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Dorset Branch

MORRIS MINOR OWNERS CLUB MONTHLY MAGAZINE & NEWSLETTER



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THE DORSET BRANCH MMOC



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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 E : stephen@addingvaluesolutions.co.uk - W : www.addingvaluesolutions.co.uk

1948 < Morris Minor > 1971










OCTOBER 2021

Vol24 Issue 10

www.dorsetmmoc.co.uk

The MMOC Dorset Branch

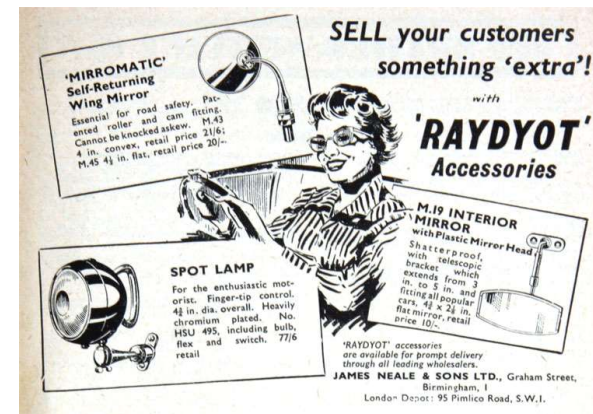
was founded in 1980 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the **Bournemouth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

COMMITTEE		Dorset Branch MMOC Key Contacts	
Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
President	John Jenkinson 01202 576690		Raffle Coordinators Chris Tilley & Margaret Pateman
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		Catering Consultant Sue Blewer
Treasurer	Jacky Wood 01202 573494		Insurance Consultant (to the DMMOC branch) Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<p>Cover Story The '40 +1 Years' Celebration Cake Cutting Dorset Branch Annual Rally at Alderholt 2021 President John Jenkinson (left) & Dorset Branch Founder Graham Melly (right) Recent Incoming Chairman Laurie Blewer (inset)</p>
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120		
<p>** Print Deadline for the NOV Edition Sat/Sun 25th/26th OCT.</p>			



The 1940 driving mirror advert (above) shows that Raydyot had established additional branches in Sheffield and London, at the time were continuing to supply vehicle factories, war time vehicle and aircraft manufactures with their mirrors (just a small selection of pattern examples are shown right)

By 1959 (below left) It was a 'fashionable' selling point in the motor trade, for your customers to add those 'must have' accessories to their car



Up to 1967 (right) Raydyot were making a range of products (both own brand and direct to car makers) that are still fitted on many Morris Minors today! **ROGER**



Editors A-Z series Following 'Q' for Qualcast last time. This month 'R' is for RAYDYOT (An A-Z series of companies and organisations who were involved manufacturing directly, or indirectly, during the Morris Minor production years .



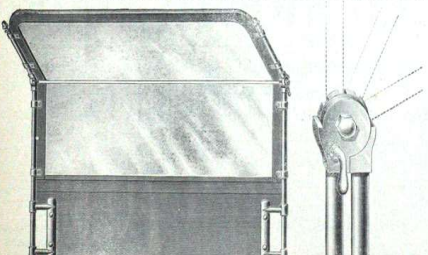
Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
SEPT 2021 Volume 24 Issue 9

OCTOBER CLUBNIGHT
Dorset Branch Annual General Meeting

During the years of Morris Minor production RAYDYOT was up there with Desmo as being the 'other' best-known manufacturers of car mirrors. Wing mirrors in particular were a popular dealer fitted option on Minors years before the advent of the or a later purchase made by an owner at a later date . RAYDYOT was the trade mark name of the Birmingham based company James Neale and Son. Their original plating works was at Graham Street Birmingham . The company were making 'Raydyot brand automobile accessories at the very beginning of motoring in this country advertising a patented adjustable 'Wind Screen' in 1907 .(left) The Commercial Motor Lamp advert from 1920 (below right) states that the company had already been established for 70 years. (It appears that Raydyot motor lamps were the forerunner of Lucas before they began making them in competition on an industrial scale)

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In the 1930's the motorist was offered ever innovative accessories, sold on the basis of providing enhanced safety for every journey, in all driving and weather conditions . The 'Safe Sig' direction indicator from 1931 (left) simply bolted on the front and /or rear of the car it came with all wiring, bulbs and a Bakelite 2 way switch . By 1937 (right) Raydyot had already established their range of aftermarket fitting quality made fog and spot lights as a recognised market leader .



