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**DATE FOR YOUR DIARY, AUG 28th/29th**  
**DORSET BRANCH ANNUAL RALLY**  
**ALDERHOLT DORSET**  
**(CAMPING AVAILABLE)**

*I'm booking in for the  
Dorset Branch Rally  
weekend in August,  
now we can get  
out and about !*



### BRANCH REBATE SCHEME

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



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# MORRIS MINOR OWNERS CLUB

# Dorset Branch

## NEWSLETTER



1948 < Morris Minor > 1971










**MAY 2021**  
Vol24 Issue 6  
[www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk)

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## The MMOC Dorset Branch

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

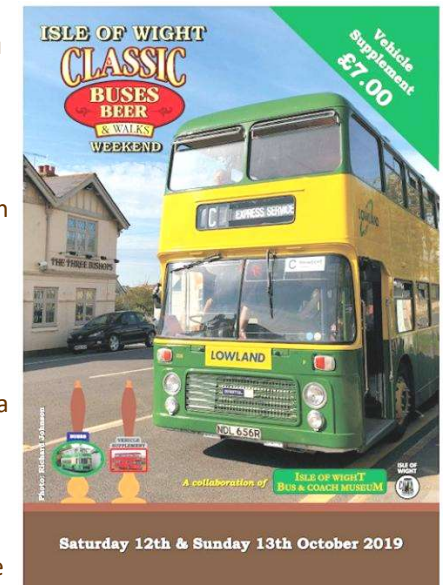
COMMITTEE		Dorset Branch MMOC Key Contacts	
<b>Chairman</b>	<b>Laurie Blewer</b> laurie.blewer@dorsetmmoc.co.uk 01202 522673		<b>Non Committee Voluntary Posts</b>
<b>President</b>	<b>John Jenkinson</b> 01202 576690		
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<b>Treasurer</b>	<b>Jacky Wood</b> 01202 573494		<u>Catering Consultant</u> Sue Blewer
<b>Membership Secretary</b>	<b>Brian Ford</b> brian.ford@dorsetmmoc.co.uk 07502161535		<u>Insurance Consultant (to the DMMOC branch)</u> Dave Walker
<b>Spares Manager &amp; Website Editor</b>	<b>Brian Wood</b> brian.wood@dorsetmmoc.co.uk 07411 116336		<p><b>Cover Story</b> <b>Drive It Day 2021</b></p> <p><b>MIKE PATTISON</b> was out in <b>4 Door Saloon (Smokey)</b> <b>NJT 487 J</b> at <b>Bowleaze Cove Way, Weymouth</b> and <b>'The Forgotten Fleet' off the Dorset coast.</b></p> <p><b>Dorset members</b> <b>Drive It Day' outings</b> <b>on Pages 7,24 &amp;25</b></p>
<b>Newsletter Magazine Editor</b>	<b>Roger Kellow</b> roger.kellow@dorsetmmoc.co.uk 07845768120		

The last time I attended the event there were 63 classic buses running over the weekend and as you can imagine they had to take turns in running the timetable. Breakdowns do happen as it does with our own classics however the replacement vehicle is soon there.

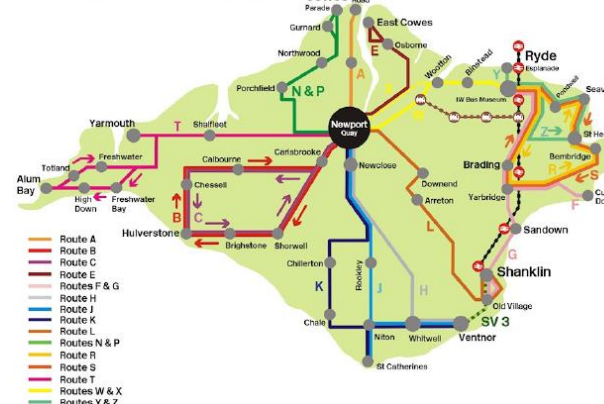
The buses come from all over the country Northern Ireland included.

The drivers and yes conductors (there's a novelty) are all trained and regulated. They really do take a pride in their vehicles as we do in ours.

If I have got your interest and you would like a different day or weekend out then why not give it a try. I certainly enjoy it and it is great fun travelling around in old school comfort. Two particular experiences come to mind, the first one was travelling uphill in a pre-war single deck Southern Vectis bus and the driver had to go into first gear to make it. The passengers were all willing the bus to make it with singing "we know you Can we are sure you Can" until we made it over the top and then cheers of "for he's a jolly good fellow". The second experience was an-



IW Beer & Buses Weekend 2019



other single deck bus from the 1970s which came from Belfast along with a Northern Irish crew. They shook everyone's hand as you got on and off and introduced themselves before pulling away. The seats were hard, the ride was fast and furious but it was quite an experience.

A word of warning if you are considering getting off at every stop and having a pint please remember you will

probably have a car parked to get you home on the mainland. Maybe wise to have someone pick you up or maybe get a train. Mainland bus services are not a patch on those on the IOW for their regularity.

Ding! Ding! Hold Tight.

Foot note: Since writing this article 2021 Beer & Buses has unfortunately been cancelled due to the Pandemic. (Looking forward now to 2022- Watch this space !)

**ANDY DIBB**

# ' BEER & BUSES '

From our guest writer  
**ANDY DIBB**



If you enjoy either of the above and like the unique Isle of Wight with its stunning countryside then this could be of interest to you.



