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MORRIS MINOR OWNERS CLUB

MONTHLY MAGAZINE & NEWSLETTER

Dorset Branch



MOGGYFEST 2022 at *Beaulieu*
Photo reports on 6 pages

1948 - The Morris Minor - 1971



JUNE 2022
Vol 25 issue 6

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
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Treasurer	Jacky Wood 01202 573494		Insurance Consultant (to the DMMOC branch) Dave Walker
Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<p><u>Front Cover Story</u></p> <p>On route to MOGGYFEST on a wet Sunday in BEAULIEU VILLAGE</p> <p>Nice Weather for DUCKS ? (in this case Beaulieu River SWANS !)</p> <p>special thanks to WENDY & MARTIN DEVINE for photo</p>
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..... However in 1947 Miles Thomas resigned (a year before the Minor was finally signed off by chief designer Alec Issigonis ,ready for it's 1948 launch at Earls Court !) Working for the traditionally minded William Morris finally became too difficult for Thomas . Their long working relationship had in the past always been very good , starting after the first world war that had ended in 1918 . When Thomas looked forward to his new job as chief of B.O.A.C. he at least had the satisfaction that his early plans for the 'new small car' had eventually been proven , as sales of the Minor instantly became



very successful proving William Morris's early regular criticisms unfounded . With export sales of Minors at 90% of production in 1950 the Minor 4 door saloon was introduced ,still with the side valve engine , a few very early 'minor teething troubles , i.e. improving the choke control, subtle improvements to front and rear suspension , fitting twin rear lights and interior trim refinements were also made also an improved paint was soon introduced together with a new 'anti rust' pre finish . However the most dramatic change altered the appearance of the front of the Minor , this was

the re positioning of the headlights. To conform with Californian headlamp regulations the headlights were raised up to rest on the cars wings. The smooth continuation of exports to the USA left no alternative . Designer Alec Issigonis was horrified when he discovered that his original carefully thought out curvature to provide both aesthetics and the best aerodynamics was in effect vandalised behind his back . But even he had to accept that Nuffield Continuing Export sales could not be weakened by any such issue . Alec Issigonis himself will soon decide to leave Morris Motors when an opportunity that really interested him came up for a design job with Alvis - *NEXT TIME 'What goes around comes around' William Morris had found and employed gifted key people that built on his 'self made' early business, to become one of the world's leading automotive manufacturers. Another early association that started back in 1923 was with LEONARD LORD (just like Miles Thomas) who in his time had been made Morris Motors MD also had later parted from W Morris, However Leonard Lord's eventual 'return on the scene' will involve another dramatic change to the Morris Minor and also an offer to one particular talented designer he wanted to 'come back into the fold'* **ROGER K**

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Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB
JUNE 2022 Volume 25 Issue 6**

CLUBNIGHT
Social Evening

In This Months Issue...

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Dorset Branch Members- It's Your Newsletter - It's Your Club !

* * The Editor encourages and welcomes any written contributions - Particularly loaned (or emailed) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .

*Please submit , if possible ,any material or advertising matter, within 10 days prior to the next monthly club night date . (*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline.

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Welcome to the June edition ...

Editorial

The recent unprecedented 'hike up' in petrol prices has certainly not witnessed any dampening of enthusiasm towards the continuing use and enjoyment of our classic Morris Minors. With increased numbers seen in attendance at all local classic car events, gatherings and meetings of all shapes and sizes, there is evidence of a defiant and a renewed optimism after those recent 'pandemic years'. At least we have something pleasant and positive to enjoy whilst all those world events are continuing to be thrown at us !!

Moggyfest 2022 at Beaulieu, positive feedback is being received acknowledging all the DMMOC team members who worked so hard once again (alongside Beaulieu's Spring Autojumble with their own fantastically successful return, attracting at least 13,000 visitors) the Dorset branch welcomed back high number of 'Minor' campers from the Friday with an estimate 140 on the Saturday Morning. The decision by the committee (as it was the return of Moggyfest after 3 years) to 'push the boat out' with an extra large 12 metre by 18 metre marquee, certainly proved it's worth, it was absolutely packed out on a wet Sunday creating a large 'Minor friendly meeting hub', but primarily it gave adequate justice in space to stage the celebration displays to mark the Minor's unique achievement - being the first British car to reach one million built at the start of the 1960's.. I was privileged to meet Beaulieu Director & MD Russel Bowman when he especially visited our marquee early on the Saturday, when he asked me to pass on his personal thanks to all involved in producing such a great Moggyfest 2022.! - Just some highlights are shown in photos on the various pages throughout this issue. With so much going on over such a super weekend I could have easily filled this whole edition! **The aerial photo below was kindly sent to me by Ben Coleman (Beaulieu Press Officer)**, that interestingly, illustrates the footprint that our Dorset branch Moggyfest now occupies (lower left) within the overall event site area. **The Moggyfest' exclusive visitors camping field appears top left corner ..**



