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steve@castle-marquees.com
www.castle-marquees.com

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.

DMMOC NOTICE

DORSET BRANCH MMOC ANNUAL GENERAL MEETING 2021

WEDNESDAY MARCH 3rd 2021
at 7.15 p.m.

To be held 'online'
via Microsoft 'TEAMS'
Video Conferencing App

*Any members wishing to specifically
raise any DMMOC Club matter :-
Please contact Laurie Blewer.

HERE IS THE 'TEAMS' MEETING LINK
<https://bit.ly/3cdfWvr>



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Dorset Branch

MORRIS MINOR OWNERS CLUB NEWSLETTER

IN
CELEBRATION
OF A MILLION
MINORS
1961



MINOR 1961-2021
1000000
The Minor Million **60th** Anniversary

1948 < Morris Minor > 1971



FEB2021 Vol24 Issue 3
www.dorsetmmoc.co.uk

The MMOC Dorset Branch

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

Patricia Ann "Pat" Moss-Carlsson (27 December 1934 – 14 October 2008)

One of the most successful female auto rally drivers of all time, achieving three outright wins and seven podium finishes in international rallies. She was crowned European Ladies' Rally Champion five times (1958, 1960, 1962, 1964–65).. From 1963 until her death in 2008, Swedish rally driver Erik Carlsson was both her driving-partner and her husband. Born in Thames Ditton, Surrey, to British race car driver Alfred Moss and Aileen (née Craufurd) in 1934 **She was taught to drive at the age of 11 by her brother, Stirling Moss** But she started her sporting career on horseback, becoming well known as a successful show-jumper and member of the British showjumping team. In 1953, aged 18, she started driving in club rallies . She bought a Triumph TR2 and started rallying more seriously. She asked Standard-Triumph to cover her expenses to drive her TR2 on the 1955 RAC Rally, but they declined. However MG Cars offered Moss expenses and a works MG TF 1500. Thus began a relationship lasting seven years, netting three championships and benefiting the British Motor Corporation with valuable publicity. As a BMC works team driver, Moss had her breakthrough in 1958, when she drove her **Morris Minor** to 4th place on the RAC Rally. She achieved another 4th place at Belgium's Liège-Rome-Liège Rally and won the first of her five European Ladies' Rally Championships.



Sir Stirling Moss, OBE (17 Sept1929 – 12 April 2020)

Formula One racing driver. He won 212 of the 529 races he entered across several categories of competition. In a seven-year span between 1955 and 1961 Moss finished as championship runner-up four times and in third place the other three times.

In 1990, Moss was inducted into the International Motorsports Hall of Fame. In the New Year Honours 2000 List, Moss was made a Knight Bachelor for services to motor racing. On 21 March 2000, he was knighted. He received the 2005 Segrave Trophy. In 2006, Moss was awarded the FIA gold medal in recognition of his outstanding contribution to motorsport. In December 2008, McLaren-Mercedes unveiled their final model of the Mercedes-Benz SLR McLaren. The model was named in honour of Moss, hence, Mercedes McLaren

SLR Stirling Moss, which has a top speed of 217 mph (349 km/h) with wind deflectors instead of a windscreen. Following Moss' death the Kinrara Trophy race at the Goodwood Revival meeting was renamed in his honour. It is a race for GT cars that competed before 1963. **For many years during and after his career, the rhetorical phrase "Who do you think you are, Stirling Moss?" was supposedly the standard question all British policemen asked speeding motorists. Moss relates he himself was once stopped for speeding and asked just that; he reports the traffic officer had some difficulty believing him.**^L



COMMITTEE Dorset Branch MMOC Key Contacts

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Jacky Wood
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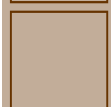
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Cover Story 264 KJO

**DMMOC Member
Ted Brooke's
Original
Minor Million**



'Million Anniversary' article series starts page 7 this month

In saying a final fond farewell to Stirling Moss.....The 1981 Jan/Feb National MMOC monthly magazine 'Minor Matters' had typewriter style lettering with a few black & white photos. Stirling Moss had been a Minor enthusiast. His sister Pat Moss also drove Minors professionally as BMC works team Driver - Copy of a letter (below) from Stirling to the then Minor Matters Editor Paul Davies

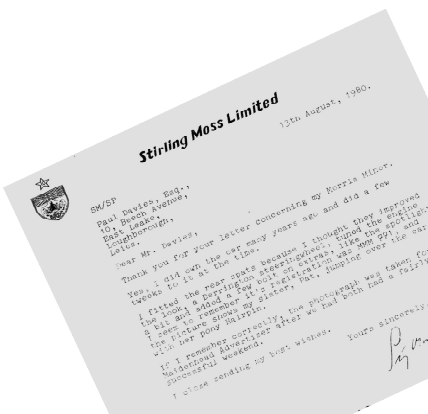
STIRLING MOSS LTD

Paul Davies , Esq ,
13th August 1980
10, Beech Avenue,
East Leake,
Loughborough,
Leics.

Dear Mr Davies,
Thank you for your letter concerning my Morris Minor.
Yes I did own the car many years ago and did a few tweeks to it at the time.

I fitted the rear spats because I thought they improved the look, a Derrington steering wheel, tuned the engine a bit and added a few bolt on extras, like the spotlight. I remember it's registration was MMM771, and the picture shows my sister, Pat, jumping over the car with her pony Hairpin. If I remember correctly the photo was taken for the Maidenhead Advertiser after we had both had a fairly successful weekend.

I close sending my best wishes.
Yours sincerely **Stirling Moss**



Taken from Graham Melly's Archive collection of early Minor Matters MMOC Magazines - with thanks Ed.

MORRIS MINOR OWNERS CLUB OFFICIALS

Secretary: Paul Davies, 10 Beech Avenue, East Leake, Nr. Loughborough, Leicestershire, LE12 6NU

Assistant Secretary: Andrea Davies, address as above.

Chairman: John Frye, Newholms, The Street, Brampton, Norfolk, NR10 5AA.

Treasurer: David Plant, 115 Dickens-Lane, Poynton, Stockport, Cheshire, SK12 1NT.

Renewal Secretary: Fiona Frye, address as above (John's wife).

Newsletter Editor: Derek Porter, 355 Nelson Road, Whittington, Wicksman, Middlesex.

Newsletter Distributor: Anona Matthews, 40 Little Tixall Lane, Great Haywood, Stafford.

Products Manager: Derek Hewitson, 4 West End Cottages, Bishopstone, Swindon, Wilts.

BRANCH LIAISON OFFICERS:

North: Mike Faragher, 10 Birkdale Close, Bramhall, Stockport, Cheshire.

