting the Festival of Britain. The photo below was taken later in 1957 and is part of the Caravan & Motorhome Club archive collection . The Motorhome & Caravan Club have a permanent exhibit with archives at - **The National Motor Museum Beaulieu, (The Caravan Club Display)**

(photo courtesy Caravan & Motorhome Club)



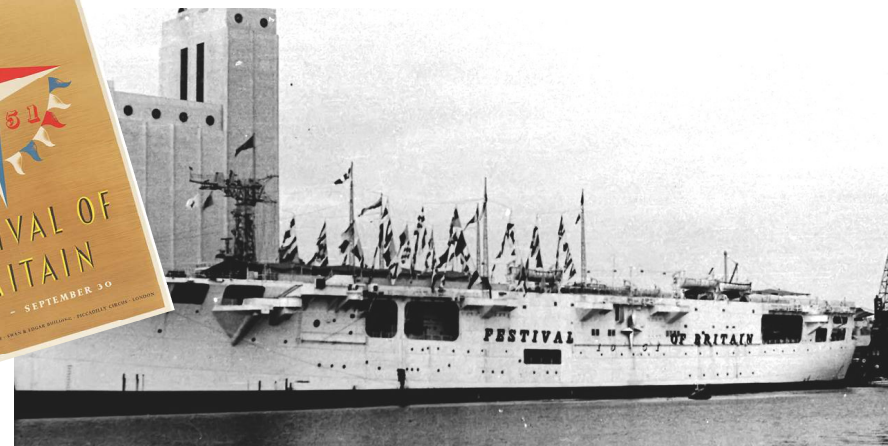
Welcome to a 'Spring Themed' APRIL cover edition - Brian's 'Special' Convertible 129 UXC featured on our front cover sets the scene in anticipation of many good 'Minoring' things ahead as we all look forward to a 'green light' for each of the road map dates ahead. (Brian's full 'resto' story of 129 UXC will be in next months edition)

Hooray! Yes, Spring has now definitely 'and officially' sprung! Whether you choose the earlier annual fixed date of 1st March following the 'Meteorological' (met office preferred) Gregorian calendar based date, that neatly splits the year (ideal for the weather forecasting statistics) equally into the four seasons. Or rather wait a little longer for the more 'considered official' 'Astronomical' calendar date, just having occurred this year on Saturday March 20th. I am sure you don't need me to remind you. It's the timing when the number of hours becomes average of 12 hours both night and day. Caused by our Earth orbiting the sun becoming perpendicular to the sun's rays shining directly at the equator. The Earth is always tilted out of kilter by 23.5 degrees (yet another fascinating academic fact that I am sure you are very pleased to be reminded of!) **Spring in Dorset** is always special being lucky enough to be born and bred a 'Dorset county' child - I think it was pretty obvious when spring had arrived without the need to check those calendars. At an early age we were encouraged to 'observe' nature's 'Spring' changes within our lovely county, to name a few examples - "The call of the Cuckoo, starting usually late March early April—The dawn chorus starting off by Blackbirds, Robins and Wrens joined by other birds, noticeably much louder when into May—Spring blossom appearing on the Blackthorn and Hawthorn in hedgerows—Looking out for the first Swallows and House Martins arriving—The first large Queen Bumble Bees emerging out of hibernation, and hearing the 'tap tap' of the greater spotted & green woodpeckers to establish their territories and watching out for the Small Dark Falcon that enjoys a stronghold in Dorset—Not forgetting the carpets of Primroses, Wood Anemones and then later on the beautiful drifts of Bluebells, always a wonderful site to behold, particularly in a Dorset woodland as deciduous trees start to gain new bright fresh green leaves". Its a nice thought that so much Spring activity is now out there (and especially welcomed even more this year!) all waiting to be explored in our Morris Minors which of course conveniently brings us on to the subject of **'DRIVE IT DAY' on Sunday 25th April** - and I'm really looking forward to receiving any of your photos taken during your very own special 'drive out' for inclusion next Month (**Rally plaques (in aid of NSPCC Childline) can be ordered online fhhvc.co.uk**)

Without much recent branch activity to report I have once again relied on and delved into 'nostalgia' once again, that includes the 1950s, the era Minors sold at an all time high and an earlier time Britain was getting back on to its feet, both socially and economically. In a recent phone conversation with John Jenkinson (just retired Dorset branch Chairman - now our New 'Honorary' President) for some reason we discussed the **1951 Festival of Britain!** We both recalled actually being taken to this amazing exhibition during an otherwise rather 'grey' period in this country when young children (there I go, admitting our ages!!) John has an interesting later memory recollection of one of the futuristic design features in the exhibition that I have included it in the '1951 Festival of Britain' story: **Pages 24-27** - Any other members remember visiting this? please drop a line, **Enjoy the Spring in your Minor ROGER**



There were over ten million paid admissions to the main exhibitions over a period of five months: The most popular being the centrepiece South Bank Exhibition with almost 8.5 million visitors, The Festival Pleasure Gardens had over 8 million visitors, The Festival Ship Campania (photo below) which docked in ten cities, was visited by almost 900,000 people.



Herbert Morrison took charge for the Labour government planning an unprecedented series of displays exclusively about British arts, architecture, science, technology and industrial design, under the title "**Festival of Britain 1951**". Morrison insisted there be no politics, explicit or implicit. As a result, Labour-sponsored programs such as nationalisation, universal health care and working-class housing were excluded; instead, what was allowed was town planning, scientific progress, and all sorts of traditional and modern arts and crafts.

