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BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise the Membership Secretary of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.

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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MORRIS MINOR OWNERS CLUB Dorset Branch NEWSLETTER



1961
2021
Minor Million 60th Anniversary Year

1948 < Morris Minor > 1971












MARCH 2021 Vol24 Issue 4
www.dorsetmmoc.co.uk

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The MMOC Dorset Branch

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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman (Acting)	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
	John Jenkinson (Retired chairman)		<u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Secretary (Acting)	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 Sec.	brian.ford@dorsetmmoc.co.uk Brian Ford 07502161535		
Health & Safety & Events (Post Vacant)	Andy Dibb (Retired)		
Technical Welfare etc. (Post Vacant)	Eddie Pateman (Retired)		
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120 (editors 'in box' & news desk)		

Cover Story

***(Drivers eye view from
Minor Million 264 KJO)***

***The MINOR MILLION
The first British Car
to attain One Million
Built***

***Photo
Ted Brooke***

Some members choose to continue submitting their vehicle for an annual MOT test for piece of mind , whilst some others choose a less frequent MOT regime , say a voluntary test every two years or so combined with normal regular servicing jobs , particularly if the car is not often used or for any long journeys . Then there are those who have had many years of mechanical experience and more thorough familiarity with the Minor bodywork construction with intimate knowledge of the Minor's key areas to keep a regular eye on . There is an obvious advantage if either through the club or already knowing of such an experienced person as associate or friend the Minor owner is in a fortunate position . Apparently government statistics continue to generally endorse the fact that any comparative numbers of road traffic incidents involving historic vehicles continues to compare favourably low percentage nationally to other modern vehicles pro rata . The Federation of British Historical Vehicle Clubs, being the main body in liaising with our government on behalf of all classic cars owners and the continued use of historic vehicles on our roads. The FBHVC do emphasise the important role that all classic vehicles owners have in keeping this rolling 40 year old concession available by ensuring all road going historic vehicles are perfectly roadworthy ***As modern cars develop ever more hi -technology and powered with newer alternative energy, it could certainly open the way for a separate and approved 'Classic Car Safety Check' one day soon ? ?***

The Department of Transport acknowledge cars more than 40 years old are statistically shown to be kept in good condition by owners and not used regularly enough to warrant an MOT. They add that the test is no longer entirely relevant to many of these older cars

**** Their consultation also proposed a more basic biennial test for models that fell out of the 40-year bracket. This would have included checking the vehicle identity and making sure important components like the brakes and steering are in working order. However, this was not made legislation – owners may instead opt for a voluntary MOT if they deem it necessary. The DfT decided not to go ahead with the introduction of that check-up, stating: "Those owners who feel an annual check is needed will be able to submit their vehicles for a voluntary MOT."No matter what the law says regarding an MOT, insurance policies still require the car to be in a roadworthy condition as part of the policy terms. So the vehicle should still be in a 'good state of repair' . There are also driving convictions for bald tyres, defective brakes etc that people should be fully aware of if they don't get any mechanical check at least once a year." There is obviously a great deal of trust given to all owners of classic vehicles exempt from annual MOT's to do the 'right thing' and ensure the carrying out of adequately regular and thorough checks to ensure its roadworthiness. As a reminder important areas to bear in mind include :-***

- Brake performance and also wheel bearings.***
- Suspension , steering***
- Tyres and tyre treads***
- Lights , bulbs and reflectors .***
- Windscreens , windscreen wipers and washers***
- Bodywork corrosion / condition of key structural areas + fitted seat belts .***

MOT TEST - * or a 'Classic Safety Check' geared to model ?

Andy Dibb's email (below) highlights once again that perennial and 'regularly' discussed topic amongst classic car owners, considering the pros and cons of the modern day vehicle MOT or whether a specific 'Classic Car Safety Inspection' would be more appropriate. The UK government provide owners of historic vehicles, 'of original type' over 40 years old, an exemption of the requirement to present the vehicle for an annual MOT test. *Any members further added thoughts, opinions, suggestions, regarding your car having an annual MOT or a 'classic car safety check' would be very welcome - to Editor

Dear Editor **TO MOT, OR NOT TO MOT, THAT IS THE QUESTION !**

The MOT station I have used since moving to the area is an old school type where you can stand in the workshop and watch him checking your car at a safe distance.

