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Dorset Branch

MORRIS MINOR OWNERS CLUB

MONTHLY MAGAZINE & NEWSLETTER



IT'S 'GOODBYE' TO 2021!



1948< Morris Minor >1971



FEBRUARY 2022
 Vol 25 issue 3

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
Hon. 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		Front Cover Story Dorset Branch Members Happy to Wave 'Farewell' to 2021 !
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
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Committee Member (Health & Safety advisor)	Karon Brown sandkbrwn@hotmail.co.uk		

**** Print Deadline to ensure inclusion in to the MARCH (Next) 2022 Edition 27th/28th FEBRUARY**

- Photos below*
1. Ian Chiver's Canoe 'Prospecter'
 2. Jackie Walker's Seasonal & Flo-



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HOBBYS EVENING

JANUARY 2022 CLUB NIGHT

(Photos from Brian Wood & Laurie Blewer)

Dorset Branch members 'Other Hobbies' :-

1. Manina Trickett's Puppets
2. Dee Houghton's Knitted Animal Characters
3. Laurie Blewer's Clockwork Model Railway Sets
- 4./5. Brian Wood's 3D Printing Created Items
6. Olivia Akam's 'Olivia's Mini Me' World



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
FEB 2022 Volume 25 Issue 3

FEBRUARY CLUBNIGHT

'Blind' Auction

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P.4	P.7 Mistletoe Road Run Photo Report
EDITORS NEWS DESK & 'YOUR LETTERS TO THE EDITOR' P5	P8/9 Coast Watch Institute Explained (DMMOC Chosen Charity) by Sue Grundy
CHAIRMAN'S REPORT PAGE P.6	P 18/19 DMMOC Dinner Dance Photos
P10/11 FORTHCOMING EVENTS	P20/21 Editors Industrial A-Z 'Tecalemit'
SECRETARY'S REPORT PAGE P. 13	P22 Hello from Guensey (branch member Graham Renouf)
THE 'BRIAN WOOD' REPORT P. 14 &15	P24/25 Editors P1 of 'Birth of an Icon'
CLUB SPARE PARTS & ACCORIES PAGE FOR SALE P. 16	P. 26/27 Hobbies evening photos
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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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Editorial

Happy 2022 ! - Welcome to the first edition of the New Year . Here's hoping, that by now well used phrase - "Back to some form of normality" will now realistically gather momentum .

This 'Platinum Jubilee' Year certainly looks to have every promise to a year to look forward to, particularly towards catching up with 'driving out' and 'meeting up' together with our Minors to the very full again across the Dorset branch membership .

That 'Jewel in the Crown' location right on own doorstep is of course Beaulieu National Motor Museum, together with Palace House and so many other on site attractions . The Dorset Branch are indeed fortunate that Moggyfest combined with the MMOC Southern National Regional Rally event enjoys a such welcoming encouragement from the Beaulieu management. As one of our Dorset Branch's 'top most' annual events, it has now become well known nationally to many other branches and also to the national classic car press . A visit to the next Moggyfest (weekend of 14th & 15th May) whether camping on site or just for a day visit, provides such fantastic value, with so much to see on one site for anyone even remotely interested in classics— You are cordially invited again to join the Dorset Branch at Beaulieu. This years main theme will focus on that memorable **1960's era**, to include very special displays marking the 61st celebration year of that first British 'One Millionth' production car ever built —'The Morris Minor Million' . It should be difficult to miss this years intended large and prominently sited Dorset Branch marquee again , as our 'club branch centre piece' to the nicely lawned Minor rally area (remember your picnic chairs!), all placed conveniently near to the main Beaulieu Spring Autojumble showground entrance.

Mistletoe Meander, Hobbies Evening and Annual Dinner Dance - three of the ever popular 'start off the year events' each have photos kindly sent in on later pages within this issue— A speedy recovery is conveyed to all those members who, due to any illnesses or isolation rules etc. unfortunately were not able to attend any of these recent events .

Mechanical matters this month is covered with Part 2 (follows part 1 in Dec/Jan edition) of **Brian Wood's** detailed practical advice on Minor Brake Upgrading P14/15 . We give a well earned break this month to our other technical expert - special correspondent '**R.B.**' (**The Minor Home Mechanic**) His next article however will be in the March edition covering the recommended techniques should Minor throttle cables. require servicing or replacement . I also look forward to re-visiting **Graham Melly's** meticulous Series II project next month . **The National Coastal Watch Institute** - the recent 'annual charity', chosen to support by members of the Dorset branch . Branch member **SUE GRUNDY** provides an interesting insight into this valuable and 'life saving' locally based service P8/9 (part of a two part article on the NCI) April Clubnight is planned to feature a special talk on the N.C.I .

' **The Birth of a British Icon** ' P24/25 is the first of a series with my attempt to recap on the events and the people responsible for the creation of the Morris Minor starting in the early 1940's, then leading on to 'One Million Minors' being produced in the early 1960's !

