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ANSWERS - WORD QUIZ COUNTY DIALECT WORDS FROM 'OLD DORSET'

From page 14

- 41. home made broom making. 42. To stare.
- 43. Scarecrow . 44. Yawn or spread apart.
- 45. Buttercups 46. Large/Great. 47. To joke with.
- 48. Swallow food. 49. Bluebells. 50. Going to.
- 51. Rowdy behaviour. 52. Path for horse & rider.
- 53. An approximation or thereabouts, somewhere
- 54. Nearby, Close at hand. 55. Small gate.
- 56. To cover over (to heal in) 57. Headlong
- 58. Horse or pony bred on a heath.
- 59. Hide-n-seek (children's game)
- 60. Show caution or be anxious. 61. Woodlouse
- 62. A duck. 63. Wild Honysuckle 64. Dragonfly
- 65. Icicles. 66. Onion 67. Nervous trepidation.
- 68. Clearing a riverbank of weeds .
- 69. Friends of the family (& kin) 70. Game of tag where those caught form a chain. 71. Hungry
- 72. Traditional double ended flat bottomed boat.
- 73. Slim, thin, slender. 74. Painter & decorator.
- 75. Basket. 76. Wet weather ,rainy 77. Happy
- 78 A state of confusion 79 An impulse or whim.
- 80. Having strength , or with powerful force.

steve@castle-marquees.com
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01425 404142 Office
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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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Dorset Branch

MORRIS MINOR OWNERS CLUB NEWSLETTER



1948 < Morris Minor > 1971



AUGUST 2021

Vol24 Issue 8

www.dorsetmmoc.co.uk

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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

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 (to the DMMOC branch)</u> Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<div style="background-color: #90ee90; border: 2px solid #800000; padding: 10px;"> <p style="margin: 0;"><u>Cover Story</u></p> <p style="margin: 0;"><u>BREAMORE</u></p> <p style="margin: 0;"><u>HOUSE</u></p> <p style="margin: 0;"><i>Three long serving Dorset branch members park their Minors in the Private Courtyard House Entrance (Pages 24/25)</i></p> <p style="margin: 0;">With thanks to :-</p> <p style="margin: 0;">Mr Phil Crouter (Museum Curator Breamore House) and the Hulse Family for granting Dorset MMOC special access for photography.</p> </div>
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120		
** Print Deadline for the SEPT Edition Sat/Sun 21/22 AUG			

The lead up to 1968 saw the Eastern Region being the first to start to scrap steam in the early 60s although transferring some express locos to Scotland. Next was the Western Region in 1965 although once again transferring locos to the Midland Region. The Southern completed their withdrawal of steam on 9th July 1967 sending all their engines for scrap

The Midland Region finally brought the curtain down on 11th August 1968. The End, or was it?

The Eastern managed to scrap most of their engines at their works although a few escaped. The Western Region cut a good few of their locos but became overwhelmed by the numbers and farmed them out to scrap yards in South Wales mainly. The Southern Region followed the Western and most of theirs went to South Wales as did the Midland.

Most of these yards scrapped their locos on arrival however one yard did not and that was Dai Woodham's (Woodhams of Barry Island.)



Conclusion

We could ask the

question why the politicians/management decided to fix a firm date to end steam when they could have phased it out like other countries. Why scrap virtually new Standard steam locos Why did they rely on untried diesels as the vast majority were unreliable and had to be rescued on many occasions by due to be scrapped steam locos. Why did they put a clause in the scrap company contract that they were not allowed to resell any scrap loco for reuse or as complete locos?

Our railways did survive the loss of steam through good fortune but mostly through good engineers! The Deltic diesels used on the East coast mainline were an excellent replacement for the express steam engines. The class 47 diesels are still doing a good job as an all-purpose loco. The one class of diesel loco that did save our express passenger service countrywide is the HST 125 built in 1975 (High Speed Train 125 mph). It has only just being withdrawn from frontline service. The East and West Coast mainlines have been electrified and The London to Bristol recently.

There were a quite a few diesel duds and I had the pleasure of seeing 2 of them alongside some of my beloved steam locos at Woodhams Barry scrapyard. **ANDY**

NEXT EPISODE 'THE GREAT ESCAPE FROM THE SCRAPYARD'

WHATEVER HAPPENED TO OUR STEAM ENGINES?

From branch member and Guest Writer ANDY DIBB

In this article I would like to explain how so many steam engines survived in this country. You will probably be familiar with Flying Scotsman and maybe the new build Tornado however how about the rest?

I will try and cover the following:

- *The history of where they came from.
- *The politics involved.
- *Replacements.
- *The End of Steam.
- *The Scrapman comes.

After WW2 there were 4 private railway companies owning 4 different parts of the railway network, these being: Great Western Railway, Southern Railway, London Midland & Scottish Railway, London & North Eastern Railway.

In 1948 the railways were nationalised and came into public ownership. We inherited many worn out and different engines suited to the areas they worked in. Examples being the Southern engines whose were express locos for the Waterloo- Bournemouth trains and fast small wheeled locos for suburban and freight services. The Midland engines where powerful to be able to climb the steep gradients they had and their freight locos also. The Southern had quite a few electrics to run services in the London area and also a few diesel shunting locos.

The British Railways Board decided to try out mainly express locos from different regions in different areas with a lot of success. They gained a lot of useful Knowledge that they for once put to good use.

In 1951 they embarked on a programme of building Standard Locomotives which could be used countrywide. They ended up building 999 that were intended to replace worn out locos due to the use during the war.

We then had the Beeching/Marple's/ Castle era with closure of many lines and with less services to run scrapping of locos started. Harold Wilsons World of White Technology sprang forward and dirty steam locos were not seen as a good image. Electric and diesels were to be our way forward. However instead of a phased withdrawal of steam it was announced that 11th August 1968 was to be the last day of steam and a total ban of steam in revenue earning service on 12th August 1968.



Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
JULY 2021 Volume 24 Issue 8**

***NEXT CLUBNIGHT
AUGUST 4th (Gardening Show)***

In This Months Issue...

