

ESM MORRIS MINORS



ESM - Partners with & distributors for
Morris Minor Centre (Bath) Ltd
Est 1982 www.morrisminors.com

Old Factory Buildings, Battenhurst Road, Stonegate, Wadhurst
E.Sussex, TN5 7DU. Parts: 01580 200203

CHARLES WARE'S MORRIS MINOR CENTRE
www.morrisminor.org.uk




RESTORATION SPARE PARTS

MOT, Repairs,
Service, Welding,
Body, Paint & Trim

Comprehensive
range for all makes
and models

Sales: (0117) 3003 754 Parts: (0117) 3003 753
20 Clothier Road, Bristol, BS4 5PS
info@morrisminor.org.uk

PCC Precision Clutch Components



Sales: Simon Davis, Shaftesbury Road,
Henstridge, Templecombe, Somerset,
BA8 0PP

SAMPLE PRICES: Rebuilt/
Exchange clutches for Minor
£65 (948cc) £65 (1098cc)

Tel: 01963 362484 Fax: 01963 364146
E: precisionclutch@aol.com
www.precisionclutch.co.uk

MORRIS MINOR OWNERS CLUB

Dorset Branch

NEWSLETTER

01425 404142 Office
07802 200935 mobile



CASTLE
Marquees
of Burley

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

ANSWERS - WORD QUIZ
COUNTY DIALECT WORDS FROM 'OLD DORSET'
From page 14

1. Afraid (the Dorset motto "Who's-a-*feared?*")
2. Against : 3. Act of collecting eggs :
5. Pustles/rash (I be all out in an amper)
6. At a near time : 7. exclaiming "what did say"
8. At the nearest : 9. The ankle : 10. Orchard
11. Water newt : 12. Stretched out :
13. Having feet stuck in mud : 14. Across
15. Frozen/cold : 16. To ask : 17. planted or set
18. rear yard/garden : 19. To scold :
20. A bent stick for hitting dung out of the way :
21. Barley : 22. Borrow : 23. Hillock :
24. Beast (usually cattle) : 25. To deride
26. Beehive : 27. Shiver with cold : 28. Beetle :
29. Black or sooty : 30. Blossom :
31. To keep birds from the corn :
32. A bite to eat and drink : 33. Every last bit :
34. It's broken ! : 35. Bold/audacious : 36. Brittle
37. Known about it : 38. An uproar :
39. Leather pouch (for farm workers whetstone)
40. 'Bye and Bye' (it'll appen !)

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.



DORSET BRANCH MMOC ARE READY TO CELEBRATE 'FORTY YEARS PLUS ONE' (FROM JUNE 2021)

40 YEARS
1980  2020 **+1**

DORSET BRANCH MORRIS MINOR OWNERS CLUB

1948 < Morris Minor > 1971





JUNE 2021
Vol24 Issue 7
www.dorsetmmoc.co.uk

© Dorset Branch MMOC 2021

Printed by: **Adding Value Solutions Limited**
2 Friars Workshop, The Friars, Jedburgh, Roxburghshire, TD8 6BN
M : 07768 653017 T : 0870 360 7000 F : 0870 360 7001
E : stephen@addingvaluesolutions.co.uk - W : www.addingvaluesolutions.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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
President	John Jenkinson 01202 576690		<u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Catering Consultant</u> Sue Blewer
Treasurer	Jacky Wood 01202 573494		<u>Insurance Consultant (to the DMMOC branch)</u> Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<p>Cover Story Memories of our last Annual Rally at Alderholt</p> <p>Subject to 'Roadmap' going to plan branch events & activities are due to re-commence later this June</p> <p>40 +1 ? <u>SEE PAGES 5 & 9</u></p>
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120		

With any classic car it's rust that will be the biggest potential problem when buying or restoring, and that definitely applies to the Minor," says Tom Morris, a multiple Moggie owner. "Look at the outer sills, spring hangers and chassis legs but to be fair they rot everywhere. Mechanically, Morris Minors have always been simple and easy to run and repair so unless you're buying an especially early example you should have no trouble from the running gear." Tom Morris advises that Travellers have their own issues. "The wood is ash and is structural. So you want to be checking for signs of damp, excessively dark or soft wood. If you find darkness at joints or any softness, you'll need to source a new frame or the structure is likely to be compromised." When it comes to parts supply the Minor is one of the best-served classics on the market. But Morris reckons parts specific to the MM (1948-1953) are getting harder to source. "They have unique quarter-light rubbers because the catch is different on MMs, it's anoraky stuff, but people will notice if it's wrong. Mechanical spares for the side-valve engine, shared with the Morris Eight Series E, are far trickier than for the A-series too. That said, the Owners Club is active, and there are plenty of members who still have spares if you ask."



Interior trim is available – but the best isn't cheap. Newton Commercial are able to supply trim to order, meaning that all colours can be catered for given that each set of trim is produced for a specific car. Even rarities like the Minor Million can thus be catered for. The Minor 1000 (1956-1971) is the best bet for maintenance and supply of spares – as it was most common.

Whichever you choose you can be sure of one thing . Living with a Moggie will bring a little bit of joy to your life !

(author **SAM SKELTON** - With thanks to **HAGERTY INSURANCE (Classic Car Insurance)**)

www.hagertyinsurance.co.uk

photos Hagerty Insurance & Ed.

MORRIS MINOR BUYERS GUIDE cont., (By HAGERTY INSURANCE Co.)

Morris Minors are dirt cheap to run. A full service kit including plugs, air and oil filters and a full set of ignition components can be had on eBay for just shy of £50. You'll also need a gallon or so of 20W50 oil for each service. We'd advise you service a daily driven Minor two or three times per year, while once a year ought to suffice for those used only over summer. It's important to note that a Minor has trunnions which will need regular greasing if they're to maintain good service.

Charles Ware Morris Minor Centre advises that a typical specialist service would cost in the region of £237.50 plus VAT, while more general labour rates are in the region of £57.50 per hour. Charles Ware also check the condition of brake linings, trunnion movement and grease all the grease points as part of a service.



The cabin is simple but surprisingly spacious, and that distinctive shape gives it plenty of headroom. You can fit plenty in the boot of a saloon, even more in the Traveller, making it the ideal classic for a Sunday picnic or weekend away.




Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
JUNE 2021 Volume 24 Issue 7**

NEXT CLUBNIGHT

***PROVISIONAL DATE JULY 7th ***

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P,4	P.7 Members Vehicles (latest 'OLD/NEW' vehicles in the branch and updates)
EDITORS NEWS DESK & 'YOUR LETTERS TO THE EDITOR' P5	P. 8/9 Events are just resuming & looking forward to the rest of this year !!
CHAIRMAN'S REPORT PAGE P.6	P10/11 EVENTS <u>Provisional Listings</u>
SECRETARY'S REPORT PAGE P. 13	P14/15 Quiz & 'Carry on Glamping '
THE 'BRIAN WOOD' REPORT P.16	P18-19 Rocker Boxes
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.17	P 20/21 Editor's Historic Industrial A-Z
	P 24/ 27 Minor buyers guide, for those new to Minors (from Hagerty Insurance Co)

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 June edition . Providing there are no un-planned 'spanners in the works' towards the final stage 4 easing from the 21st June , with the 'covid road map' remaining on course. Families and relations of all ages are returning to being able to stay with each other again, in the way we used to . My own pair of grandchildren ,who live a distance away, at long last have just sayed - I must say we had to double check that they were in fact the same children , having grown so much taller !! Where did that strange year go ?



Aquired a different Minor or carried out certain changes lately ?

(Due to obvious restrictions of not seeing fellow members in recent months we have not had many chances to see much of each others vehicles either!) Just like both Mike Smith and Brian Wood who have kept us informed recently of their own stories of their Minor vehicle changes and upgrades , I am hoping to report as regularly as possible any latest Dorset branch members news regarding the 'comings and goings' of Minors within our branch — Particularly sharing news of any 'new' Minors joining the already superb variety line up of Dorset branch members vehicles. For example his month we have TERRY REID'S story of his Minor Pick Up that has just been upgraded to an extremely high quality bespoke special customisation . Terry's now rather unique vehicle has obviously realised his dream of how he had envisaged his own personal 'dream Minor' should be :- Whether members choose 'as original specification traditionalists , or just feel content to run an everyday 'working car' Minor , with whatever may be needed to keep it basically running - or your preference is for 'upgraded cutting edge engineering modifications' the Dorset branch will always be as equally welcoming to all it's members (See PAGE 7)

A very wet MAY start, as we gradually return to classic events this summer ! With recent disappointingly wet weather there is still not much to report on classic car meetings this month, although some brave souls battled low temperatures, showers and winds, determined to attend the first 'usually' larger sized Dorset event at ,Organford .(see Page 8)

It's probably no compensation at all for the extremely unseasonal May weather of late but 'my dear old dad' always used to say that as we approach the start of June, be prepared for almost anything !!. Followed by a reminder that we should forever historically be in debt to the 'unpredictability of our June British weather regarding the success of 'D' day,- ("On the afternoon of 4 June,1944 when the weather began to deteriorate as the first storm approached- It was an RAF meteorologist James Martin Stagg noticing an observation from a single ship stationed six hundred miles west of Ireland that was reporting a rise in the barometric pressure. The pressure kept rising. Stagg deduced that there could be a break in the weather on the 6th of June giving a 'window of opportunity' . Stagg then persuaded General Dwight D. Eisenhower to change the date of the Allied invasion of Europe , thus providing a major contribution to the success of the operation.") A year later peace returned and Morris Motors soon were planning and preparing their latest cars for the first post war Motor Show at Earls Court - Including one that became 'The Star of the Show' , applauded by all of the British Motoring press , -It was the mechanically revolutionary 'small car' of it's era, launched in 1948 , The MORRIS MINOR ! ROGER

There might not exactly be an abundance of power, but the Minor proves you don't need to be going fast to have fun behind the wheel. And if you want to go fast, there's plenty you can do to improve the performance, from a 1275cc engine swap to a bolt-on supercharger kit.



Of course, the Minor's somewhat happier trundling around the byways of Britain watching out for Miss Marple than it is haring full tilt down an A road. It's a rose-tinted reminder of a bygone age, but that's what so many classics are for so many people, and it doesn't detract from its appeal if you don't want to drive it briskly. If anything, we think its easygoing nature is central to its nature. The Minor is one of the few cars which bucks the trend of the oldest being the most valuable and the youngest being the least valuable. The half-timbered Travellers – essentially the estate of the family – are in fact the Minors worth the most money, with the best 1098cc 1000 Saloons and Tourers worth similar money to the earliest models, known as the 'MM Low Light'

The best value models are actually the pretty Series 2s, though these come with the handicap of an 803cc engine which is not really adequate for modern traffic. Meanwhile, 1275cc engine conversions can add value, though most modifications don't add value and can severely depleted tin the case of original, sought-after cars..You should check whether they are hiding rust and other potential safety issues. For that reason, as you'll often hear said in classic car circles, buying a nice car is often cheaper than repairing a rough example.



A MORRIS MINOR BUYERS GUIDE
From HAGERTY INSURANCE COMPANY

Aimed principally for buyers fairly new to Minors
Article by Sam Skelton
for HAGERTY INSURANCE (Classic Car Insurers)

The Morris Minor is the classic car that everybody knows because it's the one of the very few machines to have found a place in the heart of the nation. Heck, the nation even gave it a nickname: the Moggie. Even those who don't have petrol in their veins are likely to find the Minor's been a part of their life in some what – from appearances in Heartbeat, to the vicar turning up at Sunday service in one.

Those that are taken by the Minor will be pleased to know that with an ardent club backing and near-complete supply of spare parts, the Minor is a classic car that everybody's capable of keeping on the road.

It wasn't Morris' first small car, but in the aftermath of the Second World War, it was clear that Britain was going to need a small, simple car and that the existing Morris Eight would thus need replacing. The Minor was the result, with a shell styled to resemble the larger Morris Oxford range hiding the engine of its predecessor. This was soon replaced with the A-series engine, which saw the Morris Minor range through from 1952 to the end of production in 1971. Over time there would be Saloon, Tourer, Traveller and commercial body styles, meaning there's a Minor for everyone. Well, almost. And because of its popularity Minors are in plentiful supply. There were 74,960 convertibles made between 1948—1969, 215,328 Travellers between 1953-71 and a cool 1 million saloons with a few box vans and pickups in the mix. As a first-time classic or a family-friendly fun-mobile, there's a lot to be said for the Morris Minor. And with its appeal stronger than ever, the market can only head in one direction. If you want to buy a Morris Minor, here's what you need to know. :-

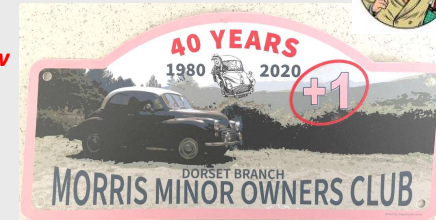
Don't expect a modern driving experience, nor an awful lot of performance or grip; you're taking a step back in time to the '50s, after all. However, while you might not expect it, this small car has a surprise up its sleeve, because in truth the Minor has one of the best chassis of the late 1940s. We're serious. Plenty of racing drivers honed their skills in Minors – just ask Tiff Needell. They have very direct steering, and a combination of this and their skinny tyres means that if you do get out of shape, they're surprisingly easy to catch.