Let's look forward to some nice Sunny 'Minor Motoring' days out again soon ROGER



Vic Oak was Nuffield's Chief Engineer and was more than enthusiastic , in full agreement with Miles Thomas, that they had found the right person capable to take on the 'Mosquito' project . Directly under Vic Oak had worked a man who Oak described to Thomas at the time as a 'rather shy, reserved man' . His name was Alec Issigonis, who had made a good reputation at Rootes, as being a very talented suspension design expert . Issigonis had come to



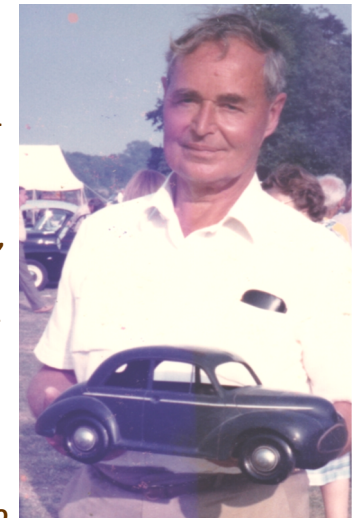
above— The 'Mosquito'

Morris at Cowley in 1936 at the age of 30 to concentrate on rear axle and suspension design and improvement. He had constantly made notes and design sketches on the improvement of the 'small' car for many years and was greatly enthused when the proposed 'Mosquito' project actually came his way—He then wrote down a heading to describe his main objective that he was determined to eventually interpret what was his bosses , Miles Thomas's and Vic Oak's primary requirement . *"To carry four passengers in comfort and at speed ,in the smallest and most ergonomic and aerodynamic package "*

After soon seeing so much total commitment and enthusiasm and obvious potential from Alec Issigonis Oak then left him a completely free hand with the project .

Work on the Mosquito began) in the early 1940's(as Miles Thomas had originally secretly planned Issigonis hand picked who would be his two main assistants . Jack Daniels (who after retirement moved to

Highcliffe-On Sea and became regularly involved with the Dorset Branch , pictured right in 1984 with the original 'Mosquito' project model) and Reginald Job both as principle design draughtsmen . Jack Daniels who had done some masterful work on M.G.s was involved with all things chassis, suspension and steering. While Reg Job who had previously worked on Morris and Austin Eights was the 'Bodyshell' man . Unusually , this work was carried out in a small self contained development shop in the corner of the Morris factory at Cowley. This new car, destined to become the 'Minor' ,would be the first British small car of a totally 'integrated' design—meaning that the chassis and body were built to form one unit. As an example , the wings on



cars had always been built as part of a separate entity requiring running boards to meet the doors. The wings on the Mosquito project being 'integrated' thus eliminating old running board design requirements . Similarly the features of the new car were all designed to fit each other, and not as previously , all designed separately. Also the body shell was built to carry the engine well forward being placed this way to improve stability on the road. Then front suspension was built much softer than the rear - this too providing more stability. In order that the front suspension operated well , this unitary bodyshell was purposely designed to be as extremely rigid as possible

Above ,Sir Alec Issigonis ,in later years

(TO BE CONTINUED)
Roger K Feb 2022



THE BIRTH OF THAT BRITISH ICON (Part 1)

The Editors first instalment in a series 're- exploring' the very beginnings of the Morris Minor To become the first British car to reach One Million being built by 1961

"Good grief man , it looks like a Poached Egg , we can't build that ".....

It's reliably reported that this was Lord Nuffield's (Head of Morris) first scathing comment when he was first shown the original full size design prototype that would later become an outstanding success story within the British Motor Industry . With it's round curvaceous body style and strange small oval radiator with 'hidden' experimental headlamps behind the grill louvres , it offended his set stubborn traditionalist views. Unfortunately Lord Nuffield (photo right) took an instant dislike to car and it did not improve his similar offhand disregard towards this new small car



Above ,Lord Nuffield 'disliked' both car and it's designer

concept designer Alec Issigonis at the time. As we know the Minor's eventual enormous success proved Nuffield anything but right in his initial predictions and it wasn't until the 1,000,000th car had rolled off the production line that he granted his public thanks and appreciation ,at long last, to the cars ingenious designer Issigonis (who was later to receive a knighthood and become 'Sir' Alec Issigonis)

Below left (Unsung Morris Minor Hero ?) Miles Thomas



This fascinating story begins in the 1940's at the outset of the Second World War when the Nuffield Organisation were geared up in the production of everything from tanks to military field cookers. Miles Thomas had been a WW1 Royal Flying Corps Fighter Pilot and was awarded the D.F.C. prior to being Managing Director of the Nuffield Organisation/Morris Motors was keen to establish a small, economical , saloon—he had been determined in his own mind to 'far sight' this as ahead as a top priority project for a post war 'best seller' against any other car making competition. Miles Thomas (photo left with Winston Churchill) his career also included Chief of the Air

Ministry and then also after deciding to 'part company' with William Morris he was then Chairman of British Overseas Airways Corporation (B.O.A.C.)

This secret 1940's small car project ,that we are all so familiar with today as the The Morris Minor , was code named by Miles Thomas 'The Mosquito' .

DORSET BRANCH MOGGYFEST 2022

Incorporating The National MMOC SOUTHERN RALLY
Plans are well under way for you to 'RE VISIT' and 'CELEBRATE THE 1960's ERA' at MOGGYFEST over the weekend of 14th and 15th May .

Included in this exciting event will be celebrations to mark the 'Minor Million' special edition lilac finished Minor saloon launched at the very start of the 60's era , back in 1961 .

If you have an old entry carried over from the 2020 event which never took place, and if you requested that we keep the entry fee for next time, your entry will be confirmed. If you opted for a refund or to donate the fee to charity, then you would need to submit a new entry form. Booking forms available online :- <https://www.dorsetmmoc.co.uk/wordpress/admin/>



HAPPY 70th PLATINUM JUBILEE YEAR M'AM !