Everything was going to plan this year until the brake test, the rear brakes spot on however no front brakes on the driver's side and very little on the passengers' side. He diagnosed seized wheel cylinders and on stripping them down sure enough 3 out of the 4 were solid with no movement.

After stripping them down, cleaning and replacing with all new cylinders (as per Brian's advice) and shoes, a retest was passed with flying colours—a safe Minor!

I had noticed a slight change in the braking with more pressure needed to stop and a slight pull to one side. Coupled to the not using the Minor as much this year, it being stood for a long while and using standard brake fluid. Brian and others have warned of this in previous articles but we do not always heed advice. (And who knows, there could always be insurance consequences)

My personal choice now, and will I carry on with my yearly Mot check, Yes, I will, because as much as I think I am able to keep my classic maintained it is always best to get your work checked. **ANDY DIBB**

Brake testing at a professional service garage :-

Undergoing a brake inspection and full braking efficiency test report is always an option (photo, editors saloon, below) on a typical service garage roller test machine. The screen (top left) displays % efficiency of wheel brakes individually, also the degree of left and right balance of both front and rear paired axle braking. Plus handbrake efficiency (the relevant brake read out figures signalled digitally from the testers hand held controller to display the analysis readings)



Photo Ed.



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
SECRETARY'S REPORT PAGE P. 13	P22
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 March edition. Those first few daffodil flowers in the garden, indicating that Spring at last is just around the corner seem to be twice as cheerful this particular year !. Now that Boris's 'Road Map' has given us those specific phasing of dates to plan ahead with (quote, 'Gradually and Cautiously') together with the ongoing fantastic NHS vaccine rollout project . I am very pleased to be able to re start our regular **Forthcoming Events Listing** for each month, starting again , on **P.10** .



Where have all those 'strange' twelve months gone ? Last March the pandemic had not yet affected any day to day restrictions — I could not resist reminiscing over two pages from one year ago just to remind us of the novelty of meeting socially then within the DMMOC (Yes that really was one year ago !! - **Pages . 8 & 9**)

The Minor Million continues to be celebrated in this second special 'Million Minor' edition. This year of course marks that historic achievement of the Morris Minor in 1961 becoming the first British car to reach One Million units built , 60 years ago .

We continue Ted Brookes 'Minor Million' 264 KJO story Pages .18—21

'The Minor is the Star'— Wendy & Martin's convertible stars in their own local 'home directed video documentary' that they have kindly sent in with a link to view. Also Trish & Geoff sent in another link to view a high speed 'Minor' police chase video. Thank you to those branch members for sending in those 'Minor' videos. It inspired me to try to think of a few more examples of when the Morris Minor featured prominently in videos and in films . A few more examples on **Pages . 25 /26**

40 year rolling age historic vehicle exemption - Andy's recent email on the subject prompted a brief exploration further to his interesting opening question **"To MOT or not MOT"** . According to individual owners knowledge, mechanical understanding and expertise etc. or any other specific given factor one branch member may well have quite differing personal views on the subject from another member , as each year comes around . At the end of the day it is a legal requirement that the vehicle is 'Roadworthy and Safe' Whatever your own particular decision **Pages 26 / . 27** Any further comments on this subject and members own views would be more than welcome . (A useful comprehensive Minor home workshop 'check list' is available to download from the Dorset Branch Website

www.dorsetmmoc.co.uk (search -technical documents)

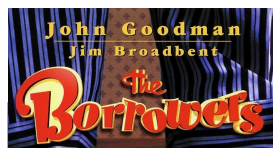
With the progressively longer days it will soon be back to 'Ideal Minor Motoring Season' once again

ROGER



Accident prone Frank Spencer with long suffering wife Betty above in an episode from the BBC Comedy series 'Some Mothers do Ave Em' - Scenes from episode 1, series 2 'Cliffhanger' Nov 1973 can be viewed (on **You Tube** 'Dog in Car' Some Mothers: BBC Studios (Filmed on the Dorset coast)

