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1948 - The Morris Minor - 1971



JULY 2022
Vol 25 issue 7

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 <u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman
Hon. President	John Jenkinson 01202 576690		<u>Catering Consultant</u> Sue Blewer
Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Insurance Consultant</u> Dave Walker (to DMMOC branch)
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Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120		
Health & Safety Officer	Karon Brown sandkbrwn@hotmail.co.uk		

Front Cover Story



NCR 86
1954 Series Two
'Bobbie'
'All Dressed Up'
But Not Able To Go

More explained on
pages 7, 14 & 15

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AUGUST 2022 Edition - JULY 23rd/24th

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Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB
JULY 2022 Volume 25 Issue 7

JULY CLUBNIGHT
Road run to THE LONDON INN, RINGWOOD

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P.4	P.7 Princess Elizabeth in 1944
EDITORS 'NEWS DESK & YOUR 'LETTERS TO THE EDITOR' P5	P.8/9 Jubilee Run Out to Sherborne
CHAIRMAN'S REPORT PAGE P.6	P 18/19 September Gardening Show
P10/11 FORTHCOMING EVENTS	P20/21 Graham's Series 2 Project
SECRETARYS REPORT PAGE P. 13	P22-25 Editors 'Birth of an Icon' series (The people who created the Minor)
THE 'BRIAN WOOD' REPORT P. 14/15	
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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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offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any conse-
quences arising from such material.**

Editorial

Welcome to the July edition of the Dorset branch Newsletter/Magazine it's amazing that we have already just approached the 'halfway mark' of the year with the Summer Solstice on June 21st. I hope you have lots of opportunity to make use of the extra long daytime out and about in your Minors. Hopefully the lovely long sunny day of this year's Summer Solstice on the Tuesday will set a similar pattern of more regular sunny days. Although of course we seldom cease to be surprised with the unpredictable nature of our British weather, as experienced on the rather wet Sunday over the recent Jubilee bank holiday weekend for those who went on the Sherborne road trip to Phil and Craig's wonderful Sherborne Antiques Market. However we were all more than compensated for any inclement weather outside on that particular day.. Photo report on **Pages 8&9**



By all accounts our **Dorset Branch (Jubilee Year) Annual Rally** is really being looked forward to by so many members and particularly a chance for those camping at the nice open rural site to forget our present daily national media news output for at least a couple of days. Following the planned road run (aimed to get going from noon Sat) it is hopeful that as many as possible will join in the proposed 'Jubilee Year' style picnic get together, The branch are planning to set up a number of trestle tables (extending out from our club tent into the open air if fine) If you want to bring your union jack flags or any other red white and blue decorations, from the recent Jubilee bank holiday weekend (perhaps you were disappointed in being slightly 'rained off' on the Sunday 5th) you are most encouraged to do so! Some have even threatened to wear something 1950's style as a nostalgic reminder of when the country had street and village green parties across Britain to celebrate Queen Elizabeth's coronation in 1952 - Anyway, lets remember a Jubilee year is a rarity with 70 years reign of Her Majesty being an amazing achievement so why not take the opportunity raise a glass or 'a cuppa' together at Wolvercroft on the Saturday in the usual 'Dorset branch spirit'!!

Looking ahead to the **Annual Dorset branch Gardening Competition** planned this year for the September clubnight. There is a keen new 'green fingered' team now ready to carry on from Eddie Pateman (with his endorsement) Eddie having decided to step down from the role after originally starting the event and organising such a popular annual event each year in the past .. all details for this year's show and the classes etc. on **Pages 18 & 19**

Graham's restoration project has recently progressed due to a little bit of scarce time availability recently. A good many members who are following Graham with each stage. Have said it's always fascinating particularly seeing the photos of the 'bare bones' of the Morris Minor and to appreciate what is exactly 'in there', most often hidden from view **Pages 20 & 21**

A reminder again that **page 17** is for branch members **FREE** use to advertise **For Sale or Wanted** items, so do let me know if you want to place any ad for anything, ideally send a photo with any preferred wording and how you wish to be contacted.

Finally it's with pleasure I post **Membership Secretary Brian Ford's** latest listing of new members to the Dorset branch Minor Owners club (opposite page)

Happy 'Summer Morris Minor' - look forward to seeing you at Alderholt ...**ROGER**