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<i>SECRETARYS REPORT PAGE P. 13</i>	<i>P /21 Grahams Series 2 saloon project 'Continues onward'</i>
<i>THE 'BRIAN WOOD' REPORT P.16</i>	<i>P 24/ 25 Branch Road Run to Breamore House - photo report</i>
<i>VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.17</i>	<i>P26/27 Steam Engines, by Andy Dibb (Part 1 of a 2 part story)</i>
	<i>P28 'Old Dorset' Word Quiz Answers</i>

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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Welcome to the August newsletter, as the optimistic government message is "Now we effectively have a 'vaccine wall of defence' The British public can be relied upon to act responsibly to others and to use their common sense, combined with test, test, test!

Dorset branch club related activities are gradually now gaining momentum again with the first branch clubnight taking place on July 4th, a significant recent Dorset branch 'easing of lockdown milestone'. We should now hopefully resume much more reporting each month on more events and at the time of this month's deadline the Hants branch rally has just taken place (photos next month). Any photos or written descriptions of events and activities are, as always, more than welcome. Now with the return to clubnights each next month's edition print deadline (including insertion of any 'For Sale /Wanted ads') will need to be received by the third weekend of each month once again in order to appear in the next edition. This month we have reports on the 'National MMOC' rally from **Nick Odell (P7)** - on the Poole Bay Classic Car Show from **Dave Walker (P15)** - and also from this month's cover story, 'yours truly' reports the first Dorset Branch organised excellent routed 'Road Run' since the start of lockdown **(P24/25)**



'New/old' cars to join the Dorset branch and significant refurbishment (P8&9)- continues with a Minor Pick Up new to the branch kitted out with a nice canvas tilt cover.. Also an extremely rare 'other make' car Please keep sending in your photos and details of any new/old cars and any significant work done on your cars as this is always of genuine interest to all our fellow Dorset branch members....**(Page21)** Follows the same theme as we pick up again on Graham's return to his series II 'complete restoration' project, resuming with window glazing fitting to the recently professionally re-sprayed body shell (the main mechanical work now imminently lined up 'to start in earnest' will begin to be reported on in the next (Sept) edition.) **'Old style technology' direction signalling** is revisited from an earlier archived article by our special correspondent 'R B' featured in this month's 'The Minor Mechanic' series for those earlier Minors **(P18/19/20)** A lot will find it interesting even if your Minor is not old enough to have them) (of course some owners do like to keep originality by retaining these in working order and link up with conventional mounted flashing lamps even fitting all the units now discreetly with LED's)

Nostalgia of the Steam Railways era, in the first of **Andy Dibb's** interesting two part series, describes how closely in the 1960's we came to keeping a very small few locomotives destined for static museum exhibits. Instead a good number of were eventually saved by heritage line enthusiasts. (It certainly brings back boyhood memories as my dad was a Station Master in those memorable old operational main line steam days..

Enjoy the rest of the year with your Minor, (then on, and safely on and on!) **ROGER**



Breamore House was home to original 1st Baronet Sir Edward Hulse (1682-1759) Physician to Queen Anne, George 1 and George II and has been the family home of the Hulse family ever since. The House was built on the site of Breamore Priory established pre 1135.

The Dorset branch's Midsummer Road Run final destination was the spectacular site of each side of the main entrance driveway with the backdrop of the Elizabethan manor house behind

On the right hand side just beyond our parking area was the famous ancient Yew tree having been dated 1,000 years old. There is of course much more of interest waiting to be explored at Breamore House during any future visits. Ed.



Classic car enthusiasts of all ages enjoyed the gathering (left) And visiting guest **Andrew Waltham (right)** - all the way from Isle of Sheppey, Kent in his Minor, spontaneously played a George Formby tune on his ukulele!





The weather defied in the end , what had been, a very poor forecast for the first , and much anticipated, Dorset branch 'Road Run' outing (since national restrictions were imposed well over a year ago) on Sunday July 4th. Only a couple of short sharp showers materialised in the end . The planned route taken after a breakfast meeting at our usual DMMOC Caste Lane Clubnight venue journeyed via Ringwood along quite country byways to Breamore Village taking in the many unspoilt villages within that lovely unique , slightly hilly border area within the north west New Forest & Hants boundary . Around 17 Minors attended the run to Breamore House , generally in convoys of 5 to 6 making a most enjoyable excursion with walkers and cyclists all waving and smiling in acknowledgement along the route .

We were welcomed by Breamore House Museum Curator Phil Crouter who has, over the years regularly invited the Dorset branch to attend the Breamore House Annual Steam Working Weekend . Here we have had privileged access to the walled garden area to park our Minor's , also with access to the Countryside Museum on the Saturday and Sunday during this fantastic event .

The August front cover features three long serving Dorset branch member couple's Minors.

. The Dorset MMOC were kindly given special access to the court yard main house entrance area for the photo (left)—

with thanks to Mr Phil Crouter (Museum Curator) for gaining special access from the Hulse family .

The Cars - L to R

- 1. Convertible (Eddie & Margaret Pateman)*
- 2. Traveller (Steve & Michelle Brown)*
- 3. Series MM (Mike & Joyce Sheppard)*



THE RETURN TO CLUBNIGHTS July 4th, and the first Dorset branch clubnight took place since months of strict covid restrictions on social gatherings had commenced back in 2020 . The meeting took place in the SEB Club's excellent specially built outdoor hospitality area, complete with , outdoor bar, food vending facility , under cover seating and even an outdoor stage equipped with sound. The next clubnight is on Aug 4th (Eddies Gardening Show) and is also scheduled to take place in this same outdoor area .



DORSET BRANCH MMOC ANNUAL RALLY 2021 AUG 28th/29th

AT WOLVERCROFT WORLD OF PLANTS , ALDERHOLT , (Near Fordingbridge)SP6 3BE

The 'main' rally day will be the Sunday 29th , but the rally site field (adjacent to Wolvercroft Garden Centre) will be open for campers from 5p.m. On Friday 27th Aug. There is no admission charge for entry . If you are camping it is essential that you please fill in and return the booking slip Unfortunately there will be no evening meal provided by the cafe this year but you are welcome to bring your own food and drink and picnics .

A 'Road Run' is planned for the Saturday afternoon , with hopefully other attractions (announced nearer the time) Limited club spares will be available to purchase, but if you have specific requirements please let Brian Wood know reasonably well in advance to confirm your collection of the item over the weekend.