The island has a bus museum in Ryde which was purchased from Southern Vectis a few years back. It is the original bus workshop/garage which is a real time warp with much of the original equipment intact. Well worth a visit if you are there in normal times or on holiday.

The island also has a lot of varied, interesting, real ale pubs with the majority having bus stops outside.

The Campaign for real ale (CAMRA) along with the museum and the backing of various Island authorities set up a weekend of classic buses and coaches taking people around.

The Southern Vectis service still runs to its normal timetable and stops and the agreement with the classic buses is they only stop at pubs. Also, classic buses will not impede the regular services.

The format for the weekend is you travel to the island on any of the ferries although Lymington to Yarmouth and Southampton to Cowes are best. The classic buses have a temporary base at Yarmouth dockside, Newport Quay and the Bus Museum in Ryde. You buy a pass book which has all the routes and times in it with an added advantage of discounts on your first pint at the majority of the pubs.

*"The proceeds from purchasing this book goes towards funding the classic buses."*

Then it is up to you where you go, where you eat and drink.

There is no limit to how many times you travel over the weekend some people book accommodation for the whole weekend and travel the whole island.

# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB**  
**May 2021 Volume 24 Issue 6**

**NEXT CLUBNIGHT**  
**\*PROVISIONAL DATE JULY 7th\***

## In This Months Issue...

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THIS MONTHS EDITORIAL P,4	P.7 MEMBERS OWN 'DRIVE IT DAY' STORIES
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THE 'BRIAN WOOD' REPORT P.16	P18-20 The Importance of 'Grease'
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.17	P 21 Editor's Historical Industrial A-Z P 22 Change of car - Mike Smith
	P 24/25 MORE MEMBERS OWN 'DRIVE IT DAY' STORIES
	P 26 /27 'Beer And Buses' By Andy Dibb

### Dorset Branch Members- It's Your Newsletter - It's Your Club !

The Editor encourages and welcomes any written contributions - particularly loaned (or emailed) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .

*\*Please submit , if possible ,any material or advertising matter, within 10 days prior to the next monthly club night date . (\*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline.*

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Welcome to the May edition, as with relief covid 'road map' continuing news reports look like the scheduled gradual easing of restrictions is progressing generally as was hoped for in the UK.

This means that an ever increasing number of classic car events listings (on pages 10 and 11) are now much more confidently seen as likely to be 'confirmed' by their respective organisers rather than the usual 'provisional' label. (two examples of other local club 'invites' to the Dorset MMOC are mentioned on the page opposite)

**Drive It Day 2021 - the annual event that marks the British 'One Thousand Mile Run, 1900 that aimed to prove the viability and the freedom of owners use of motor cars, without the former imposed excessive restrictions.** Absolutely ideal weather blessed us on Sunday 25th April. Many thanks indeed to those members who sent in their photos and in particular also took the time to describe their own individual special 'run out' day. (see P. 7 24&25) I had the pleasure of meeting up with the other committee members on the day in the New Forest when we saw each other 'in the flesh' rather than as an 'image' on the computer screen. When we parked up our six cars I was delighted that the sight attracted so much interest and fascination from so many people. There was particular interest in our FBHVC plaques and reason why we were all celebrating Drive It Day on that Sunday. (as well as the chosen charity) The reason of course why so many classic car clubs (including our own National Morris Minor Owners Club and the regional MMOC branches keenly back the FBHVC's importance is their unique influence in helping us all as classic car owners to enjoy continuing to drive our classic cars on Britain's roads. Today we continue to enjoy the experience without excessive restrictions (echoing the similar spirit as the original 1900 One Thousand Mile Run!)

**The Federation of British Historic Vehicle Clubs (FBHVC)** is run by classic enthusiast volunteers supported by a full time secretary. They are the principle body in this country that liaise with and directly lobby the UK government. The FBHVC was in fact instrumental in various classes of our vehicles being granted the privilege of exemption by the government from road tax and also 'annual' MOTs being 'an option'. The FBHVC exist to uphold our freedom to use historic on British roads. There are over 540 subscriber organisations representing a total of well over 250,000 subscribers, in addition to individual and trade supporters within the classic car industry. There is even a research section providing evidence of the relatively low percentage of impact the hobby of classic cars contribute. There are also study cases for the need of future availability of suitable fuels for the enjoyment of our classic cars. Amongst similar other roles the FBHVC are the chief body that promote classic car and historic vehicle trades and heritage skills training. With a variety of over 850,000 surviving historic vehicles in the UK the future need for apprenticeship schemes in this sizeable industry will be a positive force for such specialist new job creation. At the last count the classic/historic vehicle industry is worth a mere 4 billion pounds per annum to the UK economy.

Those are some reminders of what the FBHVC do for us as classic owners and why I for one was very pleased to be able to explain to those interested families on Sunday in the New Forest why we were all out to mark the annual 'Drive It Day' - Lets hope any government legislations in the future will allow us to enjoy the same present 'freedom of use' in driving our classics out on the UK roads for many, many years to come !