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



'40 +1' YEARS Your DMMOC 40th year celebration rally plaque (supplied last year) can now be 'updated' with the special '+1' sticker sent out with this month's edition - unfortunately we were unable to use the plaques last year. However now your plaque can now be used as you wish, and ready for our '40+1 year celebration' branch rally in August.



FBHVC EXCEEDS DRIVE IT DAY TARGETS to help fund NSPCC Childline® operations -The FBHVC National Drive-It Day in support of Childline®

was a huge success for the historic vehicle community across the UK, both in terms of getting historic vehicles seen on the nation's roads to raise awareness of our movement but also in raising money to support the vital NSPCC Childline® service.



Whether it was small, socially distanced groups or individual journeys, the UK was graced by thousands of enthusiasts collectively hitting the roads to show off our nation's transport heritage and support a cause that supports many young lives across the UK every day. **The FBHVC announce that the funds raised so far now exceeds £30,000, with Childline®** The money was raised mainly through the sale of the official FBHVC Childline® Plates and donations.

Recent news from the National Morris Minor Owners Club

In lieu of the National Morris Minor Owners Club Annual Rally 2021 the National MMOC will be holding a MMOC Picnic Weekend at Kelmarsh Hall, Nr Northampton on 26 – 27th June. Open to members of the MMOC who are requested to pre book/register via www.MMOC.org.uk or call 01332 291675 –(No 'on spec' day arrivals) Payment on arrival (cash or card) Limited camping available (with basic essential facilities) Sat 26th (Pitch fee £10 & includes event or picnic just on Sunday £5 per car) Entry includes access to Kelmarsh Hall gardens plus Kelmarsh Tea Rooms: Franci Ice Cream Van. Picnic space on field.



The Morris Minor Owners Club received a prestigious award at the Practical Classics Restoration Show Virtual Awards ceremony. (this major annual event that in normal circumstances takes place annually at the NEC Birmingham) **The National Car Club Award for Best Lockdown Restoration** was made by Practical Classics Editor Danny Hopkins in recognition of the efforts of Morris Minor Owners Club members in restoring **the last Morris Minor saloon** to leave the Cowley production line. During 2020 tremendous efforts were made to fully restore the historic vehicle despite the restrictions imposed due to Covid 19. The vehicle was completed and returned to Cowley in Oxfordshire where it was originally built on the 12th November 1970 just in time to celebrate its fiftieth anniversary and ahead of the introduction of the latest lockdown.

CAMPING FORMS, DMMOC ANNUAL RALLY (WOLVERCROFT) - TYPO ERROR :-
The date shown for CAMPING ARRIVALS on the form should read 27th AUGUST and NOT 27th JULY



Chairman's Report

Welcome to the June newsletter – hopeful the last one during lockdown as next month we will recommence clubnights at the SEB Club.

Please make a note of what we have arranged for the next few clubnights. Both July and August will be outside before we venture back inside for the July meeting where Phil will be coming along for another of his brilliant antiques evenings. With this newsletter you should have a booking form for the Summer Picnic Run on 4th July. Whilst we don't want any money from you we would like to know how many of you are planning to come along.

We have been invited to take part in 2 events :

Firstly, Poole Bay Classics are holding a park up and picnic day at Breamore House on 18th July. Whilst there is no charge, a charitable donation on the day would be much appreciated. Secondly, we have been chosen as this years invited club by the MG 10/20 Club to attend their rally at Athelhampton House on 15th August. Whilst there is a £15 charge per car this does include entry to the house and gardens plus The Thomas Hardy Exhibition.

If you are planning to attend either of these events please let me know.

If you take a look at the events diary its great to see that there are actually some events in it! Don't forget if you are going to the working weekend at The Breamore Countryside Museum you have to be on site by 11am. This year there will be a car boot sale on the Sunday. Hopefully you've all got your entries in for the Hampshire Branch Rally at Sammy Millers Motorcycle Museum on 25th July. It would be good to see a decent turnout from the Dorset Branch.

Plans are coming along for the Dorset Branch Rally on August Bank Holiday. Whilst there is no charge we would like to know if you intend to camp over the weekend.

My friend, Phil Crouter, has just purchased a 1935 Morris 8 4 door saloon for restoration. If you happen to have any spare parts for one of these awesome little cars please let me know as Phil will be interested in anything you might have..

That's about all from me for this month so until next time – at the SEB Club –

Happy Minoring
Laurie.

**ADVERTISE YOUR BUSINESS / SERVICE
HERE**

*(and be seen by around 200 members)
For details contact a committee member.
See page 2*

VINTAGE RADIO SERVICES

FOR SALE, INSTALLED AND REPAIRED
CLASSIC CAR RADIOS AND CASSETTES

CLASSIC RECORD PLAYERS

AND RADIOS REPAIRED
CONTACT



TONY 07815 824841 ansellit18@gmail.com

Little Canford Garage Ltd.

BOSCH SERVICING
CENTRE

*Servicing (classic and modern) 98 Wimborne Road West,
*MOT s (inc. Class IV & VII) Wimborne,
*Car Repairs Dorset, BH21 2DS,
*Car Diagnostics littlecanford@yahoo.co.uk
(discount on MOT's for Club Members)

Tel: 01202 883243 or 01202 886980

We specialise in all aspects of car repairs (ask for Colin)

Old Autos

Old, Interesting and Classic Cars in any condition

BOUGHT AND SOLD

Paul 07890 096907, Ken 07814 385781

old_auto@yahoo.co.uk

Open Friday and Saturday or by appointment
Southfields Farm, Church Ln, W.Parley, BH22 8TR

FPCS

FAIR PRICE CLEARANCE SERVICES

COMMERCIAL/HOUSEHOLD WASTE COLLECTIONS
HOUSE/GARAGE CLEARANCE, VEHICLE RECOVERY

CONTACT: KARL: 07711 770172 or STEWART:07950 114960

Or email:infofpcs@aol.com

**UP AND OVER GARAGE DOORS
AND SHUTTERS LTD**

Garage Door Repairs, New & Used Garage Doors
Supplied & Fitted in Dorset, Hants, Wilts & Surrey
Call Frank on 07949 913373 or 01202 523334
www.upandovergaragedoorsandshutters.co.uk