South: Peter Prover, 22, Brockhurst Road, Gosport, Hants.

Spare Secretaries & Register Organisers:

Series MM: Peter Gamble, 9 Murray Road, Mickleover, Derby.

Series II & 1000: Colin Matthews, 40 Little Tixall Lane, Great Haywood, Stafford.

Register Organiser: Adrian Bartlett, 23 Simonside Terrace, Heaton, Newcastle upon Tyne.

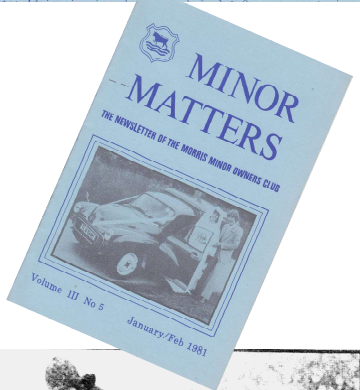
Technical Advisors:

Series MM: Simon Hitchin, 114 Old Birmingham Road, Bromsgrove, Worcs.

1000: Paul Elford, 2 Hawtrey Drive, Ruislip, Middlesex.

Note: Paul prefers to discuss your requirements by telephone, so please ring him on Ruislip 38364.

Any Model: Brian Edwards, 48 Athol Road, Sunderland, Tyne & Wear. Tel: Sunderland 51411. Robert Jones, 1 Pepper Street, Whitchurch, Shrops. Tel: 0948 2384.



Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
FEBRUARY 2021 Volume 24 Issue 3**

**NEXT CLUBNIGHT
Postponed until further notice**

In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL P4	P7/8/9/10/11 'MINOR MILLION' Articles to mark a million minors '60th'
EDITORS NEWS DESK & YOUR LETTERS TO THE EDITOR P5	P 18/19 'MINOR MILLION ' (Increasing Competition)
CHAIRMAN'S REPORT PAGE P.6	P 20/21 All about Engine Oil for the Minor
SECRETARYS REPORT PAGE P. 13	P22 Jackie & Dave's '50's nostalgia
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.17	P14/15 Grahams project (part 5)
THE 'BRIAN WOOD' REPORT P.16/17	P 24/25 All about Anti Freeze for the Minor
	P26/27 A farewell to Stirling & Pat Moss



Dorset Branch Members- It's Your Newsletter - It's Your Club !
The Editor encourages and welcomes any written contributions - particularly loaned (or emailed) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .
*Please submit, if possible, any material or advertising matter, within 10 days prior to the next monthly club night date . (*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline.
The Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers : No recommendation is implied : Any views expressed or advice given within the newsletter is offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any consequences arising from such material.

Welcome to the first newsletter of 2021. We have become used to a new set of words and phrases within our vocabulary we are now used to within the last year - 'Permitted Bubbles', 'Social Distancing', 'Essential Journeying', etc. etc. However more recently a much more cheerful and optimistic phrase has now been broadcast - "Light at the end of the tunnel" as the absolutely mammoth national vaccination project gains momentum - Just the prospect of looking forward to the possibility of a Dorset Branch Rally later on in the year would in itself be an exciting thought visualising Morris Minors all together once again creating some of that 'Much Missed Minor Magic' (We can only keep all of our fingers crossed!)



1961 and a Million Built! This month's edition starts off with 7 pages devoted to mark the Minor making automotive history - becoming the first to reach a million units of a British car model built. It also resulted in the UK's first car to be specifically marketed as a 'Special Edition' - in Jan 1961, 60 years ago this year. I am indebted to branch member Ted Brooke for his usual Morris enthusiasm with additional helpful details and the history of his own fantastic condition 'Minor Million' 264 KJO. (Ted's special 'Million' will also be covered in more specific detail within the next March issue) **Pages 7/8/9/10/11/18/19**

How's your Minor during lockdown? There are those steadfast few with 'working Minors' who we must all admire who regularly use their Minor's full time all the year round. However there is no doubt that a vast majority of Minor's are usually out far less in these shorter days, wetter, colder months and even more this winter for obvious reasons beyond our control. However Spring really is on its way and that thought may be enough to be the present missing motivator to perhaps carrying out those usual basic servicing tasks. A couple of example tasks, if due soon, is Engine Oil & Filter change and/or Coolant / Anti freeze change) just as reminders, both covered in detail on **Pages 20/21 and 24/25**

Graham Melly's Series II Lockdown Project, Part 5 continues with the body shell and panels about to be returned for final re-assembly after final gloss top coat spraying. Graham has said he cannot wait to finally commence the interesting stage of mechanical re-assembly after the car has been in his garage stored for 13 years. **Pages 14/15**

Graham also dropped a surprise package on my doorstep recently containing two years back issues (1980 to 1981) of early National MMOC Minor Matters magazines (This was the time when Graham, our branch founder member, had actually started the Dorset branch) I have taken an article from one of the editions illustrating how the Minor played a part in both Stirling Moss's and his sister Pat Moss's motoring life at the time.. I hope to cover some more similar nostalgic articles in due course taken from these. **Pages 26/27**

***Wood's Garage!** if you have managed to pursue any interesting 'non Minor' hobby (for example, Brian's model toy garage - *a 'must' read on **Pages 16/17**) and of course any jobs on your Minor (no matter how small) please do send details in with any photos for other club members to see. We will all fully understand if you just simply want to sit in your Minor for a while from time to time, (even saying to yourself 'Brmm Brmm') imagining outings on sunny days ahead to cheer yourself up whilst the present lockdown rules continue! (I must admit to doing it!) - In the meantime keep safe and well.

ROGER

Most of us have not used our Minors, understandably, with any regularity during 2020. However in looking ahead hopefully with more optimism for later in 2021 we ought to think about those usual routine checks we may possibly have put off 'for the time being' having not had perhaps the usual incentive in recent months. - The coloured liquid commonly described as Anti Freeze found under the radiator cap, (as most members are already well aware) has a recommended working life expectancy. Manufacturers of a suitable good quality Anti Freeze will have added a 'liquid flow' enhancing ingredient to help with more effective engine cooling particularly for hot summer conditions. A third important ingredient will be 'corrosion inhibitors' designed for effectiveness when the mix is diluted to correct proportions. to last at least over the next 24 months ..



* Remove the radiator cap and unscrew /remove the blanking off cylinder block drain plug (earlier models may have a drain tap) found on the rear left hand lower side of the engine block. (An old plastic washing up bowl is often used to catch as much as possible of the old anti freeze

* Older models may have a blanking plug that has been used to replace the original drain tap (that historically had a habit of sediment blockage) at the bottom left of the radiator - open up either fitted. Or on later models without either simply remove the bottom hose at the lowest jubilee clipped joint .

