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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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- Wine—Champagne*
- Sweets & Desserts 1. Trifle 2. Ice Cream
3. Dates 4. Old Chestnuts*
- Vegetables 1. Leeks 2. Parsnips 3. Carrots.*
- Meat Course 1. Sirloin 2. Rib 3. Ham
4. Grouse 5. Hare 6. Fowl*
- Game & Poultry 1. Pidgeon 2. Turkey 3. Duck
Fish 1. Plaice 2. Herring 3. Sole 4. Perch*
- Entrees 1. Tongue 2. Sweetbreads
Soups 1. Pea 2. Turtle 3. Squash.*
- (from page 20)*
- Christmas Dinner Quiz, Answers*



1948 < Morris Minor > 1971



DEC 2020/JAN '21 Vol24 Issue 2
www.dorsetmmoc.co.uk
DMMOC 40th year

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The MMOC Dorset Branch

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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman (Acting)	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
	John Jenkinson (Retired chairman)		
Secretary (Acting)	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		Raffle Coordinators Chris Tilley & Margaret Pateman
	Jacky Wood 01202 573494		Catering Consultant Sue Blewer
Membership Sec.	Brian Ford 07502161535		Insurance Consultant (to the DMMOC branch) Dave Walker
Health & Safety & Events (Post Vacant)	Andy Dibb (Retired)		
Technical Welfare etc. (Post Vacant)	Eddie Pateman (Retired)		
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120 (editors 'in box' & news desk)		

Wishing you.....



**Compliments
of the Season
and
Happy and
Healthy
New Year
to
Everyone
in the
Dorset Branch
MMOC**

The car then came off the rollover frame , having put the rear suspension and wheels back on . The front suspension was completely off so that the engine bay was free to be sprayed in it's entirety. Nigel has a framework with castors (below right) that we clamped through the front suspension eye bolt holes of both the chassis legs.



The time was getting close for the car to be ready for going off to Panel Form but there was the boot slam panel still to be cut out and fettle



so that the boot lid had an equal gap all round . The photo left shows the 'joggler' tool used to crimp the cut slam panel, to have an overlapping section that allows the new panel to meet with the existing bodywork, so that they butt up nicely leaving an even flush finish. Having clamped and cut the Sri Lankan panel it was drilled and held in place with spring clamps before MIG welding in place (below)



Monday 16th November was the big day ! Stewart Wood and his pal Carl came over and trailered the rolling chassis(left) to the spray shop . Jez the sprayer has promised to send further photos of the work in progress whilst he and his son carry out the preparation work and final spraying . Fingers Crossed !

To be continued

**GRAHAM MELLY'S 'LockDown Series II Project continues ...
(after 39 years of hibernation) Part 4**

The series 2 body underside has finally been prepared for spraying the newly tinted 'rattle cans' from Rainbow Paints, Ferndown branch. The gloss colour has been tinted from the initial scanned colour from Mike Sheppard's car and spare wing that he loaned. I sprayed the underside with 7 of the 10 cans and the finish was I admit pretty good and shiney. However the tinting was unfortunately too green for Birch grey. Thankfully the paint sprayer from Panel Form who has been booked to spray the car was instrumental in sourcing the manufacturers paint chip ICI paint code and obtained from the Westbury Rainbow Paint Branch, a sample of GR03. So, I have no idea why this could not have been achieved by their Ferndown branch. I decided to call Laurie to check the carded sample by Jez and 'Hey Presto' an exact match.



So not having a compressor, I managed to borrow one from Nigel Seymour and Jez came round to my garage and sprayed the underside again, and thank goodness it looks good - if I have to say so 'spot on' and probably better than new!



Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
DEC'20/JAN '21 Volume 24 Issue 2**

NEXT CLUBNIGHT
Postponed until further notice

In This Months Issue...

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CHAIRMAN'S REPORT PAGE P.6	P/20 Christmas Dinner Quiz
SECRETARY'S REPORT PAGE P. 13	P 24/25 Virtual Rally Some members vehicle historical notes.
	P26/27 The Last Cowley Minor
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	P28/29 The Green Goddess 'Invasion'
THE 'BRIAN WOOD' REPORT P.15	P30/31 Graham's Project Progress



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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Editorial

Welcome to a bumper size seasonal December edition and repeating the message on this months front cover - "Sincerest Seasonal Greetings" (to one and all) At the time of writing, trying to keep up with the ever changeable situation nationally, there has at least been recent 'good' news, making a welcome change, with potentially effective vaccines on the horizon looking ahead, at last, more positively for 2021 (Let's hope then, we have a real chance of 'gathering' once again in numbers with in 2021 for branch activities and our usual regular larger favourite rallies .



The DMMOC 40th Anniversay 'Virtual' Rally with 90 entries, at the December Newsletter deadline closing date having now been received. The combined November and December Newsletter edition entries have been made up of 62 branch member's assorted models of Morris Minors and 28 assorted models of members 'other makes' of classics.

