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# Dorset Branch

## MORRIS MINOR OWNERS CLUB NEWSLETTER



**WANTED**  
STILL TIME TO  
ENTER A PHOTO OF  
**YOUR CAR**  
FOR THE  
DORSET BRANCH  
'VIRTUAL' RALLY  
\*PRIZES TO WIN\*  
DETAILS PAGE 5

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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.

**Don't Forget**  
**The 2020 (Covid Safe)**  
**MISLETOE**  
**MEANDER**

**Monday 28th December**

**Numbers Limited**  
**Attendance strictly by pre-booking only**  
**and in line with any government**  
**restrictions at the time**

**Details Page 4**  
**and in Laurie's report Page 7**

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1948 < Morris Minor > 1971



**NOVEMBER 2020** Vol24 Issue 1  
www.dorsetmmoc.co.uk  
**DMMOC 40th year**

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## The MMOC Dorset Branch

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

Membership currently costs £12 per year—£15 for joint membership.

DMMOC COMMITTEE	Dorset Branch MMOC Key Contacts		
Chairman (Acting)	Laurie Blewer 01202 522673		<b>Non Committee Voluntary Posts</b>
Retired Chairman	John Jenkinson		
Secretary (Acting)	Ian Chivers ian@ianchivers.com 07779581837		<b>Raffle Coordinators</b> Chris Tilley & Margaret Pateman
Treasurer	Jacky Wood 01202 573494		
Membership Sec.	Brian Ford 07502161535		<b>Catering Consultant</b> Sue Blewer
Health & Safety (Events)	Andy Dibb (Retired Situation Vacant)		
Welfare/Technical & Gardening Show	Eddie Pateman 07940 518627		<b>Insurance Consultant (to DMMOC branch)</b> Dave Walker
Spares Manager & Website Editor	Brian Wood 07411 116336		
Newsletter Magazine Editor	Roger Kellow editors 'in box' drkellow@ymail.com 07845768120		<div style="background-color: #ffcccc; padding: 5px;"> <p style="text-align: center;"><b><u>COVER STORY</u></b> <b><u>'DETAILING'</u></b> <i>is a professional automotive bodywork valeting term ensuring a car bodywork preparation finish is completed to 'perfection'</i></p> <p style="text-align: center;"><i>As demonstrated by Lewis Blewer preparing dad's car for the 'virtual' rally</i></p> <p style="text-align: center;"><b>Photo—Laurie Blewer at the recent (covid compliant) Organford classic show on 11th Oct</b></p> </div>
( The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid up members. Also it is available for download from the internet )			

A light but even smear of exhaust assembly paste should be applied to the mating face of the exhaust pipe; the degreasing operation should ensure that it sticks well. In photo (right) for demonstration purposes the paste is shown applied to the manifold, however in the real world it is easier to apply the paste to the inside face of the exhaust pipe flange.



Do not be tempted to fill the inner grooves of the clamp with paste as in photo (below left) it will serve no purpose but is guaranteed to make a mess!



The front end of the exhaust pipe should now be raised into position by gentle use of the jack or blocks; an assistant is useful here so that the flanges may be brought together correctly, however with patience this can be achieved single-handedly. The small wedge is placed between exhaust pipe and the edge of the hole through which it passes (photo below )



There isn't much clearance here as shown in photo (below left) which is a view from underneath looking forward. Some adjustment of jack/blocks may be required at this point in order to keep the pipe in the optimum position. If all is well, a small amount of paste will be squeezed out evenly around the flange joint as it closes. This surplus may be wiped away taking care not to disturb the joint.

The manifold clamp may now be fitted, tightening the nuts evenly and firmly whilst keeping an eye on the position of the throttle spring bracket. If a pressed steel clamp is used, stop tightening



before distortion becomes evident; a cast steel clamp will not distort but heed the earlier warning about over tightening! Attach the throttle spring to its bracket now and leave the wedge in place for now.