ROGER



Meeting up with classic car friends During lovely weather on the Sunday, out in South Wales for Drive It Day  
From TED BROOK



Surveying the unusual view from Bowleaze Cove Way Weymouth of the 'Forgotton Fleet' when parked in my 4 door saloon 'Smokey' It was the last Saloon model of a Minor to be sold in Dorset. From main dealer Westover who then distributed to local Morris dealers Channons of Weymouth  
From Mike Pattison

Dorset branch committee members met up on 'Drive It Day' at Wilverley in the New Forest and held an 'open air /real person' meeting making a welcome change from the regular online computer screen meetings that have had to take place for so many months. The car line up below are —left to right :-  
1. Convertible, Brian Wood 2. Traveller, Nev Gerry (retired committee member) 3. Traveller, Ian Chivers 4. 4 Door Saloon, Roger Kellow 5. Series II Saloon, Laurie Blewer 6. Rover 16 Sport Saloon, Brian Ford





**Invitations to Join Local Car Club Shows in the Summer**

Poole Bay Classic Car Club invite the Dorset branch to Breamore as in the events listing. The Bournemouth and Poole MG Owners Club have just invited the Dorset branch MMOC to join them at Athelhampton House for their big annual Classic Show on Aug 15th (Initial details of these events mentioned in the Chairman's & Secretary's reports, (If interested in attending, please express an interest to attend to help gauge numbers)

**Classic Cars - Confirmed to Return to Christchurch Quay**

After missing the whole of the 2020 season due to the Covid pandemic the BCP Council have given the green light to the Classic Cars On The Farm / Prom / Quay events team to resume using their land once again Ashley Miller the coordinator of the events team (and DMMOC Member) informs DMMOC magazine that sadly the April date had to be scrapped, but the good news is we can continue our visits with the first date being the 27th June followed by the 5th and 26th September (see listings on events pages 10/11)

Dear Editor, There is a change of entry rules specifically for Christchurch Quay, as all vehicles will now have to pre register and prove on the gate that they are carrying an oil drip tray which must be placed under the car during the entire stay.

When you have registered you will be given a windscreen sticker with a number which you will keep for the season and that will be your pass to both The Quay and The Farm future events

These rules are enforced by the BCP Council who will have officers on duty to ensure that the rules are obeyed so please do not moan at the gate marshals if you are refused entry, as this is a condition of us being able to continue using Christchurch Quay for future events.

Dates for the popular Classic Cars On The Farm begins on the 13th June (where you can register for Christchurch Quay) followed by the 4th July, 1st and 22nd August with the 19th September bringing down the curtain at the Cat and Fiddle pick your own farm, Hinton, BH23 7DS

\*All entrants to 'The Farm' will have to do a one off registration that also covers them for 'The Quay' You can pre-book at :-ashley.taxi@btopenword.com That way I can issue an entry pass number. Hoping to see DMMOC members on the first 'Farm' date. ASHLEY MILLER



*"We visited beautiful Mapperton House and Gardens nr Beaminster in 'Ella' our convertible. Enjoyed a lovely cream tea whilst there. It was a 100 mile round trip, but what a day for a trundle across magnificent Dorset"*

From  
**WENDY & MARTIN DEVINE**



*"Having recently acquired my convertible and christened her Gertie. I then ordered the Drive it Day Plaque but then I lost the engine so it was slightly difficult to 'run out' on the Sunday"*

From  
**MIKE SMITH**

**MARCUS WARD**

*It is with great sadness that the Dorset branch received news of the passing of Dorset branch member Marcus Ward.*

*In spite of living in Nailsea, Nr Bristol Marcus (and his wife who was always ever only known affectionately in our club and within the members official listing as 'Sparky') have been long standing Dorset branch members and keen regular visitors to Moggyfest Beaulieu over past years. (Many members will always identify and remember Marcus from owning the very rare and unique maroon special 'Shooting Brake' Morris factory converted Minor Traveller. The vehicle was customised with many modifications that included a lengthened LCV based body, an extra nearside side door and shotgun stowage chests. Evidence revealed that the vehicle was commissioned for a 'titled gentleman' for 'shooting party use'.within his Bedfordshire country estate) The Dorset branch send our condolences to Mrs 'Sparky' Ward and all of Marcus's family.*



## Chairman's Report



Here we are then in May with the end of all lockdowns hopefully in sight and a return to some sort of normality now on the horizon.

I hope you all took the cars out for Drive It Day? Your committee took a run out to Wilverley Plain to see if it would be suitable for our club summer road run and picnic but un-

fortunately the parking is an issue and therefore it's a no go for that. I have now been in touch with Phil Crouter, the curator at The Breamore Countryside Museum, and arranged for us to finish our road run there and hopefully park along the drive to Breamore House itself which will be a lovely setting.

As I said last month we have been invited along to the SEB Clubs Family Fun Day on 23<sup>rd</sup> May. Please let me know if you want to come along. Their last event in October was a brilliant day.

Talking of Breamore, Poole Bay Classics have invited the club to attend their gathering there on 18<sup>th</sup> July. They are not holding their usual Motoring Extravaganza this year but have invited the local clubs along for a social gathering. Please let us know if you want to come along as we will need to register your details with them.

Please can I ask that there is a good turnout for The Hampshire Branch Rally at Sammy Millers on 25<sup>th</sup> July – entry forms are available on their website.

As I write this we have just been invited to the MG Clubs rally at Athelhampton House on 15<sup>th</sup> August. They have said we can bring 12/15 cars but there will be a cost of £15 per car to include entry to the house and gardens and the Thomas Hardy exhibition. Once again, please let us know if you want to come along.