Chairman's Report

Hello and welcome to the August newsletter. It was good to see quite a few of you at our first clubnight since March last year. I hope you have all remembered that tonight is Eddies Annual Gardening Competition. Next month we hope to be back inside the clubhouse for Phil's Antique Roadshow

July has been quite a busy month for us with events starting to take place once again. The Club Summer Picnic Run was unfortunately not blessed with fine weather. I think everyone who took part still had a great time and it would seem that Ian and I got the route correct with no mistakes! We returned to Breamore House again a couple of weeks later for the Poole Bay Classics Park Up and Picnic event. We had a fantastic turnout from the club with 24 cars booked in for the day. The weather was fantastic – in fact, possible a bit too hot! We also went down to Poole Quay on the evening of Friday 23rd for Quay For My car Best of British night. A brilliant turnout of all things British with fish and chips for dinner. I think it was the first time I've actually had to use the lights on the Series II! Luckily they worked! As I write this we have just returned from the HAMMOC rally at Sammy Millers Motorcycle Museum. Despite the weather forecast 40 cars turned up and the weather was no where near as bad as the forecast predicted and it was good to catch up people we haven't seen for some time.

There are a few more events coming in August – please see the events page for the latest updates. This is your last opportunity to let me know if you would like to come to the MG 10/20 Club event at Athelhampton House on Sunday 15th. We are the invited club this year and it should be a good day out.

Some of are thinking of going across to the Isle of Wight this year. We haven't been across for quite a few years now so hopefully it will be a good day out. We are planning an Autumn Amble on 12th September finishing at Moreton Walled Garden so please let us know if you are coming so we can let them know numbers.

I've been having quite a few problems with brakes on the Series II lately. Firstly, both rear cylinders had to be changed along with new shoes and then I discovered that the rear flexi hose was blocked. Then the master cylinder packed up so a new one of those has been fitted. Now the fronts are playing up so the plan is to change all the front cylinders, fit new shoes and then finally take the plunge and fill up with new silicone DOT 5 brake fluid. I'm assured this will mean that I shouldn't have to touch them again for a long time! Fingers crossed!

Finally, on behalf of mum, I would like to thank the club for the card sent following her recent operation and all the good wishes she has been sent. It's much appreciated.

I think that's about all from me for this month, so until next time,

Happy Minorin Laurie

P.S Let me know if you want to attend the Skittle Evening on 24th Aug (See Events page)

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(Chosen site for the Dorset MMOC Annual Rally)

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NEW CLASSIC VEHICLE BOOK REVIEW

MORRIS CARS 1948 to 1984

"A Pictorial History by Ray Newell"

The word 'pictorial' in a book title appeals to those among us who are not the most avid of readers. Don't get me wrong, I do enjoy reading books, but I never seem to have enough time – what with the other things going on in life. So, this new book, by the Morris Minor Owners Club Secretary, Ray Newell was, as I am sure he would agree, is an easy read.

It covers the post war period of Morris cars and vans up to the end of production in 1984. Having owned many Morris Minors myself over the years, my knowledge of that model is fairly complete.

However, there were, as I realised reading the book, many gaps in my knowledge of the other post war Morris models. Most of these cars were produced in my lifetime and whilst I remember seeing most of them being used regularly in the sixties and seventies, I found that the book confirmed some of the chronological details of their introduction of which I was not sure. I think it would serve very well as a reference manual for the Morris enthusiast – perhaps for example at a show – to assist in the identification of particular models or years. It is a shame that some of the models in the book are rare to the point of virtual extinction in some cases. I believe the Morris Isis Traveller is down to just the one shown in the book (at least on the road anyway).

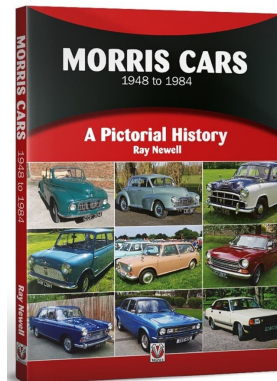
In summary, the book is well researched and contains all the facts and figures needed in any argument about the size of the Cowley fuel tank or the Mini van carrying capacity. As with all Ray's books, the photos are excellent, with many detail differences highlighted.

In summary, it is a worthy addition to any British car enthusiast's bookshelf or glovebox.

Reviewed by Brian Wood. 2021

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all

in

NATIONAL MMOC 'PICNIC' RALLY - Kelmars, Northampton

As you must be well aware *The National Morris Minor Owners Club (of which the Dorset branch is affiliated) has always held its Annual National Rally, where all regional branches can attend. (This year things were simplified down to a picnic event) As the location for the last 3 years has been around 160 miles from Bournemouth a lot of Dorset branch members have found this to be a limiting factor. However two intrepid Dorset branch couples made the long journey to the picnic event this year 'IN THEIR MINORS' (well done Nick & Angie Odell and Brian & Jacky Wood) They met up with the third Dorset branch member couple (Dave & Pam Holton) who more conveniently happen to live a little bit nearer to the Northampton site, about 25 miles in Silverstone*



Here's Nick's report



Dear Editor ,
Despite the cool, cloudy weather, the rain stayed away and there was a very good turnout of people and a wide selection of Morris Minors at the National MMOC Picnic held at Kelmars Hall in Northamptonshire. We were pleased to see Brian and Jacky Wood and their lovely green convertible which unsurprisingly attracted a lot of interest and admirers. We also bumped into Dave and Pam Holton with their smart Minor LCV Maroon Van It was marvellous to chat to MMOC members that we had not seen since before the pandemic and just to be in a field with so many different Minors. The gardens at Kelmars were particularly colourful this year. NICK ODELL

photos— Nick Odell & Brian Wood



DORSET BRANCH SPARE PARTS - As we return to 'some' normality !