The Dorset Branch are in the process of discussing the possibility of a celebratory combined 'Road Run' during the Queen's 70th Platinum Jubilee 4 day holiday weekend . (further updates will be posted on the events listing pages soon)

'SMART' MOTORWAYS - NOW SUSPENDED FOR 5 YEARS

Although we have no designated Motorways in the county of Dorset, Classic Car Owners who may need , or choose to use other Motorways for any longer journey requirement may at least be giving some sigh of relief for the next five years. The government's decision comes in response to a report by the cross-party transport select committee to suspend so called 'Smart Motorways' for the next 5 years pending an independent review. The Department for Transport has agreed to have the technology of 'Smart Motorways' independently evaluated by the regulator, the Office of Rail and Road (ORR), and to suspend the new schemes pending the full five years' worth of safety data across the so-called "all lane running"(no continuous hard shoulder) motorways converted over the past decade.



However existing Smart Motorways already under construction will continue to be finished . Also rivers of older and classic vehicles remain sceptical with news that the government said it will continue 'investing' in 'Smart Motorways' with another £390m on installing more emergency refuge areas on existing smart motorways, by 2025, on top of the £500m spend on retrofitting more 'stopped vehicle detection technology'.

Chairman's Report



Hello everybody and welcome to the first newsletter of 2022. I hope you all had a very good Christmas and New Year and are looking forward to a good 2022 ahead.

Its been quite a busy couple of months since my last report. Our last event of 2021 was the Mistletoe Meander which really was a very good day. A large contingent of members met up at The SEB Club for tea before setting off for a run. The route took us out towards Christchurch before heading across to Sopley, up to Bransgore before stopping off at Burley. The 2nd half of the route took us towards Ringwood

before heading across the Avon Causeway, past the airport and then back towards the SEB Club. Once we were back Mick provided us with a fantastic lunch of giant pigs in blankets with mash or chips plus peas. There was so much of it that lots of us went back for seconds. New Years Day saw a lot of members heading to Classic Cars On The Prom – either at Bournemouth or the new venue of Poole Quay. Unfortunately the weather was rather pants but that didn't stop loads of cars attending along with a lot of public out walking off their New Years Eve hangovers!

Moving on a couple of weeks and we have the Annual Dinner and Dance at the Dudsbury Golf Club. Unfortunately we had a few members cancel at the last minute but 51 still sat down for a fantastic meal followed by entertainment from Ray Foster. So, all in all a busy end to 2021 and start to 2022.

Looking ahead to this year and the events calendar is already filling up. Final details have now been sorted for Moggyfest 2022 and its all systems go. If your entry is already in from 2020 you will not need to enter this year but entry forms are available from me or from our website, www.dorsetmmoc.co.uk. Details of other shows are coming in and if you know of anything that's not in the events calendar please let Roger know. I have had notification of the Swanage Charities day which is due to take place on Drive It Day, 24th April. We hope to combine this with a Drive It Day Run. This will be the organisers, Jenny Lazenby, last time organising this before she hands over the reigns to younger blood so lets go for a good turn-out.

Anyway, that's about all from me for this month, so until next time
Happy Minorning

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DORSET BRANCH member GRAHAM RENOUF (who happens to live on the lovely Chanel Island of Guernsey) reports on his more locally based Guernsey Classic Car Club. The Dorset Branch also have several members who live in other distant locations (who we always love to hear from) including Lincolnshire , Northamptonshire, Kent, Yorkshire, Wales -even in the USA and in Tasmania.



We had our first run of the year and met on the Albert Pier, St Peter Port , Guernsey and had a good turn out of cars. There were 12 in fact and a lot of members. After a chat we set off on our "breakfast run". We went to the local aero club at Guernsey airport in the parish of the Forest. We had an excellent breakfast and another chat about our cars. The weather was very kind to us and the sun came out and we were able to get our cars home before the rain started. We didn't have to use the chamois. Roll on the next run !! Best Wishes from Guernsey GRAHAM RENOUF



DORSET BRANCH MISTLETOE MEANDER 2021 editors photo report
As daylight dawned on 28th December the weather greeting us was 'more of the recent same again ' continuing a recent trend of damp ,cloudy rain and showers. However the cheerful spirit of all the Dorset Branch members participating in the 2021 MISTLETOE MEANDER was one of absolute contrast to any further 'dampening' weather . I joined in the line of Minors and counted at least 16 Minors (plus a selection of very welcome 'other makes' of members classics) departing out on the winter road run . The planned route took us out towards the New Forest . The road became very rurally pleasant after reaching Derit Lane Sopley onwards , through to Burley village the main destination. The return journey took in the typically scenic ancient forest area to the north of Burley, back towards Crow and Moortown. The majority of members returned to the Castle Lane club house for the lunch. -Best seasonally decorated Minor was won by Karon & Steve Brown (Photo Bottom Right)



DORSET BRANCH MMOC Nominated Charity for 2021
(Coast Watch Station HH — NCI Hengistbury Head)

DMMOC Member SUE GRUNDY provides us with the following insight (including details from their own Newsletter- 'Coastwatch HH Round Up') to a truly 'life saving' voluntary service, carried out by volunteers, and it operates every day here on or own doorstep .

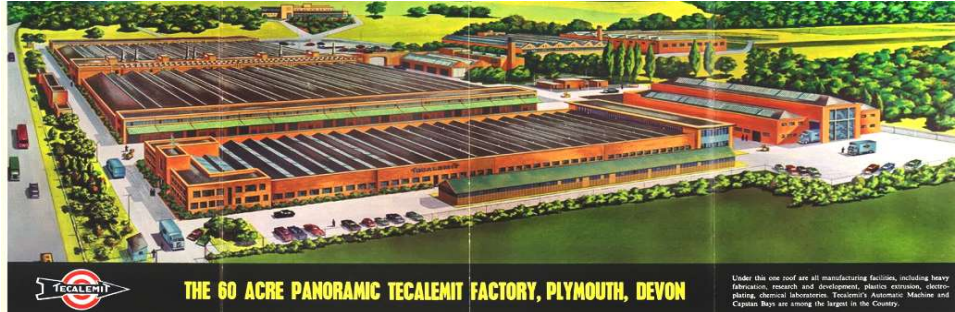


NCI Watchkeeper (and DMMOC Member) SUE GRUNDY on duty at Hengistbury Head Station

The big news of 2021 for NCI HENGISTBURY HEAD STATION was that, on 2nd September, we were awarded 'DFS' status!