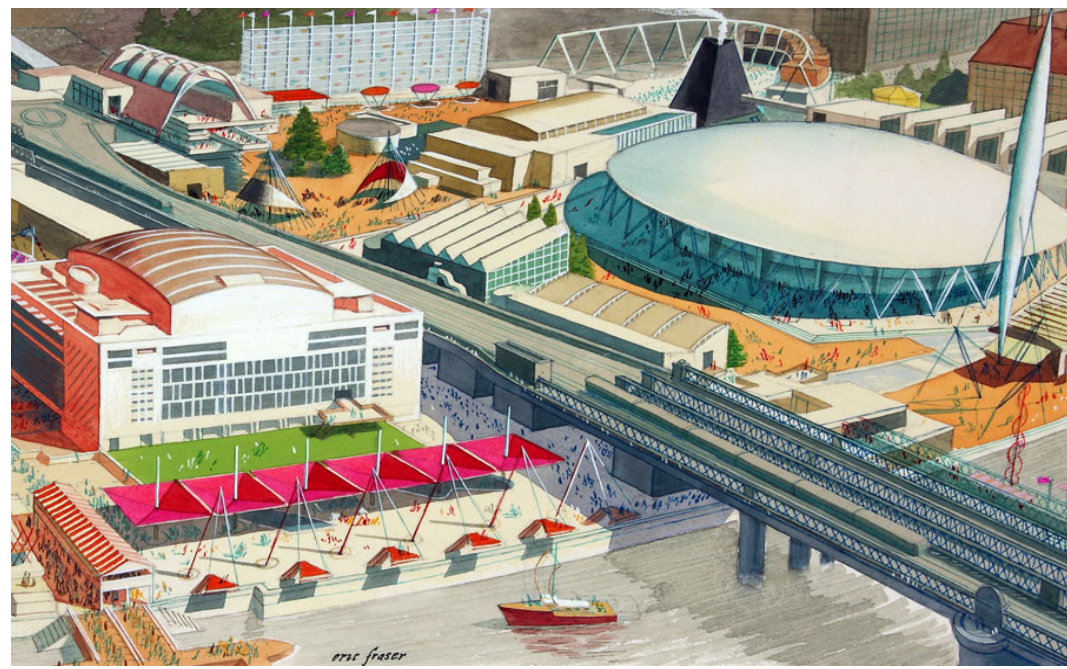
Much of London lay in ruins in 1951, and models of redevelopment were needed. The Festival was an attempt to give Britons a feeling of recovery and progress and to promote better-quality design in the rebuilding of British towns and cities. The Festival of Britain described itself as "one united act of national reassessment, and one corporate reaffirmation of faith in the nation's future."



1951 and a brave 'NEW' age of optimism

Morris Motors export sales order books for Morris Minor had increased substantially since the cars launch just three years earlier. A new purpose built facility at the Cowley works had just been built to meet the demand for 'NKD' export Minors (packaged in kit form for export). Austin introduced the A30 saloon designed to compete with the Minor, interestingly with the Nuffield Organisation poised to amalgamate Morris with Austin in just one years time, to form The British Motor Corporation becoming one of the worlds largest car makers. There was still a degree of post war pride in our railways with continuation of the 'non stop' service to and from London Kings Cross to Edinburgh aboard the famous 'Flying Scotsman' express train. Similar British pride existed for the ocean liners RMS Queen Mary and RMS Queen Elizabeth providing the famous two ship weekly express service between Southampton, Cherbourg and New York. 1951 also heralded the British aviation achievement of the first unrefueled transatlantic jet engined flight in an English Electric Canberra. The very first Goon Show episode and first The Archers BBC radio programmes began. Also this year Zebra Crossings were introduced, Dennis The Menace first appeared in The Beano, Lonnie Donegan introduced a new musical style called 'Skiffle' before any appearance of 'Rock n Roll' that would appear later. Gracie Fields and Vera Lynn continued as the most popular singers on radio.

It was six years after the end of the Second World War, and exactly one hundred years since the famous Great Exhibition of 1851 – The 1951 THE FESTIVAL OF BRITAIN was intended as a 'tonic for the nation, a spectacular cultural event to raise the spirits of a Britain still in the grasp of post war austerity and rationing, also undergoing severe social and economic reform. It provided much needed light relief to 8.5 million visitors to the main 'Festival' site on London's South Bank, with simultaneous smaller events also attended in cities and towns across



Editors In Box & News Desk roger.kellow@dorsetmmoc.co.uk



DMMOC Membership and a year of lockdown restrictions

Membership numbers have been remaining as loyal as ever, in spite of a year of no clubnights & almost zero branch activities - Reports Brian Ford (Membership Secretary) The Dorset Branch also announces a warm WELCOME to latest new members :- Kevin & Kay Owen (Bournemouth) : Michael & Judi Dutch (Shapwick, Dorset)

DRIVE IT DAY SUN APRIL 25th—SEND IN YOUR PHOTOS PLEASE!

Venturing out on 'Drive It Day? Why not send in a photo of your car (with ideally you/your wife/ husband /partner /family/ child/pet,with car) send in to the Editor for the MAY edition. Any 'appealing' photos also requested for our front cover!



TONY TAPSELL (Theresa's Dad)



It is with sadness we learn of the passing of Tony Tapsell, peacefully at home on 12th March 2021. A good number of Dorset branch club members came to know Tony at the annual Dorset branch Dinner Dance for many years, and of course through his daughter, Theresa Moxley (well known and long serving member since the inauguration of the Dorset branch). On behalf of all Dorset branch members we extend our condolences to Tony's wife Anne, to Theresa, and the family.