The 1975 Film 'Nuts In May' by gifted screen writer/ director Mike Leigh was ranked by the British Film Institute within the top 100 Greatest British Television Programmes (coming 49th) The BFI now also categorise it as achieving official British 'cult film' status. The film opens with characters Keith Pratt and his wife Candice- Marie driving aboard the old Sandbanks ferry in their **Morris Minor Convertible** . It's the comical story of a nature loving couple with rather self righteous Keith's exhausting battle to 'enjoy' what should be the idyllic camping holiday on the Isle of Purbeck. Misunderstandings, awkward clashes of values and explosive conflicts occur when less high minded campers decide and dare to pitch nearby. **(Typical of the 70's era when I owned exactly the same model of Minor . Although some may differ in opinion , it really is one of my own personal favourites and seeing new subtle details each time I watch it ! Ed.)**



In the 1997 Adventure Comedy Film 'The Borrowers', (based on the 1952 children's novel by author Mary Norton) stars John Goodman, & Jim Broadbent. 4 inch high 'little people' secretly live under the floorboards and in walls of a house. The outdoor street locations were shot in the village of Theale near Reading. All the buildings and shops in the High Street were painted dark green and every car was a Morris Minor ! except for the star villain's car, a 'stretched' Morris Oxford . Lots of Minor owners took their cars to the filming as 'film scene extras'



I am trying to find Laurie's earlier saloon within all those Minors , he says he was somewhere amongst them for the outdoor filming , Ed !!



Two recent emails just kindly sent in, landing in the 'Editors In Box' highlighted a couple of interesting 'Minor' videos . (If you have not already had a chance to see them it's easy to link online to each as below)

The first sent in - from **WENDY & MARTIN DEVINE** tells the story of 'A Special Trip To The Nearest Recycling Facility' in their well ventilated Minor - You can view the couple's well organised adventure on the **DORSET BRANCH MMOC FACEBOOK PAGE**. (Photo right) Wendy with some of her 'ever mounting' recycle material, due to lockdown.



The second video link was sent in by **TRISH & GEOFF NEWBERRY**—recorded footage taken from a BMW police car in hot pursuit of a stolen red Morris Minor - The chase starts with the

51 year old Minor in a near miss when running a red light at a busy junction in Bradford . The lengthy chase ensues with many 'miraculous' near misses. The joy riders appear to finally give the police car the slip . However West Yorkshire Police found the car 'un-damaged' 45 minutes later and abandoned ! You can view by entering 'Morris Minor Police Chase' on **You Tube** (the full version is by Macauley Hynam) (Hope the car's owner was not too upset ,Ed.)



SPEAKING OF LUCKY ENDINGS ! Have you seen 1998 'BBC 999 EMERGENCY series , presented by Michael Beurke (in Episode 3, Part 2) A young mother driving her Morris Minor with her two young daughters in the back encountered a huge lorry loaded with carrots tipping over and landing on the Minor. All



three were eventually rescued due to the strength of the Minor's body shell . (Not recommended for those with a nervous disposition !) This can be found on You Tube -Michael Beurke BBC 99 9E-mergency Episode 3 . 1998 (run video through to part 2)

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

DORSET BRANCH RALLY - 28th and 29th August 2021

This years Dorset Branch Rally is planned to take place at the Wolvercroft World of Plants, Alderholt, Dorset, SP6 3BE over the August Bank Holiday weekend – 28th and 29th August. There is no entry fee and pre-booking is not required. Camping is available from Friday 27th August but you will need to let us know in advance. There will be no Saturday night meal this year due to the current Covid 19 situation. There will be a run out on the Saturday afternoon to a local place of interest – meet on site at 12 noon. Spares can be pre-ordered for collection at the rally by contacting brian.wood@dorsetmmoc.co.uk. Please check our website – www.dorsetmmoc.co.uk for further details or email laurie.blewer@dorsetmmoc.co.uk.



DRIVE IT DAY PLANNED FOR APRIL 25th

The Federation of British Historic Vehicle Clubs introduced Drive it Day in 2005 with the aim of getting the nation's transport heritage out on the roads and seen by the public. Since then, the national celebration of Historic Vehicles has successfully increased public awareness of the historic vehicle movement whilst bringing a sense of togetherness to the thousands of owners and enthusiasts who attend events and runs up and down the country. Those events, held by over 500 member organisations and clubs that make up the Federation's membership, are as varied as the vehicles taking part and often include Drive Outs, Rallies, and meetings at local beauty spots or historic sites. The Federation sets the date each year to coincide with the anniversary of the 1,000 Mile Trial. At the turn of the 20th century, when most considered the motor car as nothing more than a passing fashion accessory, the Automobile Club organised a demonstration trial for the spring of 1900 to prove them wrong. The trial was to prove motor vehicles on a route from London to Edinburgh and back again. The participants covered the 1000 miles in 20 days, but proved to the public that the motor car had a future as a reliable mode of personal transport.

