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ANSWERS - WORD QUIZ COUNTY DIALECT WORDS FROM 'OLD DORSET'

From page 14

- .81. A crowd 82. Moss 83. Field mouse
- 84. Light lunch of meat 85. Feeling peckish
- 86. Donkey 87. Flowerbed 88. Opposite
- 89. Piece of fenced off land or paddock.
- 90. To dominate 91. Pebbles 92. Food
- 93. The corner of a wall 94. To quiver or shake
- 95. To walk 96. To swap or barter 97. Early
- 98. Robbin 99. Rickety 100. Foolish, silly person.
- 101. A clud of dust 102. Grumpy, ill tempered.
- 103. In confusion or bewilderment 104. This year
- 105. Feeling sad or melancholic. 106. Devious. Sly
- 107. To earn 108. Neat and proper
- 109. A pond 110. Walnut
- 111. To be concerned or worry . 112. Field Mole
- 113. Large, big and heavy. 114. A wasp
- 115. An acorn 116. An earthworm
- 117 To rapidly jabber on . 118. A sack
- 119. To infuriate or anger 120. To swagger on

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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.

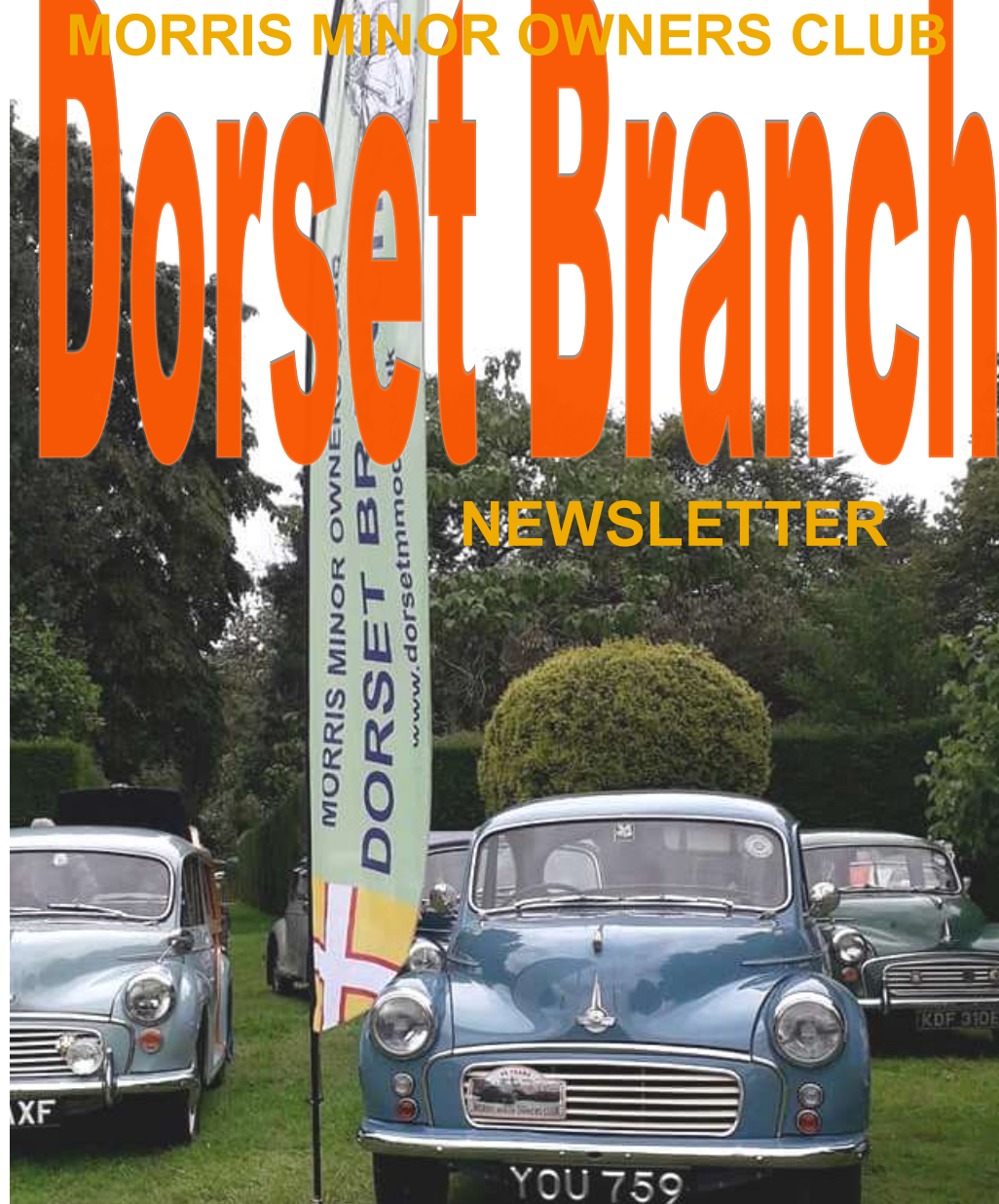


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MORRIS MINOR OWNERS CLUB Dorset Branch