Theresa's Minor and rainbow (Photo taken on 12th March 2021)

ESSO Synergy Supreme Grade Petrol continues to be supplied free from Ethanol in Dorset at present—statement from Exxon Mobil with Esso forecourt labelling legislation " Although our ESSO station pumps have E5 labels on them, our ESSO Synergy Supreme + 99 is actually ethanol free within Dorset and the following adjacent counties to Dorset i.e. also Hampshire, Somerset, Wiltshire and Sussex (however due to technical supply reasons, Ethanol is added to ESSO Synergy Supreme +99 in the following areas - Devon, Cornwall, the Teesside area, Scotland and NW England). Legislation requires us to place these E5 labels on pumps that dispense unleaded petrol with 'up to 5% ethanol', including those that contain no ethanol, which is why we display them on our Synergy Supreme + 99 pumps even in your area. There's currently no requirement for renewable fuel, like ethanol, to be present in super unleaded petrol although this could change in the future, in which case we would comply with any new legislation rulings." Exxon Mobil : Feb 2021

Chairman's Report



Hello everyone and welcome to the April newsletter. Thank you to those of you who managed to join us online last month for the AGM. I think it went OK but, obviously, it wasn't the ideal way to hold a meeting.

We are looking to restart clubnights from 7th July and will be meeting outside at the SEB club on what will hopefully be a nice warm and sunny evening. The Sunday before – 4th July – we will

be meeting at the SEB Club again for breakfast and then going off on a road run finishing off with a picnic at a local beauty spot.

Whilst liaising with Mick at the SEB Club he has informed me that they will be holding a Family Fun Day on Sunday 23rd May along the same lines as the Emergency Services Day they held last year. We have been invited to bring along our cars so if you want to come along please let me know as I will still need to know in advance for Track and Track purposes. Please make sure that you check the events page for future events. We cannot guarantee that they will all take place and the dates of some have now changed.

Plans are now moving forward for the Dorset Branch Rally over the August Bank Holiday weekend. We have booked a marquee along the lines of the one we normally use at Beaulieu albeit much smaller. We hope to finally get to display some of the material we gathered together last year for our 40th anniversary. No prior booking will be required – you can just turn up but if you want to camp onsite for the weekend we will need to know beforehand and a booking form for that is available on the website.

The FBHVC Drive It Day is on Sunday 25th April. This is obviously a bit early in the Prime Ministers Road Map to enable us to organise a special run out. What we would like you all to do that day is use the Morris instead of your modern. Please send your Drive It Day photos to Roger for the newsletter. **Members wishing to display the Drive it Day 2021 plaque on their cars can order easily from the fbhvc.co.uk website. Plaque sizes and 'donation' prices are clearly shown (with all proceeds going to this years charity - NSPCC Childline)**

Don't forget to buy your tickets for the Beaulieu Simply Classics Event on 26th September. We would really like to get a brilliant turnout of club cars for this event. We've already got our tickets and are looking forward to this years show.

For those of you who keep up to date with our Facebook page you will see that I have had a picture of the Morris done by a guy by the name of Paul Robinson. Paul started off as a traditional painter but has now moved into computer art. I am very pleased with the final picture that Paul has produced so if you would like to have one done please see his details on Facebook.



**That's about it from me for this month, so until next time
Happy Minorng LAURIE**

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*(and be seen by around 200 members)
all Dorset Branch contact details on page 2*

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**DORSET BRANCH MORRIS MINOR OWNERS CLUB
ANNUAL GENERAL MEETING (ONLINE) 3RD MARCH 2021**



Dear Editor (by email from Brian Tilly)
This came from an old Australian Daimler and Lanchester owners club newsletter. It is very tongue in cheek but typical Australian humour
Out of the Adelaide Antique Auto club of Australia comes this discourse on the faults of Joseph Lucas Ltd Birmingham A company that manufactures ignition systems for automobiles of British origin. Among the descriptions are the following: Lucas Electrically Eccentric and the reason the British drink warm beer is that they have Lucas fridges! and Joseph Lucas-" prince of darkness" These slogans are prevalent among owners of old British motorbikes. These and other scurrilous soubriquets, some of which are unprintable are from time to time heaped upon the shoulders of Joseph Lucas Ltd This is really unfair and displays a basic inability to comprehend the simple principles of a motor vehicles electrical system. Forget all that nonsense about magnetic fields and the flow of electrons along a conductor, for it's just that nonsense A myth put about by auto electricians to support their lavish lifestyle at your expense. The reality is smoke! when you think about it, it all becomes startlingly obvious. Smoke makes all electrical things function. If the smoke escapes, the component stops working. for example, the last time you had to grovel under your car to replace the starter motor, didn't it start smoking before it stopped working? Of course. The wiring loom in your car carries, smoke from one device to another, pumped around the system by the dynamo, and when the wiring springs a leak, it lets all the smoke out and everything stops. The starter motor requires a lot of smoke so it has a very thick wire going to it. The battery stores up lots of smoke dissolved in the battery acid which is why they were once called accumulators, until it became apparent that we unwashed home mechanics would twig to the secret. Naturally,



if you try to dissolve too much smoke in your battery it will escape through those little holes in the top- this is why those new-fangled batteries with sealed tops explode when they get too much smoke in them. But with regard to Joseph Lucas and his wrongfully sullied reputation why is he so maligned? Why are Lucas components more likely to leak than, say Bosch or Marelli? Because Lucas is British and British things always leak. British engines leak oil British sports cars leak rain, British Hydrolastic units leak fluid and British governments leak military secrets. So, naturally, British electrical components leak smoke!. Thanks to the Australian Daimler and Lanchester club, at least now we have a clear understanding and lucid explanation of electricity.

(With many thanks to **BRIAN TILLY** for relaying that Australian viewpoint !)

Meanwhile back in 'blighty' Morris had always relied on electrical components from the Lucas factory, including a lot of those parts still going strong on our Minors today, even the 'E' type Jag was first launched highlighting Lucas 'British made' components fitted - But we don't ever mind that Australian view point of us 'Poms' do we !

ED.