No. DL.5 7" dia. Black and Chrome **33/-**
 No. DL.6 7" dia. All Chrome **38/6**
 No. DL.7 6" dia. Black and Chrome **26/-**
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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 October Magazine ,with lots of events & activities covered, as September has certainly been a bumper month for the return of lots of well attended classic events again combined the continuing summer weather . That unique 'experience' of owning and driving a classic vehicle has proven to be every bit as popular or even greater than before lockdown .It's that 'nostalgia' thing and all that it personally and individually means to the owner of any classic vehicle that makes our hobby so uniquely special .

Our Dorset Branch Annual Rally celebrated the milestone of '40 +1 years' since the branch was first started all those years ago by Graham Melly . The event has received a great deal of positive feedback by many who attended with lots of enquiries regarding next years dates for definite dates for diaries . (The provisional dates proposed for 2022 is - w/end of 9th & 10th JULY) A few of the many highlights

from our Annual Rally can be found within the 5 page photo report - pages 18 to 22

As mentioned this edition largely catches up on some of the many recent events and activities ,

but there is at least one very interesting 'mechanical' feature well worth reading—**Brian explores the subject of LED Lighting on his regular page - 'The Brian Wood Report' page 16**

We have reached the last quarter of **2021** already and it feels so soon , following all those earlier months of the year with the restrictions. There have been one or two significant 'Morris Minor' landmark dates reached in **2021** . No doubt out of necessity rather than choice these dates have tended to appear in the background particularly earlier on in the year . It may well be that there is a good case to take a lead from our own Dorset branch's initiative perhaps by 'officially' adding 'Pus One Year' to any of these special dates to still then feel able to celebrate them . Firstly it was in **1961** that Morris dealers showrooms received the special limited edition 'Million Minor' saloon to celebrate the Minor being the first British car to reach One million built (That 's 60 years ago 'plus 1' next year) Also the youngest Morris Minors have now reached the age of 50, as in **1971** the very last Morris Minor travellers were built (In the previous year, **1970** over **10,000** had still been built for some faithful Morris customers) The very last Minor Vehicles built were finally Pick ups and Vans , also in 1971, with Minor vans still being built in reasonably worthwhile numbers, in part to supply orders to the GPO ,who had relied on the Minor Van as their reliable daily workhorse. Interestingly since the Minor van was introduced in 1953 the highest number of vans alone produced in any one of those 19 years was in **1971** with **24,137** built (exceeding the second highest year of **1968** when **22,572** vans alone were built)

We can therefore be proud to say that the very last Morris Minor vehicle production did actually end on a 'high' to fulfil those 'last orders'

Not a bad run for a British made vehicle that was first designed in the 1940's ! ROGER



Dear Editor , The day following our visit to the Autojumble saw another early start. Me and the kids picked Vic up from work at 8:10 and headed straight round to Brian and Jackys for 8:15 where they were waiting along with Ian and Ethan with the engines running ready to go. Our ferry was at 9:45 and we made really good time arriving at Lymington with a good half an hour to spare before we embarked. Funnily enough we saw a few Isle of Wight Club members coming off the ferry making their way to the Beaulieu Autojumble! The crossing was beautiful and smooth with the majority of the passengers choosing to sit out on deck in the fresh air. The drive from Yarmouth to Havenstreet Steam railway was uneventful and we were on the rally site by about 11am. There was a good turnout of cars and Steve and Karen Brown were already there having gone across for a few days with their trailer tent. It was good to catch up with members of the Isle of Wight Club who we hadn't seen for a couple of years.Unfortunately we didn't have time to go on the vintage bus and the steam train so we decided to take a ride on the train this year. The Isle of Wight Steam Railway have a wonderful selection of beautifully restored engines and carriages and we lucky enough to be given a 1st class compartment for our journey. After our train ride we had lunch in the station café at Havenstreet before heading back to the field where we distributed the remaining Dorset Branch 40th birthday cake to the rally participants. There was a small Autojumble area which we had a look round before looking round the cars and before we knew it presentation and raffle time was upon us. Between us we won 8 raffle prizes and congratulations to Brian for winning the award for Best In Show. I couldn't believe it when Vic told me it had been 9 years since we were on the Island and we really mustn't leave it so long next time.

The return journey was again very good with a lovely crossing back to Lymington followed by an uneventful drive home just in time for Vic to go back to work again. Luckily we had a quite day on the Monday!