NEWSLETTER



1948 < Morris Minor > 1971



SEPTEMBER 2021

Vol24 Issue 8

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	
Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673		Non Committee Voluntary Posts
President	John Jenkinson 01202 576690		<u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Catering Consultant</u> Sue Blewer
Treasurer	Jacky Wood 01202 573494		<u>Insurance Consultant (to the DMMOC branch)</u> Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<p align="center">Cover Story</p> <p align="center">Dorset MMOC Member's Cars at ATHELHAMPTON HOUSE</p> <p align="center">(left to right)</p> <p align="center">Smoke Grey Traveller</p> <p align="center">Lyn & Nev Gerry : Clipper Blue Saloon</p> <p align="center">Chris & Brian Tilly: Almond Green Traveller</p> <p align="center">Ian Chivers :</p> <p align="center">See Pages 5 & 20</p> <p align="center">Photo : Laurie Blewer</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 align="center">STOP PRESS DETAILS JUST CONFIRMED DMMOC 'AUTUMN AMBLE' BRANCH ROAD RUN Sunday Sept 12th Details on PAGE 16 & 11</p>			
<p align="center">** Print Deadline for the OCT Edition Sat/Sun 21st/22nd Sept</p>			

The breakdown of areas the locos came from were as follows:

Western 102,
BR Standard classes 38,
Southern 37
Midland 35
Eastern 1 only!

The numbers do speak volumes, western because of its closeness to Woodhams and links to Dai in person, BR Standards came from all of the regions except the Eastern, Southern once again the way copied the western as did the Midland. The Eastern first to start scrapping cut most of their engines and sent surplus to local yards.

Some locos to come out were quite unique BR standard class The Duke of Gloucester, (above) the most powerful loco built by BR. A one-off due back on the mainline 2021/22.
2 GWR King class locomotives King Edward 1 & 2. (1 due back on the main line 2021/22.
8 Manor class locos all restored and working on preserved lines.
4 Castle class all restored and on the mainline.
Various Southern express passenger locos, West Countries, Battle of Britain's and the large Merchant Navies. Many mainline runners.
Without Woodhams the preserved railways would have been a lot different than they are today.
2 Midland locos that ended up at Barry were 53808 & 53809. These engines would have been familiar to anyone of a certain age who caught a train from Bournemouth West all stations to Bath on the old Somerset & Dorset Joint Railway. These locos did survive and are both running at the moment. 53808 is on the Watercress Line this summer.

When visiting the local Swanage Railway I (right) look at their locomotives and see if you can spot any Barry engines. Eddystone a Southern West Country just back in service for the second time. Sidmouth another West Country. Battle of Britain locos Manston, 257 Squadron, Sir Keith Park, 80104 BR standard class tank, 31625, 31806, 31874 Southern tender engines. 6695 Western (South Wales, Coal tank engine)
The Swanage Railway is very fortunate to have engines that actually worked on the line excepting 6695 and I am sure very grateful to Dai for the action he took.

I know I have been critical of government and BR management in the decisions they took to end steam. However, we would not have been enjoying the sight of so many original steam locomotives on preserved lines and main lines in the 21st century. It was pure luck that Dai cut wagons first however his willingness to sell the scrap locos to the preservationists at current scrap prices has to be commended.

Woodhams closed in 1993 when the final locos were removed for storage in Cardiff. The site is now redeveloped and all traces of the yard have been removed.
Information mostly from the book "Barry Scrapyard" (The Preservation Miracle) by Alan Warren.



ANDY DIBB

In this follow up article to What Happened to Steam I would like to explain how some engines escaped being scrapped.

Up until 1968 there were a few locos were saved mostly by the **National Railway Museum** who had a claim on any loco. They selected a few historical ones, pre grouping examples, Victorian and the last loco built by British Railways at Swindon Evening Star.

A few private purchases were allowed but were not encouraged, it was who you were or who you knew. One of these was Alan Peglar (right) who bought Flying Scotsman later bought back by the country for millions of pounds, when the NRM who could have had it for free back in the day.

As I commented in my last article most scrapyards that received locos cut them up straight away except for Woodhams of Barry South Wales. Dai Woodham (below) went to Swindon works to learn the most efficient and safe way to cut them up for scrap. He also tendered for and won a contract to cut a large number of condemned wagons and carriages. He leased a large area of Barry docks to store hundreds of locos and thousands of wagons etc.

He found it quicker and easier to dispose of the wagons and left the locos for another day.

At about this time (1968) preserving closed branch lines was starting and at the start most early lines used small industrial shunting locos.

A few lines were fortunate to attract the privately owned engines but there were only a small number. Barry Island was soon on their radar but not for a visit to Butlins. Dai Woodham was only too willing to sell a few locos to the preservationists once the clause about resell with BR was overcome. To his credit every loco he sold was current scrap price only and if this went down so did his prices.

The first loco to leave was a LMS 4F goods engine and tender 43924 which went to the Keighley and Worth Valley on September 1968, a month after BR steam ban. In total 213 steam locomotives were saved from Woodhams which is a remarkable amount. Not all have been restored however some have been restored a number of times. Woodhams did cut engines in the early 60s and when work was short on the wagon scrapping.

I visited the yard in July 1980 and they had just cut up 2 locos and they were due to cut the 2 mainline diesels the next week.