The Annual General Meeting was held 'online' Wed 3rd March 2021 on the 41st year of the Dorset Branch of the Morris Minor Owners Club . There was at least 21 participants who successfully 'linked up' together attending the

meeting 'virtually' via the Microsoft 'Teams' Application. Those branch and committee members attending were able to see and communicate with each other again after a year ! **John Jenkinson** stepped down from his role as long serving Branch Chairman. John was thanked by all attending and on behalf of the entire club for his long and enthusiastic devotion as Chairman and committee member to the Dorset branch over the years. John was then immediately proposed to take up the honorary post of **Dorset branch President** , accepted by John and unanimously welcomed by all . **Laurie Blewer** was unanimously welcomed as **Dorset branch Chairman** following his exceptionally long number of years continual service as Dorset branch Secretary. A Morris Minor enthusiast with such a passion , long involvement and amazing knowledge of Morris Minors - Lauries 's first Minor dates back to the one bought as a birthday present by parents a good few years before he left school - he has had a particular and 'continuous thing' about them since . **Ian Chivers** (well known past branch member) was unanimously welcomed as **Dorset Branch Secretary** Ian's extensive 'more professional knowledge ' of computer programmes and apps has already been very much appreciated by the rest of the committee with invaluable hints and certain problem solving advice , not least with the set up of the 'online' AGM meeting . **Eddie Pateman** stepped down as committee member and was thanked sincerely for his involvement with the branch as **Welfare / Technical Officer** and of course for organising the very popular branch gardening competition annually over recent years . We do hope it is possible that Eddie may consider being involved with continuation of a gardening competition for members in some shape or form providing his valuable experience in showing and judging . **Andy Dibb** was also sincerely thanked , stepping down as committee member—**Health & Safety / Events Officer** . Over the last few years Andy has worked extremely hard particularly 'behind the scenes' on behalf of members organising many interesting clubnight speakers and quizzes and other events . Andy must also be thanked for his part with the instigation of the present fantastic annual branch rally site location at Wolvercroft World of Plants at Alderholt . (again a great deal of 'behind the scenes . organising by Andy)

The rest of your serving committee members (as before) are - **Jacky Wood : Brian Wood : Brian Ford : Roger Kellow** (The committee are all listed with their contact details on Page 2) (See also ref AGM in—Chairmans Report Page 6 & Secretary's Report Page 13)

'N' is for NUFFIELD (Editors A-Z)

Those with a good memory may remember my old 'A-Z series' of British Industrial Legacies started 'way back' when Brian used to edit the newsletter. The first was 'A' for Armstrong Shock absorbers and last article I recall was 'M' for Metalastik Company (suppliers to Morris) When space permits (that's not every month) I will 'attempt' to eventually complete the challenge made one past clubnight to try to complete as many letters of the alphabet of companies that in some way or other can be linked to the Minor. (Original production or accepted aftermarket accessories)

'N' is for the Nuffield Organization, It was the unincorporated umbrella-name or promotional name used for the charitable and commercial interests of owner and donor, William Morris, 1st Viscount Nuffield. The name was assumed following Nuffield's gift made to form his Nuffield Foundation in 1943, it linked his business interests to his existing very generous philanthropy. The same enterprises had previously been referred to as the Morris Organizations and at first described itself as The Nuffield Organization, A Cornerstone of Britain's Industrial Structure. **The company was formed in 1938.** Its main components were: Morris Motors Ltd - Wolseley Motors Ltd— M. G. Car Co Ltd -Riley (Coventry) Ltd -Morris Commercial Cars Ltd - Morris Industries Exports Ltd - S. U. Carburetter Co Ltd - Mechanizations and Aero Ltd The same year Lord Nuffield purchased the bankrupt Riley (Coventry) and Autovia companies from the Riley family and quickly sold them to his own Morris Motor Company.

With the addition of Wolseley later that year, the combined enterprise became known as **The Nuffield Organization.**

During WWII: The Nuffield Organization was engaged in military production. Among their activities was production of the Liberty L-12 engine for use in British tanks of the period. In 1939 one of their subsidiaries was given the opportunity to take part in production of the Covenanter tank then being designed but opted to develop their own version of the design which became the Crusader tank. They followed this with the Cavalier tank which used the Liberty engine as well. The tank was built but the power of the Liberty was limited and, with the increase in tank weight, the Cavalier was not used in combat. The last tank the Liberty engine was produced for was the Centaur tank, effectively an underpowered Cromwell. Commercial vehicles in the Morris range were produced for military use - such as the Morris C8. (1942 photo right) Meanwhile Automobile production of Morris, Wolseley and Riley marques restarted in the 1940s

Post War, Nuffield dramatically increased exporting cars firstly with crated 'kit' form vehicles and also started on tractor production with the 1948 Nuffield Universal. In 1952 The Nuffield Organization merged with Austin to form the **British Motor Corporation.** In 1966 British Motor Corporation merged with Jaguar to become British Motor Holdings. In 1968 British Motor Holdings, still struggling, merged with the prosperous Leyland Motor Corporation to form the **British Leyland Motor Corporation** Subsequently the eventual demise of **Austin Rover** and with that story having been commented upon so regularly 'in hindsight' is of course a complete 'other story' **ROGER**



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OVERSEAS BRANCHES:
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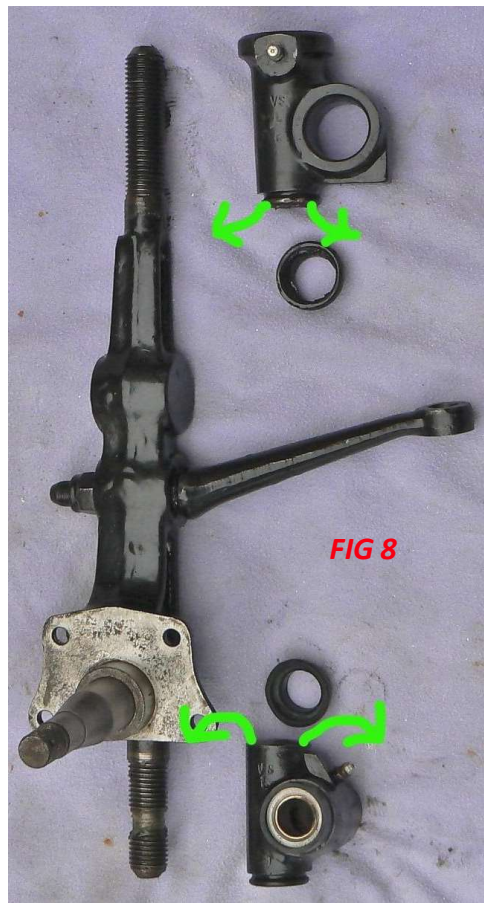