DFS stands for "Declared Facility Status" and is the benchmark qualification to a challenging national standard which must be attained for a body - in this case, our Station - to be officially recognised by Her Majesty's Coastguard as an integral member of the Maritime Search and Rescue (SAR) emergency services. DFS assessment usually takes place within two years of a Station's opening, but our planned assessment for March 2020 was frustratingly postponed due to lockdown. Two NCI Assessors arrived on Wednesday 1st September and scrutinised our files; pored over procedures, log books, training manuals; keenly observed Watchkeepers on duty; grilled the management team and drank copious amounts of tea!

The ordeal was over by Thursday afternoon with the following remarks from the Assessors: **"to reach DFS in the period of a year of the pandemic restrictions is exemplary"** **"very impressed"** - **"documentation is very good"** and our procedures are **"spectacularly thorough"** The lifting of COVID restrictions means that we have also been able to resume our recruitment process, inviting some of those who have been on our waiting list since well before the first lockdown to join us as an observer on a Watch before (if both sides are happy) beginning the training programme.



Tecalemit identified a large site in Plymouth at Marsh Mills which was cleared in 1947 and by 1948 the first of three production buildings had been completed. Over the next ten years Tecalemit continued to expand to over 2,500 employees, to handle the large increase in the volume of business. By the mid-sixties, they had five individual divisions that later became three separate companies in the mid-seventies; These employees benefited from not just a staff canteen but also a Sports and Social Club and even a nightclub on Plymouth's 'infamous' Union Street called the 'Target Club'.

Tecalemit Garage Equipment, Interlube and Intec—All three operated as part of the Tecalemit Limited Group which was acquired by Siebe PLC in 1982. At this time, Tecalemit were the second-largest employer in Plymouth, just behind the world-famous Dockyard. They had also moved from the Marsh Mills site to a brand new production facility in Belliver, in the north of the city. Also during this period Sheffield based garage equipment manufacturer, Laycock became part of the Tecalemit family, with production remaining there until early 1990 when it too was transferred to Plymouth.

For the start of the new millennium, Tecalemit moved to their current home in Langage, not far from their old site at Marsh Mills . Today Tecalemit are part of the BASE group of companies which offers a complete range of garage equipment with a focus on tyre fitting, wheel alignment, and vehicle lifting as well as headlight testing and brake testing. Beissbarth, Werther, Sicam and APAC are now also members of the company.

Tecalemit has been helping garages and workshops provide a superior service to motorists since the 1920s. And have achieved a worldwide reputation for supplying a comprehensive range of quality vehicle servicing and testing equipment for motorcycles, cars and commercial vehicles.

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Tec-span

Tec-span unit panels can be installed in combination or singly, built into any type of wall or partition. Where no suitable wall exists, steel frames are available. All drums, tanks, air compressor and other equipment are concealed behind the wall.



Tecalemit Lifts

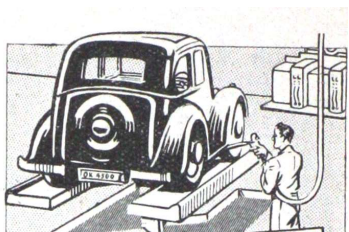
- Flush-fitting, central pillar. Capacity: 3 tons. (Commercial vehicle models also available).
- Drive-on, central pillar with ramp ends. Capacity: 3 tons.
- "Frame-Kontakt" for maximum accessibility with all wheels free. Capacity: 3 tons.
- Four post, all-electric lift. Needs no excavation work. Capacity: 3 tons.

One wheel chock is supplied with lifts, excepting the "Frame-Kontakt". Cross-member and jacks to raise and free wheels are available.




Editors A-Z Series—Following ‘S’ for SU Carburettors last time This month ‘T’ is for TECALEMIT . (An A-Z series of companies and organisations that were involved , manufacturing directly or indirectly during the Morris Minor factory production years . Unless your Morris Minor has never visited any service garage within the British Isles at any time from when it was new, right through to the present day, it’s most unlikely that it has not encountered some Tecalemit equipment for lifting, regarding any servicing and testing ! Back in 1930 the Tecalemit High Pressure Garage Service was introduced. (By 1934 there were around 2500 UK service garages fitted out with Tecalemit equipment in some way)

Emile Piquerez designed a lubrication system, with a simple coupler clip, which was sold under the “Techla” brand. With Joseph Christe, who was the European distributor for the American company “Alemite”, they traded Piquerez’s patents in exchange for theirs for use in Europe. Officially established in Paris in May 1922, this was the beginning of the company known as TECALEMIT The name “Tecalemit”, a blend of “Techla” and “Alemite”, was created to remind buyers that they could find products of both brands from this new company.



Tecalemit in the UK started shortly after, with four staff in a small office just off Regent Street, London. By 1932 they had opened a ‘Garage Equipment Training School’, which trained garage service bay employees in the servicing and maintenance of cars with Tecalemit equipment. And wasn’t just employees from garages and workshops that attended, the school also provided training to all branches of the armed services too. Tecalemit continued during the war, supplying parts and equipment to the MoD including the Admiralty, as well as the Ministry of Aircraft Production. After the war, with the assistance of the Board of Trade, Tecalemit looked for locations to expand their operations which eventually led to Plymouth.