Report from LAURIE BLEWER



Dear Editor, A thoroughly enjoyable day 'abroad' on the Isle of Wight in early September. With good company and fair weather- we both had a good day. We went over in convoy of three for the 9:45 ferry from Lymington and arrived at Havenstreet at 11:00. We had a nice ride on the steam railway followed by a spot of lunch in the restaurant. It was a good chance to catch up with old friends and the time went quickly.



The winner of 'Best Car' went to the green convertible owned by yours truly (blush). Dorset member Steve Brown won it last time (2019). Highly recommended rally-even though it's a bit of a fuff getting over there - for us 'foreigners' - report from BRIAN

WOOD



Beaulieu Events have announced provisional dates of 14th and 15th May 2022 for the **2022 Spring Autojumble** to resume, after both 2020 and the 2021 Spring Autojumble events had to be cancelled due to the pandemic. The Dorset Branch Moggifest events (incorporating the National MMOC Southern Regional Rally) traditionally held alongside the Beaulieu Spring Autojumbles as a consequence, of course, also had to be cancelled. The Dorset Branch will announce final confirmation and details of **DORSET BRANCH MOGGYFEST 2022** taking place as soon as possible (and if incorporating the MMOC Southern Regional Rally again) as soon the above dates and arrangements have been confirmed.



'A 4 Door Saloon appeals to a buyer. South Western Vehicle Auctions have recently auctioned an ex-concours winning, 1961 Minor 4 door saloon, owned by the same family since new, having been restored around 5 years ago) for a final bid sum of £15,070. (SWVA had placed a pre auction sale estimate of £5950 to £6950)



A 'CLASSIC WEDDING' FOR NICKI & ANDREW WARD
(The 4th time lucky attempt)

The wedding took place at St Matthew's church, Netley Marsh and reception was at Forest Lodge Hotel, Lyndhurst at the fourth attempt due to COVID-19. The Anglia was the Bridesmaids transport, Capri was the Grooms to the church and Moggie, the brides to the church and then Andrew drove it with his new bride Nickie from the church to the hotel. The Capri and the Moggie are family owned and the Anglia belongs to one of the best men.

Our sincere best wishes for the future to Nicki & Andrew on behalf of all at the Dorset Branch MMOC, Ed.)





Chairman's Report

For the first time in what seems like an age we have actually had a busy month on the old car front. We started September with a visit to the Beaulieu International Autojumble followed the next day by an overseas trip to the Isle of Wight – both of these events are reported on elsewhere. The Wimborne Model Town held a vintage day which me and the kids went to. A really enjoyable day out with miniature steam rides and a ride on a 1950 Leyland Titan Bournemouth Corporation bus. Last but not least was the Simply British Classics event at Beaulieu from which we have just returned. Unfortunately the turn out was a bit down probably due to the petrol shortage caused by all those panic buying idiots. Still, a good day had by all and a full report on both of these events in next months newsletter.

I hope you all enjoyed last months Antiques Roadshow event and thanks to Phil for hosting it as usual. We look forward to another evening next year. We hope to arrange a trip to Sherborne next year to visit Phil and Craigs new antique centre in the High Street. Tonight, of course, is the AGM. The last AGM although only held in March this year was an online meeting held because we had to legally have one! I know its not the most exciting evening of the year but your support is much appreciated.

Booking slips are now available for the annual Dinner and Dance on Saturday 15th January 2022 at The Dudsbury. Please return them to Jacky as soon as you can. If you were presented with one of the annual trophies at the last dinner and dance can I please ask for it to be returned to me so I can arrange the engraving in time for January.

We still have one event to look forward to which is The Organford Show on 8th and 9th October. We went to this show for the first time last year and had a really good day out so lets hope that the weather will hold out for another couple of weeks.

I am waiting for the confirmed dates for the Beaulieu Spring Autojumble and, of course, Mogyfest 2022. I hope to be able to let you know by next month. I am also waiting to hear back from Wolvercroft Garden Centre with the date for next years Dorset Branch Rally.

The last week or so has seen the Minor pressed back into daily use. The MOT was due on the MX5 and the garage couldn't get it done before it ran out as they were so busy and I won't take my cars anywhere else apart from Terminus Motors in Charminster. I'm just praying that the rain keeps off though as I really don't like the Minor out in too much bad weather.

That's all from me for this month, so providing I'm still your Chairman after the AGM, I'll write again next time.