Most of you will be aware that the Branch has had its own Morris Minor Spares Department for quite a while now. It continues to do well and returns a reasonable surplus to club funds every year. So it would appear to be a relevant and useful part of the Dorset Branch activities. Please try to support it when you can. I can usually bring your orders along to the Branch Meetings (or other activities - if I am going to them!). We also have at least one annual 'outing' for the spares tent, usually at Beaulieu and our Branch Rally where you can buy your bits. Don't forget also that most parts can be bought from us with a 10% discount. We can also get larger items delivered directly to you, but sometimes postage charges apply. - Brian



For Dorset branch MMOC please contact Dorset Branch Spares Manager

Brian Wood - brianwood@dorsetmmoc.co.uk 07411 116336

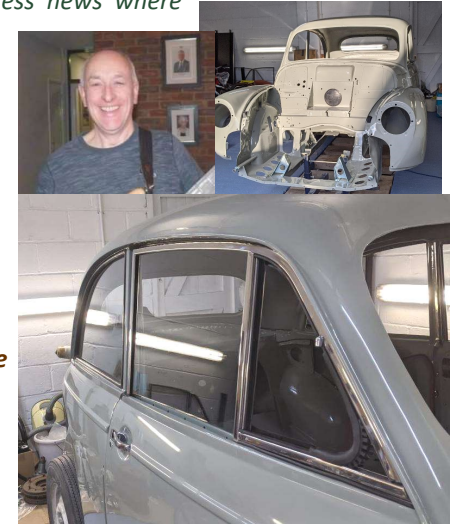
It was the first Classics On the Farm gathering since the easing of restrictions when I noticed the maroon 'Minor /Austin' badged pick up LCV alongside a few more familiar Minors . It was then I had the pleasure of meeting Spud and Sue Taylor who had actually joined the Dorset branch at the beginning of the pandemic and obviously had not had much chance of attending any similar gatherings . Spud explained that he had bought the 1968 'Austin' Minor Pick Up just over a year ago from the previous owner in Oxfordshire . He understands it had spent some of it's working life on a farm .The fact that he is discovering very light coloured soil in various nooks and crannies within the Pick Up does seem to confirm that idea Maroon paintwork was not a factory offered colour and like a huge number of LCV Vans and Pick Ups they were often re-sprayed to an owners individual choice with the intention of promoting a business or profession . (Minor LCVs had a long and successful production run from 1953 to 1971) Spud says there is evidence of it being Blue before the maroon transformation. (There were three different blue shades on the LCVs from 1968 -71 Persian , Teal and Aqua (turquoise) The fitted grey tilt cover is a very nice and a smart combination with the maroon . It has it's original 1098 engine that gives good performance , however the vehicle's priority job will be investigating a slightly whining gearbox that is certainly not an uncommon feature with Minors and particularly LCV s that have in the past had to earn their keep as very hard working 'work horses' often on a daily basis. Spud and Sue are keen to find out as much as they can about their Pick Up's history. What a shame that DVLA have effectively cut of one main avenue of research to us classic owners in no longer being legally able to offer the service of giving previous owners details due to privacy laws . It was always provided in the past for ' legitimate historic research' . The Badge Engineered' Austin Minor vans and pick ups 1968-71 are universally recognised as a 'Morris Minor' Austin LCV The commercial vehicle division of BMC after the Morris Austin Merger felt that there was more of a need from a marketing sales point of view to provide both Morris and Austin LCV identities from early in 1968 in order to appeal to loyal past customers of both marques . (Besides the Austin A35 van had then just finally been phased out in 1968.) Although both were effectively the same vehicle. 'Austin' Minor Vans & Pick Ups were the only examples of 'Badge Engineering' ever to involve any of the entire Morris Minor model range ,even after B L took over right up the end of Minor production. Unlike when the new 1100 s were 'Badge Engineered' with no less than 5 identities - Morris, Austin, Wolseley, Riley and Vanden Plas !



**Welcome to the Dorset branch club !
-To Sue, Spud, and to the Austin Minor**

**GRAHAM MELLY 'S (Dorset branch founder member)
Series II Project Continues (after 39 years of hibernaion !)**

As this months edition nears the printing deadline we pick up on Grahams meticulous restoration project latest progress news where the side windows have just been installed with Graham persuading his wife Pat to kindly assist in holding each of the glass panes in place whilst he beads the window rubbers . The rubbers were actually new/old stock still with the original 40 year old preserving wax that needed removing . The Split screen windscreen is the next job destined to start any minute. We will continue covering Grahams Series II project in greater detail next month Ed.



Hi Roger , I hope to have all the front suspension, steering rack, column back on the car by the end of the month (if all goes to plan) Managed to find these 'New Old Stock' Morris Minor seat belt period fixing kit Britax Anchorage brackets and fittings. The box shows diagrams of how to install these. Quite a rare find these days. I did blast the parts and have them zinc plated as usual. More details to follow soon

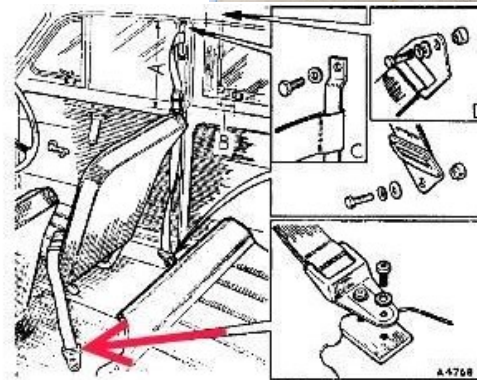


Fig. R.55
Seat belt and belt clip attachment points (Minor 1000 4-door Saloon and Traveller)

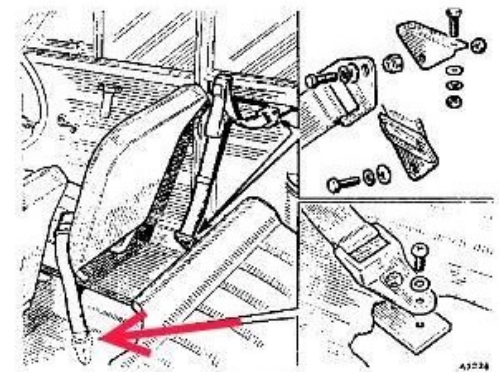
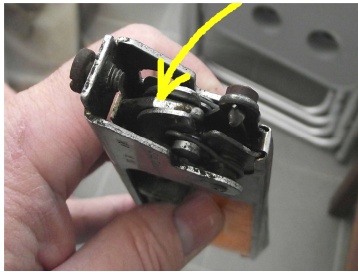
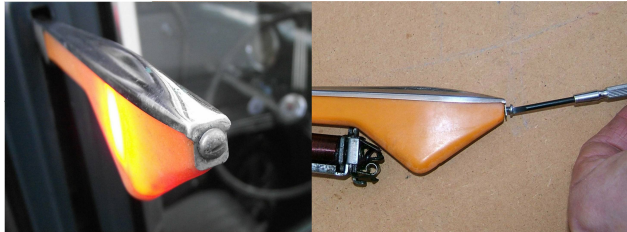