SEE TECALEMIT SERVICE IN OPERATION ON STAND 477 BRITISH HALL

At the Motor Show, Olympia, from October 18th to 24th, Motorists will have the opportunity of seeing Tecalemit Car Valving Equipment, and judging for themselves the comprehensive nature of Tecalemit Service. They are also cordially invited to inspect the wide range of Tecalemit Accessories and Components exhibited on

STAND 414 Grand Hall, Gallery.

POINTS OF TECALEMIT SERVICE.

<p>① CHASSIS. New Lubricant injected into the heart of every bearing, steering and axle drive system.</p> <p>② SPRINGS. Every Leaf Rebound with Graphite Penetrating Oil. Every Flange nut fully lubricated.</p> <p>③ GEARS, TRANSMISSION, BACK AXLE. Flashed, Selenized, Oiled and Shilled.</p> <p>④ BODY WORK. Washed and polished. Metal work, Screen and Windows greased.</p>	<p>⑤ WIPERS and STEERING. Carefully inspected, cleaned, and tested.</p> <p>⑥ EYES. Inspected for cuts and sores. Inflated to exact pressure. Mirror lenses tested and "topped up".</p> <p>⑦ RECORDS. Every job recorded on a special slip, placed in each car's log and thoroughly done.</p>
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This is an Official Tecalemit Station to give you maximum value for your money and advice.

TECALEMIT LTD., GREAT WEST ROAD, BRENTFORD, MIDDXX.

OFFICIAL CAR VALVING STATION

THIS NOT THIS

ALL OUR PLANES RETURNED SAFELY

A marked tribute to the skill and courage of our pilots and wonderful testimony to the unflinching performance of the modern aero engine and components. Millions of flying hours have been safeguarded by

TECALEMIT OIL FILTERS

AVIATION DEPARTMENT

TECALEMIT LIMITED GREAT WEST ROAD, BRENTFORD, MIDDXX. Phone: Ealing 6661 (16 lines) HYDRAULIC & MECHANICAL DESIGNING & MANUFACTURING ENGINEERS



Incidents have, once again, been many and varied (although fewer than in the previous couple of years) with 25 being recorded up to the end of October. Those that we have recorded include vessels with engine failure, or taking on water, or smoking engines, wing and kite surfers in difficulty, concern for swimmers and vulnerable members of public and a dog over the cliff. The professional and thorough manner in which these incidents were handled is testament to the ongoing

training received by every Watchkeeper and live exercises with Mudeford RNLI prove invaluable in ensuring that we meet and maintain the required standards.

Nearly 1,000 radio check requests were received on VHF Ch65 and over 45,000 vessels logged.

With a steady decline in loose change donations since the start of the pandemic we have had to come up with different ways of maintaining our fundraising and encourage everyone to visit our website www.hhnci.org.uk to find out how you can support us - from buying lottery tickets, to becoming a Friend of Hengistbury Head Lookout, asking to make a Sum Up donation at the Lookout, buying a NCIH 2022 calendar or visiting us at one of our events. All the information is on our website and every penny that you can donate enables us to continue providing our vital service - keeping eyes along the coast for both shore based and water users, whether resident or visitor, whether on two or four legs. And don't forget to give us a 'like' on our social media pages to stay up to date.



Thank you for choosing NCI (Hengistbury Head) for the recent MMOC Annual Charity .

We couldn't do this without such voluntary contributions and we really appreciate that you do value and support us.

(For and on behalf of NCI Hengistbury Head Station) Sue Grundy



Here is Sue's lovely 1969, Trafalgar blue traveller that she has owned it since 1993. Unfortunately it has been off the road for the past 5 years because certain old wiring caused it to fail it's MOT . Sue is hopeful to have this replaced in 2022 though, and she is very much looking forward to being able to drive it once again.

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)

FEB 2nd 2022	DORSET MMOC FEB CLUBNIGHT (Castle Lane) BLIND AUCTION Proceeds to the next Branch Charity 2022 (to be nominated)
FEB 13th	Classic Cars On the Prom : Rear of BIC Bournemouth 11 am—2 pm: any further info—www.bppcltd.com/ccotf
MARCH 2nd	DORSET MMOC MARCH CLUBNIGHT (Castle Lane) (Talk on Scotland) by Branch member Theresa Moxley
MARCH 13th	Classic Cars On the Prom : Rear of BIC Bournemouth 11 am—2 pm : any further info —www.bppcltd.com/ccotf
APRIL 6th	DORSET MMOC APRIL CLUBNIGHT (Castle Lane) Talk - National Coast Watch Institute (Dorset Branch Chosen Charity)
APRIL 10th	Classic Cars On The Prom ; Rear of BIC Bournemouth 11 am—2 pm : any further info —www.bppcltd.com/ccotf
APRIL 24th (Provisional)	DORSET MMOC SPRING TIME SUANTER ROAD RUN Shillingstne Station - and on to - Oxford's Bakery Nr Sherborne (confirmation ,details & timings to follow)
MAY 4th	DORSET MMOC MAY CLUBNIGHT Castle Lane Quiz Night (Details to follow)
MAY 7th & 8th	Breamore Steam Working Weekend , Breamore House Dorset Branch's participation—details to follow
MAY 14th/15th (for camping area access - see booking form)	DORSET MMOC DMMOC 'MOGGYFEST' 2022 & Southern National MMOC Regional Rally Celebrate the 1960's at Beauieu with the Dorset Branch *branch members who are still owed for previously cancelled MOGGYFEST will automatically have tickets issued for this event *
MAY 15th	Classic cars On the Prom : Rear of BIC Bournemouth 11 am—2 pm : any further info—www.bppcltd.com/ccotf

After much anticipation of getting back to normality we were all glad to be able to attend the Dinner and Dance this year at the Dudsbury again after missing last year's event.