Happy Minorning

Laurie.

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- MORE RALLY PHOTOS—from top (clockwise) 1. The decorator of the fabulous '40 +1' specially commissioned cake was Lynette Feltham (ably assisted by her husband Martin)**
2. The monster sized cake complete with road and sign posts to regular club destinations.
3. 'Bodger Roger' demonstrating old woodland woodcraft turning to a young generation.
4. Not much rest for branch Spares Manager Brian Wood in the club spares tent .
5. Earlier branch Chairman Graham Jarvis (That's me all those years ago—where have the years gone ?)
6. Dorset branch Raffle Coordinators Chris Tilly & Margaret Pateman



Sept .Road Run— Destination, Moreton Village.



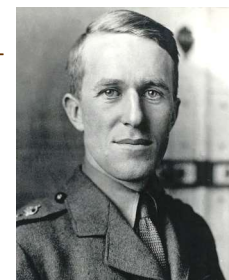
Following a 'substantial' breakfast served at the SEB Clubhouse, Castle Lane, at 10.am. On Sunday nine Minors ran out to the Dorset village of Moreton, situated on the River Frome 8 miles east of Dorchester . The Minors then parked up on reaching their destination :- The Moreton Walled Gardens , a beautiful 5 acres of formal English landscaped gardens complete with excellent tea rooms, garden sculpture displays , animals and children's play areas.



One extra Minor had already arrived (taking the total up to 10) A nice '66 traveller that Dorset branch member *GLYNIS COFFIN* (right) has owned for 5 years. Glynis had travelled direct to Moreton from Holwell near Sherborne and said clubnights are a bit far to come unfortunately. However we were pleased for the chance to meet Glynis on the 'Road Run' day and to welcome her to the Dorset branch.



Branch members also visited the tranquil St Nicholas Church (The now famous engraved windows are replacements of the original stained glass windows destroyed by a German bomb in 1940) Moreton of course is internationally known and will always be associated as the 'village of T.E. Lawrence' 'Lawrence of Arabia' (right) when at the age of 46 was killed in a motor cycle accident in 1935. His final resting place is in St Nicholas's Churchyard adjacent to the walled gardens. Some of his many life achievements included , British archaeologist, explorer, army officer ,WW1 hero, diplomat, and writer .
A really enjoyable and memorable run out (with a difference) in the Minor . I'm really glad I went ROGER



DORSET BRANCH MEMBERS , 'NEW/OLD' 'VEHICLE NEWS '



MIKE DUTCH who has recently joined the Dorset branch is fortunate in living in the village of Shapwick, located in that lovely area of Dorset between Wimborne and Blandford near to the famous avenue of Beeches and Badbury Rings. Mike has just acquired BFD 203J, his very nice condition maroon 1971 2 door saloon. Members who attended our



annual rally would have seen Mike's car on display as a Dorset branch member owned car for the first time. Mike is keen to try to find out any earlier history of his saloon in due course but at present has only a limited amount of detail—The original registration 'FD' indicates it was first registered in the Wolverhampton area of Birmingham. The only other details is that the previous owner was a Mrs Edwards of Romsey, now a rather elderly lady. Mrs Edwards had extensive work carried out by Charles Ware in 2009 that included comprehensive structural welding and a re-spray. Mike bought the Minor partly with a view to use it as a working car for any required day to day errands etc, It was (as with most of us) also with a great deal of nostalgia as his dad had bought a brand new white Minor saloon back in 1969 from a BL dealer when they lived in Sussex. Then later in 1974 when first married Mike recalls his own Trafalgar blue saloon. Mike has already some experience in owning a classic (an MG) and is fairly

conversant with the basics of the mechanical side including the essentials with older engines and is looking forward to removing the 'A' series engine during the winter months to check everything over. However the gearbox will be another matter he admits and would certainly be destined more for Brian Wood's specialist expertise. (By the way Mike has especially asked for the opportunity to thank Brian with all his initial help and advice on the car so far, as a special mention within this article.) Overall Mike is extremely pleased to be once again behind the wheel of his own Morris Minor and commented how much he enjoyed being at the branch rally at Alderholt with his 'new' 2 door saloon.