It was in fact the second time Austin had proposed a merger. The first being back in 1927. This had also been offered on an 'amicably' shared basis by Herbert Austin, he saw an opportunity to effectively 'share' Wolseley (who had just gone into receivership) proposing the idea to benefit the two companies working together in the increasingly economic difficult 20's. However this was seen as a red flag to a bull regarding William Morris's reaction, who promptly without any contact to Austin went all out to block them acquiring any interest whatsoever concerning Wolseley. The two companies commenced their historic course of intense rivalry. LEONARD LORD in 1951 suddenly became the next key individual to acquire ultimate responsibility for deciding the Morris Minor's future. Lord had in fact first known William Morris in 1922 when working for Hotchkiss who made the engines for the first Morris cars. Morris then took over Hotchkiss and then Wolseley who Lord was tasked to re-organise. He had soon impressed William Morris who then set him on the task of successfully rationalising the entire Morris Motors factory. By 1933 William Morris had made him Managing director. However by 1936 he had voiced his dissatisfaction with William Morris's increasing interference and effectively walked out. An apologetic offer in 1937 was made with a specially created role to run a £2 million 'Nuffield Trust for Special Areas' ... but working again with William Morris only lasted a year and in 1938 Leonard Lord decided to join Austin in a chief management role. Herbert Austin's son was tragically killed during the early part of the war and Lord was then selected to completely manage the company during the war years. In 1946 Lord became chairman of Austin having managed the essential war work they undertook. Later he then organised the Austin company fully back to civil motor vehicle production. On 23rd November 1951 through



mergers and further acquisitions Austin had emerged as the senior (and rather dominant) partner between Austin and Morris forming The British Motor Corporation... and Leonard Lord was in charge! In the main most opinions and past experiences the traditional 'Morris Men' held was that they had successfully operated Morris Motors, However Lord proceeded to dig out a lot of historical resentments soon to be known as the 'Longbridge' way of doing things. Although the then ageing Lord Nuffield was offered to continue as 'Chairman' during the first year of B.M.C. it was regarded as mostly a conciliatory 'label' - besides he must have realised he and Lord could never have worked successfully together again with their historically strongly opposing 'ego states'. By 1952 Nuffield without emotion or pre warning announced his resignation, he never visited the Morris fac-

tory premises ever again. Reginald Hanks now found himself answerable to the new Austin hierarchy overnight, and with far less authority, Leonard Lord had brought along his chosen deputy George Harriman straight from Austin, immediately resulting in two new bosses over Hanks. The early success of the Morris Minor had led Austin to produce a car to compete directly, it was the lighter weighing Austin A30 with its 803cc ohv 'A' series engine. Leonard Lord decided to update the MM Minor's existing 918cc side valve engine with the A30's 803 ohv A series unit with matching gearbox. The Minor's design team thought they had already the best upgrade lined up with a more efficient power ratio for the Minor by modifying the existing 918cc ohv engine from the Wolseley 8. but Lord would not accept any costs for retooling and proceeded to order the Austin A30's engine and gearbox to be used in the heavier Minor just as it was, insisting it was ready and waiting! 'The Series 2' was then produced with the only obvious noticeable cosmetic appearance from the highlighted Series MM, being a new 'M' motif on its bonnet's 'nose' - though there were new colour schemes introduced—Black, Clarendon Grey or Birch Green with Maroon upholstery or Empire Green with Green upholstery. Then the arrival of 1953 saw the introduction of some very new Minor's ... The Traveller, the Van and the Pick Up. The Minor will continue to evolve as it's really still in its early childhood in 1953 - there will be changes on the way again involving the existing key characters and in due course, a few new ones, as the Morris Minor 'continues' to develop! **ROGER**

DORSET BRANCH MMOC NEWSLETTER JULY 22 Vol 25

We have, so far, looked at key individuals involved who shaped the 'initial Mosquito/Minor project - to the design of a prototype scale model— the drawing board interpretations - working on and perfecting the full size prototype cars—to the final viable working car, ready for production, 'The All New Morris Minor' - intended for launch at the first motor show since WW2, in 1948

The early conflicts between Miles Thomas and Lord Nuffield are now behind us. The Morris Minor has now become an export sales success, Nuffield Exports have quickly adapted the requirements for overseas lighting regulations and also addressed issues for both very cold and very hot countries to allow for smooth continuous Nuffield Export sales abroad. Soon more and more home market motorists gradually become much more secure in post war employment where owning a new car is at last becoming more of a realistic possibility. Reginald Hanks had now proven that he had successfully taken the baton over from Miles Thomas's after his resignation 'walk out' due to Lord Nuffield's increasing difficult ways finally in November 1947. (a year before his brainchild's launch) By 1950 Reginald Hanks had, due to his continuing belief in the Minor, had effectively become Morris Minor's saviour. (unfortunately Lord Nuffield, even then, with steadily increasing sales still maintained noticeably limited enthusiasm for the new Minor, probably mostly influenced by his stubborn 'old traditional car' preferences) Lord Nuffield was of course an incredibly successful self made man having started his Morris Motors automobile empire from when building his own first design of Morris car in 1913, the famous 'Bull' Nose Oxford using entirely bought in parts. He had without doubt during his past years acquired a particular knack of finding individuals who would become key to the successful building of what would become one of the worlds major automotive manufacturers at the time. It was chiefly people with a proven engineering background, often gifted in their field. Whether Nuffield liked it or not it was a few of those key people he had originally employed and who had helped build Morris Motors that were eventually responsible for the huge success of the Morris Minor. We have already mentioned his very early association with William Morris (later to become Lord Nuffield) of both Miles Thomas and Reginald Hanks. As far as the early years the 'Mosquito /Minor' project, they had both fully backed Alec Issigonis as chief designer, whatever Lord Nuffield thought. In turn they both entrusted Issigonis to freely pick his key people. for his design department. We should also not forget the role of Vic Oak who at the time was Morris Motors Factory Chief Engineer, at Cowley through all of the 'Alec Issigonis Minor' years. His approachable working relationship with both Hanks and Issigonis and the 2 man engineering draughtsman team was said to smooth the way for the many and varied requests for organising post design engineering changes. Towards the end of 1950 LEONARD LORD, then head of Longbridge based Austin, (historically Morris Motors arch rivals) dramatically arrived on the scene! Lord's initial approach was a suggested 'amicable' merger of the two companies. However it was Morris's MD Reginald Hanks who most strongly opposed the idea. By 1950 the ageing Chairman, Lord Nuffield had gradually mellowed taking more of a back seat tending to rely more on Hank's overall decisions. **THOSE WHO MADE (and agreed to) IT HAPPEN (to 1953)**