Some of the early locos rescued were quickly returned to steam as they had not been out of service long. The ones that did stay in the yard slowly deteriorated in the salt air. They also had many parts removed from them as spares for the rescued engines both officially (sold for scrap value with receipts) or unofficially (stolen) It became a nightmare for

Woodhams and Dai started a pass only visit to the yard that was checked by the British transport police. (I still have my pass)

Woodhams and Dai started a pass only visit to the yard that was checked by the British transport police. (I still have my pass)




Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
SEPT 2021 Volume 24 Issue 9

SEPTEMBER CLUBNIGHT
'Antiques Road Show' hosted by PHIL TRAVES

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P.4	P.7/8/9 Members Vehicles (latest 'OLD/NEW' vehicles to the branch
EDITORS NEWS DESK & 'YOUR LETTERS TO THE EDITOR' P5	P14 'Old Dorset' Dialect Word Quiz
CHAIRMAN'S REPORT PAGE P.6	P15 Roy's 'faithful' mower
P10/11 EVENTS Provisional Listings	P18/19 Garden Show report & winners
SECRETARY'S REPORT PAGE P. 13	P20 Athelhampton House club invite
THE 'BRIAN WOOD' REPORT P.16	P /21 Graham's Series 2 saloon project (continues onward)
VEHICLES FOR SALE - SPARE PARTS FOR SALE & WANTED P.17	P24/25 Harry Mortimer and the BMC/Morris Motors Band
	P26/27 part 2 'Steam' Era 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 **September Newsletter**, by the time you read this **the Annual Dorset Rally will have taken place at Alderholt** . I do sincerely hope you had a thoroughly enjoyable weekend and felt it just went a tiny bit to make up for the last **Moggyfest** being not able to take place . Due to the fact the printing deadline was the previous weekend the Newsletter any rally reports and photos will be contained within next months edition. The 1st Sept ember clubnight annual special event with **PHIL TRAVES** hosting his extremely popular 'Antiques Roadshow' will also be reported on within the next edition .



E10 Petrol from 1st Sept is 'officially' now seen as the 'standard' grade' on the petrol forecourt (**Summary opposite page**) No doubt everyone must have heard by now the overwhelming general advice to Morris Minor owners is simply avoid using E10 grade !! Fortunately we still continue to have access (as before) to Esso Premium grade that does not contain any ethanol within our county (Esso's parent company Mobil Exxon have recently confirmed this) If you do use **E5** 'protection' grade containing up to 5%



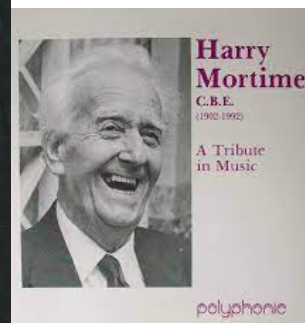
ethanol (and the government have assured the British motoring public with older cars that it will be available for the 'foreseeable future') it's still the same advice not to leave the car stored for long periods stationary and unused ,if possible for months on end ,with a quantity of E5 stored in the tank -(although there are additives to counteract ethanol's hygroscopic metal corrosive effect during winter storage) The fact is we will be living with Ethanol to some degree in the future and for eventual replacements when required of such items as fuel hoses 'O' rings, diaphragms,, floats and gaskets etc. that come into direct contact with Ethanol fuel will soon no doubt have an industry norm as all suppliers will be expected to provide 'Ethanol tolerant' products for eventual replacement parts , as indicated by the Federation of British Historic Vehicle Clubs . The FBHVC are also committed to keep us advised and continue liaising with the government, regarding suitable fuel , and it's continuing availability to us classic car owners.

'New/Old' Member's Cars , New to the Club, Pages7/8/9 this month , features **Dave Walker's** interesting article on his recently acquired **Morris Isis** . It chronicles that interesting transitional stage of the last 1940's inspired car design shape era—The end of the larger sized Minor's siblings that now we regard fondly as the unmistakable 'Morris Minor shape' **Andy Dibb** concludes with his other 'Golden Age' of design and technology with that well remembered past era of the Steam Locomotive **Pages 26/26** . Also I recall when BMC had their own 'Musical Golden Age' with the world famous Morris Motors Band **P24/25** - **Many thanks to every other contributor this month (Both regular and otherwise)**
Do enjoy, and make the most of the late summer days in your Minor, ROGER

Following more awards, that included on occasions, combining two other bands. Harry Mortimer produced several successful (massed band) records on the Decca label under his musical direction that combined Foden Motors , Fairy Aircraft Engineering and The BMC Band (Known steadfastly by many ever as The Morris Motors Band) The future suddenly looked bleak in 1969 when the British Motor Corporation merged with Leyland to form British Leyland and the new management decided to axe the band. Such was the calibre reached by the Morris band under Harry Mortimer that it had made over 500 broadcasts on Radio and TV Harry just said at the time: "We've got the experience behind us to carry on in the future the same way as we have in the past. Rather than disband, the musicians and their supporters decided to stay together and form the Morris Concert Band. Manager Tommy Morcombe dismissed fears that the band might lose its edge without the backing of British Leyland. "There isn't a better musical director in the country than Harry Mortimer. Cliff Edmunds is a first-rate conductor. And you'd go a long way before you'd find soloists as good as Gwyn Davies (cornet), Gareth Morgan (euphonium), Harold Thompson (trombone) and David Williams (horn). "All 27 members of the band are first-class musicians – we wouldn't have them if they weren't."

The band had to cut its activities, but retained its status in the world of brass. In 1977, Mr Mortimer received a new trombone from Des North, director of the Cowley car plant, to mark the band's 500 broadcasts Band secretary Glyn Newlands said at the time : "Obviously it would be nice for us if we could enjoy the patronage of British Leyland like we did in the old days before the merger.!

The last mention in the Oxford Mail of the band performing was in November 1985 when it won £500 and a championship trophy in a competition at the Hexagon Theatre, Reading. By then, the name had changed again to it's final name - The Austin Rover Band.