**TRAVEL
LINK UK**

AIRPORTS, DOCKS & DISTANCE 01202 300339
www.travellinkuk.net 4, 5, 6, 7 & 8
travellinkuk@btopenworld.com SEATER VEHICLES

**TOP MARK
WINDSCREENS**

CAR & COMMERCIAL GLAZING
CLASSIC AND MODERN VEHICLES

Call today for a FREE Quotation 07971 956297 01202 534191
www.topmarkwindcreens.co.uk
email:info@topmarkwindcreens.co.uk

WINDSCREENS✓, REAR SCREENS✓, GLASS REPAIRS✓, SCRATCHES✓, BODY GLASS✓, MARINE✓

**TIM LANG
CLASSICS**

RESTORATION CENTRE

FOR ALL YOUR GARAGE WORK SERVICES AND
RESTORATION/RENOVATION PROJECTS. HIGHLY REGARDED
BY
MMOC MEMBERS. FOR AN HONEST AND RELIABLE
SERVICE PLEASE CONTACT US ON:
01823 461861
enquiries@minormagic.co.uk
www.carrestorationuk.co.uk

**THE BOURNEMOUTH & POOLE MG OWNERS CLUB
HAVE EXTENDED AN INVITATION TO
THE DORSET BRANCH MMOC TO JOIN THEM AS 'VISITING GUEST CLUB'
TO THEIR ANNUAL BIG EVENT AS DETAILED BELOW -
ADMISSION FEES FOR THE DAY ARE AS DETAILED *BELOW FOR MORRIS MINORS
(*AS INDICATED FOR MG's)
Please advise Laurie Blewer if interested in attending**

**Bournemouth & Poole MGOC 1020
Annual Garden Party & Picnic
Athelhampton House nr Dorchester
10.30am Sunday 15 August 2021**

**Trade Stands and Stalls £15 per car and all occupants
Grand Tombola £10 car and driver
Duck Race Includes admission to house and gardens
and new Thomas Hardy Exhibition**



DORSET BRANCH SPARE PARTS As we return to some normality!

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

For Dorset branch MMOC please contact Dorset Branch Spares Manager

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



DORSET MEMBERS NEWS - 'New/Old' Vehicles & Upgrades



This is my 1971 Morris Minor Pickup originally restored in 2012 with a custom back end, Ford mk 2 Escort rear axle, servo, pedal set, disc bakes and



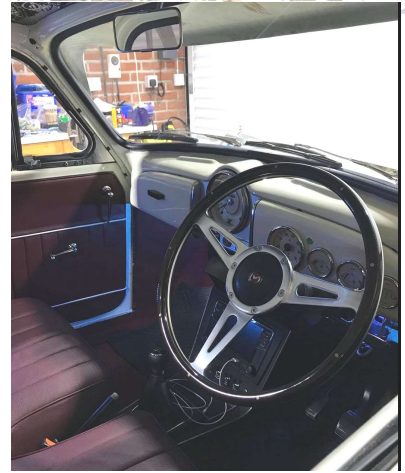
coil overs front and rear as an apprentice project by the son of the owner of a MOT garage in Lancashire. In 2014 it was put into storage and I bought it in October 2019. Since then we've replaced both front pinions, renewed the front chassis rails as part of fitting a 1600 Ford crossflow which has been bored out to 1720, with a CNC ported stage two head, fitted a type 9, 5 speed gearbox, fitted XR3i front discs, had the whole chassis checked, welded and treated. Interior wise it has a leather bench seat, new door cards, drivers side glovebox fitted with a Tachometer, oil pressure, water temperature and volt gauges and a centre consul housing a VW Golf touch control head unit with apple CarPlay. More recently we've reworked the bed to raise the overall height and incorporate a roller shutter. The intention is to enjoy it over the summer and then focus on the front end during the winter/spring period. (Dorset member TERRY REID)



BEFORE



AFTER



THE ORGANFORD CLASSIC VEHICLE EVENT 22nd & 23rd May

With this being the first local classic vehicle event of it's type this year, having just taken place whilst the planned national pandemic 'road map' continues hopefully entirely on track and with optimism towards the journey to much more normality later this June

During a weekend of heavy showers and winds Dorset branch members MIKE & ENID SMITH braved the elements on the Saturday. Although not up to normal past volume Mike reports he was actually surprised at the number of local clubs that had turned out to the event, joining steam, military, agricultural and various other old historic machinery. On the Saturday Mike saw at least six other couples from the Dorset branch. Mike took his Morgan as his just recently bought convertible is about to have an improved engine 'transplant' to be completed very soon. Then on the Sunday NICK & ANGIE ODELL attended, managing to avoid the worst of the showers. Nick reports that their Minor was the only one there on the Sunday a during their visit they did not actually see any other Dorset members on the day. However in spite of the unseasonable weather the old machinery and classics that did manage to attend still made it an interesting show, albeit obviously smaller than usually expected.

photos left - with thanks to Mike Smith



photos right—with thanks to Nick Odell



who makes car body units for all these?

The Pressed Steel Company. So far they've made over 400,000, and by increasing capacity by 30% they plan to produce close on a million car body units a year by 1962. They are far and away the biggest independent makers of car body units in Europe.

PS
means Pressed Steel, and the Pressed Steel Company mean business, big business.

Look for the Pressed Steel exhibit STAND NO. 78

PRESSED STEEL COMPANY LIMITED · COWLEY · OXFORD

There was also a specialist division under the banner 'Electrical' when from 1935 'Prestcold' refrigerators started being made within the original Cowley plant. By 1937 'electrical' manufacturing was set up at Birmingham producing Prestcold refrigerators, commercial cold storage rooms, service cabinets, steel sinks, ice cream making and storage equipment, milk coolers etc.

In 1966 Pressed Steel Co came together with Jaguar and the British Motor Corporation (BMC) to form British Motor Holdings (BMH). In 1968 BMH merged with the Leyland Motor Corporation to form the British Leyland Motor Corporation (BLMC). By this time PSC had become the world's largest independent car body and car body tool manufacturer and supplied bodies and tools not only for the British motor industry including Volvo, Alfa Romeo and Hindustan Motors also.— Under BLMC the business of the old BMC body making subsidiary Fisher and Ludlow was merged

with that of PSC to form the Pressed Steel Fisher.