*** I AM DELIGHTED TO ANNOUNCE THE FOUR COMPETITION WINNERS ON PAGE 23 ***

The Dorset branch can be justly proud to continue being the classic car club that always welcomes Morris Minors of all types, in all stages of repair, and in all conditions. One principle aim within the club is always to help members continue to preserve, enjoy driving, and to maintain their own individual Morris Minors. In addition to naturally a majority of Minors the DMMOC have always welcomed with open arms members who also own any 'other makes' of classic vehicle. I hope you find it interesting when noticing how many different registration issuing area locations across the country our individual Minors were first registered and used when they were brand new cars. I have managed to include just a small selection of additional historical details from some members who kindly added a little more information, at the end of the 'rally' **P24&25**

Another Morris Minor Milestone! - On the 22nd December 1960, 60 years ago at Cowley, Oxford a Morris Minor 2 door saloon bearing chassis No 1,000,000. was built. This gave the Morris Minor a permanent place in British motoring history, being the first of any British car that had reached a Million units built. The 'limited edition' Minor Million was thus produced - A further 349 replicas of that Minor, all finished in a special shade of lilac, with additional special features, that included, off white leather seats with black piping, black carpets, special 1,000,000 boot lid and bonnet side badge emblems, and special chrome wheel embellishers. The actual 'Millionth' car was used through 1961 extensively by Morris Motors for publicity purposes, displaying registration number 1MHU. The other 349 cars were distributed for launching at main dealers distributed across the country at the beginning of 1961, a few going to the Channel Islands, throughout Europe and to North America. (30 of the total built were left hand drive) - **The hope is that our Dorset branch Moggyfest will be allowed to take place in 2021 where we would not only celebrate our own branch '40 years Plus One' Anniversary 'but also mark the 'Minor Million' landmark 60th celebration.**

I do hope you enjoy what remains in the spaces left from the virtual rally rather filling up this months issue. It includes the very last Minor saloon rescue story —also a tale of classic fire fighting trucks shared newsletter contribution, from **Ashley Miller** and also expertly written by **15 year old Stanley Jones** - **P 28&29** (Well Done Stanley!)

We also resume **Graham Melly's** Series 2 (his project to perfection!) story on **P31&32**

Lets look forward to 2021 and the thought of doing much more with our Minors. ROGER

Page 4 http://www.dorsetmmoc.co.uk/wordpress/newsletters/Newsletters_20_21/webnewsletter.pdf

DEC 20/JAN21 Vol.24

***Special thanks to STANLEY JONES (age 15years, son of Tony, event organiser) with his own personal account of the 'Knoxbridge Invasion' event as follows ...Ed**

The Knoxbridge Invasion of Normandy was originally planned to be a 500 Mile Charity Trip lead by a 1954 Bedford Green Goddess Fire Engine (Grace the Goddess), over to Normandy, South France along the coast visiting D-Day Beaches and other War Related Landmarks. All to raise funds for two amazing charities, 'ABF, The Soldiers Charity' and 'The RAF Benevolent Fund'. Sadly, due to the COVID-19 regulations put in place, in August 2020, Tony, organiser of the trip, decided to cancel the trip over to France, and figure something else out!

Tony Jones, Landlord of The Knoxbridge Pub in Cranbrook, also an Ex Serving Member in the Royal Green Jackets of The British Army, put together a trip that would substitute the cancelled Normandy trip. It was to be renamed Knoxbridge Invasion of the South Coast- the newly planned journey was a 500+ Mile Trip with Grace the Goddess, along the South East Coast of England starting in Cranbrook, Kent. The trip would take 6 Days in total. Brighton, Worthing, Southampton, Portsmouth, Poole, Weymouth, Salisbury and Winchester were only some of the locations which our 5 vehicle convoy stopped at, the convoy included: Grace the Goddess, 2 Land Rovers, 1 Motorbike and another Green Goddess!

We set off on Sunday 20th September to Bournemouth stopping at a few places along the way. Throughout the week we received a lot of attention on our Social Media page as well as some excellent donations towards the Charities. On Friday 25th, it was the end of the trip, the day we made our way back to Kent, the week consisted of many amazing sights, from watching the Sunset at Weymouth to being escorted and driving through Salisbury Plain Training Area (The British Army's biggest and most used training area in the UK). **(photo centre left)**

After many hours of driving and a total of nearly 600 Miles! We returned back to Cranbrook to be welcomed by our supportive crew of The Knoxbridge!

We managed to raise £2730! Which would be equally split to our 2 Charities.

This was definitely a well-deserved and an amazing achievement and experience for everyone who came along and to those who supported and donated throughout the journey! Hopefully next year we can resume our original plans for our trip to Normandy!!

If you would like to Follow us on Facebook, just search: Grace the Goddess!

Our donation page is managed on GoFundMe and the link is:

gofundme.com/gracethegoddess !