FIG 8

Pump the gun until some grease is seen exuding from the joints at their inner ends where the rubber seals are and as shown by the green arrows in fig. 8. (left) When this happens it's time to stop pumping, wipe the excess away and move on to the next nipple. Some perseverance may be needed to properly lubricate the lower swivel as the grease is often inclined to make an easier escape through the shared joint. If it appears that the steering has not been lubricated for a long time, raise both front wheels off the ground and work the steering from lock to lock a few times after the first greasing then go round again. If the track rod ends (ball joints) have grease nipples, (some do and some don't) give these a few shots whilst the weight is off the wheels as there will be more room to work.

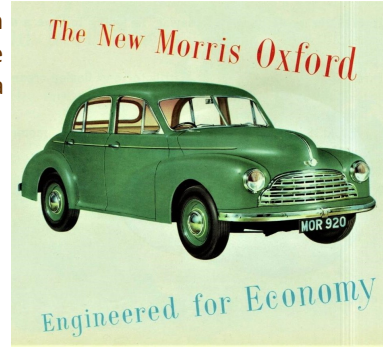
Whilst the grease gun is out and your hands are dirty, take a few moments to inject some grease into both handbrake cables. The front and rear universal joints on the propshaft will benefit from a fresh shot of grease too but this operation may not be possible if the car has had replacement joints; many aftermarket components are supposedly 'lubricated for life' and do not have a nipple fitted.



The pom-pom type grease gun shown left is a 'Tecalemit' brand and was part of the original toolkit supplied with a 1952 Morris Oxford. This tidy smoke grey car came to a premature and undignified end in 1967 however the gun is alive, well and in perfect working order. A testament to the longevity of quality machinery which has had a regular supply of clean grease! **'RB'**



The Morris Oxford 'MO'





Clean the grease nipples before applying the gun. If they are covered in dried mud a light wire brushing may be necessary before wiping clean. Corrosion and wear and tear both take their toll; compare the old nipple on the left in fig. 4 (left) with the new one next to it. Rusty nipples should be replaced before attempting to

pump grease into a joint; any pitting will encourage grease to leak out and cause a mess. It's as well to get a full set as they are cheap enough.

It will be noted that the uppermost grease nipples on the stub axle assembly are for the upper swivel joints only and the lower nipple is shared by the swivel and the horizontally-arranged joint which attaches the lower swivel to the wishbone ('C' in fig. 7 below). These lower two joints carry weight which may serve to restrict the free flow of new lubricant so before applying the grease gun it is necessary to take the weight off the wheel (and joints) by jacking-up the front end of the car. This can be done one side at a time if needs be.

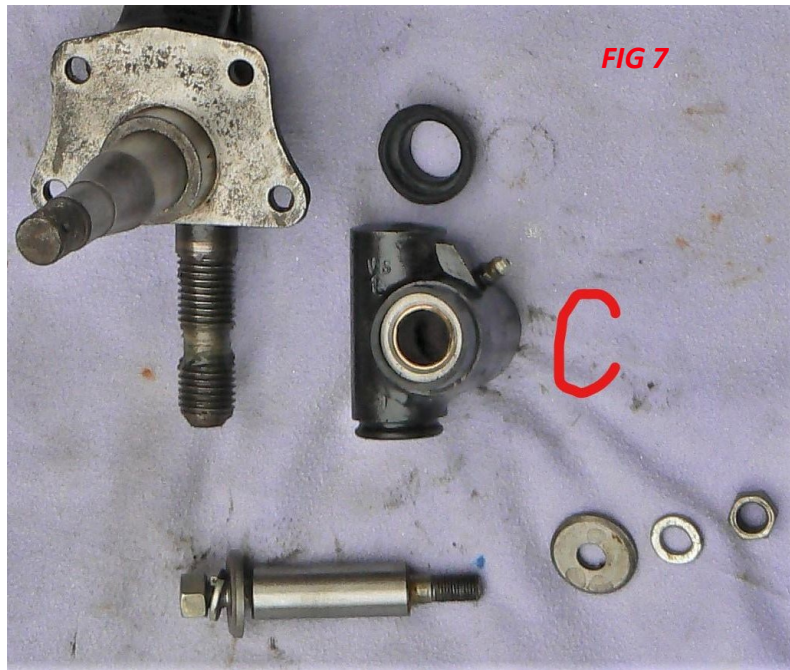
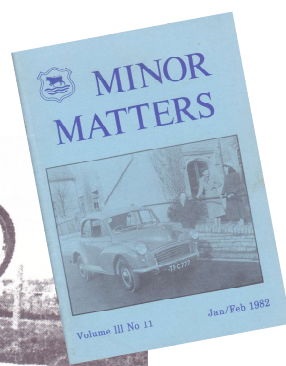
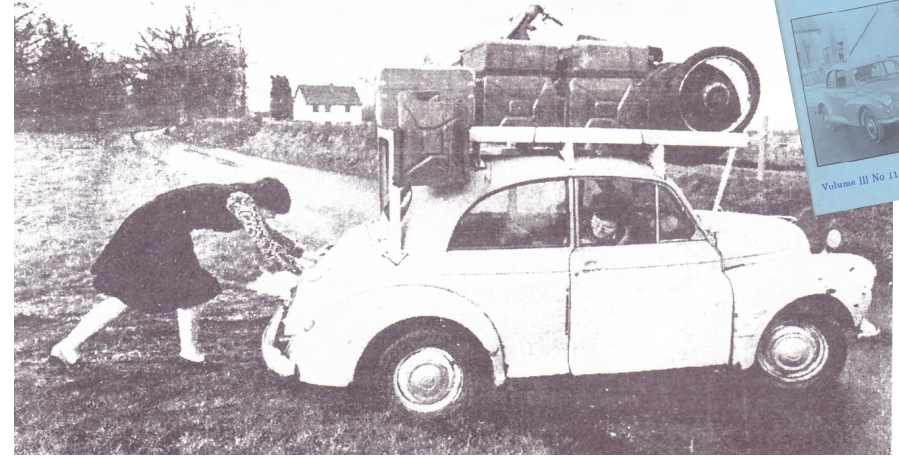