Morris Minor 1000 saloon production ceased in November 1970 ending with 9,996 2 door being made and ending with just 2,950 4 door being made during that final year (Traveller production in 1971 continued with 10,062). It's interesting to compare that in 1964 2 door saloon production was 18,118 and 4 door saloon production was 61,038 for the year! Those 1971 figures indicate there were still a few loyal Morris Minor stalwart followers insisting on ordering a new 2 door saloon or a traveller as late as 1971. However the vast majority of car buyers by then were so easily tempted and persuaded with so many 'newer technology alternatives' Many things tend to go full circle in life and of course that's true today again with our Minors, being appreciated largely for what they achieved, for what they still are, and their various different model variations, all over again!

A warm welcome to the Dorset branch Mike and to 2 door saloon BFD 203J! Ed.



Branch Chairman Laurie Blewer presents (recent outgoing Chairman and now the branch Hon President) John Jenkinson with the G.O.H.C (Grand Order Of The Hub Cap)



Dorset Branch founder of the branch GRAHAM MELLY (above right) was invited to preside over the cake cutting ceremony to mark 40 +1 years of his inauguration of our club.

- THE RALLY TROPHY WINNER AWARDS :-**
- *BRIAN WOOD - for 'Best Morris Minor (recently restored convertible)**
 - *LYN HAMMERTON – for 'Best Visiting Classic' (Lyn & Alan Hammerton's Commer Cob Van)**
 - *TIM ROUSE—for 'The Chairman's Choice' (Trafalgar blue 1964 Minor convertible)**



THE 'BIG TOP' RALLY MARQUEE

The 40th (plus one) celebration year of the Dorset branch marquee decoration scheme featured maroon and grey cars chosen especially for the Ruby' decoration design combined with 'proud to be British' Union Jacks. (This display scheme was originally intended for the Spring 2021 Moggyfest, that unfortunately due to the pandemic, was cancelled)

The maroon and grey display cars arranged in and around the 'Big Top' marquee were :- 1. Grey convertible (Wendy & Martin Devine who put in an extraordinary extra effort into their ruby red costumes and also decorating their car) 2. Maroon traveller (Michelle Brown with Labrador 'Alfie') 3. Grey Series MM (Mike Shepherd) 4. Maroon pick up (Spud Taylor) Grey series II (Branch Chairman Laurie Blewer). (aka, 'Stirling' Blewer BMC Competition Racing Team) 6.

Maroon 2 door Saloon (Mike Dutch)



SATURDAY EVENING ENTERTAINMENT was provided by ANDREW WALTHAM who travelled in his Minor all the way from the Isle of Sheppey, Kent bringing his talented musical 'George Formby' Impressions., plus some Irish ballads. A series of verses and the Pam Eyres poem all devoted to the Morris Minor were 'recited' by yours truly giving a short couple of breaks to Andrew's professional performance!



RETURN OF BEAULIEU'S INTERNATIONALLY FAMOUS AUTOJUMBLES

Special Report by Laurie Blewer



After a 2 year break it was great to be back at Beaulieu for the International Autojumble. For the first time in many years I was there purely as a "punter". Myself, Ian, Louise and Ethan arrived at spot on 9:30 for opening time and went straight in via the Friends of Beaulieu desk. The layout was a bit different this year with the arena not containing the Automart but instead displaying vehicles that were due to be auctioned by Bonhams. There were some fabulous vehicles to be had with a really good selection of pre war cars which I do have a soft spot for. The Automart was on the grass banking this year and there was a good selection of cars available. There were 2 travellers which in my opinion were both well over priced. The Trafalgar Blue one stated it had a new 12 months MOT despite having a rust hole in the front wheel arch and was up for £12995! The maroon Series II Traveller was a really nice car but not restored as it should have been taking into account its rarity and the asking price of £20000! The 1000 Pick Up looked awful but was actually a really good solid vehicle which had been imported from Australia hence the burnt paintwork and would have been my choice out of the 3.



Moving through into the events fields we finally entered the Autojumble. At this point we lost the kids to the lure of the playground and museum arranging to meet again for lunch. There seemed to be a huge number of visitors crowding into the fields desperate to get out there searching for those elusive parts. It was good to see a lot of the regular stall holders there selling their wares and catching up with people that they hadn't seen for a long time. The layout was different for this too as there was no yellow field this year probably due to the fact that there were fewer stalls due to Covid. The fact that there were only 2 fields did not dampen the spirit of the event at all. I wasn't looking for anything in particular this year but as you all know I do love a rummage and did pick up a few bits and bobs for my memorabilia collection as well as a few books for the motoring "library". We bumped into a good few friends and acquaintances whilst wondering around all of whom seemed to be having a great time. I enquired with Vintage Tyres about a set of new 520 x 14 cross-ply tyres for the Series II but the price plus tubes will need a bit of saving! The unfortunate thing about this years Autojumble was the lack of foreign stalls and the much lower numbers of overseas visitors which was only to be expected with the Covid restrictions along with the added restrictions introduced since Brexit! With any luck these restrictions will have been reduced by the time we are back at Beaulieu for the Spring Autojumble and Moggyfest 2022.