**Right top down—1.Miles Thomas. 2 Lord Nuffield 3. Alec Issigonis
4. Reginald Hanks. 5. Jack Daniels . 6. Reginald Job
Opp: page 7. Leonard Lord (Implements 'BMC and company changes)**



A WARM WELCOME NEW MEMBERS, TO THE DORSET MMOC
Chris and Julie Brown from Beaulieu 1970 Traveller
Alan and Jennifer Crafts from Goodworth Clatford Hampshire 1967 Minor 1000
Jeffery Yarborough from Tunbridge Wells 1966 Convertible
Jimmy Walker from Salisbury 1970 Saloon and 1968 Traveller
Lee King from Alderholt 1958 Minor 1000
Roger and Margaret Lintott from Bognor Regis no Minors listed
Dick Roesink from The Netherlands 1969 Traveller and 1953 Tourer

Dear Editor, Further to my email you published on your 'In Box' page last month, Ten made it to Sturminster on the day although rain was forecast. After enjoying looking at all the lovely cars. We started off on a trip to Dorchester through the piddle valley. Along the way we had a kind lady take the photos. We stopped at Pips Cafe poundbury for a chat. Which was very enjoyable. And I met one of the crew who drove aid to Ukraine last time. Fantastic lady. We are planning to go again this time to help the children. £70 was raised www.community-aid-ukraine.co.uk Thank you so much to everyone who joined us. GLYNIS COFFIN



Dear Editor, We were just thinking it was time to get our shoes on to go to meet up with the Branch at the Garden Centre near us for the Jubilee Day run to Sherborne, when there was a knock at the door. It was our Chairman Laurie Blewer with an anguished look on his face. "Come and have a listen to this my car it's making a loud banging noise". He was right, it 'most definitely' was! BRIAN WOOD (this mechanical mystery' is explained in Brian's regular article - P14/15,



I knew him in the 1960's! *When in an interesting conversation with a Minor owner it often hints toward 'what we all did during our earlier years' ...PAUL REDSHAW (proud owner of his pristine old English white Minor traveller, named 'Susie Lamb') was interested to discover one of my painted at our recent BEAULIEU MOGGYFEST in part of our displays celebrating the Minor Million 1960's era. It was part of a backdrop that I had kept from a past production event set I was involved in some years ago, although I slightly altered the original lettering colours. Paul immediately recognised the face in the poster being Syd Barrett the original founder band member of PINK FLOYD in 1965. The now, famously known David Gilmour joined Syd and the other 3 original band members in 1967. What was most interesting then was that Paul casually said 'I was employed by them when they first started during the band's formative years' and went to famous arenas and locations overseas with them assisting in the logistics of moving a band around and also duties on the 'technical side' (Paul later on became a chartered engineer) Thank you for allowing me to share 'that little bit' of your story Paul. It confirms my thoughts that so many Morris Minor owners are such interesting people! ROGER*



Chairman's Report



Hello everyone and welcome to the July edition of the newsletter. Sorry I wasn't at last month's meeting but we were away for a few days in Sidmouth.

I hope those of you who came on The Jubilee Run enjoyed themselves and thank you very much to Phil and Craig for being our hosts.

Unfortunately the Series II decided that it wasn't going on the run! See Brian's report for all the juicy details. Many thanks to Jacky for the last minute loan of her car. The July clubnight is being held at The London Tavern in

Ringwood. They are providing us with a meal but you are more than welcome to come along just for a drink if you would rather do that.

Sadly I missed 2 excellent events last month as Lewis was poorly with a very nasty case of chicken pox – luckily he is back to his mischievous self now! Firstly, The Frogham Country Fair which was being held again for only the 2nd time since Covid. I understand it was a very successful day and well done to Mike and Enid Smith for winning the people's vote with their very nice Convertible. The following day was the National Rally which I understand was very good this year with a brilliant turnout.