* The vast majority of our Minors have a heater depending on the model, fully open the heater hose water/supply tap rear top of engine or on later models push fully in to ON position the heat control knob below dash. To ensure all old liquid is drained from the heater matrix.

* Insert a hose in the radiator filler and flush clean water through the system until it runs clean. It's a good idea to inspect the condition of all the rubber hoses for any indication of aging or any cracking. Due to the fact that the radiator is simply secured by four stud bolts it makes inspection of the fins and flushing it out a much easier and thorough job.

* Use only standard Blue Ethylene Glycol Anti Freeze, a usual rule of thumb is a minimum 25% Anti Freeze to 75% of water. The 998cc (incl. heater) has a listed coolant capacity of 10.75 pints. The 1098cc (incl. heater) has a listed coolant capacity of 9.75 pints

* Tighten (but not over excessively) all hose clips and replace drain plugs or shut off drain taps (older models) leave heater water supply tap or valve open/on

* Re fill with the new mixture until the level is half an inch below the filler neck. I always personally have used filtered clean rainwater instead of tap water as the base to the mix as I am convinced it is the reason I seem to always maintain a clean coolant after 2 years. Mix up a small quantity in similar proportions in a labelled container to keep for any instant top radiator ups that may be required.

* Run the engine up to normal temperature for 5 minutes and check all hose joints for any leakage. Then later when the engine has cooled again re-check the level.

Take your time, and enjoy the satisfaction, if able, to do a basic servicing job like this yourself, ready for when we can enjoy more free movement with our Minors again.

ROGER



**ANTIFREEZE COOLANT CHANGE
DUE FOR YOUR MINOR ?
(A Project During Lock Down ?)**



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

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates. However, Comma, the main manufacturer, has now discontinued it in favour of an ethylene glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning. Both of these products use **Inorganic Additive Technology (I.A.T.)**

Recently, problems have been reported concerning the use of antifreeze mixtures using

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

The final is products using **Hybrid Organic Acid Technology (H.O.A.T.)** ethylene glycol based with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and is **not recommended for use in historic vehicles.**

***Only use traditional blue coloured (IAT) antifreeze in historic vehicles as recommended above.**

***Always thoroughly flush out the cooling system until it runs clear before refilling .**

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

***Unless you decide to take the plunge like Brian Wood has, with Waterless Additive Technology - However that's another story for a later edition , ROGER**

**DMMOC NOTICE ANNUAL GENERAL MEETING 2021
Dorset Branch 'Virtual Online AGM'
March 3rd at 7.30 p.m. (Further details on page 28)**

A 'SOCIALLY DISTANCED' MISTLETOE MEANDER

On the date of our Mistletoe Meander we still found ourselves under Tier Two of the national pandemic restrictions . Amongst all the problems, social distancing, group gatherings and general angst , by popular request from a good number of members who had already booked the event on Christmas bank holiday Monday went ahead . It will be remembered as the only outdoor event of the year ! . The weather forecast was a bit grim - including such words as rain, sleet and snow but there was sunshine for most of the time. We decided to go in our green 4 door, as it hasn't had a good run out lately. The route was excellent taking in Wimborne (twice in our case!) Holt and 3 Legged Cross with no incident save for the odd raised bonnet. (No names, no pack drill!) We made it back to the club car park for about 1pm where the outside catering van was starting to serve the sausage and mash lunch with coffee and mince pies. Despite a few clouds rolling by - the sun still shone on us. Social separation was successfully and strictly maintained with seating spaced out at the far end of the car park. As it was a bit chilly, we wrapped it all up soon after that, but not before presenting Andrew and Andrea Wallis with a prize for coming the furthest to attend the event (Gillingham). Their car (Wolseley 8) was also the oldest and needed some minor running adjustments prior to heading home again. Talking to the club manager, it appeared that whilst in Tier 2 at the time



they were managing to stay afloat. Naturally as we are now in the stricter third national lockdown the prospect of the venue for club night meetings still remains some way off. I think those who attended enjoyed such a rare branch outing in spite of all the odds and thanks to Laurie, Ian and Jacky for organising it,
BRIAN WOOD



DORSET BRANCH ANNUAL DINNER DANCE POSTPONED UNTIL NEXT YEAR

It will probably be no surprise at all members , that the 2021 Dorset Branch Dinner Dance is not taking place in spite of vague hope for a delayed date (**However a date for the diary is the next Dorset Branch Dinner Dance booked at Dudsbury again for 15th January 2022**)

Dear Editor, I would like, via the medium of this journal, to congratulate you on your ability to keep this newsletter up to - and indeed above - the standard during the difficult year of 2020. Successfully producing a regular publication is not easy at the best of times and often demands a great deal of resourcefulness. With most of the usual classic car activities cancelled, the content of the newsletter has been ably adapted to maintain an interesting and varied mix.

Congratulations also to the contributors; not only the regulars but those who have stepped up to the mark and put pen to paper and eye to viewfinder for the first time. There's always the possibility that seeing their own work on the printed page has encouraged new writers and photographers to have another go.

In 2021 we will not see a full return to normality however I am confident that once a month a little informative entertainment will arrive at my 'inbox'. I'm sure that all readers will join me in saying "Well done!"
ROGER BLAKELEY (Dorset branch member)



(Acting) Chairman's Report

We start 2021 in the same vein as we finished 2020 – in lockdown. I hope you all had a good Christmas and New Year and managed to celebrate as best you could.

We did manage to hold the Mistletoe Meander on the Saturday after Christmas as at that time we were only in tier 2 in Bournemouth. Unfortunately some members had

been out in tiers 3 or 4 and were unable to attend. Thanks to Mick at the SEB Club for organising a very good meal which was eaten outside with all the members socially distancing and wearing masks – except when eating of course! Hopefully we will be able to hold some more events later in the year when restrictions ease.

I am very sorry to tell you that not only has Moggyfest 2021 been cancelled but the whole of the Beaulieu Autojumble has now been cancelled too. The dates for Moggyfest 2022 are 14th and 15th May and unless we here otherwise your entry will be carried over to that date.

On a brighter note we have booked the Dorset Branch Rally to be held at the Wolvercroft World of Plants in Alderholt again for this year. In the hope that the events will be able to take place this year we have moved the date on a month and it will be held over the Bank Holiday weekend of 28th and 29th August. We have decided against a Saturday evening meal this year as it will be less to cancel if the rally is unable to go ahead. Instead, you are all welcome to join us on the Saturday evening for a picnic under the stars with the possibility of some evening entertainment. We are hoping to have a marquee to display some of the unused display material from our 40th anniversary last year. Camping will be available from the Friday night but you will need to let us know in advance.