**THE DORSET BRANCH MMOC
ANNUAL DINNER DANCE
JANUARY 15th 2022**



7 p.m. at The Dudsbury Golf Club, Hotel & Spa
64, Christchurch Road, Ferndown, Dorset BH22 8ST

Please return your booking forms with payment*
by the 1st December/Club Night to Jacky Wood
with your choice of Starter/Main Course/Dessert

DORSET BRANCH MMOC ANNUAL VEHICLE TROPHY PRESENTATIONS .

EVENING ENTERTAINMENT —VOCALIST , RAY FOSTER

RAFFLE (In aid of branch charity 2022)

**Room & Breakfast Accommodation -Available If required
please book direct with the venue**

www.dudsburygolfclub.co.uk/contact/ 01202 593499

***One initial drink of your choice ordered on the evening
from the bar is included.**

DINNER DANCE MENU CHOICES

STARTERS:

Bacon, Leek and Potato Soup
Smoked Haddock and Spring Onion Fishcake served with a Homemade Tartar Sauce
Melon, Mandarin and Blueberry Cocktail (V, GF) served with an Orange Sorbet

MAINS:

Roast Chicken Breast - stuffed with Sage & Onion Stuffing, wrapped in Bacon served with Gravy
Sea Bass Fillet - served with a Tiger Prawn and an Asparagus Cream Sauce
Roasted Mediterranean Stack - with Spinach & Pine Nuts (VE) served with a Tomato & Basil Sauce

DESSERTS:

Lemon & Lime Cheesecake
Pear and Peach Crumble served with Vanilla Custard
Fresh Fruit Salad (GF) served with Fresh Cream



HELLO CAMPERS ! In addition to members of the branch rally team who camped on site - (Dave & Jackie , Brian & Jacky , Laurie , Ian, and yours truly) here's some of the other visitors to the rally who also camped at the Alderholt site over the weekend :- From top 1. Anne & 'Jesse' James with grandson Jonathan from Fawley, with their rose taupe Traveller . 2. Karon & Steve from Poole, with thier ser 2 green convertible. 3. Martin & Wendy from Barton –on-Sea with thier old eng white convertible. 4. Mike Pope has recently re-located to Lincolnshire and travelled all the way to Dorset for the rally (who regularly attended clubnights when living in Shafstbury) His 4 door Trafalgar blue saloon is also now residing in Louth Lincs.

5. Paul Neads travelled from Chard Somerset . Paul had been with the Avon branch for 19 years he came with his green convertible 'El-Mo' that has appeared in the classic car magazine press and featured as 'The Italian Job' in the past . The '62 conversion car is powered by a Fiat 2litre twin cam engine . The name Elmo translates as El for Italian and Mo for Morris . Paul said it made easy work towing his trailer tent the 65 miles from Chard !

DORSET BRANCH RALLY, ALDERHOLT 2021

5 PAGE PHOTO REPORT



EVENTS & ACTIVITIES

Dorset Branch MMOC organised Events & Activities are headed thus — **DORSET MMOC**
 Organised events by others will have their contact details shown wherever possible
 should you wish to obtain any further information direct related to that event (If the
 Dorset Branch is invited to visit as a group to an 'other' organised event - Dorset branch
 booking and also the organisers contact details will be shown wherever possible)