***Author: Stanley Jones**

End of a perfect day at Portland Bill





Based on the Bedford RL chassis which was the workhorse of the British Army for over twenty years these old 'Green Goddesses' are sadly diminishing in numbers year by year & apart from museum pieces will be pretty much extinct in about twenty years time which is sad as over 3,300 were produced As far as I know there are only two GG's on the road in Dorset still taken to shows although the other one only appears at the Purbeck Rally & Harmans Cross. The third one that lived in Dorchester was sold at the beginning of November & has gone up north There are less than ten known examples of the earlier model (six according to the experts) & are well sort after if you can get your hands on one!!! *(size comparison top left - two vehicles at home from a similar time era !)*



There is reputed to be only about one hundred GG's in the UK still on the road so to see TWO of them was a major miracle Here is the 1953 model on the left & the 1954 - 56 model showing the height difference
Tony Jones (Organiser of the Knoxbridge Invasion Charity Event held in September)



G Goddess is in RAF livery whilst my one is in the **Operation Fresco** livery which was used by the military services in the **2002/03 firefighters** strike prior to the GG's being "stood down" from active service in 2004 after **sixty one years** of continuous service. Although my GG along with Tony's were both registered in 1956 the chassis' were produced in 1954 as were all the later models (1954 - 1956) with the 1953 models being lower to the ground then highered on the 1954 onwards models to take into account the vehicles having to cater going over rough ground after a nuclear attack from the USSR. Also the later models were transformed into Four Wheel Drive . **ASHLEY MILLER**



at Bovington Tank Museum



awaiting the Sandbanks Ferry

CLUB NOTICE
DORSET BRANCH MMOC ANNUAL GENERAL MEETING

Wed March 3rd 2021 at 7.15 p.m. has been proposed for the next AGM, and held 'online' via Microsoft 'TEAMS' Video Conferencing App
Agenda to follow shortly .

Any members wishing to participate and/or raise any DMMOC matters - Please contact Laurie Blewer .
Video and /or Audio participation may be limited to maximum numbers during the actual evening meeting



RESCUED! - The Very Last Built Morris Minor Saloon

A historically significant Morris Minor has returned to the place where it rolled off the production line on the 12th November 1970. - Full story - Pages 26 & 27

'GREEN GODDESSES' RAISE FUNDS FOR MILITARY CHARITIES

The original idea by Tony Jones was to take a selection of former Auxiliary Fire Service vehicles that were part of the Civil Defence 1949 - 1968 on a tour from Knoxbridge in Kent to Normandy, but sadly this was cancelled due to the Covid-19 pandemic. However not to be beaten Tony decided *(and enthusiastically joined by Dorset branch member Ashley Miller in his very own Green Goddess)* with all the hard work that had gone into the planning of the Normandy trip & wishing to raise money for both the Army & RAF Benevolent Funds, he would start the rally from Knoxbridge, Kent along the south coast to Weymouth & back again to Knoxbridge.

It succeeded in raising £2,700 for these two good causes.
Full story Pages 28 & 29



HT Plug Lead Identification (Idea No 2)

Dear Editor, I spotted in the October newsletter a comment about the way in which members mark their spark plug leads. I do it differently. If you are familiar with commercial 3 phase electrical supplies (ie red, yellow, blue in that order), rather the traditional single phase electrical supplies that we have at home when this is the way that I mark my spark plug leads with small coloured cable ties. So if you are viewing the leads from left to right, whilst leaning over the offside wing, it goes red/yellow/blue with the nearest one to the fan being blank. A fool proof way of marking them in my view.
By Email from branch member **KIETH FLEET**



(Acting) Chairman's Report

Well here we are then at the end of 2020 and what a year it has been. This pandemic has a lot to answer for with almost no club activity at all and virtually every show cancelled throughout the country and, indeed, the world! We must hope now that the vaccine will be successful and that we can get back to some sense of normality.

I have been in touch with Beaulieu regarding Moggyfest 2021 but, unsurprisingly, they have not made any decisions regarding events for next year yet. They are hoping that events will go ahead but as to what format and how big they can be we will have to wait and see. I have asked John to get in touch with Wolvercroft regarding the 2021 Dorset Branch Rally and when I know more I will let you know. We have to start planning events in the hope they can go ahead as it's no good leaving everything to the last minute.

The Mistletoe Meander planned for 28th December will hopefully go ahead but we will have to wait to see the latest government restrictions to see if we are able to proceed. Fingers crossed everything will be ok but if we can't go ahead rest assured we will let you know.

We have changed our monthly committee meetings from Zoom to Microsoft Teams which seemed to work much better and gave us unlimited time to talk as opposed to just 40minutes with Zoom. We are planning to hold an AGM via Microsoft Teams on Wednesday 3rd March – see elsewhere in the newsletter for further details. If you have anything you would like to raise please let me know in good time, thanks.

I have had an email from Eddie who has sadly decided to retire from the committee due to both his and Margaret's health which we completely understand. Hopefully he will continue to oversee the annual gardening competition and he has said they will continue to support the club as much as they can and we wish them both all the best. Thank you Eddie for all of your hard work over the years. This means that we are now looking for 2 more committee members so if you can help us in any capacity please speak to one of us.

I would like to say a very big thank you to Roger for organising our 40th anniversary virtual rally and would also like to thank all of you who have taken the trouble to send in your pictures to him. We have now had at least 90 entries and the winning entries are published in this month's newsletter. Don't forget that there is no newsletter in January!