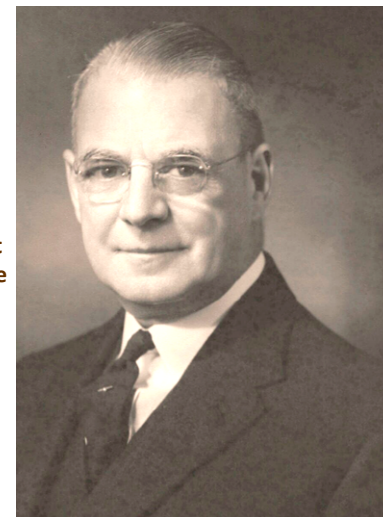
Our next major event is our Dorset Branch Rally at Wolvercroft on the weekend of 9th and 10th. We will be meeting for the Saturday afternoon road run at about 12 noon. When we return to the field we will be having a Jubilee picnic so make sure you bring along some food. (and something Red White and Blue if you wish) The main rally day will, of course, be on Sunday. If any of you would like to have a stall to sell off your bits and bobs you will be more than welcome.

By the time you read this we will have been to The Holdenhurst Village Fete and hopefully we will have had a good turnout of club cars. I have invited several other clubs to come along too.

That's all from me for the time being, so until next time

Happy Minoring, Laurie.

Apart from the obvious role that gifted designer Alec Issigonis, together with his two man talented technical design draughtsmen Jack Daniels and Reginald Job performed in the actual design of the Morris Minor. It would be a definite omission not to acknowledge the man who in 1947 took over as Director and Vice Chairman of Morris Motors. He was one of a small minority on the then Morris Motors board to give his own personal commitment to full continuation of the Morris Minor project. Interestingly it was Lord Nuffield himself who had actually insisted that it was REGINALD HANKS who was most qualified to take over from Sir Miles Thomas (original instigator of the Mosquito project, re-named the Minor) irrespective of his own lack of any enthusiasm for the need of the launch of the brand new Minor! 'REGGIE' HANKS (photo right) had started at Morris after the first world war. He had, luckily with regards to the continuing momentum of the new Morris Minor, always been one of the few Morris board members to be fully in favour. *Reginald Hanks (right) ...Our second most important unsung hero? (Personally committing and ensuring the Minor was finally ready for exhibition at the 1946 Motor Show)*



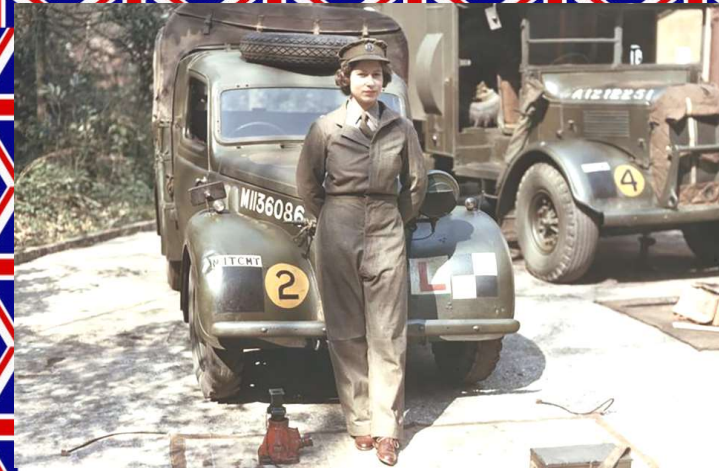
Miles Thomas's thinking was thought to be so radical by most of the old school thinking with most Morris board members of the era towards the new Minor. No doubt the interest that had actually continued, in preparation to ensure the eventual official launching of the Minor at the 1948 Earls Court Motor Show would not have been maintained without 'Reggie' Hanks personal belief in the new Morris Minor. As referred to so often it was in contrast to the general lack lustre interest and support from Lord Nuffield and a good number of his 'yes men' on the Morris Motors board at the time. Reginald Hanks had the definite advantage of having a true engineering background. He started his career in training at the Great Western Railway locomotive works at Swindon together with extensive academic training at Oxford and North Wilts Technical Schools. Alec Issigonis had always got on very well with Miles Thomas during the entire design and development period of the Minor. He must have been greatly relieved when it was confirmed that his new boss was the man he knew as 'Reggie' Hanks, someone who had also already become a personal friend and past supporter in his design role. There is no doubt that Reginald Hanks in willingly committed in fully taking on the Morris Minor 'baton' from Miles Thomas was instrumental in ensuring the final launch success and the car becoming the 'Star of the Show'—

To recap, we ought then, to remember Reginald Hanks as one of our most influential 'Unsung Heroes, (second only to the Minor's initiator, Miles Thomas). He went all out to push for the continuation of the Morris Minor project at the eighth hour over the crucial last 12 months, presiding over its eventual 1948 launch at Earls Court.