FIG 7

**Bogged Down in Dorset (1982 Article)
..the trans Sahara Morris Minor**



Amongst an old collection of early 1980's 'Minor Matters' recently kindly loaned by Graham Melly I came across this article . It was at the very time (40 years ago) that Graham had been responsible for inaugurating the Dorset Branch MMOC .

Has anyone any recollection whether Steven White and his wife Elizabeth succeeded with their planned mammoth 2 year journey at the time and actually made it back safely to the UK ? Also I wonder, where was the photo location ?

(Article from Minor Matters magazine Jan/Feb edition 1982)

In training for a hazardous 2,000 mile trip across the Sahara in a battered Morris minor, two intrepid British adventurers became stuck in the humble mud of Dorset last week.

As Stephen White steered, his wife Elizabeth heaved and pushed the heavily loaded 1956 vehicle from the tenacious grip of a grassy surface. ' We've got two planks and snowchains to help us get the car out of sand dunes ' said Stephen, 26, a buyer for a tool contractor . ' Both of us had a secret ambition to tramp around the world and do something a bit different' . Few would doubt that their trip is a little different . Their car—affectionately known as 'Pooh' after it's registration number POU 825—is one of the old split screen models, complete with working semaphore indicators. If Pooh is up to it , the couple expect their journey, beginning this week , to take about two years .

Their main planned route takes in Algeria - Nigeria—Chad —Cameroon— Zaire and Kenya Elizabeth ,24, a health administrator said 'I am sure we'll make it—Iv'e actually only ever been to France for a day trip. But we'll get there ' !

Intriguingly, just searching on the DVLA database reveals this car POU 825 as still recorded - 1956 Grey Morris Minor , tax renewal date is shown is Feb 1982 ??

(OU reg. Hants area) - Also within this Jan/Feb 1982 Minor Matters edition it was announced that Mr Ray Newell from the East Midlands branch was elected as MMOC Events Secretary . (today long serving Secretary of the MMOC and well known author of books on the Morris Marque)

ROGER

What's already changed?

Schools and colleges have reopened, and university students can return for practical courses
Two people from different households can meet outside for recreation, which can include "a coffee on a bench"

Care home residents can have one nominated visitor, with testing and social distance precautions

What's happened on 29 March?

People will be allowed to meet outside, either with one other household or within the "rule of six", including in private gardens

The stay at home rule will end, but the government will urge people to stay local as much as possible

Outdoor sport facilities will reopen, including golf courses and tennis and basketball courts, and formally organised outdoor sports can restart

Weddings can take place, attended by up to six people

Stage two (no earlier than 12 April):

All shops allowed to open, along with close-contact services, including hairdressers and beauty salons (including in people's homes)

Restaurants and pubs allowed to serve food and alcohol to customers sitting outdoors

Gyms and spas can reopen, as can zoos, theme parks, libraries and community centres

Members of the same household can take a holiday in England in self-contained accommodation

Weddings attended by up to 15 people can take place

Stage three (no earlier than 17 May):

People can meet in groups of up to 30 outdoors

Six people or two households can meet indoors

Pubs, restaurants and other hospitality venues can seat customers indoors

Up to 30 people can attend weddings or other life events, like christenings

Remaining outdoor entertainment, such as outdoor theatres and cinemas can open

Indoor entertainment such as museums, theatres, cinemas and children's play areas can open

Performances and large events can restart, but with limits on audience numbers

Hotels, hostels and B&Bs can reopen

International leisure travel may resume

Adult indoor group sports and exercise classes can restart

Stage four (no earlier than 21 June):

All legal limits on social contact will be removed

No legal limits on the number of people who can attend weddings, funerals and other life events

Nightclubs will be allowed to reopen

What are the four tests for easing restrictions?

The coronavirus vaccine programme continues to go to plan

Vaccines are sufficiently reducing the number of people dying or needing hospital treatment

Infection rates do not risk a surge in hospital admissions

New coronavirus variants do not fundamentally change the risk of lifting restrictions

Source : gov.co.uk -summary-2021- covid- 19) - bbc.co.uk/news/explainers/52530518

Lying underneath the car pumping a grease gun is not the most enjoyable of the maintenance jobs and is frequently rushed or neglected. The grease nipples are exposed to the elements and often the tiny opening becomes blocked or the little ball and spring behind it get rusted solid thus denying entry to any grease offered, regardless of how much pressure the grease gun can generate. Without their regular fix of grease, the threads become dry and wear will rapidly develop; with cars that go out in the rain, surface water can work its way in and rust may form on the threads. There are several brands and types of grease available; any chassis or wheel bearing grease will do the job perfectly well but don't make the mistake of using 'copper grease' which is not at all suitable.