That's all from me I think for month so all that's left for me to say is:
Have a Merry "Minoring" Christmas and a very happy New Year
Laurie



The gleaming car is a credit to the professionals, specialists and volunteers from the **Morris Minor Owners Club** who have worked tirelessly over the past four years to restore the car to its former glory. Today, the fully restored vehicle looks just as good as it did when it was first built.

The transformation seemed impossible when the car was discovered in 2016 after languishing in the open for many years. The provenance of the vehicle was well established having previously been offered for sale in 1994.

Club Secretary, Ray Newell who accompanied the car on its return to 'T Building' (which houses MINI Plant Oxford's car collection) at a specially arranged socially distanced handover prior to the current lockdown said: "The car is a credit to those who have supported the club in getting it back on the road in time for this significant anniversary. "We are grateful to staff at MINI Plant Oxford for their assistance in getting the car to into the factory's museum and for housing and looking after it for the foreseeable future. We hope that post lock down that people will be able to come to view the vehicle and appreciate what is a wonderful example of this iconic, British car.'

Steve Wrelton, spokesman for MINI Plant Oxford, said: 'The back story and subsequent restoration of this car to its former glory is nothing short of staggering. Like the Mini that came after it, the Morris Minor was one of the most popular and recognisable cars in Britain. To have the last one built returning to its spiritual home and joining our car collection here at Plant Oxford is just fantastic.'

With thanks to ANDREW STONE and RAY NEWELL (MMOC head office Derby) for providing the 5 additional photos (opposite page) to the Dorset Branch MMOC NewsletterEd

**THE VERY LAST MORRIS MINOR SALOON
BUILT NOVEMBER 1970 RETURNS TO COWLEY**

50 years after it was built, the last Morris Minor saloon to be produced has been relocated into the building where it was made at MINI Plant Oxford in Cowley, Oxfordshire and now forms part of the factory's collection of historic vehicles.



Chemical dipped body shell



Original engine/gearbox rebuilt by experienced MMOC members



in

Restored bodyshell, fully primed



The final paint finish in Trafalgar Blue

Sadly, the new owner at that time was unable to enjoy the pleasure of ownership due to ill health. After his demise, the car was abandoned and it deteriorated badly the intervening years. The car was acquired by the Morris Minor Owners Club in 2016. Initially a phased restoration was planned.

Substantial structural repairs were needed, and the services of a specialist welder and fabricator were enlisted. In 2018, thanks to a generous bequest from a former member, things gathered pace and with the help of members with specialist skills, original components including the engine and gearbox were rebuilt.

The bulk of the refurbishment and the reassembly of the car was undertaken by volunteer club members in Derby where the MMOC has its headquarters.



**WELCOME TO 40TH
ANNIVERSARY
'VIRTUAL' RALLY (PART 2)**



31. Ashley Miller (other make MG) DLM 20 J



1st Reg. 1971

LM = London

32. Martin Feltham

OAL 254



1st Reg. 1953

(AL = Nottinghamshire)

33. Ted Brooke (Minor Million) 264 KJO



1st Reg. 1961

(JO = Oxford)

34. Brian Wright (re-regstd as 263 YUR)



1st Reg. 1955 Orig. plate 33ETW (TW=Essex)

35. Theresa Moxley

1183 RU



1st Reg. 1961

(RU = Bournemouth)

36. Ben Wanklyn

OCE 935



1st Reg. 1955

(CE = Cambridge)

DMMOC 'VIRTUAL' RALLY



37. Mark Chapman (project) 179 XMU



1st Reg. 1959 (MU = Middlesex)

38. Keith Fleet UMH 595 F



1st Reg. 1968 (MH London)

39. Graham Renouf (Guernsey plate 1098)



1st Reg. 1970 Original ERT193J (RT = Suffolk)



No. 40
(The 40th Rally Entry Photo Received)



Congratulations to Peter Webb with Car registration no. BHX 723 A
1st Reg 1963 (HX = Middlesex)