The Editor looks back again at the 'Birth of that very British Icon' (and the people behind it), part 6

It may today seem odd to realise, in hindsight, considering how successful the Morris Minor became by 1961 (the first British car to achieve one million units being built) how it was purely down to one man's dogged and persistent determination that the Morris Minor was finally marketed. As we have already covered in this chronicle Sir Miles Thomas felt he was very much in a constant uphill struggle to convince the majority of the Morris Motors management board (who tended to directly reflect whatever Lord Nuffield dictated) that this advanced small car was essential against competition and towards immediate post war exports and home sales with any success. Lord Nuffield would constantly claim that the motoring public, at home and abroad, were perfectly happy with cars like the pre war Morris Eight should be continued, as they were perfectly and adequately mechanically advanced for years to come. After a long association with Lord Nuffield (since 1919) when Miles Thomas finally saw the Morris Minor commence initial pattern production in 1947 ready for exhibiting at the first London Motor Show after WW2 he decided that he had finally had enough of Lord Nuffield's obstinate and intransigent attitude towards him and the project. After so many years helping to build the successful Morris Motors business Miles Thomas resigned in 1947 to become Chairman of B.O.A.C. - Interestingly he had been a pilot and R.F.C WW1 fighter pilot in the Royal Flying Corps having won the D.F.C. Pathé Cinema Newsreels later on in the 1950's showed Sir Miles Thomas escorting the then Princess Elizabeth when bidding farewell to her father King George 6th on her early overseas state visit departures, then again when returning, and later as Queen Elizabeth II being escorted onto the B.O.A.C airliners



WE ARE HOPING TO HAVE A 'JUBILEE STYLE' PICNIC AT OUR ANNUAL RALLY, IN HONOUR OF THE SPECIAL LADY PICTURED ABOVE, ON THE SATURDAY (The Princess Elizabeth, above in 1944, during WW2.) Morris Motors and Austin produced this type of 8hp utility vehicle known as a 'Tilly Truck', She learnt how to dismantle and rebuild it's engine and other regular maintenance tasks. When Princess Elizabeth turned 18 in 1944, she insisted upon joining the Auxiliary Territorial Service (ATS), the women's branch of the British Army. For several years during the war, Britain had conscripted women to join the war effort. Unmarried women under 30 had to join the armed forces or work on the land or in industry. King George made sure that his daughter was not given a special rank in the Army. She started as a second subaltern in the ATS and was later promoted to Junior Commander, the equivalent of Captain. Princess Elizabeth began her training as a mechanic in March 1945. She undertook a driving and vehicle maintenance course at Aldershot, qualifying on April 14. Newspapers at the time dubbed her "Princess Auto Mechanic." There were a wide range of jobs available to female soldiers in the ATS as cooks, telephonists, drivers, postal workers, searchlight operators, and ammunition inspectors. Some women served as part of anti-aircraft units, although they were not allowed to fire the guns. The jobs were dangerous, and during the course of the war, 335 ATS women were killed and many more injured. By June 1945, there were around 200,000 members of the ATS from across the British Empire serving on the home front and in many overseas theatres of war. Ed.



DORSET BRANCH 'PLATINUM JUBILEE' ROAD RUN

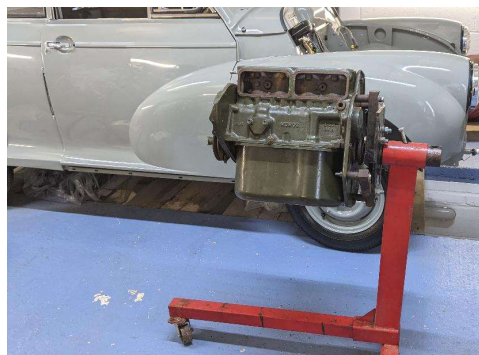
Dorset branch members enjoyed a fascinating visit to THE SHERBORNE ANTIQUES MARKET on Sunday 5th (the fourth day of the extended 4 day Queens Jubilee weekend) - located centrally within the lovely old town of Sherborne. Although the sun did not shine on the Sunday the welcome and hospitality extended made the inclement weather of secondary importance by our two fantastic hosts, (very well known to the Dorset branch) the proprietors of The Sherborne Antiques Market, Phil and Craig. We were treated to what could only be described as a 'Right Royal High Tea' thoroughly enjoyed by all. The Antiques Market can be described as the ultimate Alladins Cave of all manner of constantly changing artefacts of everything old, collectable and interesting! A visit to their excellent website is recommended in providing a further insight to this unique establishment. www.sherborneantiquesmarket.com I directly quote from their website on the next page opposite



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I borrowed an engine stand and stripped down the engine that did turn over with the starter handle. This engine I bought 40+ years ago fully rebuilt! The crank with bearings, pistons water pump had all been renewed and still had oil on surfaces, so all was good in that respect. But there was a small indentation across the top of the block between 2 cylinders. So I decided to have the block skimmed by Wimborne Motors.



The sump cover, crank pulley, stater dog, front and rear panels were all taken back to bare metal after using paint stripper and a wire wheel brush. Then applying Kurust, VHT primer and * Pru Blue (*an original colour) HT enamel paint. These all look nice and are ready to go back onto the block when it is back with me. I will then reinstall all the internal components again.