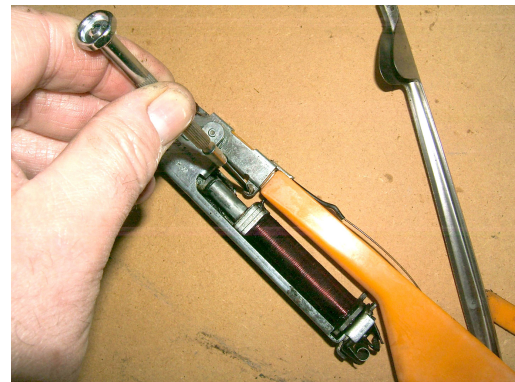
Fig. R.53
Seat belt and belt clip attachment points (Minor 1000 Convertible and 2-door Saloon)



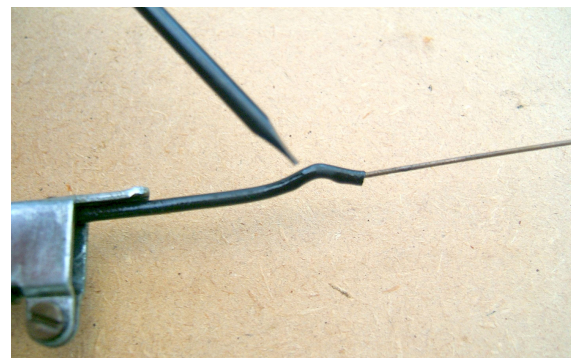
The solenoid is constructed so that the arm cannot be levered up (mechanically) from the outside. This was presumably to stop the local kids in the street from mucking about with them. If you poke a small screwdriver gently down the top of the unit, however, you will be able to operate the arm by hand. At this point, I would normally clean the unit carefully and ensure that the mechanical links etc are sound and the operation is smooth.



Next take out the small screw on the tip of the arm and carefully separate the lens (or remains thereof)from the stainless steel cap which runs along the top of the arm. There is a small screw which pinches the clamp on the inner end of the amber lens.



This does not have to be removed but should be slackeden so that the end of the lens can be slid out. The top cover is under a little bit of spring tension from the bulb holder – so there is a worrying propensity for the little screw to ‘ping’ off into the middle distance. Needless to say - try to avoid this. This tiny screw is hard to replace without cannibalising another unit.



The wire which energises the festoon bulb only has the minimum of insulation on it and you have to ensure it does not touch the metal bit of the arm when in use. When you put it back remember that the coiled bit of the wire goes in the ‘pointy’ bit of the lens and the other end of the bulb touches the stainless top cap to complete the circuit. I got this wrong, the first time I did it and the wire in the arm *melted* very quickly! (Don’t ever rely on fuses blowing!)

That’s about it really, reassembly being the reverse of dismantling (as the mantra goes). You need to ensure that the trafficator unit is positioned centrally in the aperture so that it does not snag on the outer body during operation so it is worth testing it before you replace the interior trim. ‘Happy trafficating’.

(Thanks to Laurie Blewer for the photos of his 1949 Lowlight MM.

.. NEW VEHICLES ACQUIRED , AND/OR SPECIAL WORK UNDERTAKEN

Long serving members Steve and Michelle Brown ,have often been seen at branch gatherings in their lovely condition Maroon traveller. In Feb 2020 (‘pre covid’) Steve agreed for me to also feature his ‘other makes’ a 1936 Wolseley 14 ,a ’62 Singer Vogue estate and a ’55 Humber Hawk all in pristine running order . Almost as an afterthought at the time, one other car was mentioned that was in need of work as it had last been running in 1966 . This was in fact an exceptionally rare car . It had been discovered as a genuine barn find just by chance by a friend who had journeyed ‘up north’ with the intention to look at some old motorcycles . When Steve and his friend realised it was in fact an exceptionally rare **1938 Talbot 10 ‘Airline model’** it was decided the car needed to be rescued and brought to Steve’s home with the intention to store it more safely until ‘such time’ might become available to begin some restoration work some-time in the future.



Talbot cars started in 1902 . The company was named **Clement-Talbot** founded by Major Charles Chetwynd-Talbot (20th Earl of Shrewsbury, 5th Earl Talbot and 20th Earl of Waterford) who financed a business partner Adolphe Clement who brought with him two other French shareholders . This gave a French style and design influence into the company The very first cars cars had French engines. However the company was registered as a British manufacturer and their factory was built to very high architectural standards in Ladbroke Grove North Kensington London. **Rootes** took over later on in 1938 and re-named it **Sun-beam-Talbot** . This would indicate that Steve’s Talbot was one of the last few original transitional **Clement-Talbot** to **Rootes** company made cars produced as it carries the original ‘London’ and Chetwynd-Talbot family heraldic crest within the grill badge. Very few ‘pillar less’ sports saloon and drophead versions were ever made increasing the rarity even more.