Underneath the car, the rear half of the exhaust system can be arranged to have the required clearance over the rear axle and under the body before ensuring that the forward end of the rear pipe is fully inserted into its joint behind the silencer. Tighten the clamp firmly but not excessively. Position the two flexible hangers and clamps so that they share the weight and tighten all associated nuts and bolts.

# THE MINOR HOME MECHANIC

From our Special Correspondent ('Old School' Mechanic)



## 'EXHAUST NOTES' \*PART 2.

(\*Continues from part 1 - pages 16 & 17 within the Aug 2020 Newsletter)

If a new two-piece exhaust system is to be fitted, whilst it is off the car, the opportunity should be taken to fit the two halves together and inspect the joint. The inner pipe must enter the outer sufficiently to cover the slots which are cut lengthways in the outer portion. If there are gaps, there will be an unwanted blow. Often some work with file and emery cloth will be needed to achieve a satisfactory fit. If the joint proves to be slightly slack it will benefit from a smear of assembly paste before final fitting.

When fitting the exhaust to the car, a useful piece of equipment to have to hand is a small wedge which can be made simply from a scrap of wood. It needs to be no more than three quarters of an inch at its thickest end and around four inches long as in the example seen in photo (right), a small jack and/or some wooden blocks are handy to raise the front end of the exhaust into position.



With the assembled exhaust system loosely in place under the car, and without tightening the clamp around the join behind the silencer, attach the exhaust to the hangers, leaving their clamps loose so that the pipe can be moved backwards and forwards until, when raised into position, the flange lines up nicely with that of the manifold. A trial fitting of the manifold clamp at this point will indicate its required position and adjustments to the throttle spring bracket may be carried out. The spring should pull directly in line with the throttle cable and lever; rotation of the clamp will assist in achieving this.

When fitting or refitting an exhaust to the manifold, cleanliness is an important requirement. This type of joint is a precarious piece of engineering and needs all the help it can get to go together and stay together satisfactorily. The flanges of manifold and exhaust pipe should be cleaned thoroughly; first with wire brush and abrasive paper, finishing with detergent and water to degrease them. Assembly will be assisted if not only the mating faces are spotlessly clean but also the outer faces as in photo (right)



These outer faces are instrumental in drawing the two halves of the joint together when the clamp is tightened, and the inner faces of the clamp should likewise be clean as in photo (left) Apply a little copper grease to the threads of the two clamp bolts.




# Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB  
NOVEMBER 2020 Volume 24 Issue 1



**NEXT CLUBNIGHT**  
*Postponed until further notice*

## In This Months Issue...

REGULARS	SPECIAL FEATURES
EDITORIAL P. 4 & EDITORS 'IN BOX - NEWS DESK' P.5	P.7/8/9 /10/11 The DMMOC 'Virtual' Rally & 40th Anniversary Competition
SECRETARY'S REPORT P.6	P.16/17
GREMLINS AT WORK SERIES P.7	P.18/19/20 Edwardian Inventions (At the of beginning of 'Motoring')
CHAIRMANS REPORT P. 13	P.22/23 The Minor Home Mechanic (Part 2 'Exhaust Notes')
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.14	
THE 'BRIAN WOOD' REPORT P.15	
	

### 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.

# Editorial

Warm welcome to another Newsletter, in November – I am pleased to continue reporting with a continuing Dorset branch ‘Optimistic’ theme, with our club ‘Camaraderie’ in mind, so many members have entered into the spirit of the DMMOC 40th ‘Virtual Rally’ and competition. We also have an announcement following our new prospective Chairman Laurie having organised a ‘covid safe’ Mistletoe Meander, see below, (subject of course to any unforeseen stricter government imposed ‘lockdown’ restrictions) As you will discover later on 5 pages, so far 30 vehicles are already neatly parked up on the November edition ‘virtual’ rally field. The ‘virtual’ rally and competition continues through to the December issue and I have already received more photos in readiness for inclusion then, in any event we really would love to continue to see even more, so why not enter, (a photo up to 2 years old of your car will suffice if you are unable to take one at the present time!) Please do enter your photo if you have not yet had a chance.