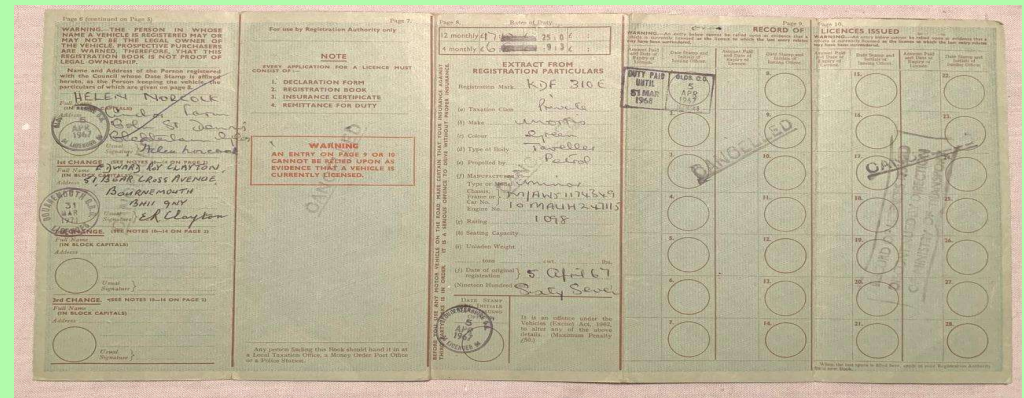


59. Peter Houghton bought his 1960 Meschersmidt in 1971 when he was just 16, as he could drive it right away using his Motor Cycle driving licence.
80/81 .. Colin Hughes Citroen 1957 H Van and his 1952 Citroen Traction Avant Saloon are both much admired, rare and sought after 'other make than a Minor' vehicles that the Dorset branch are very lucky to have owned and regularly shown by a member. What remained of the H van was found by Colin near the French Swiss border in an old barn. He has restored both these historic vehicles to the highest standard.

87. Tony Kimber now owns his 1966 pristine traveller. In the 60's he was no stranger to Morris's From 1964-65 He had a Saturday job with the Co-Op in Addlestone Surrey mending and delivering TVs, Transistor Radios and Fridges etc. It entailed driving this 'rubber winged' Morris E type van. (below) At the same time he had acquired a side valve Minor from his great Aunt. After he upgraded the engine he drove into the back of a flat bed lorry near Kingston on one of his commuting journeys to college, but managed to hammer the bonnet straight and continued relying on the car as his regular transport!



88. David Buck, 1970 Saloon David has been able to contact 4, out of the 5 total, previous owners and all four told him of the car's excellent service and reliability, as their first comment.
85. Ian Chivers 1967 Traveller is fondly remembered from the days when he was young and it was his granddad's car. Ian's granddad was the second owner and used it locally. When Ian took over the car it came with the original log book showing his granddad's name and address. Ian obviously treasures this as a very special and personal part his car.



THE DMMOC 'VIRTUAL' RALLY (SOME ADDITIONAL OWNERS NOTES)

What a turn out for our 'virtual' rally ! and such a fantastic range of vehicles, and all belonging to Dorset branch members ! Due to space it was difficult to include much more information than the basics -the owners name and registration together with the age of the vehicle. Several owners kindly provided some additional information snippets of some unique history on their own vehicles - here is just a small selection - (each noted with their photo entry 'virtual parking' number)

2. Wendy and Martin Devine's 1967 Convertible (named Ella) first registered in Edinburgh to an owner living in a swanky stone villa there . He was apparently a tea planter and he attracted attention one day from his well heeled neighbours when replacing his Rover with this very Minor convertible.

10. Helena Carr's 1959 Saloon , (named Monty) must be mentioned here as it was supplied so far north to car dealers named Shinnies of Aberdeen all those miles from where it was built at Cowley, Oxford in 1959 . Monty's original number plate NRS 861 Helen explains had been acquired by a Rolls Royce dealer just prior to her purchasing the car and was so highly priced that Monty, in the end ,had to be re-registered with 243UXO.

23. Mike Pattison. 1970 Saloon (named Smokey) Mike speculates that his car is probably the last built Minor saloon to be registered in Dorset . Smokey started life in Weymouth . First owner a Mr Abbot owned it for 29 years and covered the first 42,000 miles . Next owners lived in Dorchester and covered another 42,00 miles.

Then the 3rd owners returned the car back to Weymouth 3 years before Mike finally acquired it. Today it has covered 99.953 miles having taken Mike on adventures abroad including 'Minors On Tour' to France .

Original buyer Mr Abbot's 'BMC Passport To Service' (below) 1st Sept 1970

Distributed by Main Dealers -Westover Motors , in turn to Weymouth based BMC Dealer , Channon's

<p>FOREWORD</p> <p>This Passport to Service provides you with details of the facilities offered by the BMC Distributor/ Dealer network.</p> <p>Carry it with you in a safe place in the vehicle, so that it may serve as an introduction to Distributors and Dealers whenever service is required.</p> <p>IMPORTANT The Vendor should complete the Registration of Sale details on the opposite page and detach the copy for return to BMC Service division.</p>	<p>REGISTRATION OF SALE</p> <p>Distributor/Main Dealer Westover Motors Bournemouth</p> <p>Vendor Channon's 2 Pine Hill Weymouth</p> <p>Pre-delivery Service carried out by: Channon's 2 Pine Hill Weymouth</p> <p>Date 29-8-70 Mileage 00092</p>	<p>NOT 487 J</p> <p>Prefix and Chassis or Car No. M/AS5 D1267653 M</p> <p>Model MORRIS MINOR</p> <p>Engine No. 10V189E/H20355</p> <p>Commission No. (if applicable)</p> <p>Colour Smokey Grey</p> <p>Date of Sale 1 Sept 70.</p> <p>Owner MR. E. C. ABOTT</p> <p>Address 70 WINDERMERE GARDENS WEYMOUTH.</p> <p>IMPORTANT: Please ensure that any rubber stamps used also appear on the duplicate copy. Entries should preferably be made with ball-point pen. No carbon paper required. Detach duplicate and return to BMC Service division.</p>
	<p>Warranty</p> <p>Re-Order Form</p>	

24. Mike Sheppard originally bought his 1952 series MM in April 1960 (it was a reps car that had been used in Cornwall) It probably must be the longest 'continually member owned' Minors in the Dorset Branch MMOC—and also one of the oldest !