Harry Mortimer CBE 1902—1992
In addition to being Musical Director of The Morris Motors Band from 1945, starting in 1933 he was soloist with the Halle Orchestra in Manchester , with the Royal Liverpool Philharmonic and with the BBC Northern Orchestra. From 1936 to 1940 he was also Lecturer in

Trumpet at the Royal Northern College of Music . Also during 1942—1964 he took charge of wind ensembles and brass bands for the BBC and was made supervisor of Brass and Military music . He created the BBC weekly programme ' Listen To The Band' and also managed to take the Black Dyke Mills and the Grimethorpe Colliery Brass Bands to the Royal Albert Hall to conduct them at a memorable series of the famous Promenade Concerts .

ROGER

The Editor is indebted to the OXFORD MAIL and the OXFORD BUS MUSEUM re the source of various research material and photos for creating this article .

THE MORRIS MOTORS BAND

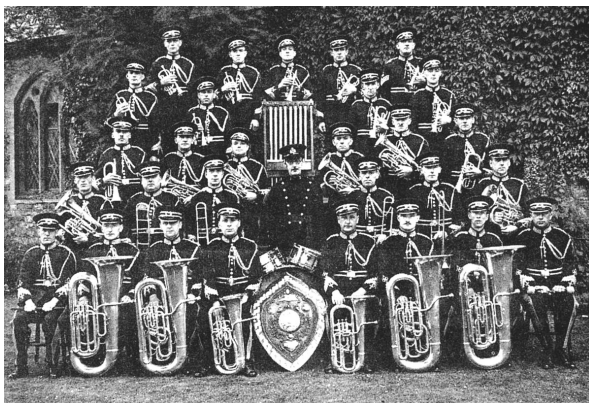
The MORRIS Motors' Band was the finest brass band in the south of England for many years.

It earned the accolade after a series of successful championship triumphs and radio broadcasts. (photo right 1926)

The band was originally formed in 1924 with enthusiastic and financial backing from William Morris when a group of musically minded employees at the Morris Motors' car factory at Cowley decided to put their

musical talents together. They had started with a repertoire of just 10 items, when they showed immediate promise. Permitted intensive training time off the factory floor soon brought dividends. After a number of early successes, they won the Crystal Palace Grand Shield in 1931 and had thus lifted themselves into the premier section of the band world.

The arrival of HARRY MORTIMER (left) as musical director in 1945 led the band to even greater success. Apart from numerous awards, records and radio and TV broadcasts, they entertained audiences in Canada, Northern Ireland, Holland, Switzerland and Scandinavia. The various mergers in the British motor industry in the 1950s and 1960s meant the band took on a new name -



THE BMC BAND

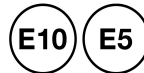


.A unique tour coach was built in 1961 for the band and is today on show at the Oxford Bus Museum .It has a Morris Commercial FF chassis and a unique split-level body built by Wadham Stringer. The rear part of the passenger accommodation is raised, with a boot beneath it designed large enough to carry all of the band's musical instruments.



Sale of 'E10' Petrol - Legislation from 1st Sept

The Department for Transport has, from 1st Sept 2021, legislated to introduce E10 (up to 10% Ethanol) petrol as the standard 95-octane petrol grade. They have also legislated that the higher-octane 97+ 'Super' grade is to remain E5 (up to 5% Ethanol) to provide protection for owners of older vehicles. This product (E5) will be designated as the 'Protection' grade.



The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure the FBHVC and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. It is therefore recommended that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%.

It should be noted that very limited brands Super E5 Protection grade products do not contain any Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. (At the date of this (September) newsletter 'ESSO Supreme' premium (97 octane) with in Dorset continues to contains NO Ethanol and also in it's following neighbouring counties - Hants, Somerset Wilts, and East Sussex N.B. This does not apply to Devon & Cornwall) In general product availability varies by manufacturer and geographical location and owners of older and historic taxation category should check the up to date situation in their own location as this may be subject to change . Source as at 1st Sept 2021 ,1.FBHVC : 2. Mobil Exxon Oil Co : 3. Gov.UK : Ed.

**The National Morris Minor Owners Club announce :-
END OF SEASON GET TOGETHER & SPARES DAY in the grounds
of Kelmars Hall, Northamptonshire
FULL DETAILS ON PAGE 10**



ATHELHAMPTON HOUSE MG CLUB INVITE (PHOTOS On Page 20)

Hi Roger, We had 14 Minors on the club stand.. It was a really good day out and Athelhampton House is very interesting and well worth a look round. The owners have only recently bought it and are having to re furnish the whole house. The rooms are furnished from Tudor times right through to the 20th century. Steve Brown kept us all entertained with his wind up gramophone. The presentations were brought forward to 2pm due to the threat of rain which never materialised! This meant that a lot of the MGs left early and at the end of the day there were more Minors left on site than MGs! LAURIE B



Chairman's Report

Good evening everyone and welcome to the September clubnight. By the time this newsletter is with you this years Dorset Branch Rally at Wolvercraft will have been and gone. A full report will be done in the next issue.

Please don't forget that next month, October, is the AGM and your support would be very much appreciated. There should be a committee nominations form available tonight for completion.

Thanks to everyone who turned out for last months clubnight and Eddies Annual Gardening Competition. A full report and the prizewinners will be printed elsewhere in this edition.

Numbers attending meetings are gradually increasing as restrictions have eased and hopefully we will have a good turnout tonight for Phils Antiques Roadshow evening. I just hope you've all brought your antiques!