We have very sadly had to cancel this years annual Dinner and Dance but the date for 2022 is Saturday 15th January.

Please can I ask as many of you as possible to try to take part in our virtual AGM in March. Full details of how to participate will be given elsewhere in the newsletter.

I hope you have all been busy doing your winter maintenance on the Minors and ordering all your required parts from Brian.

I haven't really used the Minor very much apart from a weekly start up and warm through and the occasional run up and down the drive! We did actually manage to do the Mistletoe Meander though this year – we normally have to stay at the hall to get everything organised!

That's all from me for this month – see as many of you as possible online for the AGM.

Happy Minoring, Laurie.

ON THE MINOR MISCELLENEOUS

(A Minor visiting Dorset last summer)

**“Had a feeling that bloke was giving me the wrong directions to Mudeford nr Christchurch“
“Must have thought I said Muddy Ford “**



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HERE**

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

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Back in the Days of Tanners and Bobs -

When Mothers had patience and Fathers had jobs.
 When sisters and brothers wore hand me down shoes,
 And T.V only had one channel to choose.
 Back in the days of three penny bits,
 Schools employed nurses to search for your nits.
 Snowballs were harmless, ice slides permitted
 Jumpers were warm and all were hand knitted!
 Back in the days of hot ginger beers,
 children remained children for more than six years.
 Children respected what older folks said, and pot was a thing you kept under your bed.
 Back in the days of Listen with Mother, when neighbours were friendly and talked to each other.
 When cars were so rare you could play in the street.
 When Doctors made house calls and Police walked the beat.
 Back in the days of Milligan's Goons,
 when butter was butter and songs all had tunes it was dumplings for dinner and trifle for tea.
 and your annual break was a day by the sea.
 Back in the days of Dixon's Dock Green, Crackerjack pens and Lyons ice cream.
 When children could freely wear National Health glasses,
 and teachers all stood at the FRONT of their classes.
 Back in the days of rocking and reeling, when mobiles were things that you hung from the ceiling.
 When woodwork and pottery was taught in all schools, and everyone dreamed of a win on the pools.
 Back in the days when I was a lad,
 I can't help but smile for the fun that I had.
 Hopscotch and roller skates; snowballs to lob.
 Back in the days of tanners and bobs



Many thanks to Jackie & Dave Walker for sending in the poem— 'Back in the Days of Tanners and Bobs' - Ed.



AN INSTANTLY RECOGNISED 'BRITISH ICON'

From the beginning, the Morris Minor was regarded as the most successful small British car of the post war era, from its debut at the 1948 London Motor Show when it instantly became the star of the show !In 1956, driving was improved by a substantially revised gearbox, for more relaxed cruising speeds with a remote selector allowing a shorter gear lever. This new engine and gearbox was the product of a broader engine policy at BMC, and had been developed for use in a range of their smaller vehicles at the time. Designed to maximise selected model parts sharing and aimed to reduce production costs, consumer and servicing costs. A series of changes to the body pressings for the roof/scuttle and bonnet panels yielded a large wraparound rear windscreen and one-piece curved front windscreen, which markedly improved visibility and lent a modernised appearance to the car at relatively small outlay. Many of the 'luxury' items, such as leather trim, were replaced with alternative materials, and over the course of the following years the range of available paint and interior colours was dramatically reduced. The programme of changes succeeded in giving access to improved economies of scale to allow production to be ramped up. By the turn of the 1960's, over 100,000 Minors were being produced per year, compared to fewer than 50,000 per year a decade earlier. Beyond 1961 two door car rear quarters were modified to remove the openings for the trafficators; on the 4-door, the B-pillar pressing was modified to leave a 'blank' in place of the initial trafficator housing. So, eight years after its introduction, at the 1956 London Motor Show, the upgraded Minor 1000 was introduced, and for the second time it was received in glowing terms by the automotive press and the motoring public alike. The Minor received a major programme of updates intended to keep the car competitive into the 1960's. Where previously the Minor had been offered with a broad range of colours and trim options, the 'Minor 1000' (so named for its 948cc engine) shifted emphasis towards rationalisation of components to access improved economies of scale, and thus enabled increased production volumes to help the Minor retain a significant share of the small car market during a period where car ownership was becoming more commonplace. The subsequent dawn of the motorway era necessitated the fitting of a new 1098cc engine raising the Minor's top speed from 63 mph to 75 mph, and reducing 0-60 mph acceleration from 52.5 secs to 31.3 secs. **Then in December 1960 the Morris Minor became the first British car to sell more than 1,000,000 units. To commemorate the achievement, a limited edition of 350 two door Minor saloons based on the standard production 2 door saloon was produced with distinctive lilac paintwork and a special white interior trim. Also the badge name on the side of the bonnet was modified to read "Minor 1,000,000" instead of the standard production "Minor 1000". together with various other 'special edition' factory fitted embellishments. ROGER**



Two British Icons together (PHOTO TED BROOKE)

THE MINOR MILLION 1961 'COVER STAR' (Chassis No 100016)

Part 1 Original Owner Identified



Any Dorset member who has attended Moggyfest Bealieu in recent years will need no introduction to Ted Brooke (left) that most familiar, amiable and knowledgeable friend to the Dorset branch, in particular each year at this event. Although living a few miles away in South Wales Ted has remained a loyal member of the Dorset branch, his enthusiasm for Minors actually started off in his teens in the 1970's when at high school he bought up and resurrected a couple of farmers very rough Minor vans and pick ups that had literally been 'driven into the ground' - In this two part series we look at the history of Ted's now absolutely pristine Minor Million that he rescued from a sad existence

forlorn and appearing abandoned on a farm. Part 1 Starts off with an interesting reply in response to a request for information regarding the original owner of 264 KJO, who was shown to have lived in Oxfordshire when the car was first purchased new in 1961. Here is Jim Gannon's reply (initially a young BMC employee and later a police constable within the Oxford force :-

Hello Ted, As a member of the Oxford City Police Association I was in receipt of your email concerning your special edition Morris Minor Reg No 264 KJO and the search for the original owner, which by now you are aware was our Chief Constable at the time. I joined Oxford City Borough Force in September 1962 and was a serving officer when it amalgamated into the Thames Valley Police force in 1968. For the first two years of my service as a probationer I had to live in single men's quarters in our Headquarters in St Aldates Oxford which happened to face the famous Morris Garages Limited.