As the role of the FBHVC and of the historic movement evolves and we become ever more aware of all our duties to contribute to wider society, the Federation has been exploring ways to develop National Drive it Day and re-position the event so that, as well as fulfilling its aims to raise awareness of the historic vehicle movement, we can also use it as an opportunity to contribute to society.

Therefore, it is with great pleasure that the FBHVC has announced it will run the 2021 Drive it Day, scheduled for April 25th in support of the NSPCC's Childline® service.

Further Information and Charity Rally Plaque details visit fbhvc.co.uk





Acting **Chairman's Report**

Well, here we are in March already with, hopefully, a light at the end of the tunnel following the Prime Ministers roadmap out of lockdown. While things are probably not going to improve in the short term we can hope that this summer will bring some sort of normality and, with any luck, we will be able to get out and about to a few late summer shows.

The tickets are now on sale for the Simply British Classics event at Beaulieu on 26th September. Tickets are available from their website. Last years show was a brilliant day out and was very well organised with the social distancing etc. Nearer the time we will arrange a meeting place and we can all drive up to Beaulieu in convoy. That way we will all be able to park together.

The ending of the lockdown will hopefully mean that the Dorset Branch Rally at Wol-vercraft will be able to go ahead on the August Bank Holiday weekend. We are still going to make it a fairly low key event just in case of any further lockdowns, meaning we will have less to cancel! Please let us know if you want to camp over the weekend – apart from that no pre booking will be required.

I hope that as many of you as possible will be able to join us on Microsoft teams for the AGM. Whilst this is not the way we really wanted to hold it, it is the only possible way at the moment. We are unable to hold it off much longer as no more than 18 months can be allowed between AGM's. I hope it all goes OK but do bear with us on the night as we've never held an online meeting for so many people before. The link for the meeting is printed in both this and the last newsletter and hopefully you will have received a round robin email also containing the link. We are still looking for a couple of volunteers for the committee following both Andy and Eddies retirement so if you interested in helping us out please let one of us know. I'm hoping that following the AGM we will be able to have a quiz.

Many thanks to Roger for last months newsletter – it was another brilliant edition. I don't know how he does it when we aren't doing anything as a club! Please keep sending your contributions in and if you have any dates that we can add to the events diary please let Roger know.

That's about it from me for this month

Happy Minorng - Laurie

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

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A brand new handy guidebook covering all the Morris cars produced between 1948 and 1984

(Includes selected photo contributions from Brian Wood DMMOC Branch Spares Manager & DMMOC Website Editor)

Written by marque expert, Ray Newell, who has had a long association with Morris Cars, and Secretary of the Morris Minor Owners Club since 1983, also a founder member of the Morris Vehicles Association in 2013.

Morris models produced 1948-1984

Colour options specified for each model

Background information on the design of individual models

Reference to the production numbers of individual models

Selected comparative prices of vehicles when new

Easy reference fact file for each Morris Car produced

Reference to car derived commercial variants for certain models

Listings for optional extras offered for each model

Interior specifications listed for easy reference

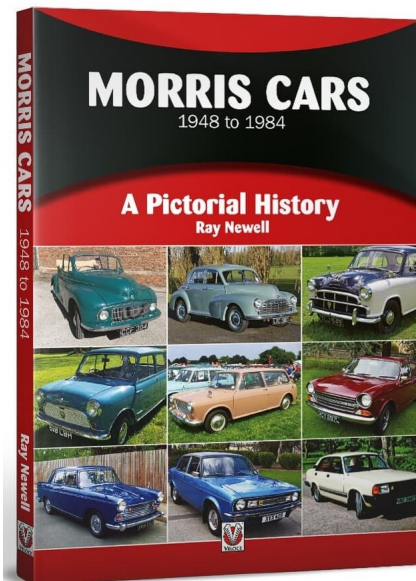
Author Ray Newell

Paperback • 14.8x21cm • 144 pages • 425 pictures -

£16.99 :