We are looking forward to the restart of club meetings from July. The 1<sup>st</sup> one in July will just be a natter to give everyone a chance to catch up with each other. August though will be Eddies Annual Gardening Competition so get those green fingers busy. Both July and August's meetings will be held outside at the SEB Club. From September we should be able to return to indoor meetings and I have arranged for Phil to come along for another of his Antiques Roadshow evenings.

I was saddened to hear of the sad passing of club member Marcus Ward. Our condolences go to his wife Sparky and their family and our thoughts are with you at this time. Despite living in Bristol Marcus and Sparky were very enthusiastic club members and always enjoyed coming across to Dorset to see us.

That's about all from me for this month. I hope to see some of you at the SEB Club on 23<sup>rd</sup>.

Happy Minorng Laurie.

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**Introducing "Gertie" & Farewell to 183 UXW Four door**

Mike and Enid Smith's grey 4 door saloon 183 UXW (previously owned by the late, branch member Margaret Gardener, known by all as Maggie') has just been traded in against an original factory convertible. Mike has hoped that the grey saloon will stay in the local area as it has lived in Dorset for many years.

Mike and Enid have now replaced the saloon with a 1965 Trafalgar blue 1098cc factory convertible. The Dorset branch couple members already have a Morgan plus 4 and have had Morgans for 33 years. They do now feel, particularly after the recent months of rules and restrictions the need to keep the 'wind in their hair' as long as possible. Mike also says they will eventually be unable to manage to manoeuvre into the more confined space of the Morgan as their joints are getting unwilling to respond to instructions, when the Morgan has to go the lovely Trafalgar blue Minor convertible (they have christened 'Gertie') will definitely be much easier!



*No doubt many other regular Dorset branch members will have fond memories of the late Margaret Gardener, a long serving Dorset branch member known by all as 'Maggie' (Maggie owned 183 UXW that was subsequently purchased by Mike, he has now just sold it on as described above) 'Maggie' joined the Dorset branch after purchasing the grey 4 door, and that must have been about 20 years ago.*



*Maggie, was the 'main' classic car enthusiast compared to her husband Mike in the family. Maggie was obviously proud to be a genuine 'hands on' lady classic car enthusiast 'taking great personal care of her Minor and her splendid condition Vauxhall Wyvern saloon. The Vauxhall was always as familiar at car meets as the Minor saloon. Later on Maggie bought a third classic a Minor traveller with the idea of transporting her mobility scooter in later years, but it was never used as regularly as the other two cars. Ed.*

**DORSET MEMBERS ENJOY FBHVC DRIVE IT DAY**



*"A 60 mile round trip in the sunshine, with a picnic lunch together with Ernie Collis and Richard Targett in the New Forest".  
From MARY MANN*



*"We managed a round trip of 79 miles, photo taken by the Village Hall at East Knoyle, Wilts. Other Classic cars we saw were a Rover, a Saab, a Morris Minor pick-up, a Datsun pick-up and two MGs. They all acknowledged us apart from the MGs for some reason! Perhaps it was a bit draughty with their hoods down!"  
From ANGIE & NICK ODELL*



*"This is my Morris Minor, Betsy, on our drive around Dorset for Drive It Day. My husband Brian at the wheel and our dog Oscar is the back seat passenger. The Cerne Giant is in the background. A beautiful sunny day so we could enjoy having the top down! I hope everyone else had an enjoyable day.  
From JACKIE ROSE*

## Brian's 'Special' 1962 Minor Convertible

After many, many months of painstaking restoration and modifications 129 UXC is now ready to join the Dorset branch 'Minor gathering' and classic car meeting scene, commencing once again in 2021!



I bought this car in December 2011 for restoration and with a little work it was usable

Whilst it was a genuine factory convertible, years of patch welding had reduced the strength of the chassis and after about 18 months or so, it came off the road and was stripped for repair. It began as a rebuild to standard specification, but having rebuilt a couple of other Minors that way (which we still own), the opportunity presented itself to incorporate some modest 'improvements'. I

had the opportunity to buy a 1275 engine, 5 speed Ford gearbox, disc brakes, 1:3.9 diff, exhaust, manifold and all the bits necessary for the upgrade. The parts came from another Minor that had been modified – used for less than a year – then put back to standard! However, I did not want the car to look too modified, so I endeavoured to keep it looking as 'standard' as possible. The engine had not been recently rebuilt so I stripped that for the usual work. A friend in our MMOC branch had built a Traveller with an upgraded 1380 cc conversion which was supplied by MED in Leicestershire. Having been impressed by this, I decided to go down the same route.

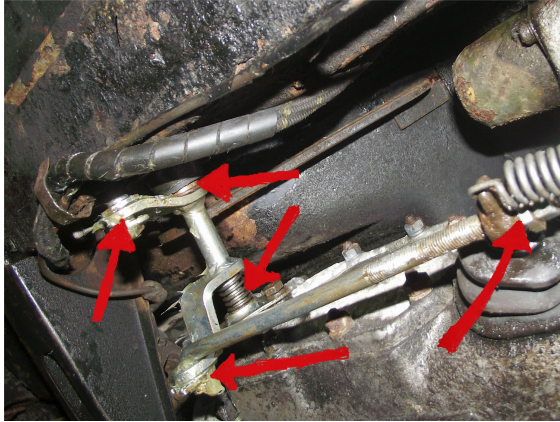
**Editors A-Z series** Following 'N' for the Nuffield Organisation last time. This month 'O' is or Oldham Batteries. (An A-Z series of companies and organisations who were involved directly, or indirectly, during the Morris Minor production years 1949-1971. In the supply of factory original parts, or with various popular aftermarket parts or services available at the time.