Thank you to everyone who came along to the MG 10/20 Club gathering at Athelhampton House last month. It was a superb day out and we had 13 cars on the club stand. Unfortunately, I think this might be the last time they are going to be allowed to hold the event there as the house now has new owners but who knows? After such a good event they may allow them to carry on! Fingers crossed!

There are a couple of events coming up this month. Firstly the Autumn Amble which will be taking place on Sunday 12th September. We will be meeting up at the SEB Club from 10am for an 11am departure for a run to the Moreton Walled Gardens. Secondly, Simply British Classics at Beaulieu is taking place on Sunday 26th September. I have made enquiries about a dedicated MMOC area so please let me know if you are planning to go so I know the numbers of cars involved. If you would like to drive up in convoy like we did last year I suggest we meet at Burley Cricket Pitch again for a 9:30 departure.

I think that's enough from me for this month, so until next time

Happy Minorning

Laurie

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 Designer of the Morris Minor, and other revolutionary designed
 vehicles of their era, including The Mini, 1100, 1800 and Maxi**

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

DAVE WALKER'S MORRIS ISIS (A BIG BROTHER TO THE MINOR)

By 1954 the 'larger than Minors' in the Morris range were starting to get somewhat dated. The Oxford with it's 1476cc SV engine with just 42BHP was now being overlooked by buyers in favour of more lively and exciting looking competitors. The Morris Six did not sell well with buyers favouring the more expensive and higher status Wolseley version.

Along comes the new Oxford with it's ohv engine, wider and more up to date styling as a replacement. There were always, perhaps to some extent justified, reliability issues with the ohc engine in the Six and it was felt that a more "conventional" power plant would prove more acceptable. So the Isis was born. Basically an Oxford from the B post back but with the front section extended to accommodate the new BMC C series six cylinder engine of 2639cc. This is the engine that was used in the Wolseley, Riley and Austin Healeys but for the Isis just a single carburettor. It developed, for it's day a respectable 86 bhp with 134 pounds/feet of torque at 2000 rpm. There was the option of an overdrive and an automatic transmission. The former proved popular, the latter didn't. Sadly it didn't get rack and pinion steering but contemporary test reports reported favourable on its' handling. The Bishop Cam system was fine for what the car was. I suppose it was aimed at the middle class, possibly cost conscious middle management for family and business motoring. Initially it had a column gear lever for the four speed box but this soon moved to the floor on the right hand side of the drivers seat next to the door.

It was offered as a saloon, a deluxe saloon and a Traveller. Initially colours were quite conservative. Black of course, Clarendon grey, Sandy beige and Empire green. The standard saloon was pretty basic but the the deluxe gave you leather upholstery; twin horns; heating and ventilator system; clock; over riders; rear centre arm rest plus opening front quarter lights. With a top speed of 88mph in direct top gear and a couple less in overdrive it proved able to cope with the soon to be coming Motorways. Fuel consumption recorded by Autocar magazine was just 23 mpg. Even this figure was in line with other cars with the same sized engine.

So what about my (new) Isis?

It's a deluxe saloon supplied, new to an High Court judge living in Kensington by Stewart and Ardern of Acton London W3 who were the London Distributors for Morris. The only extras were a pair of wing mirrors and undersealing. Both of these items are still with the car. The underseal is particularly good and peeling back a little piece shows the factory black paint. Sadly it does not have an overdrive or even better for me the automatic transmission. 365GMM is it's original registration number.

Cont.....



Delving through an archive set of early 'Minor Matters', I have been entrusted with to store, for Dorset Branch research by Branch founder member Graham Melly has recently revealed within the 1980 Nov/Dec edition (the same time the Dorset branch was being first formed by Graham) a touching and typically good mannered letter in response to Sir Alec's Honorary Life Membership of our very own 'parent' National Club. Sadly as the letter transcript indicates, by the early 1980's Sir Alec's health had begun to suffer more acute mobility difficulties. Ed

Copy of letter (below) to MMOC Club Secretary Paul Davies dated 10th November 1980 :-
 Dear Paul Davies,

I was delighted to receive your letter of the 2th October, and thank you most sincerely for enclosing a copy of your latest magazine.

As for the honour you have bestowed in making me an Honorary life Member of the Morris Minor Owner's Club—I am truly overwhelmed that you should have thought to honour me in this way, and am well pleased to accept Membership No. 3000.

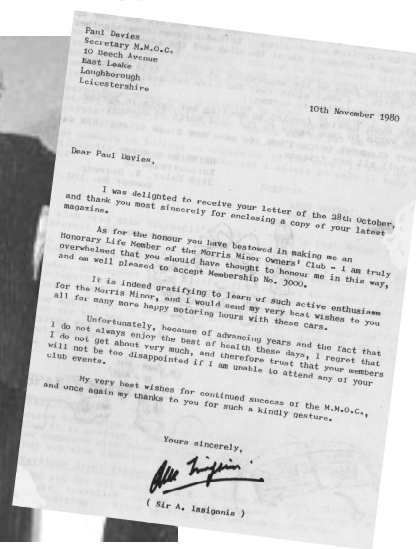
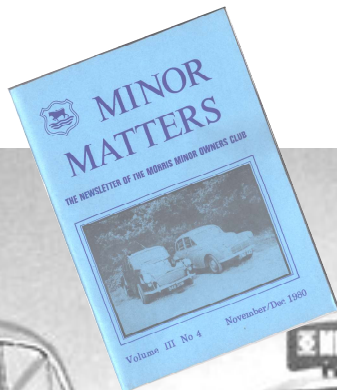
It is indeed gratifying to learn of such active enthusiasm or the Morris Minor, and I would send my very best wishes to you all for many more happy motoring hours with these cars.