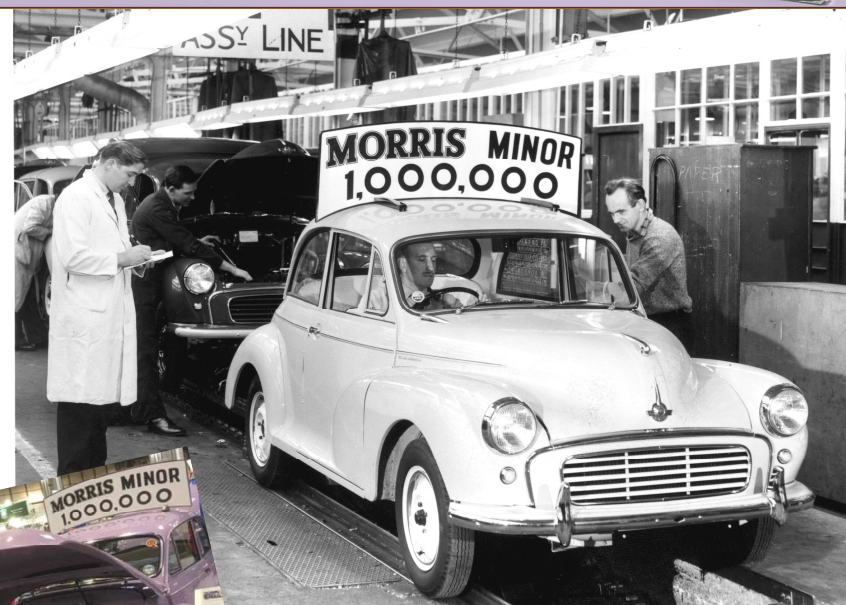
Publisher: Veloce : Due 19th Feb 2021

ISBN: 978-1-787110-55-7



www.mmoc.org.uk

1961—2021
60th Anniversary



We continue our special articles this month marking the Morris Minor Million' 60th Anniversary and highlighting Ted Brooke's 'Million' restoration story (pages 18 to 21)

The Morris Minor became the first British car to reach the production number of 1,000,000 units built . It was built at Morris Motors Cowley, Oxford .To commemorate the achievement, a limited edition of 350 two-door Minor saloons were produced and officially launched by the British Motor Corporation in early 1961 with a distinctive lilac paintwork and a white interior trim, white seating with black piping and black floor carpets . Special chrome finish wheel embellisher rings were also fitted . The badge name on the sides of the bonnet and boot lid was modified to read "Minor 1000000" instead of the standard "Minor 1000". The actual millionth Minor was donated to the National Union of Journalists, which planned to use it as a prize in a national competition in aid of the union's Widow and Orphan Fund. The company, at the same time, presented a celebratory Minor to London's Great Ormond Street Children's Hospital , but this car was constructed of cake..



WHAT A DIFFERENCE ONE YEAR MAKES !

A year ago the February 'Pre Lockdown' Newsletter reported on our 2020 Dinner & Dance that alas could not go ahead this year. John Jenkinson, (Now just retired Chairman) presented the trophies. The front cover highlighted our branch 40th Anniversary year and pictured John with Dorset Branch founder Graham Melly. There was great anticipation of events to look forward to such as Moggyfest in the spring at Beaulieu celebrating the branch's 40th. Brian had organised special 40th car rally souvenir plaques and these were distributed to all Dorset branch members in readiness for displaying on our Minors!

Lets now look forward afresh once again to being able to safely resume such good things after this recent 'temporary' interruption soon !!



2020 (Pre -Lockdown)



2017 was a very special year for Milford attaining Grand Masters status after five years of showing within the Morris Minor owners club concourse series.



In 2019 Milford won the public votes and came 1st in the pride of ownership competition at the Classic show in the NEC. Milford is now in hibernation for the winter but for sure she won't be lonely as there are ten other Morris's here for company—Looking forward to when we can eventually join other 'Minor Millions' in celebration of their special 60th Anniversary !

TED BROOKE



1961-2021

**264 KJO
TED'S MINOR MILLION**

.....Continued

The icing on the cake for me was recommissioning that showroom car that had sewn the seeds forty years earlier.

Over the last six years i've entered Milford in a few national events, taking 1st prize in Manchester in 2015 and runner-up in the Meguiars Club Showcase the same year at the NEC in Birmingham.