33. Ted Brook 1961 Minor Million - won the 'Pride of Ownership Award' for Ted at the NEC Birmingham Classic Show last November. The car was originally purchased 1961 ,registered in Oxford by a Chief of Police and given as an anniversary present for his wife.



41. Ivan Stickley (project) re reg. on 148 XUA



1st Reg. 1960 Orig plate 187 NTA (TA=Devon)

42. Tim Lang (other make) re reg.on LTL 355



1st Reg 1992 Land Rov: Discovery (Dudley)

43. Tim Lang (other make) PMO 224X



1st Reg. 1980 Mercedes 230 (MO Berkshire)

44. Tim Lang (+ traveller trailer) DNK 458 F



1st Reg. 1968 (NK= Herts)

45. Tim Lang EYB 137 J



1st Reg. 1971 (YB= Somerset)

46. Tim Lang (other make) G118 LYA



1st Reg. 1989 Metro 1.3L (LA= Somerset)



47. Tim Lang (other make) D638 PWC



1st Reg. 1986 Ford Capri 2.8i (WC= Essex)

48. Tim Lang re reg: on 8008 MY



1st Reg. 1962 (Middlesex)

49. Tim Lang LYB 148



1st Reg. 1962 (YB= Somerset)

50. Tim Lang AFX 418B



1st Reg. 1964 (FX= Dorset)

51. Michelle Brown PJO 615 J



1st Reg 1971 (JO= Oxford)

52. Michelle Brown BFJ 907 B



1st Reg. 1964 (FJ = Exeter)

89. Graham Melly (ongoing project) OLJ 147



1st Reg. 1954 (LJ= Bournemouth)

90. Simon Hancock *Re.regd on 540 XUX



(*Original reg. 349 RRF)
1st Reg. 1957 (RF = Staffordshire)



**VIRTUAL RALLY
FIELD PARKING FULL !**



'Virtual Rally 40th Anniversary Competition Winners .



The '40th Photo Entry' received from any members classic vehicle for the 'virtual' rally -
WINNER - PETER WEBB, Entry No. 40. (1963 Morris Minor Convertible BHX 723 A)



The 'Furthest Away' registered from the DMMOC usual clubnight meeting venue (Caste Lane, Bournemouth) of a Morris Minor, when first registered
WINNER - HELENA CARR, Entry No. 10.(1959 Saloon ,original '59 registration plate NRS 861 - area identifier letters 'RS' being first registered 1959 in Aberdeen - (589 miles from Bournemouth)



The 'Oldest' entered, first date of registration Member's Morris Minor
WINNER - ANDREW WALLACE, Entry No. 28. (1949 model MM 'lowlight' saloon OFC 167) registered Oxford 1949



The 'Oldest' entered, first date of registration 'Members Other Make' of classic vehicle owned by a branch member.
WINNER - ARTHUR COX, Entry No .64. (1930 Austin Burnham Saloon PL 3551 registered 1930 in Surrey)

The four 'Virtual' rally 40th anniversary competition Winners each receive a Dorset Branch MMOC voucher to the value of £50 - For exchange towards the purchase of Dorset Branch Club Spares . Or used towards the purchase of Dorset Branch MMOC planned activities/events. (The Dorset Branch offer no cash exchange alternative for the vouchers. Winners will be sent vouchers by post and vouchers are valid for one calendar year from the date of issue)





DMMOC VIRTUAL RALLY (EXTRA CAR PARKING)

83. Ian Chivers KDF 310 E



1st Reg. 1967 (DF = Gloucestershire)

84. Richard Target HFS 488 D



1st Reg. 1966 (FS = Edinburgh)

85. Tony Kimber DFE 386 D



1st Reg. 1966 (FE = Lincolnshire)

86. David Buck OYC 628 J



1st. Reg 1970 (YC = Somerset)

87. Manina Trickett ETM 502 D



1st Reg. 1966 (TM= Bedfordshire)

88. Ian Richards YRD 541



1st Reg. 1962 (RD = Reading)

53. Steve Brown (other make) GFO 601
Singer Vogue



1st Reg. 1962 (FO= Radnorshire)

54. Steve Brown (other make) RLR 479
Humber Hawk



1st Reg. 1955 (LR= London)

55. Steve Brown (other make) BLC 227
Wolseley 14



1st Reg. 1936 (LC= London)

56. Steve Brown (other make) GSC 267
Talbot 10 Airline



1st Reg. 1938 (SC=Edinburgh)

57. Mike Sheppard (other make) 7091 RU
Humber Sceptre



1st Reg. 1963 (RU=Bournemouth)

58. Mike Sheppard (other make) 2950 PJ
Humber Super Snipe



1st Reg. 1963 (PJ= Surrey)

MORE 'VIRTUAL' PARKING—GO TO PAGE 16





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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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Morris Minor Owners Club, Dorset Branch

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I said it would have been easier if we entered the 'Dorset Branch 'Virtual' Rally at this time of year. But would you listen !