Next month I will be looking to see which of the 3 gearboxes I have is most suitable to rebuild into a decent gearbox. GRAHAM

**Dorset Branch Founder Member GRAHAM MELLY'S
Series II Saloon OLJ 147 (Stored for 40 odd years !)
The complete 'Nut & Bolt' re-build project continues**

I thought it was a good time to re-apply some oil based wax rust solution into all the chassis cavities. I had 3 cans of Tectyl that I purchased a while back. It oozed out of everywhere being a thin oily wax spray, and once it dried remained a thick wax covering.



I also decided to strip the Smiths heater down and refurbished all the fittings. The fan was still in good working order with the rheostat control switch. I have obtained from Bryan Gostling iSpares Manager of the National MMOC) a can of gold dash paint that he had spectro scanned from an original Series 2 panel. I have sprayed the glove box lid and instrument panel and centre switch panel, and they are a convincing finish to the original colour.

ABOUT SHERBORNE ANTIQUES MARKET

“ Sherborne Antiques Market is located in the very heart of the ancient abbey town of Sherborne in Dorset, UK.

Set up by long time dealers Phillip Traves and Craig Wharton, S.A.M (as it is now fondly known) offers a dazzling array of beautiful antiques spanning fine furniture through to original painting and art, vintage clothing, tribal art, jewellery, watches, silver, textiles and every kind of curiosity in between.

An ever changing stock of high quality and desirable items from 42 dealers means that every visit is a different experience for the avid antique hunter.

Everyone is welcome and the emporium interiors have been designed to accommodate wheelchairs, pushchairs and our many four legged visitors.”

**S.A.M. is located at :-
71 Cheap St, Sherborne, Dorset.
DT9 3BA . Tel 01935 713760**



EVENTS & ACTIVITIES

Dorset Branch MMOC organised Events & Activities are headed thus **DORSET MMOC**



2nd JULY	Holdenhurst Village Fete (Invitation to Dorset branch to attend) Please advise Laurie to establish numbers wishing to attend
2nd JULY	BURTON SCOUT CARNIVAL The Fields , Martins Hill Lane ,Burton. Entry is free for classic cars on display - Please arrive before 11a.m. To allow village road to be closed for the carnival procession arrival. For any further information -Dorset branch member Brian Tilly
JULY 6th	DORSET MMOC JULY CLUBNIGHT Summer evening ROAD RUN Destination The London Tavern , Ringwood. BH24 1 TY * Please Note July Clubnight is being held at The London Tavern <u>Not at the usual venue—S.E.B. Club Castle Lane</u>
JULY 9th/10th	DORSET MMOC DMMOC ANNUAL RALLY 2022 Wolvercroft World of Plants , ALDERHOLT , Proposed Sat road run & Queens Jubilee 'Picnic/Tea Party' style of celebration Camping available on site (*forms now available from Jacky)
JULY 17th	Poole Bay Classics Park Up & Picnic 2 at Holme Bush Inn , Old Wareham Rd , Corfe Mullen (Invitation to Dorset Branch MMOC members) 10.30 a.m. –4.pm. This is a general get together for PBC Members and other invited clubs and not a public show . Entry by voluntary donation at the gate to field on the day . Charity stalls & a raffle Please inform Laurie if interested in attending in order to arrange a DMMOC arrival time & a group parking area .
JULY 22nd /23rd	Classic Car & Vintage Vehicle Rally Shillingstone Station. DT11 OAS Parking at Bere Marsh House, 11 am—4pm Free Entry ,
JULY 24th	Hampshire MMOC Branch Rally at Sammy Millers Motor Cycle Museum Bashley X roads , New Milton . Rally fee £5 Entry forms available Laurie/Jacky at clubnight

GARDEN SHOW RULES SEPTEMBER CLUBNIGHT 2022

EXHIBITORS—Would members wishing to enter show please have their exhibits in place by 8.00 p.m. Please register before placing in selected class Each exhibit will be issued with a number and cup to be placed next to each item.

CLASS CATEGORY JUDGING — (To commence at 8.15 p.m.) All members wishing to judge the classes please collect counters from the show table. Place ONE counter into the cup next to the exhibit you have judged to be best in that class (Please note—One counter per class)

BEST IN SHOW JUDGING —The 3 Garden Team Judges will select a shortlist of 3 on the night, out of which a winner will be proposed , an 'honorary' casting vote will then be invited to be made by Eddie Pateman or in his absence decided between the three judges