Joining other 'Minor Millions' attending the Devon Million Rally (another more recent event before 'lockdown year') Attention to detail — Reproduction of the car's Oxford original dealers window label.



MARCH 2020 (Pre-Lockdown)

It was last March when the last branch clubnight was held in 2020 at the Electricity Club Castle Lane with a well attended talk on Highcliffe Castle. The 2020 Mistletoe Meander was reported upon with that years destination of Hengistbury Head all going on as normal. Who could have realised how dramatically a pandemic would r soon start to effect the country and all of our lives in so many ways for the next 12 months. . The front cover featured club member John Ayres splendid condition Series II saloon looking forward to spring and obviously the proposed events that was anticipated to be held soon into 2020. After all there was two pages of events already being listed for 2020! (The following MARCH edition unfortunately reported that all clubnights and branch events were to be CANCELLED until further notice)A year later and at last 'tentatively' the Events page re-appears in this March edition with a few 'proposed' dates in the hope that later on this year they all can be permitted to safely take place in whatever shape or form.



2020 (Pre-lockdown)



Forthcoming Events

For the month the calendar is as follows: (subject to change)

Date	Event	Location	Time	Notes
19th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
20th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
21st Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
22nd Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
23rd Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
24th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
25th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
26th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
27th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
28th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
29th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car
30th Mar	MMOC Clubnight	Electricity Club, Castle Lane, Bournemouth	7.30pm	Topic: The Morris Minor - A History of the Car



PROPOSED FUTURE EVENTS
(SUBJECT TO FINAL CONFIRMATION BY ORGANISERS)

APRIL 25th	DRIVE IT DAY 2021 Federation of British Historic Vehicle Clubs <i>fbhvc.co.uk</i>
MAY 8/9th	Breamore Steam Up , Breamore House . Details TBC <i>breamore@btinternet</i>
JUNE 6th	H.A.M.M.O.C. (Hampshire Branch) MMOC Annual Rally Sammy Millers . Nr New Milton <i>hammoc.co.uk</i>
JUNE 11th—13th	PRACTICAL CASSICS RESTORATION SHOW NEC BIRMINGHAM <i>necrestorationshow.com</i>
JUNE 26th-27th	National Morris Minor Owners Cub MMOC RALLY Kelmarsh Hall, Northamptonshire . <i>mmoc.org.uk</i> TBC
AUG 28th/29th	<u>DORSET BRANCH ANNUAL RALLY 2021</u> Alderholt, Nr Fordingbridge (camping available on site) <i>dorsetmmoc.co.uk</i>
SEPT 4th / 5th	BEAULIEU INTERNATIONAL AUTO JUMBLE <i>beaulieu.com</i> (Dorset Branch are not attending this event as a club group)
SEPT 4/5 th	Isle of White Branch MMOC Annual Rally , Havenstreet . <i>lowmmoc.blogspot.com</i>
SEPT 11th/ 12th	Moors Valley Railway Autumn Steam Gala Moors Valley Country Park, Ashley Heath. <i>moorsvalleyrailway.co.uk</i>
SEPT 26th	BEAULIEU SIMPLY BRITISH CASSICS <i>beaulieu.com</i> (tickets from Beaulieu for individual attendance)
DEC (Date TBA)	2021 DMMOC Mistletoe Meander (details to follow)
JAN 15th 2022	DORSET BRANCH ANNUAL DINNER & DANCE 2022 DUDSBURY GOLF CLUB (Booking Forms to follow)

Over the next eighteen years I embarked on a very methodical restoration doing everything myself including the paintwork and also moving house to a derelict farm that also needed rebuilding before we could move in.



I finally finished Milford and took her to her first national rally at Knebworth in 2011 for her then 50th birthday.



**264 KJO
TED'S MINOR MILLION**

1961-2021

MINOR
1000000

From a teenager in the 70s I'd always been into Morris Minors and even before I'd left high school I had bought and resurrected few rough farmers vans and pick-ups. I can always remember driving past a very rural BMC agent here in West Wales and being inspired by a funny coloured Morris Minor in the forecourt show room, this was the first Million I'd ever seen and one of only two allocated to Wales. This inspired me to look out for one of these special Morris's and some years later I spotted one for sale in a classic car newspaper and bought my Oxfordshire registered car (wreck) in 1993, I christened it 'Milford the Million'. Chassis number 1000167



264 KJO Looking sad and feeling abandoned, then hoping to be rescued from sharing a field with some 'farmyard friends'

DEAL OR NO DEAL ?