I am now pleased to announce that one prize to be won will be for the **\*40th Car Photo Entry Received by the Editor** in celebration of the DMMOC 40th Anniversary Year. The other **three prizes to be won** will be related to the vehicle registration details, and that’s all I am allowed to divulge in this issue, however **all winners will be announced in the December issue newsletter covering both Minors and ‘other makes’** (\*I will be recording the day and time that the 40th vehicle entry is received.) I have only been able to caption each photo with the basic entry registration information details due to space. There have been several members who have kindly provided additional historical details of their cars and I will endeavour to publish a few of these interesting facts in the next edition. **What did the Edwardians do for us?** Well, they began ‘British Motoring’ - see editors feature P.18/19/20. We also complete our ‘Old school mechanic’s’ technical part 2 on exhaust replacement in case you wondered what happened to it (part 1 back in Aug!) - **and don’t miss Andy’s story** of his special Minor ‘run out’ P.16/17. **Keep optimistic and good luck in the ‘virtual’ rally competition! ROGER**

## SPECIAL ANNOUNCEMENT

### Proposed 2020 Mistletoe Meander – Monday 28<sup>th</sup> December

The committee have decided to organise a **COVID safe Mistletoe Meander** for your pleasure after a truly awful year! We will meet at The SEB Club from 11am for a departure at 11:30am. There will be tea and coffee available before the run. After a short run out to a Covid safe open space we will return to the SEB Club for lunch at 1:30pm. Mick at the club has arranged for us to have a sausage and mash meal (vegetarian option available) plus further tea and coffee. All COVID safe measures in force at the time will be taken at the club with no social mixing and masks to be worn indoors unless sitting down to eat. The tables are to be arranged to allow for groups of no more than 6. Obviously, all Track and Trace measures will also be undertaken. We are limited in numbers to a maximum of 60 spread across the 2 meeting rooms so please ensure that you get your booking form returned to Jacky ASAP to avoid disappointment. It will be on a first come first served basis.



## ON THE MINOR MISCELLANEOUS’

“Look out, here comes another one of those Morris Minor maniacs, can’t they leave us in peace “

“Why do they keep calling our comfy home ‘their’ special Barn Find “



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**TIM LANG**

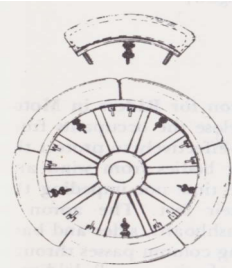
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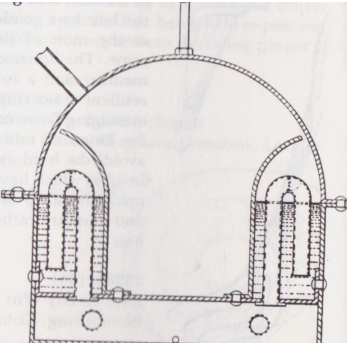
## EDWARDIAN MOTORING INVENTIONS ..... Continued

King Edward VII (right) a great enthusiast of the brand new experience called 'Motoring' at it's very beginnings.

Three more patents for the Edwardian Motorist :-



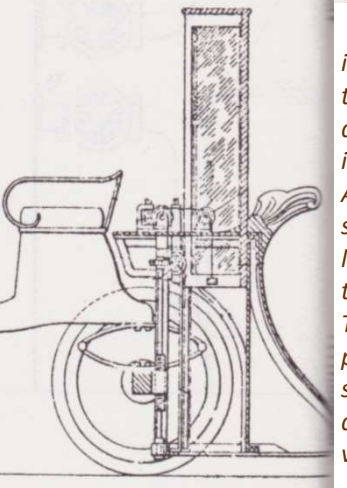
**Hammond, Mason & Brown's Improved Pneumatic Tyre** is formed in sections which may be bolted to the rim of the wheel, and whose ends abutt on inflation. It is designed to be readily repaired without any necessity for jacking up the vehicle, and also any part of the tyre can be renewed as required, in an expeditious and economical manner. **Patented 1905—Inventor: James Hammond (Manager) Leicester**