(The previous year just beat the lockdown!). There were 51 attendees with only a few cancellations due to illness or shielding etc. We were entertained by Ray Foster who is a Morris Minor owner and has joined our club recently and did an excellent job of singing the popular songs of the fifties and sixties.

The food was very good and as we were moved to the larger upstairs venue - there was plenty of room for everyone.

We have provisionally booked the same venue for next year (2023). The date for your diary is 14th January 2023.

*Reports & Photos
with thanks from
—Brian Wood
& Laurie Blewer*



DORSET BRANCH ANNUAL DINNER & DANCE

Held at Dudsbury Golf Club & Hotel JANUARY 2022

Dinner Dance Event DMMOC Annual Car Trophy Award Winners 2022

Announced by - Branch Chairman Laurie Blewer
Presented by— Branch Secretary Ian Chivers

Top row (L to R) Minor 1000 Convertible - Peter French
Minor Series MM—Mike Sheppard
Minor 1000 Traveller—Michelle Brown
Minor Series II - Steve Brown

Bottom Row (L to R) Chairman's Choice Cup - Mike Smith (Minor 1000 Convertible)
Best LCV - Spud Taylor (Minor 1000 Pick Up)
Minor 1000 Saloon—Roger Kellow (*presented in absence)



JUNE 1st	DORSET MMOC <u>JUNE CLUBNIGHT (Castle Lane)</u> Speaker (Subject TBC) Confirmed
18th June (TBC)	Blue Bird Club Classic Car & Vehicle Event (Details TBC)
JUNE 25th	The National Morris Minor Owners Club NATIONAL RALLY 2022 Kelmarsh Hall , Northampton . NN6 9LY . mmoc.org.uk/Events/
JULY 6th	DORSET MMOC <u>JULY CLUBNIGHT</u> Proposed ROAD RUN TBC
JULY 9th/10th	DORSET MMOC <u>DMMOC ANNUAL RALLY 2022</u> Wolvercroft World of Plants , ALDERHOLT Camping available on site (All Further Details , Booking Forms etc. To Follow)
*JULY 24th *This date TBC	Holdenhurst Village Fete (Invitation to Dorset Branch to attend) (Details TBC from Laurie)
AUG 3rd	DORSET MOOC <u>AUGUST CLUBNIGHT</u> Subject TBC
SEPT 3rd/4th	Isle of White Branch Rally , White Steam Railway PO33 4DS Further details announced later from IOW Branch
SEPT 7th	DORSET MMOC <u>SEPT CLUBNIGHT</u> Antiques Roadshow hosted by Phil Traves (Bring in your treasured old items for Phil to expertly appraise)
SEPT 25th	SIMPLY BRITISH CLASSICS at Beaulieu (DMMOC probably will attend as club group again ,details TBC)
OCT 5th	DORSET MMOC <u>OCT CLUBNIGHT/ANNUAL GENERAL MEETING</u>
NOV 2nd	DORSET MMOC <u>NOV CLUBNIGHT</u> Subject TBC
DEC 7th	DORSET MMOC <u>DEC CLUBNIGHT</u> Seasonal Noggin 'N Natter
Date TBC	Organford Classic Vehicles & Steam (Date & Details TBC)



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MOTABITZ
PLUS CYCLES & LEISURE

Call any member of the team on 01202 894080 to get exclusive MMOC discount across a range of vehicle parts and accessories!

We also offer cycle parts and accessories!

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

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

Front Plate
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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mrfclassics@talktalk.net

DORSET BRANCH MEMBERS ADVERTS VEHICLES, SPARES ETC .FOR SALE & WANTED

Any paid up Dorset Branch club member can advertise any of the above categories **FREE** on this page. (Any other 'Non Minor' items , i.e. of historical interest , advertised here will be accepted on discretion of Editor and subject to any remaining available space each month)

Please send your preferred advertisement wording and any photo to the Editor by the *next print deadline (*Page 2) for inclusion in the next magazine. Please note an advert may not appear after two to three months entry , in the event of 'no sale ' in that time . This is to make room for new adverts . However the same advert may be included again in a future edition with any amendments required subject to space. Please contact the Editor roger.kellow@dorsetmmoc.co.uk

FOR SALE - 1971 Traveller in Teal Blue MOT until Oct 2022 comes with loads of history and some spares. Mods include brake servo, alternator, unleaded head, anti-roll bar, telescopic dampers & halogen head lights. Good running order. £7950. For more details, please ring CHRIS SLADE on 07562 144507. (West Sussex.)

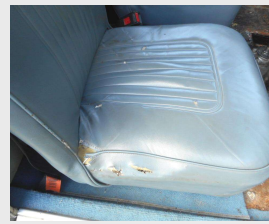
Members who attended Moggifest in 2019 will remember this Traveller used as the centre piece display of the Dorset branch club marquee.