During more time at home with the covid rules and restriction. Steve made good use of this and decided to ‘tackle’ the Talbot . Those of us who attended the recent Breamore House Steam Working Weekend were in for a surprise to see Steve with his Talbot 10 Airline out on display for it’s first public outing since being beautifully restored . Steve had to carry out major remedial work particularly on certain sections of the bonnet and the roof . He also found wooden structural body parts had suffered from extensive woodworm that needed replacement . However the mechanics were a better surprise in comparison being generally good condition. The bodywork now has an absolutely superb mid blue paint finish and is testament to Steve’s Son’s highly professional paint spraying work. There is intriguingly some form of past historical registration connections with the car to the village of Waddestone, Bucks also the site of Waddestone Manor . **(Watch this space as it would be interesting to hear more of that ‘Rothschild’ House and Village)** **ROGER**

PROPOSED FUTURE EVENTS & ACTIVITIES

Dorset Branch organised Events & Activities are headed— **DORSET MMOC**

Other organised events have contact details shown wherever possible should you wish to obtain any further information direct related to that event (If the Dorset Branch is invited to visit as a group to an 'other' organised event, any Dorset branch booking and necessary contact details will be shown wherever possible)

AUG 1st	Classic Cars ON THE FARM Cat & Fiddle P. Y. O Farm Hinton Admiral (CCOTP event) organiser contact - ashley.taxi@btopenworld.com
AUG 4th	DORSET MMOC CLUBNIGHT EDDIE'S GARDENING COMPETITION
AUG 7th	Popham Airfield Classic Car Show & Vintage 'Fly In' Visit - popham-airfield.co.uk/events-calender-2021 for details
AUG 8th	Classic Cars on CHRISTCHURCH QUAY (CCOTP event) <i>*All vehicles must have a Drip Tray* (replacing June 27th)</i> Organiser contact— ashley.taxi@btopenworld.com
AUG 15th	Bournemouth & Poole MG Owners Club Invite the Dorset MMOC to their Annual Big Event as guest visiting club .at Athelhampton House— Also see page 22 . <i>* If you wish to attend advise Laurie Blewer please</i>
AUG 22nd	Classic Cars ON THE FARM (CCOTP event contact as above) Cat & Fiddle P.Y.O. Farm Hinton Admiral
AUG 28th/29th	DORSET MMOC THE DORSET BRANCH ANNUAL RALLY 2021 Celebrating 40 years (+1) of the Dorset Branch MMOC ALDERHOLT , Nr Fordingbridge (camping forms to Jacky Wood (DMMOC Treasurer) please) Rally site at :- Wolvercroft World of Plants . SP6 3BE (The site is open for campers from 5 pm on Friday 27th)
AUG 24th	Invitation from Poole Bay Classics to Dorset Branch members A SKITTLES EVENING Friendly match at The Hamworthy Club Arrive around 7.45 for 8.15 PM start . There will be a break during the evening for a raffle. PLEASE ADVISE LAURIE BLEWER IF YOU WISH TO ATTEND (Members will be asked to sign in on entry)
AUG 30th (Bank Holiday Monday)	Gosport Annual Vehicle Rally , Stokes Bay Gosport PO122BL In aid of Rotary Club of Gosport Charity fund . Rally –11. 30—4pm For details and information on booking visit :- The Rotary Club of Gosport facebook page for email link

I am probably in the 'minority' (no pun intended!) in retaining the trafficators on both of our Minors (a '54 Traveller and a '57 Saloon) neither of which have ever had flashing indicators. We don't do a huge mileage in either car and accept that we have to supplement the trafficators with hand signals. We also adopt the driving technique of assuming that the other driver has not seen the trafficators (which are both, of course, positioned at high level on these models).

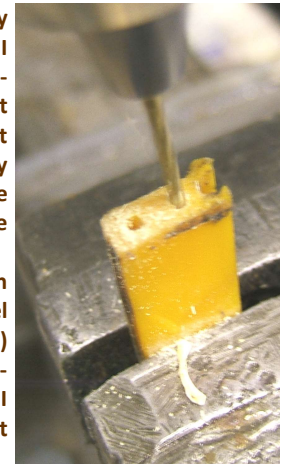
Trafficators do not normally need to be routinely maintained. An occasional squirt of WD 40 will usually suffice. I normally do not leave them out if I am stuck in a bit of a queue waiting to make a turn. They can get hot if left on, and, of course, consume a fair bit of current in the process. If the car is not used for a while they are liable to seize up and may need to be serviced during re-commissioning.

The only recurrent problem I have had with mine is on the 4 door when your passenger gets out of the car after you have stopped following the use of the signal to pull in. Access and egress is not so



easy as owners of this particular variant will confirm. There is usually a crunching sound as your passenger inadvertently leans against the trafficator arm and snaps the lens. The broken remains are then usually handed to the driver with an embarrassed apology. New lenses can be purchased and the fitting is fairly straightforward, if a little fiddly. I

have successfully repaired broken lenses in the past and if you are watching the pennies you may wish to do this yourself. They generally break at the 'neck' between the solid bit at the inside end and the hollowed out bit containing the lamp. This seems to be the weakest point. If you simply glue it back together with epoxy resin, it will not last very long. I have carried out a slightly more involved repair which involves 'pinning' the two bits together prior to gluing



You have to be a bit accurate with you drilling of the holes for the panel pins. I used a small drill (1.0mm) which corresponded with the smallest panel pins (or veneer pins) I had. I haven't used this repaired lens yet but it seems strong enough.



The most common repair required is to replace the 'festoon' bulb (this is 12V, 3W) but you do not have to remove the unit to do this. Simply actuate the arm and catch the arm when you 'de-actuate'. (You may need a helper if it is not on the driver's side) (For bulb replacement – skip the next two paragraphs)

You have to release the mechanism from the inside; taking off the rear interior trim card (on the 2 door) and the door pillar trim on the 4 door or Traveller. There are two screws which hold it in position and these should be removed and the unit withdrawn from the aperture. There is an inner protective plate on the 2 door. Disconnect the electrical wire bullet connector and withdraw to your work bench.

Continued- page 20 >



TRAFFICATORS



We love our Morris Minors don't we? We love everything about them. Well, almost everything..... I reckon the trafficators (for those cars old enough to have them) are probably second only to the master cylinder for the title of 'least liked bit'.

Trafficators (sometimes referred to as 'semaphore' signals) started to be fitted to cars in order for the driver to

signal his intention to make a left or right turn. Early ones were mechanically operated and the first to be powered by a linear electrical solenoid was used in 1923. The earliest complete system (ie with solenoid and light) was first used in 1927. They were usually fitted at high level on the pillar between the doors on either side. In the fifties, they were largely replaced by flashing orange lights on new vehicles.