Prior to this I lived in a road next to the car factory in Cowley Oxford and my father worked at Morris Motors as a tuner/ mechanic for a total of 37 years. As it happens I joined Morris Motors which was then under the BMC banner as a young post room boy at fifteen.

After some twelve months I got the opportunity to work in the sales department which in those days was considered a good career move. For about twelve months I did general tasks but then got lucky again and went to work with one of the senior managers called Bill Taylor who was responsible for paying loyalty bonuses to the franchised distributors, main dealers and retail dealers throughout the UK. The more franchises they held the greater the bonus paid. (Morris, MG, Wolseley, Riley. I actually did the processing and he authorised the payments - **Ted has spent 18 years of meticulous restoration, winning**



a whole series of recent accolades—e.g. 264 KJO came First in the prestigious 'Peoples ChoicePride of Ownership Award' at the 2019 Classic Car Show NEC Birmingham (above)

Many members will regard changing their Morris Minor's engine oil an extremely easy regular maintenance job. However for the benefit of some members, or even some new member owners who may not be so readily conversant with this task. Also for any who have not usually regularly 'done it themselves' but would like to during the present lockdown time. Many members will also probably have their own preferred brand, but there is no shortage of 20w50 good quality brands available on sale (just a few examples below) The vast majority of local auto spares suppliers and retailers are offering free local delivery (including Motabitz, one of our newsletter advertisers, who have just confirmed this to me) Useful if you have any concerns regards restrictions of trips out during the lockdown.



*It's always recommended to change your oil when the engine has been run for a reasonable time in order to reach it's normal working temperature, The heat helps the oil to drain away and takes the impurities with it. The oil will drain more easily still if you remove the oil filler cap on top of the engine.

*It's obvious that the car should be parked on level ground and a suitable sized container is required to catch and hold the old oil. (Most people always manage to reach the Minor's sump plug and filter without any need to raise up the car, making this job a comparatively safe one) I have a 5 litre old plastic oil container with a large round hole cut out of it's side (the filler cap has been screwed back on) and it fits conveniently on its side in the space under the sump drain plug.

*From under the car its often easiest to use an appropriate size ring spanner or socket rather than a short length open ended spanner to remove the sump drain plug and be ready to catch the oil in your container. Most old school mechanics would now leave the sump plug off at the very least for 10 minutes minimum after the main flow of the old oil has stemmed, and even better have a cuppa at this stage whilst checking that the right capacity of new fresh oil is at the ready for the filling jug) As a guide the allowance for including the original oil filter capacity is normally - 6.5 pints (3.7 litres) for both the 948cc and for the 1098cc engine (for earlier engines please check capacities)

*The job of changing the filter can begin when the oil has drained away. The filter chamber is filled after replacing the appropriate pattern new filter element within the oil filter chamber. Keeping it upright, refitting just sufficiently tight, without over tightening. The quickest and easiest refitting is if you have converted 'spin on type' filter assembly. In the case where the original pattern oil filter has been retained, the rubber gasket ring at the top of the filter chamber seating needs care in not being distorted at all, also the seating of the external central bolt rubber sealing washer needs similar attention. (It always has been recommended of course that these are replaced each time regarding the old original Minor 'bolt on' oil filter)

*To refill, wipe any metal 'whiskers' off the drain plug, some plugs are magnetic to help catch such rubbish- and then replace the plug. Pour in enough oil to reach the 'full' mark on the dipstick via the oil filler cap entry typically on the rocker box cover on the top of the engine.

*Put approx 75% in before letting it settle and checking the fill level on the dipstick, topping up until you reach the full level.

*Start the motor and run it for a few minutes to allow time for the oil to fill the filter and the oilways in the cylinder block. Switch off and give the oil a couple of minutes to settle. Check again with the dipstick and top up the level if necessary.

*Finally make sure there is no oil leakage around either the filter chamber or the drain plug. A replacement copper washer will normally remedy a leaky drain plug—tighten up carefully a small fraction.

ENGINE OIL CHANGE DUE ? (A Project During Lock Down ?)



In the early days there was only single grade oil available to the motorist that was as far as possible matched to suit motoring during the 'colder' months or the 'warmer' months. For example SAE 30w grade indicating simply as being a certain thickness, or technical term, 'viscosity.' The number (viscosity) followed by 'W' the W standing for 'winter'. This was the oil's viscosity rating from cold, as when the engine is first started in the morning. The letters SAE stand for Society of Automotive Engineers, the society that was originally established way back in 1905 by Andrew Riker and Henry Ford. Their society came up with a 'standardisation' test for motor oils to determine 'viscosity' simply measured by how long it takes a measure of oil through a fixed size orifice into a container at a specific temperature. A slower (thicker) flow being progressively numbered as a 'high' viscosity and a faster (thinner) was progressively numbered as a 'lower' viscosity.



It had obviously soon been discovered that as oil heats up in an engine it becomes thinner, losing its viscosity.

Should oil become too thin it can cause poor

lubrication and be burnt by the engine. It sounds like a potentially difficult balance to maintain always ensuring that the monograde oil viscosity chosen was sufficiently thin enough to reach moving parts quickly during a cold start, but also ensuring it is still sufficiently thick enough to protect the engine effectively when hot. Oil technology then evolved that incorporated more effective 'anti wear' additives and as the 1950s gave way to the 1960's car owners could increasingly and more conveniently choose a more universal grade of oil thanks to the invention of 'multigrade' oil. This oil was capable of providing a wider range from the cold viscosity of one single grade oil extending to the hot viscosity of another. We now had two numbers sandwiching the 'W' on containers.

For example, motor oil displaying '20w50' simply tells us that the oil performs like a '20w' single grade when cold and a '50w' single grade when hot. It has the advantage of maintaining its viscosity, making it thin enough to start the car safely from cold, yet keeping enough body to remain effective when hot over temperatures typical of average expected winter and summer months.

Living and working inside a car's engine, oil endures a rapid heat cycle from cold to hot as you start and drive the car, and hot to back to cold once you stop driving and turn the engine off. Circulating through gaps, channels, filters, galleries, holes, over and in-between moving parts at varying pressure. Oil works hard., not to mention the constant exposure to extreme heat temperatures and corruption from the poisonous fumes, soot and water produced by the engine's combustion process. Oil has a tough time. The oil's performance, health and life span are very much determined by its working environment, including external factors such as climate, a car's lengthy inactivity storage periods, also the types of journey the car under takes— infrequent or more regular long trips, or occasional locally based shorter runs.

ROGER

MINOR
1,000,000

When the lilac special edition Morris Minor was announced we were given the job of allocation initially to the main Morris Distributors in the UK. On the first release each Distributor was given one vehicle which they had to display in their workshop for one month.