**Charles Mason & Samuel Brown (Electricians) Leicester Woodhouse's Apparatus for Generating an Inexhaustible Supply of Motive Power without the Consumption of Fuel** is applicable for driving motor cars, railway vehicles, aerial machines, marine and submarine vessels, submersible life-boats and stationary engines. Air supplied by blowers passes, via dip pipes under water or other liquid into a compressed air reservoir. The motor or machine top to be driven is supplied with compressed air from the reservoir, and drives the blowers which feed the device. **Patented 1901 - Inventor, Samuel Woodhouse (Civil Engineer) Leeds**

**Dor'e & Evanovitch's Improvement to Motor Vehicles** is designed to provide a means whereby the retardation and the velocity of such vehicles to the resistance of air is diminished, and the liability of injury to pedestrians or animals in crowded thoroughfares is greatly reduced.

A guard or shield of V or double crescent shape in plan view is secured to the front of the vehicle. The shield can be raised and lowered by suitable gearing. It may be produced upwards so that a glazed frame protects the occupants from wind or dust. This raised portion, when the wind is favourable, can be employed as a 'sail' and can be made moveable so that it can be set to catch the wind. The guard or shield can be formed artistically so as to materially enhance the appearance of the vehicle to which it is fitted. **Patented 1901 - Inventors: Edwin Dor'e (Gentleman) & Gusser Evanovitch (Gentleman)**



## Editors In Box & News Desk



### Letter to the Editor

Dear Ed, Our sincere thanks to all those on the Committee, other people who help (including those who have helped in previous years) and contribute to the running of DMMOC. Such a great club, it is so well managed, helpful and informative. But we would just like to offer a little "special thanks" on this occasion to John Jenkinson as he stands down as the Chairperson after 17 years of service. Thank you John, we appreciate all you have done. We hope everyone is well, safe and send our best wishes to all the members. We hope to see you soon....our Monty the Morris Minor is missing his mates !!

With kind regards, Helena & Kate, Lymington.

(By Email 9/10/20)

**CALLING ALL DMMOC MEMBERS !  
VIRTUAL CAR RALLY & 40th NEWSLETTER COMPETITION  
WE STILL WANT THAT PHOTO OF YOUR CAR  
TOTAL PRIZE VALUE OF 'AT LEAST' £200, SPREAD  
OVER 4 PRIZES \* - INCLUDING VOUCHERS  
TO SPEND ON CLUB SPARES OF YOUR CHOICE**



**IT'S FREE TO ENTER, ALL YOU NEED TO DO IS SEND IN :-**

1. One close up photo of your car - (any angle )
  2. A Minor or 'other make 'of classic, owned by any paid up branch member, either running normally or as an ongoing project .
  3. If possible the original number plate registration (also if known if car is re-registered)
  3. The year the car was first registered and where, if known , within the British Isles matching the 'area identifier' two letters If in doubt we can help with the 'area identifier ' just send in the photo anyway, including re-registered plated vehicles ) to Editor .
- \*INCLUDES PRIZE FOR THE 40th PHOTO RECEIVED BY THE EDITOR\***

### FBHVC OPTIMISTIC FOR THE 2021 'DRIVE IT DAY' & CHARITY

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, 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. Individuals can donate simply by purchasing a Drive it Day rally plate for their vehicle which will be available to purchase soon online. - [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## **(Acting) Chairman's Report**



Welcome to the first newsletter of the 2020/2021 Club year.

We are hoping to be able to hold an online AGM via Zoom in the not too distant future to get everything on a legal setting. In the meantime I am

happy to carry on as Acting Chairman with Ian Chivers as Acting Secretary. Please remember that we are still on the look out for an Events and Health and Safety Officer. If you are interested in joining us on the committee please let one of us know.