"I Told em Oldham" became a well known ad line. Competition for the sales of replacement car batteries in the earlier days of popular mass motoring of the 1920's and 30's appears just as keen as it is today. Battery manufacturers spent large budgets on advertising promotion. Two main epicentres for early days of car battery manufacturing appear to be Manchester and Birmingham. Joseph Oldham first started up as an engine and machine maker in 1865 in Manchester. His son Orlando Oldham by the 1900 soon created a rapid expansion into miners safety lamps and hat manufacturing machinery Orlando's son John when apprenticed to the company then developed an improved rechargeable battery for miners lamps leading to a major part of the business in the 1920's. He then rapidly perfected rechargeable batteries for radios, leading to the most obvious product required for that era – the car battery. By 1937 Oldham Batteries had become firmly established, having previously gained a patent for their own improved battery terminal design and incorporating their special 'Fibrak' mesh plate separators, also offering a two year no quibble guarantee. Oldham had firmly set a policy only to build a quality product. Oldham batteries were regularly specified in both marine and aviation use due to a proven reliability. By 1948 Oldham sold well and became a market leader. Without doubt many would have been fitted to Morris Minors having been recommended as a reliable battery replacement by many garages and car accessory shops. There was competition from the likes of Exide (originating from USA). Also Drydex and Chloride (amongst several other Manchester based firms) Oldham were prominent exhibitors at the Earls Court Motor Show becoming known for their special exhibition stand styled on a suburban 'Metroland' house complete with 'hospitality' roof balcony. Meanwhile in Birmingham, Manchester's traditional old engineering competitor, maker Lucas had become extremely well established in no small way due to the long running exclusive order commitment from Nuffield/Morris Motors. By 1971 Chloride Electrical Storage Co (also associated with Lucas) had agreed with Oldham to merge to create a company capable of a wider European and world market. Then some 'obscure men in grey suits' (finance investment group) succeeded in a hostile takeover, only to then bin the Oldham name. However at least the old brand Oldham, if in name only, must have been seen as still having value as it's re-appeared since after first appearing 150 years ago. Manchester based Platinum Batteries are now using the old famous brand name on one of their battery ranges!





Crossing over to the offside of the gearbox we find another Cinderella of the maintenance pantomime - the clutch linkage. Difficult to see and even more difficult to get at - it is, like the steering rack, hard-working and usually neglected. A good clean, preferably with an old paintbrush and some grease solvent will be advantageous. Careful examination may reveal wear which, if left to its own devices will eventually lead to a breakage - usually of the rod which joins cross shaft to clutch operating arm



**6**

A worms eye view of the entire linkage assembly is seen in 6. After a satisfactory inspection, apply oil or grease to the points arrowed. Whilst there, ensure that the return spring is present and the pedal adjustment is correct.

The offside end of the clutch/ brake pedal shaft is seen in 7; that's the torsion bar immediately below it. A drop or two of oil as shown will go some way toward lubricating this end of the shaft.



**7**

These three jobs, particularly the last, are not entirely pleasant and require the operator to perform physical contortions whilst getting his hands filthy.

Enthusiasm may be stimulated if time is taken to consider the number of occasions on which, during a fifty-mile drive, the steering wheel is turned, the gears are changed or the clutch is used !

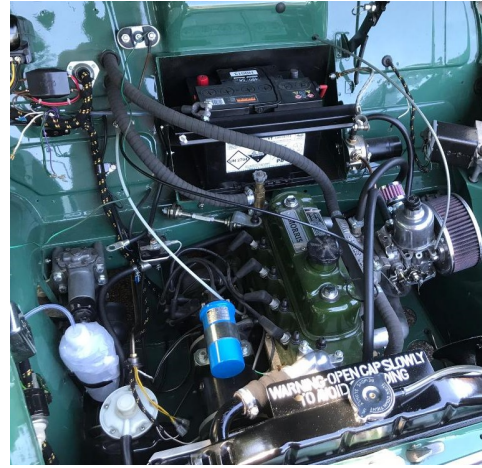


*Perhaps the ever-grinning ex- P.M. should have lectured us on "Motivatn, Motivation, Motivation"?* R. B.

The welding and body preparation took ages and it was eventually ready for paint in 2016. The fitting up took ages – especially the wiring which took over a year. I have upgraded the wiring system to incorporate separate fuses and relays etc and it is all hidden in the passenger glovebox. Consequently, as most of the loom comes through the bulkhead on the drivers side, there is a mass of wiring under the dash

transferring everything to the glove box and back again. We decided to fit the Newton reclining seats as well, which match the interior and are comfortable.