Unfortunately, because of advancing years and the fact that i di o not always enjoy the best of health these days, I regret that I do not get about very much, and therefore trust that your members will not be too disappointed if I am unable to attend your club events.

My very best wishes for continued success of the M.M.O.C. And once again my thanks to you for such a kindly gesture.

Yours Sincerely

(Sir A. Issigonis)





Most of its' paint is still the original but it's very flat in places. The interior is good and the headlining is that type that almost looks like cardboard. The only non working item is the clock. Amps, oil water temperature and fuel gauges are situated in the complimentary instrument to the speedo which does have a trip meter.

It stayed in the original owner's family until 1998 when it was bought by Sandy Hamilton. It was laid up since the early 70s and shows 72k miles which is though to be correct. He didn't use it much as he has an Isis Traveller which is his favoured choice of this model. Amazingly it comes with its' original log book, service vouchers, duly stamped plus S&As supply plate under the bonnet.

So what's it actually like? First thing that you notice is that it pulls like a train. Certainly 10mph in third gear allows a smooth uptake of power. Other owners have said that the same speed in top does not cause distress. The clutch take up is also very light and progressive with no sign of judder. The gear shift works well but mine needs some re-bushing which is one of my next jobs. The brakes are not servo assisted so need a firm shove but pull up good and straight. The steering is heavy at parking speeds but feels good above about 5 mph.

It's very comfortable with plenty of leg room and the seats give good support except when cornering when you have a tendency to slide about on the bench front seat. The boot is large and quite tall with the upright spare wheel and tools easily accessible on the right hand side. The jack is a useful bit of kit and the jacking points are sound thanks, no doubt, to the underseal. I'm not sure that I would like to try to start it on the handle but it will be useful for setting the points and tappets.

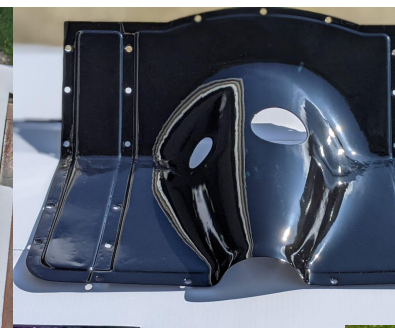


GRAHAM MELLY 'S (Dorset branch founder member) Series 2 Project (after 39 years of hibernation !)

We pick up on the latest progress with Graham Melly's 'meticulous' restoration , the story continues :-

Hi Roger , Progress on the Morris is a bit slower at the moment as elderly parents on my wife's side and also my own elderly parents are needing much more regular daily visits. (Its a matter of priorities of course) The reason in any event I am taking longer to restore my car is illustrated here . The Armstrong shock absorber on the left is what the polished one on the right looked like before I spent around 14 hours of filing,wet and dry sanding and polishing , prior to spraying.(right)

Tower Glass have just cut two brand new 6mm toughened glass .windscreen pieces (It took about 15 minutes to install as I have now fitted three split screen cars now and I feel a bit of a dab hand at that particular job)



Drivers seat base and gearbox tunnel (Both blasted , zinc plated , zinc primered and three coats of gloss black .



It's a gradual, lengthy process when wanting to finish everything to a similar standard !

GRAHAM



INVITATION kindly extended to the DORSET BRANCH MMOC as Guest Visiting Club 2021 to join the BOURNEMOUTH & POOLE MG OWNERS CLUB at ATHELHAMPTON HOUSE on Sunday 15th (From Laurie Blewer's Report Page 5)



PHOTOS—Wendy & Martin Devine and Brian Wood

SEPT 2021 Vol.24

...NEW TO THE BRANCHDAVE WALKER'S MORRIS ISIS

It does take a few things from the Minor. Hub caps, interior handles etc. There are some design features that are also incorporated. Firstly the bonnet, when raised conveniently slices the top of your head and a further improvement is that the boot does the same! Sadly' the Brian Wood bonnet extension' cannot assist with either of these deficiencies. The series two models had a more trendy style including two tone paint, extra chrome and the fluted bonnet that went on to the Hindustan Ambassador.

One odd thing is the petrol cap. It looks as if someone forgot to include it in the original design. that said it is easy to get at and there is no splash back.

The Isis was not an high volume seller and BMC ditched it in favour of the Farina inspired six cylinder models that came out in 1959. The UK Police usually went for the Wolseley version but some more parsimonious forces did buy the Isis.



I am looking forward to seeing just how acceptable it turns out to be but at the moment it is looking like it's a good addition to the fleet.

DAVE WALKER

**PROPOSED FUTURE
EVENTS &
ACTIVITIES**

Dorset Branch organised Events & Activities are headed thus —

DORSET MMOC
Other organised events have 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, any Dorset branch booking and necessary contact details will be shown wherever possible)

MORRIS MINOR OWNERS CLUB

End of SEASON

GET TOGETHER AND SPARES DAY

Club Spares
Traders stalls
Car booter pitches
Area for branches to display/meet
Saturday evening entertainment (weather dependent)

PLEASE BRING YOUR OWN REFRESHMENTS/FOOD

Sat/Sun 25th/26th SEPTEMBER 2021

*Camping available Friday noon to Monday noon £15 for the weekend. Pay cash at the gate or card machine.