1970-71 model HMV RADIOGRAM Immaculate condition: Melamine wood effect case. PAT tested::Garrard record deck : New stylus: Excellent working order : A very nice piece of furniture and a period style collectors item . All in original condition £95 Contact ARTHUR COX - 01202 528017



WANTED FRONT SEAT COVER (late type) for a late model Traveller, which is going to a Dorset branch member (Peter) in Alabama USA—Has anyone got one please in light blue, that they are prepared to sell or perhaps know of one being sold, it's just the piece that you sit on (as in photo) If so please contact : - DAVE WALKER 01202 877972



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)

DORSET BRANCH MEMBERS CAN ADVERTISE VEHICLES , SPARE PARTS , ETC. FOR SALE OR WANTED ON THIS PAGE FREE,



(SUBJECT TO SPACE AVAILABILITY EACH MONTH)

DORSET BRANCH CLUB SPARES DEPT.

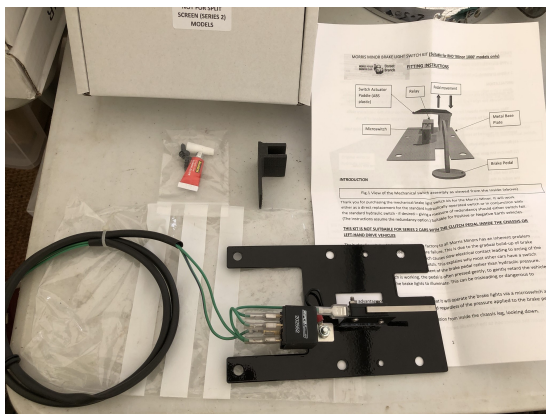
NEW CLUB SPARES for your Minor are available through the Branch at up to 10% discount (to Branch Members)
Call or email Brian Wood
07411 116336
(brian.wood@dorsetmmoc.co.uk)

Re-Conditioned Petrol Pumps are available from Club Spares (see above)
Standard reconditioned SU points pumps £54 each.



(New E10 Ethanol compatible—special order -£100)
(For reference, new pumps are £130 from Burlen in Salisbury)

Auxiliary Brake Light Switch Kit



This is a kit which overcomes the inherent problem of the weakness in the conventional hydraulic brake light switch fitted to the Minor. This switch kit works in parallel to the original switch which can be left in place and utilises a micro-switch and relay to operate the brake lights as soon as the pedal is touched. This increases safety as the lights are illuminated sooner and are not subject to the common problem of arcing and burning-out of the existing switch under the radiator.

£35.55 (£39.50 non-member price) (Limited stock available)

Second Hand Club Spares

Available from Brian Wood (07411 116336)
(subject to availability)

Air filters
Starting handle
Ash trays (late)
Axle stands (folding)
Bonnet hinges
Extending Bonnet stay (plated)
Bottom hose
Brake back plates (8")
Bump stop (RH)
Distributors
Marina type column and switch
Chrome door handles (various)
Front Grille outer panel
Gearbox floor cover
Jack
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

MM 'Short' Bonnet Hinges
The Branch has acquired a pair of New Unused 'Short' Bonnet Hinges £70 (minus 10% to members)



Secretary's Report



Happy new year to you all. It's been a busy couple of months since the last newsletter. The Mistletoe Meander was well attended, and we had several members comment on how good the road run route was. The food served up by the SEB club was excellent and even the weather wasn't half bad.

As usual there were several classic car meetings on New Year's Day, we opted for Classic Cars on the Prom at Bournemouth's west cliff. I know that some

members went down to Poole Quay, both venues were very busy, and it was good to see a few club members out and posting their photos on Facebook.

The Dinner and Dance went ahead as planned which was a relief to us on the committee. There were only a few that were unable to attend for Covid reasons, we hope they have now made a full recovery. Several people commented on how good it was to experience normality and how they'd missed attending this kind of event. We were very well looked after by the staff at the Dudsbury and the dinner was very good. We had lots of positive comments on the entertainment, the dance floor was very popular. A few people asked if we would be hosting a Dinner and Dance next year, I think we're all agreed that this annual event will be back next year.

There aren't many opportunities to take the car out to shows during the winter, but the Classic Cars on the Prom has proved there is an appetite for people to get their cars out, even when it's raining! Check out the events page to find out when the next one is.

Moggyfest planning is progressing, and we have managed to sort out the catering arrangements. It's proven to be a much more difficult task given that we have entries from 2020 to look after, please bear with us as we work towards getting it all sorted out.

IAN

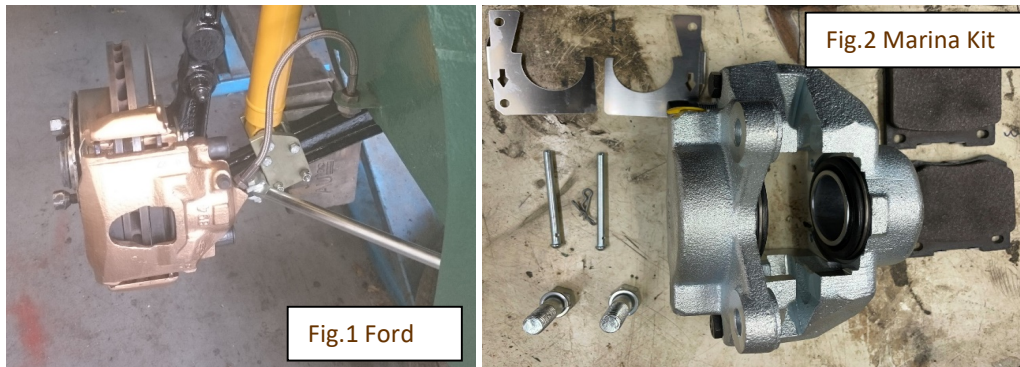
THE 'BRIAN WOOD' REPORT

(Here is Brian's PART 2 of his comprehensive DISC BRAKE CONVERSION article—This follows on from PART 1, contained within the Dec/Jan magazine edition on pages 14 & 15)



PART 2 - Disc Brake Conversions for the Morris Minor

There are currently two kits generally available. The first is the Ford based kit and the second is the Morris Marina (so-called 'Mr Grumpy' kit). The fundamental difference is that the Ford kit has a single pot caliper with a sliding carriage and the Marina kit has twin-pot calipers (one each side of the disc). There is also a difference in cost with the Ford kit being more expensive. There is little to differentiate the ease of fitting on both kits – both are well designed and of good quality. There doesn't seem to be much difference in the availability of replacement brake pads at the moment, but it might be that there might be a larger market for the Ford parts in the future as there are probably more cars that use these pads than the Morris Marina ones.