FOR STRENGTH SPECIFY STEEL

Wagons for world railways

Builded for maximum strength. Pressed Steel's unique design and construction has made it the world's most reliable and longest lasting railway wagon. It is built to last for 20 years or more. It is built to carry heavy loads. It is built to withstand the most severe conditions of service. It is built to be easy to maintain. It is built to be economical to operate. It is built to be the most reliable and longest lasting railway wagon in the world.

built by **PRESSED STEEL COMPANY LIMITED**

Pressed Steel Company Limited
Wagons for World Railways
Wagons for World Railways
Wagons for World Railways

The Pressed Steel Co. evolved from William Morris's original car body production unit at Cowley to become the largest independent car body and tool press makers at the time in the world! From railway rolling stock to refrigerators and also aircraft production from 1939 to 1966.

In 1994 When BMW acquired Rover Group, they then became owners of the former PSC's Swindon pressing plant. Although BMW disposed of much of Rover Group's assets in 2000, they retained the Swindon pressings plant and set up a subsidiary, Swindon Pressings Limited (SPL), there in 2000. SPL now provides most of the body panels and body sub-assemblies for the MINI models produced by BMW's MINI subsidiary in Cowley.

ROGER

Editors A-Z series Following 'O' for Oldham Batteries last time. This month 'P' is for Pressed Steel Co. (An A-Z series of companies and organisations who were involved directly, or indirectly, during the Morris Minor production years 1948-1971. In the supply of factory original parts, or with popular aftermarket parts or services available at the time.

It was 1913, and a young William Morris first built his own design of Motor car for sale at his Oxford based premises. By the mid 1920's Morris cars had started to become established. When he went on a fact finding visit to America Morris he immediately saw the potential of their mechanized pressed steel body production methods Morris soon struck a deal with the American Budd Corporation (car body producers) and with initial financing from an American bank built a new factory facility in 1926 alongside the existing Morris Motors Oxford works at Cowley The venture operated as a joint venture with the American Budd Corporation until they withdrew involvement

in 1935. It was then that Morris was able to take over what had become The well established 'Pressed Steel Company of Cowley' In 1936 the plant was actually already making car body pressings for many of Morris Motors competitors, such was the efficiency of production and delivery time offered and by 1936 Pressed Steel shares were offered to the public. After extensive war production from 1939 -45 by the 1950s Pressed Steel of Cowley (besides for Morris/Nuffield own requirements - including many Minors) made bodies for most of the major car companies in the UK including, Rolls-Royce, Rootes, and the Standard Motor Co. We can only speculate if William Morris had any inkling, when in 1926, the Pressed Steel factory was first built at Cowley just to supply the factory with car bodies that it would become such a huge concern alongside Morris Motors itself. - By 1956 Pressed Steel urgently needed increased capacity and opened a new additional plant at Swindon. Then in 1961 facilities were also built at Theale, Paisley, Swansea, and at Linwood Scotland alongside the Rootes Linwood factory in order to commence supplying bodies for the new Hillman Imp. Pressed Steel had become a major British company not only the leading specialists in automotive vehicle bodies but had already diversified into manufacturing railway rolling stock when a factory also at Linwood Scotland had originally been built in 1947 and by 1961 were designing and building railway carriages and goods wagons. Pressed Steel had also entered into the aircraft industry from 1939, establishing a premises at Oxford (Kidlington) Airfield. In 1960 they acquired Auster Aircraft and formed 'British Executive and General Aviation' (BEAGLE Aircraft) as a subsidiary for the manufacture of aircraft. In 1966 Beagle was bought by the UK government.



**MEMORIES OF THE 'LAST' DORSET BRANCH ANNUAL RALLY
JULY 13&14th 2019 at ALDERHOLT**



...NOW LET'S LOOK FORWARD AT LAST, TO THE 2021 DORSET BRANCH ANNUAL RALLY AUG 28th/29th at ALDERHOLT, HOPING WE CAN ALL MEET UP WITH OUR MINORS AGAIN THEN!

'ROAD MAP' KEY DATES (England)

UK Gov Stage four (from 21 June):

* All legal limits on social contact are planned to be removed subject to 'the four tests' all going to plan
 * What are the four UK Government tests for easing restrictions?
 The coronavirus vaccine programme continues to go to plan
 Vaccines are sufficiently reducing the number of people dying or needing hospital treatment
 Infection rates do not risk a surge in hospital admissions.
 New coronavirus variants do not fundamentally change the risk of lifting restrictions
 Source : gov.co.uk -summary-2021- covid- 19)

FUTURE EVENTS & ACTIVITIES

(EACH SUBJECT TO CONFIRMATION BY THE EVENT ORGANISERS)

JUNE 12th/13th	Breamore House, Steam Working Weekend -Car boot sale on the Sunday (Arrive on by 11 a.m. as vehicle access gates are then closed)
JUNE 13th	Classic Cars ON THE FARM (*CCOTP event passes) Cat & Fiddle P.Y.O Farm . Hinton Admiral * To pre-book a pass - contact ashley.taxi@btopenworld.com
JUNE 26th/27th	National MMOC 'Picnic Weekend at Kelmarsh Hall, Northampton . (in lieu of Annual National Rally) MMOC Members required to pre-book & pay on arrival (camping available for Sat 26th) - details page 4
JUNE 27th	Classic Cars on CHRISTCHURCH QUAY (CCOTP event) * All Vehicles attending must have a Drip Tray*
JULY 4th	<u>Dorset MMOC Picnic' RUN OUT to BREAMORE HOUSE & on to Rockbourne (1st meet up for breakfast at Electricity Club , Castle Lane) Please inform Laurie by July 7th Clubnight</u>
JULY 4th	Classic Cars ON THE FARM (CCOTP event) (American Car Area) Cat & Fiddle P.Y.O Farm Hinton Admiral
JULY 7th	<u>Provisional DORSET MMOC 'RETURN TO CLUBNIGHT '</u> Bnmth Electric Club Venue ,Castle Lane (may be outdoors)
JULY 18th	Poole Bay Classics Car Show at Breamore House . Invite other local clubs to join them , including the Dorset MMOC . *If you wish to attend this event please advise Laurie Blewer *
JULY 25th	H.A.M.M.O.C. (Hampshire Branch) MMOC Annual Rally Sammy Millers . Bashley Cross roads , Nr New Milton . BH255SZ for details—visit hammoc.co.uk



New gaskets, however carefully packed will have some degree of distortion as in fig. 6. t's hopeless trying to tuck a bendy gasket under the rocker cover and expect it to stay in place whilst you go and find the retaining nuts. A little assistance is required here and by far the best solution is to glue the gasket to the cover.