FIG 3



FIG 4

The lever-type of grease gun seen on the left in fig. 3 can produce a greater pressure and requires less elbow room than the pom-pom type seen on the right. A lever gun must, however, be used with a nipple of suitable size and shape such as the one on the right of fig. 4 for its nozzle to grip and stay on the nipple under pressure. Many older nipples do not meet these conditions and using a pom-pom gun is the only way to get grease into them. Fig. 5 shows the two types of nozzle,

the one on the left belongs to the lever-type gun and has a spring-loaded claw in four sections which surrounds the nipple and grips it firmly enough to hang by its own weight as demonstrated in fig 6. When the lever is operated the pressure of the grease is applied to the claw which causes it to grip much more tightly and prevent the nozzle being forced away from the nipple. The pom-pom gun relies on the force applied during the pumping action to keep the nozzle firmly in place. Both types of gun must be applied squarely to the nipple to have any chance of success.



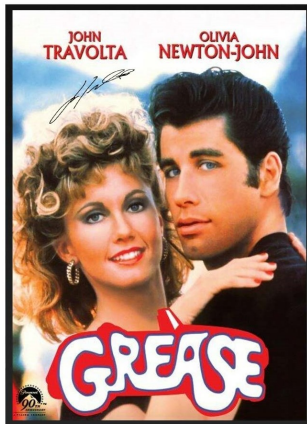
FIG 5



FIG 6

THE MINOR HOME MECHANIC

From our Special Correspondent 'RB'
(Old School' Mechanic)



'GREASE IS THE WORD'



A nostalgic trip to the late nineteen seventies may be appealing, but we are going on a shorter journey - to the nether frontal regions of your Minor where we will find, one on either side, the steering axles, stub axles or whatever you wish to call them. Fortunately these items are rarely a source of trouble but as with most other parts of an old car, a small amount of regular maintenance is the key to happy motoring.

The stub axles support the front wheels which run on ball bearings. Some grease is packed into the bearings when fitted or renewed and, given the low annual mileage enjoyed by most 'classic' cars, should last a very long time indeed. The upper and lower swivel joints are a different story and do require some regular if not excessive shots of fresh grease. At the upper and lower extremities of the axle forging (fig. 1) can be seen the male thread 'A' which engages with its female counterpart within 'B' (fig. 2 below).

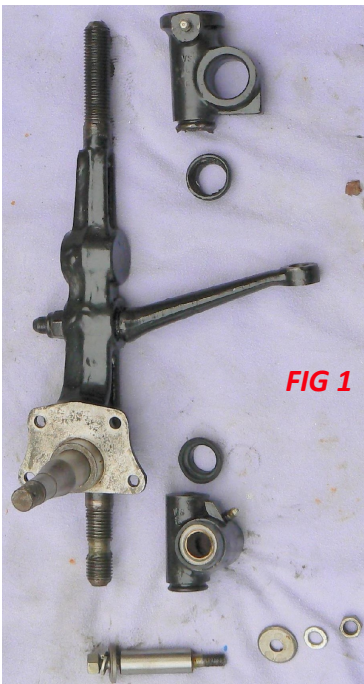
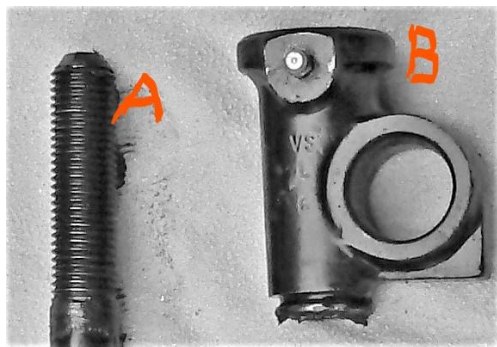


FIG 1



This thread not only holds the two parts together but also forms the bearing for the rotational element of the steering. It doesn't look very substantial but with proper lubrication is capable of lasting for at least a hundred thousand miles. When these threads wear, play develops in the joint leading to a slight vagueness in the steering. **For Minors requiring an MOT, this would mean failure.**

PROPOSED FUTURE EVENTS & ACTIVITIES (SUBJECT TO FINAL CONFIRMATION BY ORGANISERS)

APRIL 25th	DRIVE IT DAY 2021 Federation of British Historic Vehicle Clubs (2021 Charity ,Child Line) www.fbhvc.co.uk *PLEASE SEND IN YOUR PHOTOS TO EDITOR *
MAY 8th/9th	Breamore Steam Up . Breamore House (Event Details TBC) breamore@btinternet
MAY 22nd/23rd	Organford Classic Vehicle Event , Pikes Farm Showground BH16 6ES info@organfordclassicevents.co.uk
MAY 23rd	Electric Family fun Day . Bnmth Elec Sports & Social Club Starts 10 a,m, bournemouthelectricclub.co.uk
JULY 4th	PROVISIONAL Dorset Branch 'PICNIC' RUN OUT (Bring your own picnic and meet at Wilverey Plain) New Forest - between Holmeselsly and Bashley area
JULY 7th	PROVISIONAL DORSET MMOC 'RETURN TO CLUBNIGHT' Bnmth Electric Club Venue ,Castle Lane (may be outdoors) All details to be advised to members on confirmation
JULY 25th	H.A.M.M.O.C. (Hampshire Branch) MMOC Annual Rally Sammy Millers . Bashley Cross roads , Nr New Milton . BH255SZ hammoc.co.uk
AUG 7th	Popham Airfield Classic Car Show & Vintage 'Fly In' popham-airfield.co.uk/events-calender-2021
AUG 28th/29th	DORSET BRANCH ANNUAL RALLY 2021 Alderholt, Nr Fordingbridge (full details later) (camping available on site) dorsetmmoc.co.uk .
SEPT 4th / 5th	BEAULIEU INTERNATIONAL AUTO JUMBLE beaulieu.com (Dorset Branch not attending this event as a club group)
SEPT 4/5 th	Isle of White Branch MMOC Annual Rally , Havenstreet . lowmmoc.blogspot.com
SEPT 11th/ 12th	Moors Valley Railway Autumn Steam Gala Moors Valley Country Park, Ashley Heath. moorsvalleyrailway.co.uk
SEPT 26th	BEAULIEU SIMPLY BRITISH CASSICS beaulieu.com (tickets on sale from Beaulieu for individual attendance)