*The car was just about ready for the road in March 2020, but with the lockdown, I took a bit more time with the finishing touches and we managed to get to 2 or 3 gatherings last summer.*



*I bought the Minichamp model (below right) from Nigel Seymour, quite a few years back as it is almost the identical model and colours I was aiming for with the full size one. I couldn't resist making the '129 UXC' number plates for it - for the finishing touch. It is not on display at the moment as it might be too tempting for grandchildren (when they are allowed in the house again!). I might take it along to a few shows later in the year as a display piece. !*

**BRIAN WOOD**



**Stage three (no earlier than 17 May):**

People can meet in groups of up to 30 outdoors  
 Six people or two households can meet indoors  
 Pubs, restaurants and other hospitality venues can seat customers indoors  
 Up to 30 people can attend weddings or other life events, like christenings  
 Remaining outdoor entertainment, such as outdoor theatres and cinemas can open  
 Indoor entertainment such as museums, theatres, cinemas and children's play areas can open  
 Performances and large events can restart, but with limits on audience numbers  
 Hotels, hostels and B&Bs can reopen  
 International leisure travel may resume  
 Adult indoor group sports and exercise classes can restart

**Stage four (no earlier than 21 June):**

All legal limits on social contact will be removed  
 No legal limits on the number of people who can attend weddings, funerals and other life events  
 Nightclubs will be allowed to reopen  
**What are the four 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) - bbc.co.uk/ news /explainers/52530518

**PROPOSED FUTURE EVENTS & ACTIVITIES**

**( ALL SUBJECT TO FINAL CONFIRMATION BY THE EVENT ORGANISERS )**

MAY 22nd/23rd	Organford Classic Vehicle Event , Pikes Farm Showground BH16 6ES for details visit— info@organfordclassicevents.co.uk
MAY 23rd	Electric Family fun Day . Bnmth Elec Sports & Social Club Starts 10 a,m, bournemouth electricclub.co.uk
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 27th	Classic Cars on CHRISTCHURCH QUAY (CCOTP event ) * All Vehicles attending must have a Drip Tray*
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 )
JULY 4th	Classic Cars ON THE FARM (CCOTP event ) Cat & Fiddle P.Y.O Farm Hinton Admiral
JULY 4th	<b>Provisional</b> Dorset MMOC 'PICNIC' RUN OUT First meet up for breakfast at Electricity Club , Castle Lane. Venue to be announced

Moving a short distance back from the rack we come to the gearbox which often - no doubt with the best intention - gets filled with gear oil when what it really needs is engine oil. Using gear oil won't do any real harm but the 'box will perform better with any 20/50, 10/40 or straight 30 grade engine oil. The viscosity values are misleading as gear oil is rated on a different scale to engine oil. When 90 grade gear oil is cold it is a little thicker than engine oil and may slightly impair the gearchange process. Engine oil is rather less 'slippery' and will help the synchromesh cones to grip; moreover it is cheaper, a most attractive attribute. It's wise to cover the carpet before taking an open container of oil inside the car!



**3**

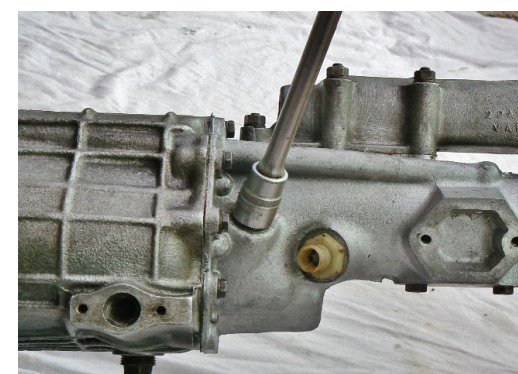
A degree of caution is needed when replacing the filling/level bung in the gearbox; it is difficult to see what's going on via that hole in the floor and it's easy to get the bung cross-threaded. In 3 we see that the aluminium shell of the gearbox has only five turns of thread which can rapidly become damaged.

It's convenient to imagine that the bung should enter vertically in both planes but illustrations 4 and 5 show that this is not the case. Following the line of the socket extension we see there is an angle of around 40 degrees to the nearside and, more easily missed when the operator is working in a dark hole, a cant of around 20 degrees rearward. It is good practice to enter the bung carefully into its threaded hole and make the first few turns by hand to avoid damage. This can be done simply by using paper or perhaps Blu-tack to lightly jam the bung in the socket, lowering the bung into place and starting the thread gently by turning with the fingers. Spanner size for the bung is normally 3/8" BSW. It has a tapered thread which only requires moderate tightening.

**4**



**5**



# THE MINOR HOME MECHANIC

From our Special Correspondent 'RB'  
(Old School' Mechanic)



## Lubrication - Lubrication -Lubrication !

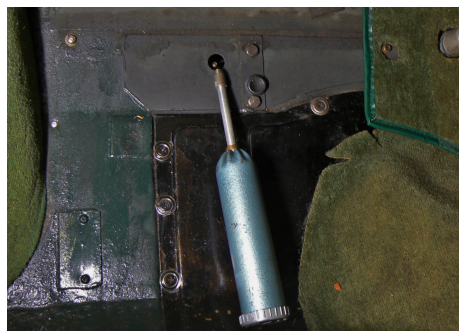


There is nothing like repetition to ram a point home, as evidenced by Tony Blair's speechwriters and the 'education cubed' phrase which was frequently trotted out. It was a foregone conclusion that literacy would continue to decline after those famous words first oozed from the lips of our then 'leader'. Had he wished to emphasise *lubrication* rather than education, a few votes could have been gained by illustrating the following three points which are often overlooked or mistaken when Minors are serviced.

The steering rack is a device which is well hidden and just goes on working without complaint, on account of which its occasional lubrication may be forgotten. In the nearside front footwell there is a hole (1) usually filled by a rubber grommet, the removal of which will reveal the oil nipple for the rack.