CLASS CATEGORIES FOR 2022

1 Flowers	Dahlias	One vase of 3 blooms
2 Flowers	Sweet Peas	One vase of 5 blooms
3 Flowers	Mixed flowers	One vase of any type/size
4 Flowers	One potted plant (Flowering or Foliage)	One potted plant of any type/ size
5 Flowers	A 'perfect' Rose	One specimen bloom any variety
6 Garden Fruit	Any Soft Fruit or Top Fruit (any dessert fruit in season)	One set of 3 soft fruit or top fruit
7 Vegetables	Runner beans	One set of 3 beans
8 Vegetables	Round podded beans	One set of 3 beans
9 Vegetables	Potatoes	One plate of 5, of one variety
10 Vegetables	Tomatoes	One plate of 5, of any size or type
11 Vegetables	Cucumber , Courgette , Squash	One of any type
12 Vegetables	Onions , Shallots	One plate of 5 onions or shallots
13 Vegetables	Marrow	The largest in show
14 Vegetables	Peppers/ Chiles	Any Pepper or Chile Set of 3 (or assorted of any type)
15 Vegetable/Fruit (novelty class)	The most 'Unusual or Wonky' shaped vegetable or fruit	Any type of Vegetable or Fruit (May include any New Variety)

DORSET BRANCH MMOC SEPTEMBER CLUBNIGHT GARDEN SHOW COMPETITION

CALLING ALL DORSET BRANCH MEMBERS WHO ENJOY THEIR GARDEN (OR JUST A WINDOW BOX OR INDOOR PLANTS !)

PLEASE CONTINUE TO SUPPORT THIS POPULAR ANNUAL EVENT, EVEN IF YOU ONLY ENTER ONE CLASS FROM THE CATEGORIES OPPOSITE (ENTER AS MANY CLASSES AS YOU LIKE).

THERE ARE ROSETTES TO WIN FOR EACH BEST IN CLASS

A *NATIONAL H.T.A. GARDEN GIFT VOUCHERS WORTH £20 TO BE WON FOR EXHIBIT JUDGED 'BEST IN SHOW'



Following previous years of organising the Annual Garden Show Eddie Pateman has decided to hand over organising responsibility of the Dorset MMOC Gardening Show to Marilyn Kellow together with Sue Cooper and Martin Harris. I am certain everyone who have entered garden show exhibits in the past will want to pass on sincere thanks to Eddie for his past commitment in organising the Garden Show (not forgetting Brian Tilly who assisted Eddie with past shows) ED.



**THE DORSET BRANCH GARDEN COMPETITION
EVENT TEAM
Marilyn , Sue & Martin**

**Horticultural Trade Association National Garden Gift Vouchers can be spent in most garden centres and garden retail outlets (including HomeBase) across the country.*

AUG 3rd	DORSET MMOC <u>AUGUST CLUBNIGHT</u> Antiques Roadshow hosted by Phil Traves (Bring in your treasured old items for Phil to expertly appraise)
AUG 6th	Broadchalke Flower Show . Broadchalke, Wilts. from 1pm (Cars to gather on Broadchalke Village Sports Field) Please inform Laurie if interested in attending
AUG 7th	Rotary Club of Lymington Classic Car & Motorcycle Show Booking forms & details to follow re DMMOC club stand
SEPT 3rd/4th	Isle of White Branch Rally , White Steam Railway PO33 4DS Special rates for White Link Ferry for this event - visit iowmmoc.blogspot/p/events-diary for IOW branch rally info
SEPT 7th	DORSET MMOC <u>SEPT CLUBNIGHT</u> Proposed Gardening Competition
SEPT 10th/11th	BEAULIEU International Auto Jumble (individual entry) Dorset branch MMOC do not have a club stand at this event.
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



KINSON TYRE SERVICE

01202 573698 / 576653

1469 Wimborne Road Northborne Bournemouth BH10 7BQ



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* Specialising in Classic Cars *
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No obligation quotes & consultations
(DMMOC Member)

CONTACT MARTIN: 07521 643751
mrffclassics@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 the Minor era , 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

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

PARTS WANTED -15inch wood rimmed steering wheel for a 1964 Morris minor traveller and a metal / fibreglass sun visor that clamps on the outside of the car, colour does not matter.
Contact David Martin on 07970 324610
or email davidm_199@hotmail.com

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.

VINTAGE & CLASSIC PLATES BY
Jepson Est. 1894
MADE IN SHEFFIELD

0114 273 1151
www.jepsonclassicplates.com
Jepson Classic Plates. 44 East Bank Road, Sheffield, S2 3QN



FOR SALE PIONEER DEH-S720 DAB CD Tuner : DAB RADIO : USB/AUX +Bluetooth/Input Apple & Android Compatible/USB/Spotify, etc.

Bought for my modern car , only fitted a few weeks as I have now bought another car and it came with a similar DAB radio fitted.