Nowadays, new gaskets are made with a bridge halfway along, which is there to maintain the shape during the period between manufacture



and fitting. This must be removed prior to use; lay the gasket on a flat surface and use a very sharp knife to neatly trim off the bridge. Now clean the flange of the rocker cover thoroughly and degrease it with a drop of petrol on a rag. Apply a contact adhesive to gasket and flange and when tacky put them together making sure that, as in fig. 7, the fit is perfect. Lay aside for a few minutes to allow for setting during which time the mating face of the cylinder head should be cleaned. There is no need to glue both sides of the gasket; the glue is for positioning, not oil - sealing. Lay the rocker cover in position taking care not to snag the new gasket. On 1098 cars this



may be tricky as the later type of heater valve can be very obstructive.

(Note that there is an aftermarket re-designed valve now available that has a slightly offset pedestal to overcome this issue.)The retaining nuts, washers and rubber oil seals may now be replaced. Sometimes there are lifting eyes fitted under these



sleeve nuts, if not there should be a 3/16" spacer. Omission of either will prevent the cover being tightened down properly.

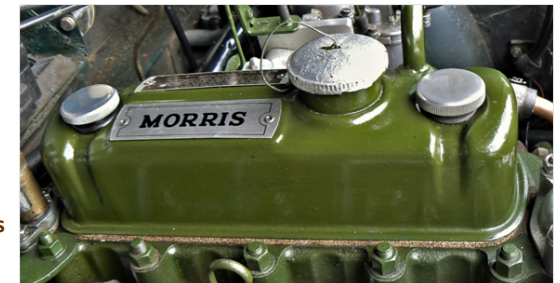
The correct order of parts is shown in fig. 8 and is: 'rubber' oil seal, dished washer, spacer or lifting eye, thin washer, sleeve nut. Sometimes the dished washers have gone missing and should be replaced, as they help to prevent the rubbers spreading. There is no need to get carried away when tightening the sleeve nuts, it only squashes the oil seal rubbers. Fig. 9 shows that the standard sleeve nuts have been replaced by some home-made items tightened by the fingers only, which is sufficient. The same illustration shows a new rocker cover gasket fitted evenly along its joint. The two 'inspection covers' on the side of the block, and partly concealed by the manifold are another source of minor oil laks.



The above instructions may be applied to those also. Most 1098 engines have an improved cover which takes a neoprene seal.

Earlier examples have a cork gasket and in view of the awkward location, gluing gasket to cover is almost essential.

R.B.



THE MINOR HOME MECHANIC

From our Special Correspondent 'RB'



ROCKER COVERS. On most elderly cars with overhead valves the rocker cover joint is often a source of oil seepage which results in a thin coating of oil spreading slowly down the sides of the cylinder head, often collecting around the spark plug recesses.

B.M.C. engines are no exception; their thin pressed-steel covers are not ideal and can easily be distorted by rough treatment. Leaks can of course be cured but it must be remembered that eventually seepage will occur again, owing to the temporary nature of the gasket material.

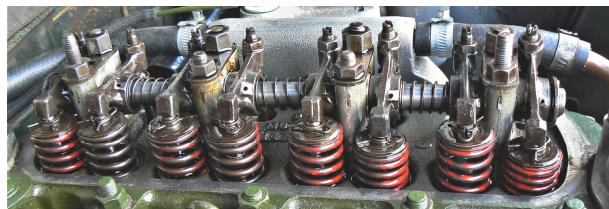
The 'rubber' oil seals which lie underneath the retaining nuts are similarly made out of a material which is allergic to oil and after a few years service become badly swollen. For the cost of a few pence these should be renewed along with the gasket. Rocker cover gaskets are stamped from a sheet of neocork, which is cork granules bonded with a neoprene mixture and formed as a continuous sheet rather like a flexible equivalent of chipboard. It is the best material for the job, but unfortunately it doesn't age well. Replacement will be necessary after say, five years or so, regardless of mileage. Removal of the cover is achieved simply and quickly by undoing the two sleeve nuts on top. Their hexagons are shallow so the best tool is a flat spanner as in



fig. 1; sockets and ring spanners have a chamfer which means that there is a lot less contact between spanner and nut. Standard spanner size for these sleeve nuts is 5/8" AF.

Whilst the cover is off, there's a good opportunity to check the valve clearances. It doesn't take long and is another ticked box on the maintenance schedule. It's a simple job which most will be familiar with. The etching on feeler gauges is notoriously hard to read (and to photograph) see fig. 2, so make doubly sure you have the right one, .012". If you only have metric feelers, use 0.3mm. Use the starting handle to turn the engine or engage top gear and gently rock the car backwards to set the correct position for adjustment.

Observe in fig. 3 that two valves are depressed at any one time and the entire set can be checked/adjusted with only two revolutions of the engine.



To ensure the best chance of a leak-free result, some care should be taken whilst refitting the rocker cover and its new gasket. First clean the cover scrupulously and examine it for distortion.

The sides must be parallel with an even flange all round (fig. 4). Lay the cover on a good flat surface (a worktop is ideal as in fig. 5) and slip a piece of thin card under the edge to test the clearance. Small adjustments can be made by a little judicious bending; using a hammer will in all probability make things worse! If over tightening has occurred, the area around the securing bolt holes will be distorted and must be brought back to be flat and even to give the sealing rubbers a chance to do their job properly.



AUG 1st	Classic Cars ON THE FARM (CCOTP event) Cat & Fiddle P. Y. O Farm Hinton Admiral
AUG 7th	Popham Airfield Classic Car Show & Vintage 'Fly In' Visit - popham-airfield.co.uk/events-calender-2021 for details
AUG 15th	Bournemouth & Poole MG Owners Club Invite the Dorset MMOC to their Annual Big Event as guest visiting club .at Athelhampton House— Also see page 22 . * <u>If you wish to attend advise Laurie Blewer please</u>
AUG 22nd	Classic Cars ON THE FARM (CCOTP event) Cat & Fiddle P.Y.O. Farm Hinton Admiral
AUG 28th/29th	<u>DORSET BRANCH ANNUAL RALLY 2021</u> Alderholt, Nr Fordingbridge (camping available on site) Wolvercroft World of Plants dorsetmmoc.co.uk .
SEPT 1st	CLUBNIGHT Phil Traves hosts the Dorset Branch 'Antiques Roadshow'
SEPT 4th / 5th	BEAULIEU INTERNATIONAL AUTO JUMBLE beaulieu.com (Dorset Branch not attending this event as a club group)
SEPT 4/5th	Isle of White Branch MMOC Annual Rally , Havenstreet . I.O.W. lowmmoc.blogspot.com
SEPT 5th	CLASSIC Cars on CHRISTCHURCH QUAY (CCOTP event) <u>*All vehicles attending must have a Drip Tray *</u>
SEPT 11th/ 12th	Moors Valley Railway Autumn Steam Gala Moors Valley Country Park, Ashley Heath. moorsvalleyrailway.co.uk
SEPT 12th	Proposed Dorset Branch ROAD RUN to T.E. Lawrence's village of Moreton, Dorset . Meeting times / Details to follow
SEPT 19th	Classic Cars ON THE FARM (CCOTP event) Cat & Fiddle P.Y.O Farm Hinton Admiral
SEPT 26th	Classic Cars on CHRISTCHURCH QUAY (CCOT event) <u>*All vehicles attending must have a Drip Tray*</u>
SEPT 26th	BEAULIEU SIMPLY BRITISH CASSICS beaulieu.com (tickets on sale from Beaulieu for individual attendance)