There 'should' at least be a very useful advantage if ever buying a classic car as a private sale from a fellow member within a well established classic car club such as the DMMOC . Not only will the seller be known within the 'local community' of the club but the car itself will often be known and familiar to several other club members . There are also those fellow members with a wide knowledge, of Minors who are often more than happy to be consulted for their own opinion on a vehicle and the price asked . (A private sale usually appeals due to a lower price compared with a car dealer) This must also help towards a bit more reassurance and confidence when weighing up any final decision . Buying a classic car from an unknown private seller on the web or other classified advert could potentially be more of a gamble, hopeful in the trust that the vehicle is 'exactly as described' . At the end of the day it largely remains that the buyer relies on the honesty integrity and goodwill of the seller. Its traditionally known as a 'Gentleman's Handshake' type deal, simply based on each parties verbal conversational agreement. This type of deal has less 'legal' redress if unfortunately things turned out to raise a much more serious issue. (not always helped if the seller is miles away)



A professional car dealer, on the other hand, is obliged to provide very much more in statutory legal rights to the purchaser. When purchasing a classic car from a dealer, you are covered by the consumer rights act. This means your purchase must be of satisfactory quality, fit for purpose, and as described. However, this can also be a very grey area - but if you are paying over the odds for a car described as being 'in concour's condition' then you can reasonably expect it to be better than a restoration project for sale at a third of the price. To be 'fit for purpose' is perhaps easier to apply to a classic racing car than, say, a Morris Minor. However, be careful of the small print here - like auctions, some dealer transactions do require the purchaser to waive their rights to the consumer rights act. Most problems arise from a car being 'as described'. This is where you'll need to dig into the detail - find out what parts were fitted, when, and by who. Classic cars generally cover low mileages and there has been a lot of variation in parts quality over the past decade. A part fitted to a car five years ago that's only covered 2000 miles might still be going strong, while that same part fitted to a car covering 8000 miles a year, may have failed already. A reputable dealer will often work with the customer to reach a satisfactory solution. Or, if you've already spotted potential problems, you could work with the dealer to find a solution before you take the vehicle home. Under the act, you will be able to reject a car within 30 days - and you don't have to give the dealer an opportunity to fix the problem. After 30 days, the dealer has one chance to fix the problem before the seller can begin discussion for a discount or return the car. Just mentioning the consumer rights act with the dealer before the sale is agreed will give you a good indicator to their attitudes towards a policy of complete customer satisfaction . .





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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



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John Jenkinson, 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.

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**Subject to any latest 'Lock Down' restriction that may apply*

FOR SALE Minor Exhaust Inlet manifold
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TONY KIMBER Tel 07836 527714



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A full list of S/H spares can be found on the website at :-
www.dorsetmmoc.co.uk
(go to S/H Spares page and download the list)

Or call 07411 116336

SECOND HAND SPARES

A selection of club second hand spares available :-
- call 07411 116336

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

THE 'BRIAN WOOD' REPORT



With the 'Wood's Garage' refurbishment project (as featured last month) now done and stored ready to deliver to the Grandchildren when circumstances permit, I took advantage of a further lull in decorating the house finish my other long-term project.

Some of you may have seen my Convertible which incorporates a number of 'mild' improvements. One such improvement is the later type of steering column mounted indicator switch. This fits nicely onto the column and as well as facilitating the turn indicator and horn function it also includes a headlight flasher and dip



switch as well. The only problem was that it is considerably bigger than the original switch and there was nothing readily available as a larger replacement cover. It occurred to me that it might be a good use of my 3D printer to fabricate some such object for my own use. This has been the longest running printing project I have undertaken, having started it back in 2017. The first photo shows the original 'draft' which was crudely formed from an old Swarfega pot and the end cap from a pack of copper pipe. The first few printed prototypes didn't fit very well, and I needed to come up with a top profile that matched the bottom of the steering wheel. As my car has an after-market steering wheel with a large diameter aluminium boss, it needed to match that. At the bottom of the cover the new, larger diameter would need to be fixed to the column somehow. I came up with a steel ring which is fixed to the 3 lugs welded to the steering column tube to which the original switch and cover was fitted. Ebay came to the rescue with some 2BA brass stand-offs, intended for supporting circuit boards. Mind you, they did have to come all the way from China! The second person that requested I make them one, asked for an indicator repeater lamp be incorporated. This was quite easily included in the design and works quite well with the cover intended for the standard model. It had to be rotated a bit to fit on the larger wheel model, however.