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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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Morris Minor Owners Club, Dorset Branch


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 - Bump stop (RH)
 - Marina type column ind switch
 - Distributors
 - Chrome door handles (various)
 - Front Grille outer panel
 - 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
 - Top hose
 - Underlay set (unused)
 - Half Shafts (single or pairs)

THE 'BRIAN WOOD' REPORT

Following the recent spate of lockdown inventions, I recently came up with a solution to an old problem. Some years ago, I bought a set of alpha-numeric stamps at an Autojumble (remember those?). It came in a nice wooden box and the characters were just the right size for stamping new engine and chassis number plates. This was all well and good, but for the life of me, I could never get



the characters in a nice straight line. Now I know that the factory ones were never brilliant, but my attempts to reproduce them were not very convincing. The need for replacement engine number plates is significant, since when an engine block is reconditioned, the number plate invariably gets taken off and lost when the block is lightly skimmed over the top (or 'decked' as it is sometimes called.) My clumsy, sausage-fingered attempts were never much sought after (even by me) and for about the last 20 years, the box of stamps has sat at the back of the tool drawer in the garage. I know any decent engraver could do the job in about 5 minutes- but where's the challenge in

that? And it would be far too neat. About 6 months ago, a branch member asked me if a new plate could be made up for his engine. Now being in possession of that 'magic' device known as a 3D printer (yes, again – sorry!) I thought it would be fairly straightforward to make up a guide or mask that would space the characters correctly and keep them in a nice straight line. They could then be gently tapped with the hammer to impress the aluminium tag with the letter or number. The only problem was that using a single guide, the characters would be spaced too far apart. The 'lightbulb' moment was to make 2 almost identical guides, with the first one carrying the characters for the first, third, fifth etc and a second one with the spaces offset by 50% carrying the second, fourth, sixth etc. The bottom of the guide has a specially shaped recess slightly bigger than the tag so it is kept from moving whilst being punched. The first set of stamps can be loaded and punched, then the tag is removed in put into the second guide whereby the second lot of characters can be finished. (The photographs may make this a bit clearer.) The stamp kit only has one of each character so if any repeat characters are needed (ie if there are 2



'1' s for example) the requisite stamp can be re-deployed to the second required position and 'biffed' with the hammer. Having now got a few more 3D printing projects under the belt, so to speak, I recently had another go at a more accurate set of guides. These seemed to produce a much better result.

I have now made a larger 'mask' to cater for the bigger chassis plate fitted from 1952-58. It utilises the original punch masks already described but allows for the correct alignment of the 'Car No.' and 'Engine No.' spaces as shown in the photo.

So, there it is, if anyone would like a number tag stamped up, let me know. I am also going to produce another separate mask for doing the earlier chassis plate. I am happy to offer the service to branch members for just the cost of the plate (plus post if required) for now. **BRIAN**



Secretary's Report

Thank you to all those that managed to attend the AGM, I hope the experience of joining the online meeting wasn't too tedious. It was nice to see Graham & Liz from Guernsey, who otherwise possibly wouldn't have been able to be there in real life! I'm

happy to finally remove the 'acting' prefix from my role as it's now official, feels like I've passed a probation period these past few months. Congratulations to all the other committee members who have taken on new positions, we still have an opening to fill so please come forward to support your club.

Drive it day is fast approaching, April 25th. I'm hoping to get a bit further than last year, when I opened the garage backed the car out onto the drive. Took it out of reverse and into 1st gear to go straight back into the garage again, I suppose I could have given it a wash and polish while it was out. It would be great if you could send the editor Roger some photos of you and your cars from the day along with a description of your route or destination. One of my regular trips in the traveller is to the Ringwood Brewery to fill up my beer jug, something I haven't done for a while now! Perhaps we'll see one another out on the road for the customary wave, here's to hoping the weather is kind to us on the day.

I'm told the latest news on the National Rally is that it will be a 1 day picnic on 27th June, just after restrictions on large gatherings are due to be lifted. Camping with basic facilities will be available, it's a long way to go for picnic. Closer to home, plans for the Dorset Branch Rally on the weekend of 28th/29th August are progressing well, camping will be also be available. Do keep an eye on the events listing page as some of them have changed, particularly those scheduled before the end of restrictions. I think it could be a busy end to the summer this year!

P.S Don't forget to order your Drive it Day charity rally plaque at fbhvc.

IAN

**GRAHAM MELLY'S 'Lockdown Series II Project
(after 39 years of hibernation!) Part 7**

The Morris body shell is sprayed up on all sides, and is now back home in my garage (returned from Panelform - after the body shell completion by Jez Jennings - (pictured right)

Currently I am progressing with the fitting of new parts on the doors. Chrome and rubber fittings, the winder regulators and of 3 stainless steel top window frames, 2 are now with a fellow Dorset branch member who is a professional engineer/polisher.

After the doors I will be assembling the front suspension from the zinc plated and painted parts. That will then see the wheels back on and the framework contraption removed from between the chassis legs that has aided in the engine bay being free of components during the spraying process.

Then, fitting of the new headlining which will enable the windows to be replaced. I have previously installed the front window rubbers of several split screen front windows so it is a relatively straight forward job.



I still have, by my reckoning 12 panels that require the expertise of Jez Jennings to complete the spraying of the car so that they can be finally re-fitted



**Wow !
Sunglasses
needed ! What
a 'shiny' finish,
well worth
waiting all that
time for ! Ed .**



This is definitely a worthwhile part of our hobby as those who have undertaken similar rebuilds will vouch that there is great satisfaction in putting all the new and shiny parts back on the car.

As of March I am officially now an OAP, so the project will start to accelerate—I hope? GRAHAM