Thank you to everyone who has renewed their membership without you we have no club. Hopefully we will be able to have more club events in 2021!

I have been liaising with Mick at The SEB Club and have managed to arrange a Mistletoe Meander for this year. Please see elsewhere in the newsletter for further details but please get your entry in ASAP as numbers are limited to 60 due to COVID regulations.

Obviously, we are unable to hold the Annual Dinner and Dance in January as we usually do but we are hoping that we have it later on in 2021, maybe a Summer Ball.

This month sees part 1 of the 40<sup>th</sup> anniversary virtual rally. Please get your photographs into Roger to take part with the possibility of winning prizes for the mystery categories! I wonder what they are?

If you are on Facebook please make sure you are a member of our group. It is an easy way for us to keep you up to date with anything that is going on especially at short notice! Ian has also taken on the management of the club website in conjunction with Brian so also keep an eye on there for updates.

That's all from me for this time so until December

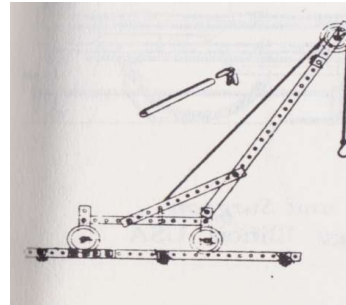
Happy Minoring

Laurie.

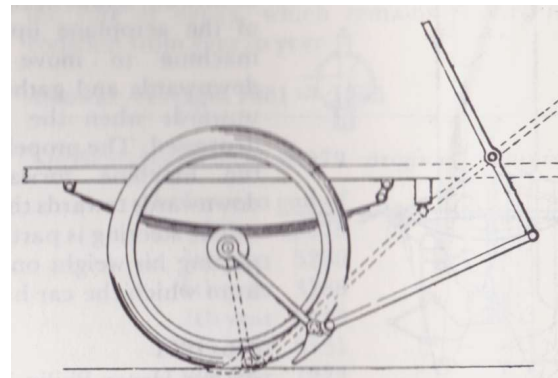
A great number of those 140,000 plus Edwardian inventions registered in England 1901–05 (including some from the continent) viewed today, some can be described as eccentric to say the least. In many cases it is difficult to believe how and on what basis a British patent was so often granted. However just one or two were genuinely viable inventions to become commercially successful and even world famous.



One example was 'Meccano' invented in 1901 by Frank Hornby - here, as he described it for his patent application :- *Hornby's Improved Toy or Educational Device for Children and Young People : Patented 1901* - relates to arrangements by which children can construct mechanical objects. The equipment may include a file, screwdriver and pliers for working the pieces. The pieces serve for the construction of bridges, tunnels, signals, signal boxes, hoists and buildings in general, as well as cranes and railway lines as illustrated. *Inventor Frank Hornby (Manager) Liverpool, England*



The beginning of Motoring in the Edwardian age was largely confined to the privileged and the wealthy. Cycling continued being very much still 'the rage' including the very well healed middle classes at the time. This had provided many inventors with a willing ready market for all manner of cycling 'enhancements'. Inevitably and soon to follow were many inventions for a brand new market and described 'Motoring Accessories' with many 'improvements' for the motor car, driver and passengers! Some were thought to be ingenious and simple, whilst some were regarded as much more complicated. Here follows a few 'more imaginative' motoring accessories awarded patents in the era, each described in the words of their respective inventors. For some reason these did not appear to be a very great commercial success and I somehow think will be unlikely today to be stocked within the DMMOC Club Spares department!! —



*Jackson's Improved Brake for Wheeled Vehicles*: overcomes the disadvantage of the usual brakes. For example a frictional brake applied to the pneumatic or rubber tyre of a comparatively heavy vehicle proceeding at a good pace is highly destructive to the tyre, and a band brake upon the hub of the wheel has a tendency to strain the wheel and wrench the tyre. Accordingly this provides a skid or shoe arranged so that by means of a system of levers, it may be

passed underneath the tread of the wheel and so raise the wheel from contact with the ground. *Patented 1901 - Inventor, Ralph Jackson (Engineer) Altrincham, Cheshire.*



# THE EDWARDIAN AGE OF INVENTORS & PATENTS

The Edwardian witnessed the beginning of motoring and was often referred to at the time as the era that would 'never witness the sun setting on the British Empire' Between 1901 and 1905 over 140,000 British patents were granted.