The Morris Minor started its life with trafficators in 1948 when it was introduced. They were discontinued in August 1961 on home market cars. This was considerably later than most other manufacturers and the Minor was probably one of the last UK mass produced cars to delete them in favour of blinking orange lights. Indeed, there was even a 'transition' between trafficators and conventional blinkers on the Minor in the form of a complicated relay system on later 948cc cars that involved flashing the rear brake lights and the front sidelights to indicate the intended manoeuvre. On the van, traveller and 4 door models, you had a fighting chance of seeing them when in use – because they were set at eye level. However, in the more common 2 door model, they were fitted at a lower level below the 'waist line'.

This made them much less obvious to other motorists and were the subject of considerable criticism from motoring journalists and owners. The majority of Minor owners, whose cars still have them, have kept them for originality only. Left and right turns are signalled by new flashing indicators which can be discreetly fitted so as not to affect originality. A common upgrade is to fit the later 1098cc front and rear light units to a 948 or sometimes the fitting of easily removed amber light units on the bumpers in a conspicuous location.

Trafficators are still quite legal in the UK so long as they were fitted as original equipment and work properly (with an internal tell-tale). I believe it is *not* legal here to retro-fit them if they were not originally fitted to the vehicle when new. In theory, it would be feasible to fit them to a car that did not have them since the pressing on the 4-door pillar between the doors was never deleted. On a 2-door, it would be possible to carefully cut out a suitably sized slot in the appropriate position either side. It is difficult, though, to imagine why someone would want to do this since if the car never had them in the first place, it would detract from its originality.



SEPT 1st	DORSET MMOC CLUBNIGHT Phil Traves hosts the Dorset Branch 'Antiques Roadshow'
SEPT 4th / 5th	BEAULIEU INTERNATIONAL AUTO JUMBLE beaulieu.com (Dorset Branch not attending this event as a club group)
SEPT 4/5th	Isle of White Branch MMOC Annual Rally , Havenstreet Heritage Line Railway Station I.O.W. (enquiries - hocklaystu@btinternet.co.uk)
SEPT 5th	CLASSIC Cars on CHRISTCHURCH QUAY (CCOTP contact as previous page) *All vehicles attending must have a Drip Tray *
SEPT 10th/12th	Bnmth & Poole Preservation Club - Classic & Steam Vehicle Show Haycrafts Lane, Harmans Cross. Swanage .(in aid of Swanage Railway) For Booking Forms and all details visit - bppcltd.com
SEPT 11th/ 12th	Moors Valley Railway Autumn Steam Gala Moors Valley Country Park, Ashley Heath. moorsvalleyrailway.co.uk
SEPT 12th	DORSET MMOC Proposed Dorset Branch ROAD RUN to T.E. Lawrence's village of Moreton, Dorset . Meeting times / Details to follow
SEPT 19th	Classic Cars ON THE FARM (CCOTP contact as previous page) Cat & Fiddle P.Y.O Farm Hinton Admiral
SEPT 26th	Classic Cars on CHRISTCHURCH QUAY (CCOT contact as previous page) *All vehicles attending must have a Drip Tray*
SEPT 26th	BEAULIEU SIMPLY BRITISH CASSICS www.beaulieu.com (tickets on sale direct from Beaulieu for individual attendance)
OCT 6th	DORSET MMOC CLUBNIGHT _Annual General Meeting
NOV 3rd	DORSET MMOC CLUBNIGHT _Quiz Night
DEC 28th	DORSET MMOC MISTLETOE MEANDER Meet at S.E.B. Club Times & details of proposed route & destination to be advised .
JAN 15th 2022	DORSET MMOC ANNUAL DINNER DANCE Dudsbury Golf Club (Bentleys Restaurant) Booking Forms to follow



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DORSET BRANCH CLUB SPARES ARE AVAILABLE TO ORDER FROM BRIAN WOOD
Please telephone Brian on 07411 116336 to place your order. If 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)

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Black with red leather interior. 6487 miles since overhaul. Good running order.
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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.*
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WANTED A PAIR OF TRAFFICATORS
(suitable to fit a 1959 Minor Convertible)
On behalf of a fellow Dorset branch member in Alabama USA . If the trafficators can be found **Dave Walker** will handle transaction /carriage arrangements— any info please contact Dave on :- **01202 877972 or daveandjackie33@talktalk.net**

FOR SALE. Brand new front antiroll bar kit. Retail price £108. Asking £85 or best offer, fitting can be arranged at cost.
Contact Nigel on 07778 385541.
Nigel Seymour (Dorset branch member)

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X2 Distributors
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X4 STD MINOR WHEELS (available due to upgrading my wheels)
Fitted with Firststone F-560s (with treads- holds air - but old) **Collection**
from Sherborne
TONY KIMBER



THE 'BRIAN WOOD' REPORT

The Branch has certainly swung back into life again now with something to attend pretty much every weekend. Sometimes we even have to make a choice as to which events to support. The convertible seems to be behaving itself quite well now and we made it to the MMOC picnic at Kelmarsh in Northants in late June- and back with no dramas – to speak of – just a loose wire on the coil, but we won't dwell on that! We spent the weekend there (three nights actually) taking a day each to go and return and visited the Foxton Locks. Well worth a visit if you are up that way. On the Sunday we met up with Nick and Angi Odell who had also gone up on an overnight stay for Saturday and had the chance to catch up with some of the other MMOC members and friends who we only see at these events.



Spares sales have been quite steady with quite a few of you buying servicing items – ie plugs, points, filters and oil etc. I have sold quite a few clutch linkage kits lately. This is something that often gets neglected and soldiers on well past its normal life expectancy. It lurks somewhere between your left foot and the clutch itself. The kit includes the relay shaft, all the bushes, pins and links etc that go to make up this rather complicated apparatus. Wear in the various parts is gradual and usually not catastrophic. When extremely worn – the clutch rod can snap – leaving one stranded with no clutch! Normally, though, all the parts wear out slowly and most Minors have probably never had any attention to this part. Small amounts of wear in each part of the linkage combine together to create a large loss in efficiency – meaning that the effort applied to the clutch