KINSON TYRE SERVICE
Potted Plants, Mixed
01202 573698 / 576653
1469 Wimborne Road Northborne Bournemouth BH10 7BQ



Call any member of the team on 01202 894080 to get exclusive MMOC discount across a range of vehicle parts and accessories!
We also offer cycle parts and accessories!

New Morris Minor Spares are available through the club. The current list is posted on the website under the 'New Spares' tab. *We can also order other items for you—usually saving the postage cost.*
Brian. 07411 116336

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

Front Plate
JEP 123L
Rear Plate
JEP 123L

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

John Joskinson, Chairman
Morris Minor Owners Club, Dorset Branch

Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

VINTAGE & CLASSIC PLATES BY
Jepson Est. 1894
MADE IN SHEFFIELD

0114 273 1151
www.jepsonclassicplates.com
Jepson Classic Plates, 44 East Bank Road, Sheffield, S2 3QN



MRF CLASSICS MOBILE MECHANIC

SERVICING & REPAIRS
* Specialising in Classic Cars *
British Leyland trained:
45 years in the motor trade
No obligation quotes & consultations:

CONTACT MARTIN: 07521 643751
mrfclassics@talktalk.net

VEHICLES, SPARES, PARTS FOR SALE & WANTED
DORSET BRANCH CLUB SPARES ARE AVAILABLE TO ORDER FROM BRIAN WOOD
Please telephone Brian on 07411 116336 to place your order. If in stock you can call in to collect * or it can be posted to you. If you have email, the invoice can be sent to you and it would be appreciated if you could either bring the correct cash, pay by cheque (by agreement) or use bank transfer (BACS)

FOR SALE 1965 Minor 1000 Convertible. Nut and bolt rebuild by automotive engineer. Everything rebuilt with new parts or stripped and rebuilt. 1098 Engine rebuilt plus box. Too many parts and jobs done to list all here-if interested ask for 2 lists & I will Email you. Body remarkably free of rust and was repainted a few years back and still good. £12,500.
sailerboy63@yahoo.co.uk
or phone 07563803494. Ken Cook



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

DORSET BRANCH MEMBERS Can Advertise FREE On This Page VEHICLES, SPARE PARTS FOR SALE or WANTED
Please send in your preferred wording ideally with a photo and details of how you wish a buyer to contact you to the Editor :-
roger.kellow@dorsetmmoc.co.uk

PETROL PUMPS Available from CLUB SPARES
NEW OR RECONDITIONED

NEW SU Pumps (ESM)
£114
RECONDITIONED - £60
£54 to Branch Members
(Postage is about £5)
BRIAN WOOD Club Spares
07411 116336

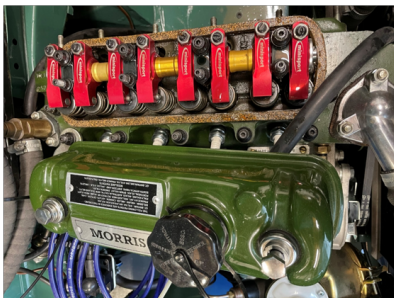


Dorset Branch Club Spares
A full list of NEW spares can be found on the website at :-
www.dorsetmmoc.co.uk
(also S/H Spares listing downloadable)
Or call 07411 116336

- A selection of club second hand spares available :-
- call 07411 116336 for availability
- Air filters
 - Ash trays (late)
 - Axle stands (folding)
 - Bonnet hinges
 - Extending Bonnet stay (plated)
 - Bottom hose
 - Brake backplates (8")
 - Bump stop (RH)
 - Marina type column ind switch
 - Distributors
 - Chrome door handles (various)
 - Front Grille outer panel
 - Jack (standard Minor)
 - Starting handle
 - Front side/indicator units (late)
 - Marina pedal box
 - Books/Manuals (various)
 - Quarterlights (painted/stainless)
 - Rocker box covers
 - Sliding boot stay
 - Speedo heads
 - King pins/good trunnions
 - Top hose
 - Underlay set (unused)
 - Half Shafts (single or pairs)

THE 'BRIAN WOOD' REPORT

Activity in the 'Wood' garage has been – at best- sporadic, recently due to the home decoration project. This, to be fair, was well overdue, having been postponed extensively during the completion of the Minor Convertible project which took about 7 years in total. We started in October last year and I have just finished painting the entrance porch which was the last area to be tackled. We are just awaiting the fitting of some carpets and delivery of furniture then it will be complete. There have been a few 'teething' troubles with the Convertible – which is only to be expected with any nut and bolt rebuild. One of the more serious issues was the rattling tappets. The contents of the rocker box are explored in detail elsewhere in this newsletter by our technical guru 'RB' and the adjustment of said rockers is fairly routine and not too difficult. This was carried out when the problem manifested itself initially... and then again after another 200 miles or so. After the third adjustment I believed that further investigation was warranted. As mentioned in last month's article about the rebuild, the engine is mildly tuned and has a sporty rocker shaft with roller tips which reduce the side forces on the valves. However, I discovered that the oil gallery holes



between the cylinder head and the front pedestal were obstructed by steel shims which had been incorrectly fitted (by me – oops!) Problem solved! Or so I thought. After the Drive it Day mileage, the tappets required adjustment for a fourth time. Bizarrely, it was discovered that the oil starvation problem had not one, but two separate causes. The second cause was that the rocker shaft had been incorrectly assembled (not by me) and was unable to convey the oil from the front pedestal to the rockers themselves. This, inevitably caused the rocker assembly to be ruined. Sadly, it was now about 4 years since purchase and I couldn't face the arguments in trying to return it so I ordered a new one. Prior to fitting, I gave it some generous squirts of oil from a can to make sure the oil could get to everywhere it is supposed to. It is all back together at the time of writing and I am awaiting the collection of the exhaust manifold which has gone off to be aluminium sprayed.