Following the Victorian age and an ever increasing affluent 'middle class' inventors enjoyed endless opportunity. King Edward VII (left) was regarded at the time the ultimate high profile figure to



first popularise the motor car as the supreme status symbol for the then upper classes. He commented on his first ride in one, a 12hp Daimler (as photographed at Highcliffe Castle, left) described then as belonging to a locally residing 'gentleman' a Mr Montagu (Later to become 2nd Baron Montagu of Beaulieu) After being shown and riding in his car the King enthusiastically declared "The Motor car will become a necessity for every English gentleman" He immediately then began purchasing his own motor

cars particularly favouring Daimler, Mercedes and Renault, all being ordered to be painted in the Royal claret livery. He was particularly fond of speed constantly urging his driver to go faster and often boasting to have exceeded the amazing speed of 60mph on the Brighton Road! A car at the time was expensive to buy, costing more than the average person earned in 10 years and a set of tyres was then directly compared to the equal the annual wage of a 'superior servant'. It also needed an entirely new type of employee with this specialist job usually advertised as a 'motor servant' all then requiring installation within a large dry 'motor stable', as then was described.

Around that time in Oxford, William Morris (far right in photo) had established a partnership with his friend Joseph Cooper, they were already designing, (patenting were possible) the building of cycles and motorcycles. The partnership was short lived due to a constant 'falling out' with each other, however Morris apparently claimed that this had helped 'drive' him on towards his ambition in designing and building his first motor car, the famous Bull Nose Morris in 1912. -It was the beginning of his huge, successful, automotive business.



# WELCOME TO THE 40TH ANNIVERSARY 'VIRTUAL' RALLY

1. Laurie Blewer - NCR 86



Reg. 1954, (CR = Southampton)

2. Wendy & Martin Devine - HSF 817E



Reg. 1967, (SF = Edinburgh)

3. Jacky Wood TDG 255



Reg. 1957 (DG=Gloucestershire)

4. Roger Kellow CHX 280 H



Reg. 1969 (CH=Middlesex)

5. Brian Wood VKA 551



Reg. 1954 (KA=Liverpool)

6. Mike Smith 183 UXW (assumed re regtd)



Reg. 1962 (original area TBA)



# DMMOC 'VIRTUAL' RALLY



7. Roger Blakeley  
(other make)  
UFW 277  
BSA



1st Reg. 1959  
(FW= Lincs)

8. John Jenkinson 8 UAF



1st.Reg. 1963 (AF =Cornwall)

9. Brian Wood (129 UXC -re registd)



Reg. 1962 (original area TBA )

10. Helena Carr (\*243 UXO- re regtd.)



1st Reg. 1959

\*Original plate was - NRS 861, (RS= Aberdeen)

11. Sue & Tony Ware (other make) NFH 408



Reg. 1955 Wolseley (FH = Gloucester )

12. Sue & Tony Ware LNX 766E



Reg. 1967 (NX = Warwickshire)



*By far the most interesting Church we visited was St Nicholas at Brockenhurst as they have the First war Anzac war graves at the back of their Church. It is amazing to think how far these young men travelled to give up their lives fighting for our freedom. Among their number where many Maori people*



*at East Baddesley*

We have not been able to use our Minor as much as we would have liked however this was a safe way of using her to the benefit of others.

I hope this inspires you to use your vehicle in a safe way during these difficult times.

**ANDY**



*at Sway*

In all we visited 14 Churches, raised £90 in sponsorship, visited some lovely countryside, saw evidence of how the money has been spent on renovation and gave Ethel a much-appreciated 60+ mile run.