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Christmas Dinner Quiz

(Guess the courses from the clues- answers on page 32)

SOUPS

1. Sixteenth letter of the alphabet
2. Dove
3. Fly swisher

ENTREES

4. A womanly weapon.....
5. A sugared loaf.....

FISH COURSE

6. Locality
7. Brides treasured possession
8. Humanity's immortal past
9. Hen's resting place

GAME & POULTRY

10. News carrier
11. Foreign power.....
12. Cricket Score
13. Grumble
14. A woman's crowning glory.....

MEAT COURSE

15. 18th century novelist
16. What Eve was made of.....
17. Son of Noah

VEGETABLES

18. Bad for ships.....
19. Father cuts hair.....
20. Vehicle deteriorates.....

SWEETS & DESSERTS

21. Things of little importance.....
22. Cry for help
23. 4 March. 18th June, 5th Nov, etc.....
24. Ancient Joke
25. Pretended anguish

WINE

(Acting) Secretary's Report



At this time of year when all of the shows and events have come to an end, especially as we are restricted with the current pandemic, there isn't much to report. That's why I think it's fantastic that this, the last issue of the magazine this year is such a bumper edition.

Roger (Ed) has done a superb job, but he couldn't have done it without the support of all the members.

Congratulations to all of the Virtual Rally winners, it's been great being able to put names to cars! There's some additional editorial which includes my original registration document, my traveller was bought by my grandad in 1970 (before I was born!) from West Way Garage in Bournemouth.

Eddie has decided to retire from the committee, I'm sure you'll all join me in thanking him for his contribution to the club. I hope that he'll continue to support the annual gardening show/competition. This does mean that there are now several vacancies on the committee.

This month's committee meeting was held using Microsoft Teams instead of Zoom, it meant we had the advantage (or disadvantage) of being able to meet for longer than 40 minutes! I'm looking into how we can use this to hold an online AGM in the new year. I have started setting up official email addresses for committee members, you may have noticed this on page 2.

We've had a good response to the Mistletoe Meander, so hopefully the event will go ahead. A couple of members have asked if they can just come along for the run (maybe a tea/coffee?), if anyone would like this option then please send in your slips.

I hope you all have a safe and enjoyable Christmas & New Year,

Ian.

VEHICLES, SPARES, PARTS FOR SALE & WANTED

DORSE BRANCH CLUB SPARES ARE AVAILABLE TO ORDER AS USUAL FROM BRIAN Please telephone Brian on 07411 116336 to place your order. If it is in stock you can call in to collect or it can be posted to you. If you have email, the invoice can be sent to you and it would be appreciated if you could either bring the correct cash, pay by cheque (by agreement) or use bank transfer (BACS) which is preferred. We usually order parts in approximately twice per month, or individual items can be obtained if urgent. (It's as close as we can get to 'Click and Collect'!)

FOR SALE 1962 2 Door Minor Saloon 1098cc .

Very reliable, only 2 breakdowns in 16 years, good runner & good starter . Solid bodywork but interior a bit tatty.

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Steve Brown



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Extending Bonnet stay (plated)

Bottom hose

Brake backplates (8")

Bump stop (RH)

Marina type column ind switch

Distributors

Chrome door handles (various)

Front Grille outer panel

Gearbox floor cover

Half shafts (single or pairs)

Jack (standard Minor)

Starting handle

Front side/indicator units (late)

Marina pedal box

Books/Manuals (various)

Quarterlights (painted/stainless)

Rocker box covers

Sliding boot stay

Speedo heads

King pins/good trunnions

Top hose

Underlay set (unused)

Dorset Branch Club Spares

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www.dorsetmmoc.co.uk

(go to S/H Spares page and download the list) Or call

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77. Eddie Pateman

YMC 492 H



1st Reg. 1969

(MC = Middlesex)

78. Micheal Pope

GVO 376 D



1st Reg. 1966

(VO= Nottinghamshire)

79. Colin Hughes (Other Make) *KAS 922 Citroen 'H' Van 1957 (*Re-reg plate)



*1st Re- reg in Britain 2001 (from France)

80 Colin Hughes (other make) *PSJ 485 Citroen Traction Avant 1952 (re-reg plate)



*1st Re-reg in Britain 1982 (from France)

81. Colin Hughes (other make) E 768 PLJ Citroen 1987 2cv



1st Reg. 1987

(LJ = Bournemouth)

82. Colin Hughes (other make) F 912 VJT Citroen 1988 2cv



1st Reg. 1988

(JT = Dorset)



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OVERFLOW 'VIRTUAL' PARKING - GO TO PAGE 22





THE 'BRIAN WOOD' REPORT

Well, here we are again at the end of another year and the Dorset Branch 'Bumper' (definitely the front bumper!) Double Edition Newsletter. It has been a rather strange year, as I'm sure you will all agree and 'uneventful' as far as the club is concerned. However, there is the Mistletoe Meander end-of-year run which we are hopeful that it will take place as planned. If the lockdown situation changes and you are booked and are not sure if it will go ahead, we will put a notice on the website with the latest details.