pedal does not end up opening and closing the clutch. It is often apparent as a 'dead' feel to the pedal when you try to change gear. This is accompanied by a reluctant gear changing action – which – incidentally, can also be caused by insufficient oil (20W/50) in the gearbox. Owners recently purchasing the car, and not being used to it (as the previous owner was) often assume that the problem lies with the clutch. This is not an unreasonable assumption, however, if the subject linkage is excessively worn then this can give the appearance of a faulty clutch. My advice would be to check this out first before fitting a new clutch. Clutches are generally pretty robust and will last for ages – even the smaller ones on the 948 cars. They do wear down eventually and usually resort to 'slipping' when the engine power exceeds the friction available on the centre plate. When building my convertible, I had decided to do away with the linkage and made up a single rod which would go between the pedal and the clutch lever (or fork). It has been done before, but I could not get it to work satisfactorily so I reverted back to the standard relay system. As I have a Ford gearbox, I had to refit the side plate which houses the bearing (on the engine side) to which the relay shaft is fitted. I had to experiment with the lug on the clutch pedal itself which needed to be adjusted slightly in length and position to achieve a satisfactory 'travel'. It took a while but eventually came good. Not being a fan of the standard clevis pins which secure the pivots, I changed them for a set of rose joints. These are just small ball joints which can transmit movement and rotate. The only drawback is that they have really tiny grease nipples – so not sure how they will be maintained? Any solutions gratefully received.

BRIAN

Secretary's Report

Breamore, Breamore, Breamore! Within the space of a month we've been there 3 times. The first outing was a scorcher of a day inside the grounds of the countryside museum for the working weekend steam up, this was the first proper show since lock down and it was fabulous. The second visit was for the Dorset branch summer picnic, we enjoyed a tasty breakfast bap and tea at the S.E.B before heading off on the road run. I hope you all enjoyed the route, it made a change from arriving via the main road. The weather wasn't as good as our first visit, the parasol was used to shelter from some rain rather than the sun. It soon cleared up and we were honoured to be invited to take some photos of our cars at the main house and further up along the drive with the house in the background. Roger also took the opportunity to take a new profile photo of me, this time not hiding behind my sunglasses. I haven't seen it yet, so I hope it does me justice! The third outing saw us parked up in a different location again, this time on the field for Poole Bay Classics show. The weather was even hotter, but we had the club event shelter for refuge. It was an amazing turn out from our club with 24 cars in attendance, thank you all for your support.



If you haven't had enough of Breamore, the Morgan club have invited members to park up in the field on Tuesday 7th September 9:30 – 10:30, they have 40 cars that will be lining up along the drive to the house.

The Poole tourism Quay for my car events have been running again on Friday nights at Poole Quay. July 23rd was the Best of British theme and very busy, Laurie and myself were there along with some other club members. We enjoyed a traditional fish n chip supper and looking at the good variety of cars on display.

I've just got back from the Hampshire branch rally at Sammy Millers motorcycle museum, they had 40 cars booked in and there was a very good turn out from the Dorset branch.

I'm sorry that I'll be missing the gardening competition on club night, I'm away enjoying my other hobby canoeing and camping on the river Wye with my son.

Looking forward to lots more Minor events this month!

Ian.

DORSET COUNTY DIALECT WORDS

OF 'YE OLD DORSET' (WORD QUIZ NO. 3)

Here's another 40 old Dorset dialect words, and yes they are all genuine words used once upon a time on the farms and in and around the villages of 'Old Dorset'. Did you guess or perhaps recognise any from last month? You never know when you venture out into the hidden byways and villages of our own lovely Dorset in your Minor and you find yourself perplexed by the meaning of some strange words used by any 'old village locals', why not have another try at filling in what you think may be present day meanings of the next collection of 'Dorset Dialect' words. Inspired by Dorset's own famous old Poet William Barnes that he catalogued in 1863 - 'The Grammer and Glossary of the Dorset Dialect'

Answers can be found on page 28



**Poole Bay Classics Car Show at BREAMORE HOUSE
Report By DAVE WALKER**

This event, organised by Poole Bay Classics, was really well sorted. The check in was slick and the marshalling to your allocated slot worked well. Most of you will know Breamore and have been to many events there. This one was not in the walled area but in the huge sloping field opposite the house. Even the field was in good condition with no sign of recently departed animal residence and the grass was nice and short. We were going to take our newly acquired Morris Isis but ran out of time to give it a full check over on what was forecast as the hottest day of the year. The red Cavalier was selected and coped admirably with the 30 degrees.



Photos—
Dave Walker &
Laurie Blewer



The great thing about this event was the differing types of vehicles on show. We followed an Isetta bubble car along the A338 on to the site and at the other end of the scale were the Leviathans from USA. Dorset Branch was well represented and once again it was proved that the money spent on the Club gazebo was well spent.



It was a cloudless blue sky with little in the way of wind. Shade was what was needed and shade was what it provided. Those not under the gazebo were using an assortment of sun umbrellas to keep out of the worst of the heat. Only one of our member's car "failed to proceed" and two things to mention; firstly, the cause was a lack of fuel probably caused by the heat and secondly it wasn't a Minor. A couple of other vehicles not belonging to our members suffered and I don't know if they ever managed to start the E type.

There were a few stalls on the site and it was noticed that some of our members made good use of them. The cake stall was doing particularly well in relieving our members of their funds.

If you have not been to this event before please put it on your list. It was nice to chat with owners of other makes and perhaps make a decision to add to your collection or avoid like the plague.

Finally, a question. In what year did the National Minor Club have it's annual event at Breamore? Perhaps some of you were even there. We remember the fancy dress evening event. Jackie as Alice (as in wonderland) the late Albert Puers as The Queen of Hearts and yours truly as The Mad Hatter!
DAVE WALKER

41. Frith		61. Hobby-Horse	
42. Gake		62. Homhle	
43. Gallycrow		63. Honey-zuck	
44. Gannywedge		64. Hoss-stinger	
45. Gilcup		65. Ice- candles	
46. Girt		66. Inon	
47. Glene		67. Joppety- joppety	
48. Glutch		68. Keech	
49. Greygole		69. Kit	
50. Gwain		70. Lamploo	
51. Gwains-on		71. Leery	
52. Halterpath		72. Lerret	
53. Handy		73. Limber	
54. Han'pat		74. Limner	
55. Hatch		75. Lip	
56. Heal		76. Lippen	
57. Hedlen		77. Lisome	
58. Hethcropper		78. Litter	
59. Hidy-buck		79. Magot	
60. Ho		80. Main	