# Ride & Stride Event. 2020

From our guest writer and branch member **ANDY DIBB**

This event takes place every year on the 2<sup>nd</sup> Saturday of September each year and is on behalf of The Historic Churches Trust.

We either walk or cycle between our local churches visiting as many as possible and getting sponsored by our family and friends. The money the trust receives goes towards the restoration of the country's small rural churches.

This years' event has been different with the pandemic we are experiencing. Most churches would not be open for the usual look around and there would be no one to sign our sponsorship forms to record our visit. Most of us walk or cycle in groups which was also a no go with the current restrictions.

Our solution was fire up the Morris!!!

Ethel needed a run after little activity, we could visit more churches, we were in our own bubble and we could photograph Ethel outside every Church as proof of our visit.

Saturday the 12<sup>th</sup> was sunny and dry and we set off to the east of Lymington visiting All

Saints Milford on Sea first then another eight finishing at St Nicholas ,Brockenhurst. Then home for lunch and comfort break before going over to the west side. We finished the afternoon visiting our own Church of St Thomas in Lymington at the top of the High Street. The market was being cleared away and it was the best time to go as most of our visitors had gone home by then



at St Nicholas Brockenhurst

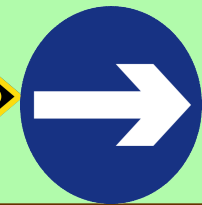


at Exbury



at Fawley

## DMMOC '40 YEARS' IN THE MAKING



13. John Ayres 705 BMU



Reg1954 MU =London/ Kingston On Thames

14. Andy Dibb EGW 460 J



Reg. 1970 (GW = London)

15. John Ayres. XCG 372 J



Reg. 1970 (CG = Hants)

16. Olivia Akam AYO 830 B



Reg. 1964 (YO = London )

17. Ashley Miller (\*542 XUX \*re-registd)



1st Reg. Jan 1958 (original area TBA)

18. Ashley Miller (other make) RXP 690



1st Reg. 1956 (XP= London )  
Bedford (Green Goddess Fire engine)



19. Christine Tilly YOU 759



1st Reg. 1960 (OU= Hampshire)

20. David Delaney BYE 232 B



1st Reg. 1964 - P.O. Telephones S.E. London (YE = London)

21. Neville Amos (other make) HFO 559 N



1st Reg. 1975 ,Land Rover (FO = Gloucester)

22. Neville Amos (other make) GUJ 905 N



1st Reg. 1975, Rover P6 (UJ = Shropshire)

23. Mike Pattison NJT 487 J



1st Reg. 1970 Dorchester (JT= Dorset)

24. Mike Sheppard PAF 521



1st Reg 1952 (AF Cornwall)

## THE 'BRIAN WOOD' REPORT

My Dad came to live with us about 18 years ago, after his health deteriorated and his house in Portsmouth was sold and his personal stuff came along with him, of course. There were several collections of photographs which had been handed down over the years and these were carefully stored in our spare bedroom. The passage of time had eventually caught up with us and it was now time to redecorate the room – the Morris Minor project now being finished, there was little excuse for me continuing to hide in the garage. So, a detailed look through the 'Wood' archive has revealed many family treasures and helped to piece together a bit more family history. In the more 'recent' photos were some early pictures of my brother and I as small children in the fifties. There was one photo in particular of what must have been my first driving experience in a motorised vehicle. I can only have been about 4 or 5 at the time and remember that day clearly. We were visiting Mum and Dad's friends who lived in London and we came down to Brighton for the day. On the seafront was a little figure of 8 track and these miniature replica buses with small motorbike engines. I vividly remember my brother zooming off into the distance leaving me behind. Not only was it my first driving experience, but also, it seemed, my first breakdown. This probably explains my anguished