As the vehicles came through the build programme they were allocated accordingly but some of the main distributors put the pressure on as these vehicles were very sought after and they retailed them despite agreeing to hold onto them for a month. The Morris distributors were responsible for releasing just one car to each of their main dealers. These vehicles were in such demand that they were selling for over the recommended retail price and some customers complained about this but in those days it was a unique situation. We used to get calls pleading for a supply often with an important customer on the end of the sale. Whilst we stuck to the agreed policy our Sales Manager Frank Nobes used to let one or two through the system to his favoured distributors probably influenced by a few more orders on the other Morris models available at the time. I probably allocated the special edition Morris minor to Morris Garages which was eventually sold to Charles Fox who gave it as a present to his wife. My father was one of a small team who were responsible for the special tuning of these vehicles before they were released to the distributors but in those days all cars had a running in period after which the engines were emptied of oil and refilled.

Young probationary officers living in single men's quarters often got the perk of a new car from Morris Garages to run in over a weekend especially the early Morris Minis and I fondly remember having a grey Morris Cooper with my colleague PC Bill White driving up to Co Durham where his family lived on a Friday afternoon after an early turn shift, watching Sunderland play at home on the Saturday afternoon, getting rat assed on Newcastle brown ale in the local working mens club, where they never let you buy a drink and then driving home on the Sunday ready for a night shift on the Monday night. Those were the days. (From *Jim Gannon's* original email)



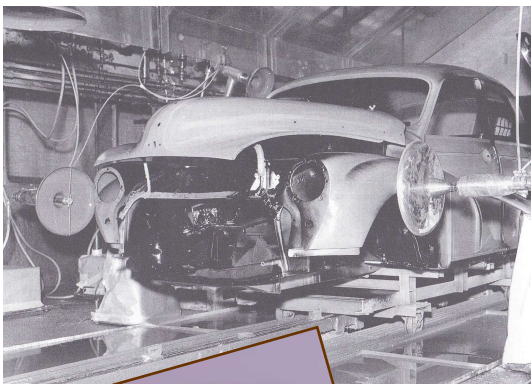
60 Years ago -
The Morris Minor
goes down in
automotive history
as the first British
car to reach one
million units built

Cont.....

IT'S 1961—WHICH COLOUR WOULD YOU HAVE CHOSEN ?

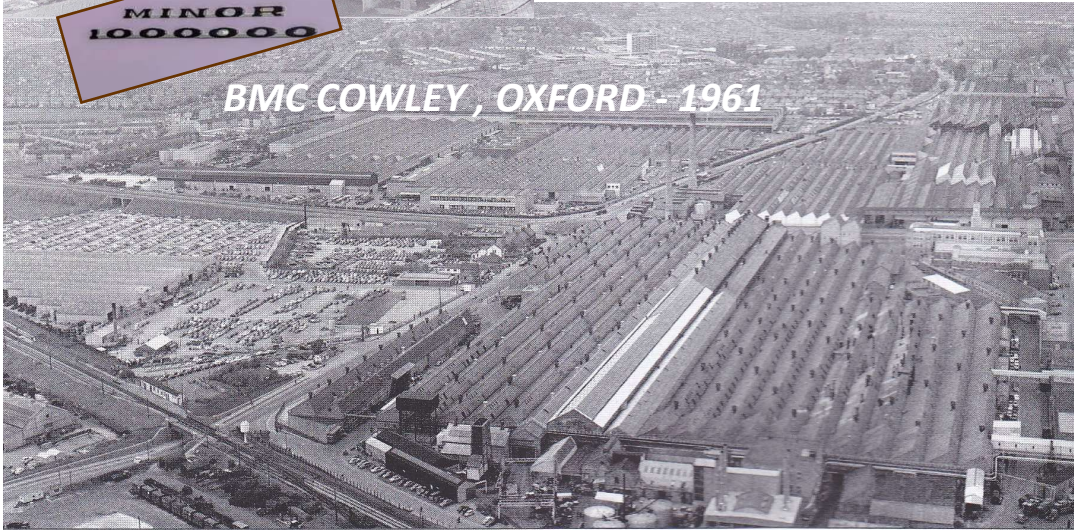
(More historical Notes .. by Editor)

In addition to being the very first British car to reach one million built, the Minor Million can also claim to being the very first to claim the title of the now familiar marketing description of a genuine 'Limited Edition' .Given the extended range of cars produced by Nuffield and by BMC, the firm had every right to feel proud, and want to celebrate the event. By 1960 the Minor had been built at Cowley for 12 years and although being introduced back in 1948 had been a sales success peaking in 1958. Slightly less proudly, the Millionth Minor (special edition) was meant to have been the star promotion of the 1960 Motor Show, but production was delayed by unofficial and wildcat strikes at some BMC factories, and the car, with a build date of 22 December 1960, would therefore 'officially' only come off the line on 3 January 1961. Since the '61 launch and right up to today the bodywork shade of that special Lilac shade continues to be a 'conversation piece' at the very least !



**MINOR
1000000**

BMC COWLEY, OXFORD - 1961



When the 'Minor Million' was launched in 1961 The British Motor Corporation (BMC) was listed as holding 35 subsidiaries and at the time, including, Austin, Austin Healey, Morris, MG, Metropolitan, Princess, Riley, Wolseley, S. U. Carburettor Co. It produced 750,000 vehicles per annum and employed 79,000 persons. Photo looks westwards towards the centre of Oxford. The body plant is in the foreground that began life as Pressed Steel Co. works. The BMC plant then filled either side of both the Garsington Rd and Oxford Eastern Bypass. The original Morris Cars factory site is a small section in the top right hand corner. 'Aerial view' and 'Paint oven' photos (above) - Heritage Trust / Sutton Publishing