KELMARSH HALL & GARDENS
Main Rd, Kelmarsh, Northampton NN6 9LY
Book online at mmoc.org.uk or phone the club office on 01332 291675

£10 PER CAR ENTRY or £6 Sunday only



DAHLIAS - Jackie Walker SWEET PEAS Marilyn Kellow MIXED FLOWERS—Margaret Tilly



RUNNER BEANS - The Editor fellow ! POTATOES & COURGETTES Sue Cooper

<p>AUG 28th/29th</p>	<p>DORSET MMOC THE DORSET BRANCH ANNUAL RALLY 2021 Celebrating 40 years (+1) of the Dorset Branch MMOC ALDERHOLT , Nr Fordingbridge (camping forms to Jacky Wood (DMMOC Treasurer) please) Rally site at :- Wolvercroft World of Plants . SP6 3BE (The site is open for campers from 5 pm on Friday 27th)</p>
<p>AUG 30th (Bank Holiday Monday)</p>	<p>Gosport Annual Vehicle Rally , Stokes Bay Gosport PO122BL In aid of Rotary Club of Gosport Charity fund . Rally –11. 30—4pm For details and information on booking visit :- The Rotary Club of Gosport facebook page for email link</p>



ONIONS Roy Gale CHILES Margaret Tilly MOST UNUSUAL VEGETABLE Theresa Moxley

THE DORSET BRANCH ANNUAL GARDENING SHOW 2021

It was the second 'return to clubnight' on August 4th to take place since lifting of restrictions saw the return of Eddie's annual gardening competition. There was generally a good turn out of branch members for the evening at the SEB Clubnight venue when we were able to use both the indoor function room for the entries and have use of the outdoor seating area to enjoy a nice sunny evening.

It was universally felt by our keen gardening branch members that it had been a very unusual gardening season to contend with. In addition to the many ways the pandemic had effected everyone in all sorts of ways, we had a very late start to the spring growing season. When it appeared the weather had decided to be very hot and sunny and our flowers, vegetables (and ourselves) started to become acclimatised, it kept changing the other extreme bringing us torrential downpours. This obviously effected the number of final category entries this year!

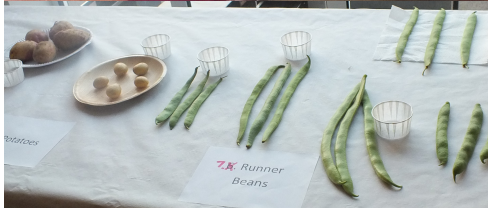


BEST IN SHOW Theresa Moxley

Unusual Vegetable Category— 'A CARDOON' Is a vegetable popular in the Mediterranean, highly favoured as long ago by the ancient Romans apparently. Commonly known as 'The Artichoke Thistle' But instead of eating the flower buds the cooked stems are recommended to be eaten.



The Judges (left) Eddie Pateman & Brian Tilly



SEPT 1st	DORSET MMOC CLUBNIGHT Phil Traves hosts the Dorset Branch 'Antiques Roadshow'
SEPT 4th / 5th	BEAULIEU INTERNATIONAL AUTO JUMBLE beaulieu.com (Dorset Branch not attending this event as a club group)
SEPT 4/5th	Isle of White Branch MMOC Annual Rally, Havenstreet Heritage Line Railway Station I.O.W. (enquiries - hocklaystu@btinternet.co.uk)
SEPT 5th	CLASSIC Cars on CHRISTCHURCH QUAY (CCOTP event) <i>*All vehicles attending must have a Drip Tray*</i>
SEPT 10th/12th	Bnmth & Poole Preservation Club - Classic & Steam Vehicle Show Haycrafts Lane, Harmans Cross. Swanage (in aid of Swanage Railway) For Booking Forms and all details visit - bppcltd.com
SEPT 11th/ 12th	Moors Valley Railway Autumn Steam Gala Moors Valley Country Park, Ashley Heath. moorsvalleyrailway.co.uk
SEPT 12th	DORSET MMOC AUTUMN AMBLE T.E. Lawrence's village of MORETON, Dorset (Destination The Moreton Walled Gardens) Meet at our usual SEB meeting Club - 10.am for 11am,Departure <u>More Details—Page 16 and booking form</u>
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) <i>*All vehicles attending must have a Drip Tray*</i>
SEPT 26th	BEAULIEU SIMPLY BRITISH CASSICS www.beaulieu.com (tickets on sale direct from Beaulieu for individual attendance)
OCT 6th	DORSET MMOC CLUBNIGHT Annual General Meeting
NOV 3rd	DORSET MMOC CLUBNIGHT Quiz Night
DEC 28th	DORSET MMOC MISTLETOE MEANDER Meet at S.E.B. Club Times & details of proposed route & destination to be advised.
JAN 15th 2022	DORSET MMOC ANNUAL DINNER DANCE Dudsbury Golf Club (Bentleys Restaurant) Booking Forms to follow



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We also offer cycle parts and accessories!

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



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JEP 123L

Rear Plate
JEP 123L

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

John 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
 - Ash trays (late)
 - Axle stands (folding)
 - Bonnet hinges
 - Extending Bonnet stay (plated)
 - Bottom hose
 - Brake backplates (8")
 - Bump stop (RH)
 - Marina type column ind switch
 - Distributors
 - Jack
 - 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)

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

FOR SALE, JOB LOT of S/H Spares
(1098 items, all working)
X2 Dynamos
X2 Distributors
1 Radiator
1 Exhaust manifold (alloy sprayed, may need face skimming)
1 Oil filter conversion kit
1 Clutch plate (little used)
Offered together, as seen - **£100**
Mike Smith - 07979 757199

***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

I hope you have managed to get out and about in your Minors over the summer months. Whilst the weather hasn't been fantastic in August, you have to take the rough



with the smooth, I suppose. I think that there is a rule that prevents decent weather when the schools are on holiday! August has been quite a busy month for shows and don't forget we have our Branch Rally coming up fast (at the time of writing, and for the benefit of readers of the 'online' version Newsletter before the next clubnight). No entry forms are required, just turn up on Saturday and/or Sunday. Sunday is the main rally day and on Saturday afternoon we will be having a run out in the Minors.