1



2

A level tablespoon of oil every twelve months is plenty, even for a vehicle in daily use. This equates to a dozen strokes of a grease gun similar to that shown in 2. Obviously the gun should not contain grease, but gear oil - to the same spec. as used in the back axle. There is no advantage to be gained by overdoing it as any surplus will simply run out and be wasted. It may be an advantage to test the gun 'in the open' just to ensure that it is delivering, as it is not possible to check this when applying the gun to the rack. The parcel shelf will obstruct the positioning of a long-bodied gun such as the one pictured. Putting only a small quantity of oil in it will keep the gun's total length to a minimum.

JULY 7th	<b>Provisional DORSET MMOC 'RETURN TO CLUBNIGHT'</b> Bnmth Electric Club Venue ,Castle Lane (may be outdoors)
JULY 18th	Poole Bay Classics Car Show at Breamore House . Invitation to other local clubs including Dorset MMOC . Entry/Departure timings to be announced.
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 <a href="http://hammoc.co.uk">hammoc.co.uk</a>
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' <a href="http://popham-airfield.co.uk/events-calender-2021">popham-airfield.co.uk/events-calender-2021</a>
AUG 22nd	Classic Cars ON THE FARM (CCOTP event ) Cat & Fiddle P.Y.O. Farm Hinton Admiral
AUG 28th/29th	<b>DORSET BRANCH ANNUAL RALLY 2021</b> Alderholt, Nr Fordingbridge (full details later) (camping available on site) <a href="http://dorsetmmoc.co.uk">dorsetmmoc.co.uk</a> .
SEPT 1st	CLUBNIGHT Phil Traves hosts the Dorset Branch 'Antiques Roadshow'
SEPT 4th / 5th	BEAULIEU INTERNATIONAL AUTO JUMBLE <a href="http://beaulieu.com">beaulieu.com</a> (Dorset Branch not attending this event as a club group)
SEPT 4/5th	Isle of White Branch MMOC Annual Rally , Havenstreet . I.O.W. <a href="http://lowmmoc.blogspot.com">lowmmoc.blogspot.com</a>
SEPT 5th	CLASSIC Cars on CHRISTCHURCH QUAY (CCOTP event ) <b>*All vehicles attending must have a Drip Tray*</b>
SEPT 11th/ 12th	Moors Valley Railway Autumn Steam Gala Moors Valley Country Park, Ashley Heath. <a href="http://moorsvalleyrailway.co.uk">moorsvalleyrailway.co.uk</a>
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 ) <b>*All vehicles attending must have a Drip Tray*</b>
SEPT 26th	BEAULIEU SIMPLY BRITISH CASSICS <a href="http://beaulieu.com">beaulieu.com</a> (tickets on sale from Beaulieu for individual attendance)



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



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Morris Minor Owners Club, Dorset Branch

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**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.  
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  - 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

Newton's Third Law of Motion

"Every action in nature has an equal and opposite reaction"

I was asked recently to have a quick look at a Branch member's car to try to diagnose a strange noise when pulling away. The noise obligingly manifested itself during a test which lasted about 2 yards and a strange clonking was heard in first and reverse gear. Nothing appeared to be particularly loose upon a visual inspection. The prop shaft universal joints seemed to be OK. Everything looked normal under the bonnet, with nothing obviously loose. With the back end jacked up and the parking brake applied I attempted to rotate one of the back wheels. Sure enough, my suspicions were confirmed, the rear axle casing was rotating slightly in the 'U' bolts which should secure it to the leaf springs. In this case, the cure was confined to simply re-tightening the 8 'U' bolt nuts and keeping an eye on things for a bit. However, I had the feeling of déjà vu as this was exactly the (or one of the) problems with my convertible when I purchased it.

This issue is not as rare as you would think. When I was inspecting 129 UXC, a 1962 Convertible for possible purchase back in 2011, I was told by the vendor that he had stopped driving it after it developed a worrying 'clonking' noise. (It also jumped out of third gear and the brakes didn't work – but that didn't seem to bother him so much). The cause of the 'clonking' was immediately obvious when looking underneath. The axle had actually twisted to a worrying angle with the drive flange pointing upwards at about 30 degrees – and the propshaft and the rear UJ were rubbing the floor – hence the strange noises. Of course, it would correct itself and probably rotate 30 degrees in the opposite direction in reverse, but I didn't verify that. I bought the car anyway and the most recent



invoice (for about £500!!) in the history file was for an MOT, one new brake pipe and the fitting of new rear leaf springs. Now this axle twisting phenomena was a new one on me at the time. This example was much more severe than the one described above. The cause was a combination of corroded spring brackets and disturbance of the springs by the local garage during replacement. These brackets are probably one of the few 'under-engineered' bits of the Morris Minor. When you think about it, there is not much to resist the torque or twisting force generated when accelerating away. The only resistance to forward rotation of the rear wheels has to be provided by these little brackets on the axle and the grip afforded by the 'U' bolts. After all these years being exposed to the elements, the brackets are prone to corrosion – and to disturb them whilst replacing the springs is often asking for trouble. The shape of them easily lends itself to the collection of damp silt over the years. Whilst this could uncharitably be regarded as a design error, I don't think Mr. Issigonis and his team could have envisaged such a life span over which these cars have survived. I believe that the corro-



sion which must have been obvious in the garage during the expensive spring replacement process was negligently overlooked. - If this happens to you then clearly the axle needs to come out for inspection and repair. If there is access to a good second-hand casing, then that is the preferable option. If not, it is possible to buy new brackets (DIF165/166) and they are about £12 each. You will need to be a bit accurate with your welding however. I was going to go down this route, but the parts were not available when I wanted them so I had to source another axle casing. The repair is relatively straightforward but you do need to check that the axle hasn't corroded right through as on the axle shown which I repaired for someone else. Whilst the metal is quite thick it is possible to



weld in a suitable (thick) patch and then replace the brackets. *When it is repaired, the axle should be good for another 60 years of diligent compliance with the Third Law.* **BRIAN**