The merger of Austin and Morris had in effect continued to expand BMC's own 'in house' Minor 'alternative competitive models'. There was the Wolsely 1500 and also the sparkling performance twin carb 68bhp Riley 1.5. Both had been on sale from 1957, constructed on the same Minor floor pan configuration but with entirely different body panels, with the up market Riley/Wolseley interior specification (The salesman would often quote "enjoy Minor reliability with a higher interior specification and performance)". BMC had also brought on board the Italian design expertise of Panin Farina to design a 'Farina' BMC range of larger cars - Farina designed Ferrari's no less !! However the **Austin Farina A40** was intended as more 'Minor sized', sharing the same 'A' series engine as the Minor. It was extensively advertised by BMC at the time as a 'new generation style' of small car. It could not be avoided as being seen to be offered as an alternative to the trusty Minor promoted for its increased space and convenience, soon becoming referred to as 'the hatchback becoming the preferred design configuration adopted by the worlds major, car makers. Other U.K. manufacturers were aiming their sites squarely and directly towards the traditional Morris Minor market sector, including **Ford** with their New **Anglia 105E**, They were also busily working on plans to launch the **Ford Cortina** to debut the following year in 1962 sold as 'tomorrows modern styling today' with features on the saloon such as a reversed sloping rear window. **Standard Triumph** at the same time with their New **Triumph Herald** tempting buyers by extolling it's various 'ahead of it's time' modern design features. (**Ford** and **Standard Triumph** both soon offered these models as 'hatchbacks' due to popular demand) During this active 'home market' competition there was the added new phenomenon of 'volume' imported car sales had already made significant sales tempting away British buyers -**Renault**, continued to compete against the Minor with their air cooled rear engine **Renault Dauphine**. Although there was still in 1961 a 'traditional British' public who would comment at the time that buying a Foreign car was "really not seen as playing cricket", However the Dauphine was selling in relatively high numbers, quoted in the media at the time as having a special 'French Fashion Chic Appeal' *In spite of all that our Minor has been a real survivor with a 'renewed appeal' today having not lost any of the car's original affection from both it's launch in 1948 and during it's highest sales year of 1958 - Happy 60th Anniversary to the 'Millionth Minor' special edition you survived all the competition in the end !*

ROGER





THE MORRIS MINOR IN 1961

(INCREASING COMPETITION) EDITORS NOTES

The Morris Minor's very first beginnings were actually back in 1941, during WW2. Although the Nuffield Organization was heavily involved in war work and a governmental ban existed on civilian car production, Morris Motors' vice chairman, Miles Thomas, wanted to prepare the ground for new domestic cars to be

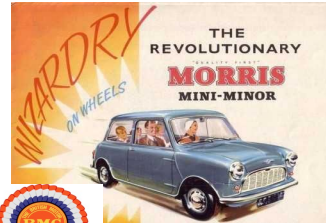
launched as soon as the war was over. Vic Oak, the company's chief engineer, had already brought to Miles Thomas' attention a promising junior engineer, Alec Issigonis, who had been employed at Morris since 1935 and specialised in suspension design as he had frequently impressed Oak with his advanced ideas about car design in general. Issigonis had come to Oak's particular attention with his work on the new Morris Ten, which was in development during 1936/7. This was the first Morris to use unitary construction together with other innovative ideas indicating that he was the perfect candidate to lead the design work on a new advanced small car. With virtually all resources required for the war effort, Thomas nonetheless managed to find approval in theory to commence preparing development of a new small family car that would replace the Morris Eight.

Issigonis was thus given ultimate responsibility for the design, but allowed only two other engineering design draughtsmen that he was actually allowed to hand pick - He chose Reginald Job who specialised in bodywork working drawings, and Jack Daniels was particularly requested for 'all other things mechanical' (Jack Daniels later retired to Highcliffe and became a good friend of our Dorset branch) Thomas named the project 'Mosquito' and ensured that it remained as secret as possible, both from the Ministry of Supply and notably from company founder William Morris (Lord Nuffield), still chairman of Morris Motors who personally refused to consider the young Issigonis's 'radical' ideas with any serious merit at the time.

The Minor (Launched 1948) went on to reach an all time high of 113,699 years sales in 1958. From then on however in spite of some updating investment, sales steadily declined. Three years later the 1961 years sales in comparison was 61,473, the year the Minor Million special edition' was launched to celebrate the first Millionth British built car!

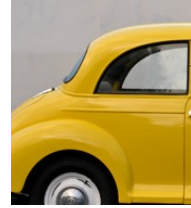
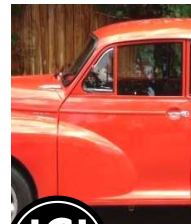
Following the 1956 Suez crisis Issigonis and his small team had been instructed to prioritise a special 'fuel efficient' small car project—it ultimately became that truly revolutionary small car - 'THE MINI' Introduced two years previous in 1959 it had a slow start but it had picked up well by 1961 The Mini had a new 'fashionable' appeal to a huge new generation of motorist. Meanwhile Issigonis had again been very busy behind the scenes with his team finalising 'Drawing Office Project ADO16'.

This was to be the next Issigonis engineering innovation - The Morris/Austin 1100 series, to be launched the following year in 1962, soon to become Britain's next 'highest selling' car model and another BMC sales success story!



That special Minor Million special 'Shade of Lilac' was eventually chosen by long serving 'Morris Motors employee Mr Jack Field. These notes from his own story reveals that a very long drawn out decision was in the end solely left to himself to finalise. He recalls that his final choice followed non-commitment from the entire BMC board at the time..

.....**Jack Field** was Sales and Promotion Manager in 1960 for the parent Nuffield Organisation. His colleague, the then Morris Motors Sales Manager, **Donald Harrison** had explained that a special celebration 'Minor Million' was intended to be built, based on the 2 door saloon enhanced with various special embellishments. Jack then asked, "Are they thinking of any special colour. The answer came - yes, the board had already suggested you organise either Gold or Silver as it was their first preference for the special promotion pending another board meeting to finalise the 'special Million' model details and importantly the final colour. Following this suggestion Jack contacted the Cowley plant Paint Superintendent and said "we need to take a trip to ICI Paints Division, time is of the essence to organise a special finish!" Unfortunately ICI's immediate answer to supply any metallic Gold at the time was met with - "Sorry no way" Paint technology had not sufficiently advanced at the time. The second enquiry for metallic Silver returned a reply - "could be done", but only if you really wanted it to last less than 3



months", in addition ICI regretted a no longer guarantee than 3 months for the silver - "On the other hand any colour shade from our 'extensive' range can easily be provided and guaranteed" was then offered, So the decision was made to select at least six colours 'reflecting the present era of fashion trends' (It was noted from a marketing perspective an 'acknowledgement' that women were actually having an increasing influence on colour choices related to such major buying decisions.!) Later back at Cowley the cars were presented in the various colours to the board. It was apparently after a suitably long (and very salubrious) directors 'BMC Board Lunch' that no decision could be reached after seemingly endless discussions and difference of opinions on a short list of Orange, Lime Green, Yellow or Lilac. One by one the board members each left the meeting lunch without any further commitment (it has often since been speculated that no one on the board really felt too keen to put their name to any of strongly fashion based colours' of the era' if the whole promotion might flop and then upset Lord Nuffield. Who had initially shown some indifference to the proposed 'Minor Million special promotion' idea anyway!) Donald Harrison (sales manager) had at least wanted orange originally, but when he saw the colour on the car even he said he had 'gone off the idea'. In the end Jack Field was left (as the marketing man) to make a decision, besides the 'Million' production schedule was already planned to imminently commence. So that's how Jack was 'delegated' to select that very special Minor Million Colour

— just as much likely to start many a conversation off today as in 1961!