Our Minors have not moved very far this year, especially the Traveller, which now resides at a relative's house nearby (which is quite handy!) however it means that spontaneous trips in it are unlikely and we have probably covered less than 100 miles since it was serviced in March. The convertible restoration was finished during the first lockdown of 2020 and we have just about managed a few hundred miles in that so far. The 4 door tends to be used most, but only for short shopping trips and for Jacky to go round her mum's when its raining. Thinking about my precautionary winter maintenance, there is not much to do to any of them. The most vulnerable, I guess, is the 4 door (TDG) which lives outside under a cover on our drive. The most obvious winter precaution is to make sure the anti-freeze is topped up. I don't think that it lasts forever, and it should (in my opinion) be flushed through periodically – probably every 3 or 4 years? When one does flush it out, it is usually a mucky brown colour and never seems to inhibit corrosion like it theoretically supposed to. I usually use it at about 4:1 which should provide adequate protection. 3:1 will probably get you through the next Ice Age. The Convertible has been filled with Evans Waterless Coolant which is also anti-freeze so that shouldn't need any attention. Wiper blades don't seem to last much more than a year or so these days, so if you haven't replaced them lately, it might be worth a check. Otherwise you can guarantee that one day, you will be caught in rain, with steamed-up windows and inadequate wipers. While you are there, you could check the washer fluid. Mine never seem to get used much – as compared to the modern cars where they must have much more powerful pumps and discharge the fluid at a much higher rate. If we are unlucky enough to get any snow, you will find that the combination of sleety snow and salt on the roads makes a mess of the windscreen and the (newly renewed) wiper blades only serve to spread the mess evenly over your field of vision. Vast quantities of washer fluid will then be required. So it's a good idea to keep the 5 litre container of your ready-mixed blue stuff in the boot in case an emergency top up is required. We are blessed with a fairly temperate climate here in the South of England and consequently prolonged cold weather is unusual. However, I picked up a set of snow chains that will fit a 14" wheel recently with a job-lot of other Minor stuff. I don't think I will need them but if anyone is interested -they are for sale. Other than that, it is a good idea to keep an eye on the tyre condition and pressures. I think one of mine on the 4 door has a very slow puncture or dodgy valve as it is always the rear nearside that is a few pounds down every time I check it.

Hopefully we will be able to look forward to a better year in 2021 when we will be able to meet up at some Dorset Branch events. Until then, Jacky and I would like to wish everyone a wonderful Christmas holiday and best wishes for the new year. (See you in February). **BRIAN**

P.S. Just for the craic – here is a picture of our '57 4 door taken in 1988 outside my parents house in Portsmouth with me (with hair) and my brother standing at the rear. It looked quite shiny then being only a year after its first restoration.



**71. Arthur Hares (other make) FJY 342 E
Wolseley Hornet**



1st Reg. 1967 (JY = Plymouth)

72. Carole & Peter Trickett XTV 563



1st Reg. 1956 (TV = Nottingham)

**73. Tim Rouse (other make) NKJ 103
Wolseley 6/80 (project)**



1st Reg. 1950 (KJ = Kent)

**74. Richard Targett (other make) HTR 902
Raleigh Cyclomaster 25cc**



1st Reg. 1951 (TR = Southampton)

75. Pam & Dave Holton WJG 802



1st Reg. 1970 (JG = Canterbury)

76. Pam & Dave Holton EAB 204 J



1st Reg. 1970 (AB= Worcestershire)

DMMOC 'VIRTUAL' RALLY

MORE PARKING SPACES



59. Peter Houghton (other make) LPV966
Meschersmidt KR200



1st Reg. 1960 (PV= Ipswich Suffolk)

60. Roger Blakeley OEA 972



1st Reg. (EA= West Bromwich)

61. Richard Target VOU 460 H



1st Reg. 1970 (OU = Hants)

62. Sue & Roy Gale TMU 599 F
(on 50th Birthday with cake)



1st Reg. 1968 (MU = London)

63. Arthur Cox 7061 EL



1st Reg. 1960 (EL = Bournemouth)

64. Arthur Cox (other make) PL 3551
Austin Burnham Saloon



1st Reg. 1930 (PL = Surrey)

65. Mike Smith (other make) re-reg on
AA56MOG Morgan



1st Reg orig. VX 13 CTY

66. Marcus Christo TPG 364 F



1st Reg. 1968 (PG= Surrey)

67. Charlotte Tiley DLJ 233 C



1st Reg. 1965 (LJ = Bournemouth)

68. Marcus Christo (Austin Minor) VHW 354H



1st Reg. 1969 (HW = Bristol)

69. Stuart Keeping (Morris Mini) 222 WPL



1st Reg. 1961 (M Cooper) (PL= Surrey)

70 Jennifer Page OLC 399 E



1st Reg. 1967 (LC = London)