## Secretary's Report



I hope you all enjoyed Drive it Day as much as we did, the weather obliged us with sunshine and it was the first time the new committee members got to meet in real life since the AGM.

I'm looking forward to seeing the photos that you have sent into the editor, I'm sure they'll be some great shots. In preparation for the occasion, I washed and hoovered the car

before attaching the mini plaque to the bumper.

We met up at Laurie's and drove in convoy to the Wilverley Enclosure in the New Forest, a large car park and open space beckoned. We were considering this as a destination for the summer picnic road run, but on arrival it was very busy. Most public space car parks seem to be more popular than ever since the pandemic took hold, although we didn't manage to park next to each other we were lucky to have just a couple of modern cars separating us. This clearly won't work for a club run, so we are looking at alternative arrangements. We managed to park up together at the end of the day to get a photo, by then the cars were covered in dust from the track, so another wash is already required!

'Lettuce' be thankful that Eddie has started to organise this year's gardening competition, I believe that there will be some new categories to enter so get tending to those plants and you may have something to 'celery-bate' in August!

We have been invited by Poole Bay Classics to their Park up & Picnic event to be held at Breamore House .on 18<sup>th</sup> July. The Bournemouth & Poole MG Owners Club have invited us to their annual event at Athelhampton House, they only invite one other club to this event each year and I remember the last time we attended was back in 2012.

If you enjoy attending Classic Cars on the Quay at Christchurch or the new Classics on the farm, Ashley is requesting that you register your name, town, vehicle make, model, colour, registration number and mobile number with him via email at [ashley.taxi@btopenworld.com](mailto:ashley.taxi@btopenworld.com).

Looking forward to seeing you out and about at upcoming events!

Ian.

## EDDIE'S DORSET BRANCH GARDENING SHOW

*It's that time of year again to think about what you would like grow for entry into any of the various classes opposite and take part in our ever popular annual Gardening Show .*



*This year the date for the clubnight event has been planned to take place on WED 4TH AUG. , organised once again by Eddie Pateman, to be held at our usual venue at he Electricity Club, Castle Lane ( This year the Event may be held out of doors under covered gazebos , subject to final confirmation ) Lets all enter something we have grown particularly this year ! (you can enter as many or as few of the 15 classes)*

*There are three additions to the regular annual classes commencing this year.  
Class 6 : Flowers - One 'perfect' selected Rose bloom (any variety)  
Class 11 :Vegetables— Courgette and Squash is in addition to Cucumber (any varieties)  
Novelty Class 15 :Vegetables/Fruit—'any unusual or wonky' shaped vegetable or fruit .*

*SHOW RULES - Would members wishing to enter the Dorset branch Gardening Show please have their exhibits in place by 8.00 p.m. . Pease register before pacing in selected classes—each exhibit will be issued with a number and a cup to hold judging counters to be placed next to each exhibit. (Event will be subject to any government Covid19 restriction or rulings that may continue or be updated at the time )*

*JUDGING—(To commence from 8.15 p.m.) All members are invited to Judge the classes by collecting a pack of counters from the show reception table Please place ONE counter ONLY into the cup next to the exhibit you judge to be the best in each particular class .*

*Final counting of the counters will be supervised by Eddie Pateman (Cheif Judge)*

*BEST IN SHOW - will be judged by the DMMOC Committee In attendance together with Eddie on the night .*

*Special 2021 DMMOC Gardening Show Rosettes will presented to the winners*

## AUGUST 2021 CLUBNIGHT GARDENING SHOW CLASSES

1 Flowers	Dahlias	One vase of 3 blooms
2 Flowers	Sweet Peas	One vase of 5 blooms
3 Flowers	Fuschia	One potted plant of any size
4 Flowers	Mixed flowers	One vase of any type/size
5 Flowers	One potted plant	One potted plant of any size
6 Flowers	The 'perfect' Rose	One specimen bloom of any type
7 Vegetables	Runner beans	One set of 3 beans
8 Vegetables	Potatoes	One plate of 5, of one variety
9 Vegetables	Tomatoes (Cherry)	One plate of 5 cherry type
10 Vegetables	Tomatoes (Med—Large)	One plate of 5 medium to large
11 Vegetables	Cucumber , Courgette , Squash	One of any type
12 Vegetables	Onions , Shallots	One plate of 5 onions or shallots
13 Vegetables	Marrow	The largest in show
14 Vegetables	Peppers, Chile fruit	Any Pepper or Chile fruit ,Set of 3
15Vegetable/Fruit (novelty class )	The most 'unusual or wonky' shaped vegetable or fruit	Any type of Vegetable or Fruit