The October Branch meeting will be our Annual General Meeting so please let us have any nominations or items for discussion in plenty of time before the meeting which will be on Wednesday 6th October at the Electric Club.

BRIAN



THE 2021 DORSET BRANCH 'AUTUMN AMBLE' SUNDAY SEPTEMBER 12th

Meet at the SEB (usual clubnight venue) At 10 a.m

It has been planned that a cooked breakfast can be pre-ordered from the SEB club venue (subject to a minimum of 10 branch members attending) Then 11 a.m. Departure

Moreton Village (T.E. Lawrence's Village)

The destination is Moreton Walled Gardens

(a beautiful 5 acres of formal landscaped gardens with a cafe) Moreton Church is nearby with it's special WW2 era engraved windows –T.E Lawrence's final resting place is also nearby .

PLEASE RETURN YOUR BOOKING FORMS A.S.A.P

Secretary's Report

Mike Smith has asked me to clarify that the Morgan event at Breamore on 7th September will only be for Morgan owners and cars to park up the drive, any DMMOC members are welcome to visit and view what promises to be a spectacular sight but will have to park in either the visitor car park or field.



I've just got back from a quick visit to Classic Cars on the Farm. I did cheat and just buy a punnet of Strawberries from the shop, they looked better than the ones out in the field. Apparently, they have a sectioned off area where they pick for sale in the shop that the public aren't allowed to trample over.

As I write this it is the weekend before our Rally, as you read this then it will all be over and hopefully everyone had a great time. I'd like to take the opportunity to thank all the committee members and helpers who put in the time and effort to plan, setup and run the event. We have planned a road run around the surrounding area for the Saturday, poor Laurie got quite car sick taking notes as I drove around the country lanes. We still have another route to plan for the visit to Moreton on 12th September, so we'll switch roles for that one.

We attended the first Classic Cars on Christchurch Quay, after a damp start it did brighten up a bit and there was a good selection of vehicles on display. The day before I popped into Motorman in Ferndown to buy a cheap drip tray to be told that they had sold out! I did manage to acquire one and gained entry to the show, when we left, I had only got halfway across the field before I realised that I'd left it behind. Talking with Ashley he said that several exhibitors left and came back to pick up their drip trays.

The Bournemouth & Poole MG event at Athelhampton House was very enjoyable, we had a very good turnout of 13 cars on display. We enjoyed a tour of the house and gardens as well as a cream tea from the café.

We have booked ferry tickets for Sunday 5th September to visit the IOW Rally for the day, something we haven't done for a few years.

Ian.

DORSET COUNTY DIALECT WORDS

OF 'YE OLD DORSET' (WORD QUIZ NO. 4)

Here's the last series of 40 old Dorset dialect words, and yes they are all genuine words used once upon a time on the farms and in and around the villages of 'Old Dorset'. Did you guess or perhaps recognise any from last month? You never know when you venture out into the hidden byways and villages of our own lovely Dorset in your Minor and you find yourself perplexed by the meaning of some strange words used by any 'old village locals', why not have another try at filling in what you think may be present day meanings of the next collection of 'Dorset Dialect' words. Inspired by Dorset's own famous old Poet William Barnes that he catalogued in 1863 - 'The Grammer and Glossary of the Dorset Dialect'

Answers can be found on page 28



THE STORY OF ROY GALE'S TRUSTY QUALCAST LAWN MOWER - The same company that made engine castings for Morris Motors in the 1940's including the Minor MM series as featured in my A-Z series in the July edition that prompted Roy's letter as follows :-

Dear Editor,

Just a follow on from your A-Z series in the Newsletter (July 2021) - I own and use every summer a Suffolk Super Colt mower. It was purchased May 1970, I have the original instruction manual and spanner supplied when purchased. The mower has been with me for the past 30 years. I had acquired the mower from a friend after his garden 'make over'. He had it from new and it's never let me down with Just a simple service after the summer. It still cuts my lawn superbly or 'a cut above the rest'. As you pointed out in your article it was once Britain's most popular mower.

ROY GALE

81. Mampus		101. Smeech	
82. Mesh		102. Tilty	
83. Moud		103. Torrididdle	
84. Nammet		104. Toyear	
85. Nippy		105. Twanketen	
86. Nirrup		106. Undercreepen	
87. Not		107. Vang	
88. Over-Right		108. Vitty	
89. Parrick		109. Ware	
90. Peck upon		110. Welshnut	
91. Popples		111. Werret	
92. Prog		112. Wont	
93. Quine		113. Woppen	
94. Quob		114. Wopsy	
95. Rale		115. Yakker	
96. Rap		116. Yis	
97. Rathe		117. Yop	
98. Reddick		118. Zeale	
99. Rottlettrap		119. Zet up	
100. Satepoll		120. Zwill	



Engine casting for the Series MM Minor side valve engine (below)

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Precision Repetition Grey Iron Founders
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QUANTITY Castings Metallurgically Controlled
USE "QUALCAST" and reduce your Machining Costs
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