£50 o.v.n.o
Contact : Martin
on 07521 643751

DORSET MMOC BRANCH CLUB SPARES DEPT. PAGE

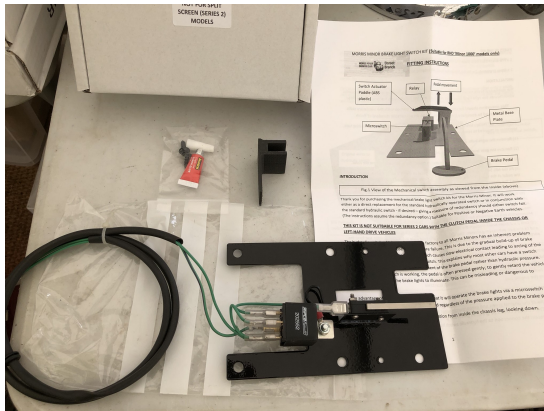
NEW CLUB SPARES for your Minor are available through the Branch at up to 10% discount (to Branch Members)
Call or email Brian Wood
07411 116336
(brian.wood@dorsetmmoc.co.uk)

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

Secretary's Report



Tonight, is our July club night road run where we're frequenting the London Tavern in Ringwood for a meal. It should be a good turn out and I hope that everyone enjoys the food.

Plans for the gardening competition in September are coming along nicely, there are some new categories again this year and even a prize for the best in show, so get planting!

Our own Dorset Branch rally at Wolvercroft is fast approaching, it will be a low-key event this year after the extravagance of Moggifest at Beaulieu. If you have any bunting or jubilee decorations left over bring them along, we're taking the club tables to setup for a street party, you'll need to bring your own chairs and picnics. We'll be planning a road run for the Saturday afternoon, hopefully finding somewhere that is open to stop off at along the way (That serves cream teas!).

I hope everyone who went along to Sherborne on the Jubilee bank holiday had a good time. Sorry I couldn't be there, but I did enjoy a very nice cream tea when Laurie and myself went out there to plan the route. We had a good look around the antiques market and I was amazed at how big it is.

I spent the weekend at Canoefest, camping on the shores of Poole Harbour. The storm on Saturday night was spectacular! Whilst walking the dog that Sunday evening Laurie pulled up on his way home and told me that 'Bobbie' didn't make it to Sherborne, clutch issues which was very apparent when he pulled away !



IAN

THE 'BRIAN WOOD' REPORT

This month, we will be talking about clutches. These are those big expensive round things hidden in the oily depths between the engine and the gearbox. They are usually pretty reliable and just keep whirling around – responding to your left foot every time you change gear. They usually just wear out gradually and either start slipping – when you accelerate or get very heavy to operate. This rarely happens suddenly and you should spot the advance warning signs and prepare physically and financially for the inevitable. This is, unless you happen to be Laurie Blewer, our esteemed Branch Chairman.

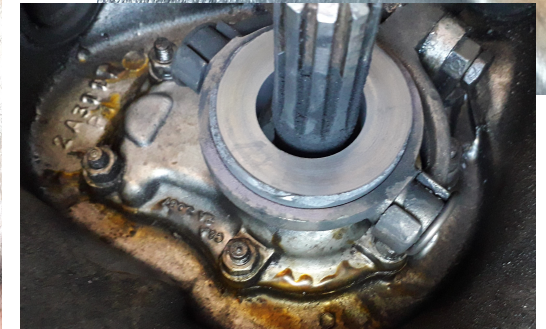
The rhythmical loud banging noise briefly described in my introduction addressed to the Editor for the 'topical latest news page' on page 4 was consistent with engine speed but mysteriously stopped when the clutch pedal was depressed. I tried to rotate the engine with the starting handle and found that I could feel slight hesitation on every revolution. We pondered the possibilities.

Was it the engine? That was ruled out on the grounds that it started and stopped when the clutch was used. Was it the gearbox? This could not be ruled out since it could be related to the input shaft which stops rotating when the clutch is down. The clutch itself seemed to be the most likely culprit. As the easiest way to get at the clutch is usually by taking the engine out. But you really need an engine crane. Otherwise the gearbox can be removed from the inside (or underneath if you have a pit). That, however, was the end of the road for Laurie's car for the day. Laurie and I had replaced the clutch on his Minor only about 12 months previously – so that raised some suspicions. The car was gently driven back to Laurie's place for further investigation. So, we bit the bullet and lifted the engine out. When the engine was on the ground, the cause was obvious...

The 'new' clutch had not been assembled very thoroughly and one of the spring adjusters had come slightly loose and was catching on the clutch fork arm every time round. Where it had been 'kissing' the arm each time it had started to gnaw its way through the arm.



I think we caught it in time and the damage was minimal. The clutch cover has three 'rocker' arms which rotate when the clutch is operated to draw the pressure plate off the friction plate. These are set up in the factory so that the release bearing operates on a flat, plane surface. This is achieved by an adjuster on each arm which should not need further adjustment after construction. There were locking washers provided to 'freeze' the adjusters in the correct location and the locking tabs did not appear to be fully bent over on the one that had moved. We re-set the offending adjuster and bent the tab over fully. We also checked the other two which also did not seem very tight.



It all went back together over the next few days and 'Bobby' the '54 Saloon was in fine fettle once again.

I guess the moral of the story is to check that these adjusters are nice and tight before fitting a new clutch. Sadly, this is all too common with new parts supplied these days.

BRIAN