Fitting the switch and the cover is one thing, however, but you would obviously need to alter the wiring layout to get everything to work. The 3 blue wires that went to the dipswitch will now go through the bulkhead to the steering column. The original wires emerge at the dashboard and are terminated with the ubiquitous bullet connectors. The switch comes with a 9-way male type socket – which is fine if you have the female part to go with it. My recommendation would be to cut off both the existing connector plug and the old bullets and start again with a modern 9-way plastic 'Mate n Lock' type connector. I have drawn up some wiring details and upload it to the website 'Technical' page in case anyone needs a bit of help with this aspect. The whole project took so long to get to where it is now, so rather than keep it private, I am prepared to make further ones for anyone that would like one. I know that it is not going to be the most 'sought after' things, as I know most of you like to keep your cars original. But it does make a useful enhancement for those that use their Minors more frequently. At the time of writing, I have sold 3 and have an order for one that will



work with a stalk for the wipers on the left hand side as well. Oh well, back to the keyboard!!



Finally, speaking of the 'Technical' page of the website, some additional items have been added and I have sorted the articles into three categories. There are reference charts, tables etc, copies of instruction sheets and the general articles. The Minor Servicing Checksheet is now filed under 'Reference Charts'.



Hoping we can meet up again soon, Brian.



Acting Secretary's Report

With the government announcing their roadmap out of lockdown we have been able to reinstate the future events page in the newsletter. Obviously, all the events are subject to change, in fact I've already had an email from Moors Valley regarding their summer gala scheduled for 5th/6th June which has been cancelled again this year. 21st June is the date by which the government hope to allow events involving large groups of people to take place.

I'm looking forward to reading the article on to 'MOT or not to MOT.' I currently don't get an MOT, but I do still take the car to the MOT station where a classic car enthusiast mechanic/tester does all the applicable checks. Being able to put the car on a lift so you can get a good look underneath and having a rolling road to test brake efficiency is something I can't do at home. It's worth mentioning that Brian Wood has an excellent service checklist to make sure it's up to scratch before any inspection, and all the servicing spares needed are available through the club.

Thanks to Wendy Devine for providing us with some entertainment on the Dorset Morris Minor Owners Club Facebook group, her trip to the recycling centre reminded me of my outing for last year's Drive it Day.

The AGM was on Wednesday 3rd March. Laurie organised a quiz for after all the formalities had been dealt with. If we had a good turn out and response, we may host some further virtual club nights online. Please get in touch to let us know if this is something you'd like to see.

That's all I have this month, hopefully my next report will be as the official club secretary! Until then, stay safe.

Ian.

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

Graham has obviously had to be extra patient over the last few wintry, rainy weeks as the 'marathon' project continues (a good professional paint job cannot be rushed !), with the body shell still safely in the nice warm and dry paint shop. However the professional 'final' final' top coat finish is now almost a reality, and Graham has told me he is about to tidy and organise his garage 'just one more time' in readiness for the final homecoming of the car shell and all the body panels - ed.



The latest update on my Morris at the paint sprayers, is that Jez Jennings is now in the stages of finishing the fine flattening and polishing of the birch grey gloss paint. This should be completed in the first week of March when it will be trailered back, The sudden appearance of the Spring like weather at last seems to be a good sign in readiness for this special journey back to the cars home garage (fingers crossed)



I will then have the task of commencing mechanical work with the fitting the front suspension after removing the frame between the front chassis legs.



I have been bead blasting various suspension parts, that are now being zinc plated by Fern-down Finishers, in Cobham Road. I have used this company for the past 4 years where I have restored hundreds of parts for my car. I have managed to refurbish both mild steel and aluminium parts.

Most recently I have obtained the expert services of maestro Brian Wood, having sourced a 1954 distributor for my 803cc engine. I am sure Brian will publish this work he carried out in the future Newsletters.

So next issue will be my car coming home and then all the bolt on panels will receive the paint treatment and the professional fettling skills at Panel Form.