look in the photo. (right) I 'Googled' the name on the front of the bus: 'Johnstone's Midget' and a bit of research on the wonderful internet revealed that the miniature buses were made by one Ernie Johnstone, who built a range of miniature motorised vehicles from 1935 to 1958. The vehicles included a few fire engines, but most were Southdown Buses single-decker coaches. Johnstone also supplied a number of chassis to the coachbuilders Harrington. Johnstone's vehicles were beautifully made and detailed, and were popular at Peter Pan's Playground on Brighton seafront (obviously where the photo of me was taken) (see also left). Equipped with two-stroke motorcycle engines, the coaches had a top speed of 26mph, and as working petrol-engined vehicles, were licenced and could have numberplates attached for road use – at one point, Johnstone drove one the 250 miles from London to Wolverhampton. The local company Thomas Harrington & Sons Ltd. of Old Shoreham Road, Hove, were a coachbuilder from 1897-1966, taking motorised chassis from major vehicle manufacturers and building their own specialised bodysells tailored for the passenger transport market. Some of Ernie's miniature vehicles were replicas of Harrington coaches, and Harrington decided that this was such a good idea in terms of publicity that they bought a series of miniature chassis from Johnstone and built them up into full miniature buses, as



publicity display pieces. - Here is a full sized Southdown 'Harrington'.

BRIAN

## VEHICLES, SPARES, PARTS FOR SALE & WANTED

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

**SOME of the club second hand spares available - call 07411 116336**

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Bonnet hinges

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Bottom hose

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Bump stop (RH)

Marina type column ind switch

Distributors

Chrome door handles (various)

Front Grille outer panel

Gearbox floor cover

Half shafts (single or pairs)

Jack (standard Minor)

Starting handle

Front side/indicator units (late)

Marina pedal box

Books/Manuals (various)

Quarterlights (painted/stainless)

Rocker box covers

Sliding boot stay

Speedo heads

King pins/good trunnions

Top hose

Underlay set (unused)

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We also have some reconditioned fuel pumps for sale at £60 each (£54 to Branch Members) Postage is about £5 Standard new SU ones are £95.58 (from ESM)

A full list of S/H spares can be found on the website at :- [www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk) (go to S/H Spares page and download the list) Or call 07411 116336



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25. Neil Mitchener ALF 968 H



1st Reg. 1969 (LF London) as Police dog van

26. Nick Odell (\*SVS 228 re-regstd.)



1st Reg. 1959

\*Original plate was 50 LPG (PG = Surrey, Epsom)

27. Paul 'Spud' Taylor JDR 490 F



1st Reg. 1968 (DR=Plymouth)

28. Andrew Wallis OFC 167



1st Reg. 1949 (FC= Oxford) Morris Garages

29. Brian Ford (other Make) EPK 315



1st Reg. Jan 1937, Rover (PK = Surrey)

30. Lyn & Peter Hool OBP 802 (re-regstd ?)



1st Reg. 1952 Birmingham ? (BP = Sussex)

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**(Acting) Secretary's Report**



Hello everyone, my name is Ian Chivers and I'm acting Club Secretary. It's very hard to find a picture of yourself and the car when you're the one who usually takes the all the photos. This rare find is of me holding the Best Dorset Car trophy at Beaulieu from a couple of years ago. Hopefully we'll be able to arrange some kind of AGM soon so the position can then be 'officially' filled.

Having recently been invited to join in a couple of my first 'online 'Zoom' committee meetings in the role of 'acting' secretary I am really looking forward to the chance of being officially voted on board the committee and being of service to such a great regional branch of the Morris Minor Owners Club.

I'd like to take the opportunity to say a huge thanks to John, who has been Chairman since long before I joined, for his commitment and dedication to the club. Also, congratulations to all those who entered the virtual gardening competition. All of the winners should hopefully have received their rosettes by now.

We recently attended the new Organford show which was very well organised. As well as the customary track & trace they had social distancing marshals on patrol and hand sanitizer stations. There was a very good variety of vehicles on display, I especially liked the miniature remote controlled tanks which I'd never seen before. We were reminded why the rally season usually ends in September as was a bit chilly at times.

Until next time, Ian.