Also on the subject of lubrication, I was reminded of the importance of the grease in the wiper motor mechanism when a local member asked me for help with his wipers which had failed. The motor appeared to have completely seized up. The link arm which connects the nylon toothed wheel to the rack was very reluctant to come out of the end of the wiper rack. It was extremely stiff and was, I believe, resisting the rotation of the toothed wheel. This had caused the motor windings to overheat and burn out. However, it was noticed that there was little or no grease in the motor gearbox which would normally have a good dollop inside. A liberal portion was therefore applied to the replacement set up which included an old-stock rebuilt wiper motor. With the recent onset of the early summer 'rainy season', you might notice if your wipers are running erratically or slowly. If so, now might be the time for some timely maintenance. Just undo the four small hex headed screws which hold the top plate on the motor, clean out the old grease (if any) and put some new grease in. It might make the difference and prolong the life of your wiper motor.

Also on the subject of lubrication, I was reminded of the importance of the grease in the wiper motor mechanism when a local member asked me for help with his wipers which had failed. The motor appeared to have completely seized up. The link arm which connects the nylon toothed wheel to the rack was very reluctant to come out of the end of the wiper rack. It was extremely stiff and was, I believe, resisting the rotation of the toothed wheel. This had caused the motor windings to overheat and burn out. However, it was noticed that there was little or no grease in the motor gearbox which would normally have a good dollop inside. A liberal portion was therefore applied to the replacement set up which included an old-stock rebuilt wiper motor. With the recent onset of the early summer 'rainy season', you might notice if your wipers are running erratically or slowly. If so, now might be the time for some timely maintenance. Just undo the four small hex headed screws which hold the top plate on the motor, clean out the old grease (if any) and put some new grease in. It might make the difference and prolong the life of your wiper motor.



Secretary's Report



It's been a particularly bad month weather wise, which has meant the car has pretty much stayed tucked away in the garage.

I did notice that some members managed to make it to the Organford show, so well done for attending the first show of the year! Looking forward, I'm hopeful that we can all start to get out and about in the near future for what is a very busy events calendar. Of course, this includes the regular monthly club meetings, Phil Traves will be holding the Antiques evening for September followed by the gardening competition in August.

Bournemouth & Poole MG Owners club have invited us to their Garden Party & Picnic on Sunday 15th August. They only invite one other club to this event each year, the last time attended was in 2012 and it was a great day out. The entry fee is £15 per car or £10 for car and driver only. This includes admission to house and gardens. Activities include a tombola, duck race, name the dog, jigsaws and books for sale, trade stands and charity stalls. 'Car of the Day' prize as voted by the car owners. All proceeds go to their two charities: Dorset and Somerset Air Ambulance and Macmillan Caring Locally. We need an idea of the number of members that would like to attend, so please let us know if you'd like to go.

The Dorset branch rally preparations are coming along, we have some "+1" stickers for the 40th anniversary plaques which we hope you can display on your cars this year. Laurie has arranged for us to park up on the drive at Breamore House for the summer picnic road run on 4th July. Thanks to Arthur Cox for his suggestion of using the field by the Alice Lyle pub, we'll keep this in mind for future outings.

I'm looking forward to reading this month's article on rocker boxes and tappets, I might even be tempted to find my feeler gauge and check my clearances !

IAN

COUNTY DIALECT WORDS OF 'YE OLD DORSET'

Some regular readers have recently commented they miss seeing a 'word search/quiz' type feature from time to time in the newsletter So how about a more locally themed word type quiz - If and when you venture out into the byways and villages of our own lovely 'Old Dorset' in your Minor and you are perplexed by the meaning of some words used by any old village locals ,why not have a go at filling in what you think is present day meanings of the following 40 dialect word examples for starters this month ! - Inspired by Dorset's famous old Poet William Barnes 1863 and his 'Grammer and Glossary of the Dorset Dialect' - **Answers are on page 28**



1. A-feard		21. Barken	
2. Agean		22. Barry	
3. Aggy		23. Batch	
4. Amper		24. Beas'	
5. Aller		25. Becall	
6. Anby		26. Bee-pot	
7. Annan?		27. Bibber	
8. Anewst or Aniste		28. Biddle	
9. Ankly		29. Blatch	
10. . Archet		30. Blooth	
11. Asker		31. Bird-kippy	
12. A-strout		32. Bit-an'-drap	
13 A-stoggd		33. Bit-an'-crimp	
14. Athirt		34. Brockle	
15. . A-vroze		35. Brinton	
16. . Ax		36 Bruckly	
17 A-zet		37. Beknown	
18 Backside		38. Blather	
19. Ballyrag		39. Budget	
20. Bandy		40. Bumbye	

'CARRY ON GLAMPING' In a Minor Camper? - Channel 4 TV)

Branch members TRISH & GEOFF NEWBERRY mentioned an unusual Morris Minor based campervan they saw on the Channel 4 series 'CARRY ON GLAMPING' Featuring comedian Johnny Vegas .(I have only watched up to half way into part 2 so far as when you visit 'ALL 4' to view the series you need to be patient with the many advert breaks that cannot be fast forwarded !) The Morris Minor Camper van known as 'Billy The Snail' (pictured below) is owned by Claire Swingler and full details with the history of the vehicle can be found on her website

www.classicbritishcampers.co.uk

What has now been described as a 'business cooperative' shared by the original farm campsite owners and several individual classic camper van owners dubbed as 'The Johnny Vegas' Camper Van Site, is featured in the mini series seen on C4's 'Carry On Glamping. His vehicle, named Patricia after his late mother, now has pride of place in the 'Field of Dreams' site .



Photo credit: Claire Swingler www.classicbritishcampers.co.uk

The camping site is in Nidderdale in the Washburn Valley, a beauty spot on the edge of the Yorkshire Dales. after the original site featured in the Channel 4 series in Snowdonia fell through. There is also a 70s American school bus, a 60s Mercedes fire engine rescued from Germany Glampers will also find a 1960 Fisher Holivan junior caravan dubbed Billy the Snail' is built on a 1970 Morris Minor Pick up and there is also a rare Citroen camper van.

I do recall seeing the odd Morris Minor Camper at one or two past National MMOC rallies. It appears that each and every one is unique ! 'Billy the Snail' however, (above), appears to be the most luxurious Here are some others Ed. :-



Whilst all the above images were sourced from the 'public domain' the Editor will be pleased to credit any photo that may be requested to do so and acknowledging any owners in the next Newsletter Ed.