OCT 6th	DORSET MMOC CLUBNIGHT . Bnmth, Elec. Club . BH8 0AA Annual General Meeting
OCT 9th/10th	Organford Classic Show, Pikes Farm, Organford, Dorset BH16 6ES Organisers— organfordclassicevents.co.uk Tel 07970 252545 Exhibitors are asked to attend this event 10.a.m—4 p.m. (for outside these timings a charge will be applied by the organisers)
NOV 3rd	DORSET MMOC Quiz Night
DEC 1st	DORSET MMOC CLUBNIGHT Seasonal Noggin & natter
DEC 28th	DORSET MMOC MISTLETOE MEANDER Meet at - Bnmth. Elec. Club . Broadway Lane BH8 0AA Times & details of proposed route & destination—to be advised .
JAN 15th 2022 (Confirmed)	DORSET MMOC THE DMMOC ANNUAL DINNER DANCE At:- DUDSBURY GOLF CLUB , 64 Christchurch Rd, Ferdown. BH22 8ST See page 10 and Booking Form , now available (return by 1st Dec)
APRIL 24th 2022 (Provisional)	DORSET MMOC SPRING TIME SUANTER ROAD RUN Shillingstne Station - and on to - Oxford's Bakery Nr Sherborne (details & timings to follow)
MAY 14th/15th 2022 (Provisional)	DORSET MMOC DMMOC 'MOGGYFEST' 2022 (At Beauieu Spring Autojumble weekend) *branch members who are still owed for previously cancelled MOGGYFEST will automatically have tickets issued for this event *
JULY 9th/10th 2022 (Provisional)	DORSET MMOC DMMOC ANNUAL RALLY 2022 Wolvercroft World of Plants , ALDERHOLT Camping available (All Details To Be Confirmed)



KINSON TYRE SERVICE
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mrfclassics@talktalk.net

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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VEHICLES, SPARES, PARTS FOR SALE & WANTED

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


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

Air filters	Jack
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
	Top hose
	Underlay set (unused)
	Half Shafts (single or pairs)

WANTED A PAIR OF TRAFFICATORS
(suitable to fit a 1959 Minor Convertible)
On behalf of a fellow Dorset branch member in Alabama USA . If the trafficators can be found Dave Walker will handle transaction /carriage arrangements— any info please contact Dave on :- 01202 877972 or daveandjackie33@talktalk.net

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

PETROL PUMPS Available from CLUB SPARES NEW OR RECONDITIONED



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



***FREE* TO A GOOD HOME**
(*or for a donation of choice to the next chosen branch charity *)
X4 STD MINOR WHEELS (available due to upgrading my wheels)
Fitted with Firststone F-560s (with treads- holds air - but old) **Collection**
from **Sherborne**
TONY KIMBER



THE 'BRIAN WOOD' REPORT

This month, we are looking at the fitting of LED bulbs to your Morris Minor. Anything which improves your chances of being seen whilst turning or just driving in reduced lighting conditions must be a bonus these days!.



This article applies to later models fitted with orange indicators – post 1963. In the main, it is straightforward with just replacement of the original lamps with new units with similar bayonet or other type fittings. The LED units in the photo are supplied by Classic Car LEDs (except the ones on the right of the picture – which came from ESM). They do look a bit strange – the ones on the left look a little bit like small combination locks. You may be inclined to check the condition of the front sidelight bases before starting. These

seem to be very prone to rusting out and the bulbs usually get 'welded' in by the corrosion and have to be removed with pliers!. Replacement bases are available at £7.65 each from club spares. These are the typical fittings you will need to upgrade the flashing orange, brake and sidelights. Also included is the number plate bulb which is the same as the front sidelight. There is a festoon lamp in the middle of the picture which should fit the interior light (post about 1964). Earlier cars will have a bayonet type fitting – so you will need four of the small bayonet fitting lamps shown on the top right of the picture. The headlights are a separate project, since you cannot just replace the bulbs. This is due to the design of the lamp as a whole unit in which the lamp, reflector and glass are designed as an integrated unit. The kit sold by ESM is about £90 and you need to start on the basis that you already have Halogen units fitted. It might be worth considering for an improvement in lighting if you use the car a lot at night. However, in my humble opinion, just upgrading from tungsten or sealed beam lamps to halogen makes a lot of sense and LED headlights might be a step too far.

The only slight complicating factor is that your original flasher can is designed to work with a specific wattage which consists of two times 21watts (for the two lamps lit at any one time) plus about 1.5 watts for the repeater bulb – about 44 watts in total. The flasher unit has a 'thermal' mode of operation – ie when it is energised, the current heats up a small strip of metal which bends and breaks contact. When it cools it re-makes the circuit. As we all know from Ohm's law – current (Amps) multiplied by volts (12) equals Watts. Taking the brake light bulb, for example, which is conventionally 21 Watts and replacing it with a LED unit which consumes a fraction of that current, reduces the current and wont heat up the contact sufficiently. Consequently, the thermal flasher can will only work with an electrical load which is very close to the figure given above. This explains the erratic operation of the indicators when a bulb fails. (This is actually a very good fail-safe strategy letting you know that a bulb has died – that predates the systems in modern cars which detects bulb failure using active resistance measurement.)