ROGER

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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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ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

Front Plate

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

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 Morris Minor Owners Club, Dorset Branch

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On the original model I drew the text for the name of the garage and then painted it on. This time round, however, I cheated and used readily available vinyl stickers and once again resorted to the well-known internet auction site for this. It is not quite finished, at the time of writing, I still must complete the white lining for the car park layout on the roof and I am proposing to spray the sign written areas with single pack lacquer to make them a bit more durable. I have also made some little brown doors to stick on the inside of the showroom and a Parts Department window. (Carried away?? Me?? Never!). The plan for the finished article was to donate it to my son, Graham, for whom it was originally made in the expectation that his son and daughter might like to play with it. Whilst it was originally called 'Graham's Garage' it has now been renamed 'Wood's Garage' – the intention being to avoid any possible disputes over ownership. Sadly, though, it might be a while before we are able to deliver the finished article. So it's back to the decorating for now, hoping to see you all soon, stay safe, **BRIAN & JACKY**



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- Marina type column ind switch
- Distributors
- Chrome door handles (various)
- Front Grille outer panel
- Gearbox floor cover
- 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)

THE 'BRIAN WOOD' REPORT



Hello again, dear readers – hopefully not too gloomy after all the terrible things that are going on now. We are hoping that we will be through the worst of it by the time you read this, but I know some of you have either been ill yourselves or suffered the loss of family or friends- as have so many up and down the country over the duration of the dreaded disease.

One of the challenges has been to find things to do (for the retired or non-essential workers amongst us, that is!). This hasn't been a problem for me as I have built up a bit of a backlog of household projects which had lapsed in the wake of the Convertible rebuild project- now recently completed. We have now refurbished and redecorated two bedrooms, the main bathroom and have now started on ground floor areas. This has progressed well, but I have managed to fit in a few other projects as well. One of these has been the model garage that I made for my son, Graham some 40 years ago. It was a fairly simple structure made from 6mm ply in the form of a rather architecturally uninspiring garage forecourt, showroom, workshop and roof top parking area. It ended up in the toy box and was played with by all our children and the many other youngsters who passed through the child-minding service offered by Jacky some years ago. Understandably, the garage became quite a battered mess after all this time, and it was a case of either putting it in the bin or repainting it for further use by our grandchildren. I decided to refurbish it and rebuild it to the condition it was when first built in 1982. I bought some replacement model petrol pumps, tyre rack and oil kiosk, a new Perspex window for the showroom etc. Some years ago, I acquired (from where, I cannot remember) a small metal model kit for a 4 door Morris Minor saloon which I had never got round to building. I thought that this would make a nice display for the showroom. Accordingly, I have now painted it in dark green (GN12), printed some 'TDG' number plates and made it into a replica of Jacky's 1957 Minor. I had some pin stripe lining tape left over from the Convertible, so I marked out the roof top parking area with it (in accordance with the Traffic Signs Manual, of course!). The other signage was courtesy of eBay which came up with a sheet of typical garage forecourt signs which fitted the bill nicely. The 3D printer came in handy – making things such as a window frame for the showroom and fitted bases for the showroom display and the petrol pumps.



Other external decorations were added in the form of an NHS 'Thank-You' logo, a Banksy painting and some graffiti decoration of the back wall of the garage. I did these by finding suitable examples on the internet, making printed copies, then using the brass rubbing principle in reverse to trace them on to the model, followed by hand-painting the detail.

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

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Acting *Secretary's Report*

Happy new year to you all, I hope you managed to have an enjoyable Christmas and are keeping safe and well.

The Mistletoe Meander went ahead albeit with drastically reduced numbers and strict social distancing, helped by the cold weather. After the road run most members enjoyed the sausage & mash meal served from the burger van in the warmth of their cars.

Coronavirus continues to have an impact on events, particularly those that are usually scheduled in the spring. You may have already seen the news that Beulieu have cancelled the Spring Autojumble again this year. Sadly, this means that Moggyfest is postponed for a second year, hopefully it will return for 2022! There is some good news though that Beulieu have advertised the Simply British event for 26th September 2021, registration isn't open yet, but it's a well organised Covid secure event that we attended last year.

We are putting plans together for a Dorset Branch Rally to be held at Wolvercroft Garden Centre on the late summer August bank holiday weekend, subject to change! The annual dinner & dance is now planned for 15th January 2022, so hopefully things will have returned to some normality by then.

We have delayed holding an AGM for as long as possible, but it seems there's little chance of meeting in person. So, I have scheduled a Microsoft Teams meeting for 7:30PM on Wednesday 3rd March, which you can join online using a web browser on any device. The link to join the meeting is on the back page of this newsletter. Last year's minutes are available on the website (www.doresetmmoc.co.uk)

IAN

GRAHM MELLY'S 'Lockdown Series II Project (after 13 years of hibernation!) Part 5

The story continues with the rolling chassis ready to be picked up again by Stewart Wood on his trailer for transporting to Jez's spray shop for it's final priming and top coating finish :-



I retained the boot lid when the car was trailered away again to Jez's spray shop ,having now fettled the internal boot lid lower repair panel. This I had to 'joggle' with the two step jiggers (below) to give the raised profile on the rest of the internal boot lid pressing. Nigel plug welded the new panel in place . That was the last of the repairs that required welding.



The rolling chassis now safely back in Jez Jenning's workshop for the second time is coming along nicely . The original areas that were solder filled in the original factory are now completed and the body and the interior have had one coat of light grey epoxy primer and the general finish is really fine. Another coat of the same primers will be sprayed on the external engine bay areas. The final gloss will be applied after final flattening down the primer. I anticipate the bodywork will be done soon .



I managed to get the boot lid over to Jez's workshop a couple of weeks ago and we fitted it back on with handle, boot catch and lower lock plate . The side profile surfaces were a bit uneven, so the height of the inside seal lip had to be corrected. This now has the boot lid spot on at long last.



Jez has since been fine filling any irregularities . There were some side profile surface areas that were a bit uneven. The interior should be gloss sprayed any day b now with two coats of 2 pack acrylic . And then the exciting prospect of the outside gloss being sprayed



Eventually all the bolt on panels will be again primed and rectified before they are also painted by Jez in the final Birch Grey gloss .

GRAHAM

To Be Continued