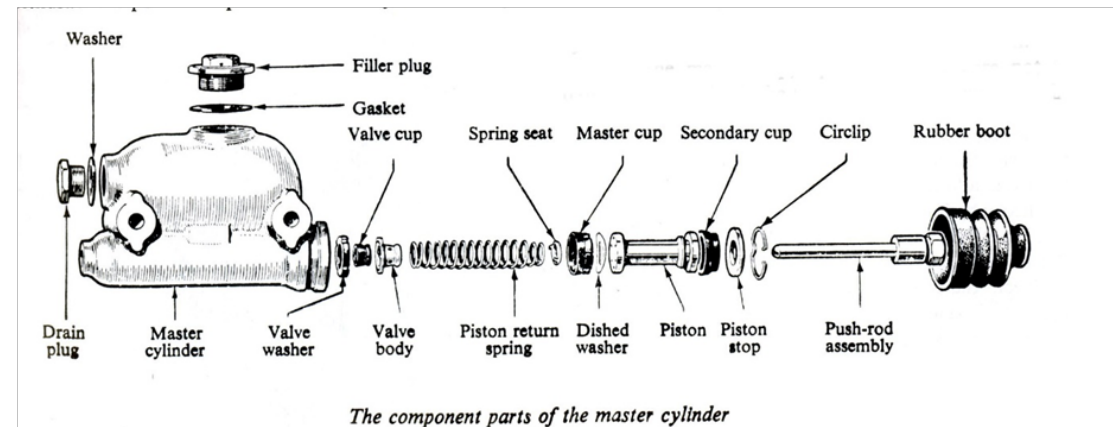


Fitting the kit is not difficult and only takes a few hours. I fitted the Ford kit on my own car and recently installed the Marina kit to another car. The first job (after procuring the chosen parts) is the removal of the old drums, back plates, hubs and flexible hoses. New hoses are included in the kit and a bracket needs to be fitted to the steering arm for the 'wheel' end of the hose (on the Marina version only). The backing plate and caliper bracket now needs to be bolted to the stub axle using the four bolt holes that secured the drum backplate. The holes have to be drilled out to accommodate larger bolts. (New nuts and bolts are provided). Next the disc itself and hub need to be bolted together and the two taper bearings fitted prior to mounting the disc/hub assembly on to the stub axle. Both sets should come with comprehensive fitting instructions, but it is important to note that the new nut provided to keep the new hub on the axle should not be over-tightened – since taper bearings need a bit of clearance to allow for expansion when hot. If you do them up tight, you will probably ruin the bearings in a few miles!

I had to carefully 'shave' a little of the casting on the Marina caliper on the nearside as it was just gently 'kissing' the rotating disc. Other than that, it all went together well. I should point out that the Ford kit was second hand when I fitted it – having been removed from another car and only been used for a short period.

There is a strongly held belief (particularly among purveyors of such equipment) that you must fit a remote reservoir if you have a disc brake system. This said to be due to the greater volume of fluid contained within the brake calipers and that more fluid will be displaced over time due to wear in the brake pads. I am not convinced on this point and I would just pose the question – how quickly do you think the pads will wear down? The pads on a modern car will usually last between 20k and 30k miles (my Nissan has just had its' first set of new pads and has done 28,000 miles). Our 4 door saloon has only covered about 55,000 miles in the last 41 years! That's probably an extreme example – but hopefully it makes the point. Yes, I accept that it is much more reassuring for most of us to quickly glance at the brake fluid level under the bonnet. However, if the braking system is in good condition, the fluid won't go anywhere and a simple 6 or 12 monthly check of the master cylinder will usually suffice. If there is any loss of fluid – it should not be ignored and the cause fully investigated. The fluid should NOT be regarded as a 'consumable' (except in the sense that Dot 4 fluid should be completely replaced every two years).

Another point which should be carefully noted – you need to make a small alteration to the master cylinder in order for the disc brake system to work correctly. A little explanation is in order. With drum brakes, springs are provided to 'pull' the shoes away from the drums when the brakes are released. This prevents the shoes from 'binding' or rubbing against the drums causing excess friction. The master cylinder fitted to the Minor has a special washer- called a 'valve cup' which maintains a small residual pressure in the braking system. It can be seen in the exploded diagram. This pressure allows the seals in the cylinders to maintain a tight seal against the insides – so that when the brakes are applied there is no loss of pressure in taking up this very slight degree of slack. This function is not necessary for the disc system and the residual pressure causes a tendency for the calipers to 'creep' towards the disc causing them to bind and prematurely wear. Removal of the valve cup is fairly simple and gives the opportunity to carefully examine the condition of the master cylinder and renew the seals etc. If the cylinder is old or of unknown vintage, my recommendation would be to replace it with a new 'genuine' one (based on the Lockheed original).



So whatever you decide, be it keep the original brakes maintained and don't 'tailgate' the car in front or upgrade to servo and/or discs – good luck and let me know how you get on.

Brian