The answer is to fit a modern relay type flasher which will operate under all likely load conditions. These have been found to be more robust and reliable than some of the cheaper can type units currently available. That's about it really.

A few of you have fitted high-level brake lights, which is also a good safety feature. Eddie Pateman has fitted a neat unit from a Mazda MX5 (not Laurie's!) near the top of the bootlid – which blends in well and does the job. It can be fitted inside the car on the rear parcel shelf but needs a plinth to support it about 15cm from the shelf. The lighting units themselves are about £10 from those well-known internet suppliers and the type shown in the photo is not permanently fixed and can be connected with a small 3-pin connector (not shown)



BRIAN

Secretary's Report

It's AGM time again and this time not online, although it was nice to be able to include members who live overseas. It's been a year since I've taken on the role of Secretary and a transition from running the club in lockdown back to normality. I'd like to thank all the members for your support and especially my fellow committee for making the role an enjoyable and rewarding experience.



The Antiques club night was a great success, we had a fantastic turnout, many thanks to Phil for sharing his expertise and to the members who brought along their cherished artifacts to share.

The annual dinner and dance will be back next year, we have agreed a menu with the Dudsbury and there is entertainment booked. There'll be a year's gap in the trophies that are awarded at the dinner which will serve as a reminder of the pandemic.

We have received lots of positive feedback on the branch rally which is nice to hear, thanks to all those that attended and made the 40+1 celebration a memorable event. Next year we are planning on returning to Beulieu for Moggifest at the spring Autojumble and holding the branch rally at Wolvercroft again.

It has been a very busy month with lots of events. We went to the Beaulieu Autojumble and met several club members perusing the stalls. The next day 3 cars went abroad to the Isle of Wight for their rally, something we haven't done for 9 years. Congratulations to Brian Wood who has won the double with his modified convertible by picking up a trophy at both the Dorset branch rally and the IoW rally.

There is still the Simply British event Beulieu to enjoy and we have arranged to have a club area so that we can park up together, unfortunately I won't be there as I'll be canoeing the river Spey in Scotland.

Ian.

THE PHIL TRAVES - 'ANTIQUES ROADSHOW' CLUBNIGHT

At a very well attended 1st of September clubnight the Dorset branch welcomed Phillip Traves once again with his much anticipated annual presentation , branch members historical artifacts and antiques were brought along for Phil to give his expert knowledge and appraisal on . Phil has been a Dorset branch member since it's early years , he has spent all of his working career within the auctioneering and associated antiques business, having built up an amazing diversity and breadth of knowledge . He has been so generous in sharing his expertise during his special annual antiques evenings .Phil commented that he was again particularly delighted to see such an interesting selection of the branch members items brought along for the evening once again. this year. (Phil is also one of five officially appointed Registrars across the country for the 'Series II National Morris Minor Register'. The 'S2 Register' has the objective to trace all those surviving Series II vehicles wherever possible ,whatever condition - He has owned his splendid Series II traveller since he first started driving)



Items included several toys including rare Dinky and Corgi with Bond and Batman models and a rare Dinky "transporter lorry" edition that Phil had not seen before (nor had collector Laurie) also a very unusual set of Bassett Lowke superbly detailed waterline miniature ship models made by a company better known for early quality model railways . There were rare old Royal 'by appointment' approved trading supplier plaques , an old interesting projector in a case , period decorated pottery and an interesting ceremonial sword .



The sheer diversity of items provided a most entertaining and informative evening , where we would need a separate listing catalogue to describe everything fully. There was even a bottle of vintage Gin that Phil agreed could probably (although expensively) run the Morris Minor in an emergency ! Wartime medals, a Hornby clockwork train set were just c some of the items that were typical of the fact

that practically every item brought in had an intrinsic personal family memory attached , with value being generally of second importance !

Everyone was unanimous in requesting Phil to please host another special road show once again next year !



SHERBORNE ANTIQUES MARKET (S.A.M)

Phil Traves & Craig Wharton, in partnership, have just recently opened Sherborne's latest 'must visit' fascinating emporium, for anyone even remotely interested in old and interesting historical artefacts, collectables and antiques.(i.e. The typical classic car owner)

71 Cheap Street
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