With the vast majority of those Minors built in the first five years sold abroad, overseas buyers soon discovered that the new Minor had a maximum speed of 62 MPH. There were comments particularly in the USA (although a generally targeted market in the US was promoting the 'novelty' of a second smaller runabout car. When the Minor was taken onto the 'Freeway' it suddenly became an 'automobile conversation piece' The average American driver of the much larger US automobile whilst always overtaking probably exclaimed " Gee honey would you look at that cute little baby car" . If the relative slowness of the side valve engine Minor was commented upon, the salesman always had the genuine answer highlighting that the suspension and road holding superiority of the Minor in comparison with many larger and faster cars was reported that this could be offset when being able to sustain a reasonable speed on bends and corners where a good many heavier cars were much more 'lumbering' on bends and as a consequence needed lowering their speed in order to control excessive lean and body roll. It was summed up with 'what may be lost on the swings can be made up on the roundabouts' With the final sales line 'the quality first and economical Morris incurs substantially less outlay than a larger 'heavy weight 'car The Saloon and the Tourer (convertible) each shared the same trim finish both proved a revelation in design appearance and in mechanical innovation. The Tourer was in itself considered far ahead in design from any other Tourer on sale at the time, with tourers being mostly rather basic compared to saloons. For instance the Minor actually had two 'locking' doors and front windows that 'wound down and up mechanically' also the luxury of quarter lights came as standard. With the hood up the car looked much, much, smarter than other similar sized tourer, the fact that it was possible that the hood could be folded up or down by one person was another selling point. It was soon an immediate sales success as an exported car to those chosen countries with sunny climates, particularly the USA where the Morris dealers press adverts portrayed the Minor as the 'must have baby auto with the message - Now you can afford a second car with the new all quality Morris Minor'

Returning to our Morris Minor early key people - Miles Thomas had been promoted by William Morris to Morris Motors Managing Director in 1940, a year later, during ww2 he had made plans and preparations for his own particular brainchild 'a brand new small car'

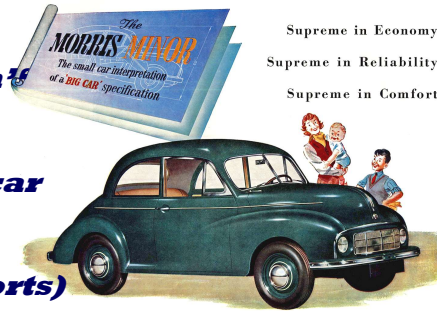


Here's looking forward, next, to our annual rally in July.... Just imagine - a 'traditional tea time' surrounded by our Minors all in celebration of Her Majesty's 70 years ! **ROGER**



The Editor looks back again at 'The Birth of a very British Icon'

Part 5 - The brand new small car is finally launched - to a 'post ww2' motoring public (but mainly for important exports)



At last , since the early 1940's the countless rebuilding and the perfecting of those prototype cars with the various trials and tribulations encountered on the way, described in the preceding parts of this story has followed the initial developments and the main people involved describing 'The Birth of the Morris Minor, . The long anticipated first London Motor Show , since the end of the war, opens at Earls Court in 1948 . It was the Morris Motors stand that attracted the greatest interest from the motoring industry and the motoring press -

The all new MORRIS MINOR became the star attraction of the show , proportionally drawing more interest away from all the other small car classes on show. It was shown in two versions the two door saloon and the tourer available in three bodywork colour choices Romain Green. Platinum Grey or Black with interior trim was a neutral colour with contrasting piping . (the following year a small number where offered in Maroon ,unfortunately paint technology at the time was not good enough to stop this particular colour oxidising and fading so it was soon discontinued)

Lord Nuffield was noted to be not very communicative with the deluge of questions from the many motoring press journalists , simply ' replying 'you had better ask the technical chappies' Apparently he also became rather 'touchy' after being asked so many times to sit in the Minor's driving seat . Perhaps he was slightly embarrassed that earlier on he had told everyone around him at Morris Motors during the design years of the Minor how much he hated the look of the car initially ! However Nuffield had taken great delight that the Minor had proved much more popular at the show from all the other cars in it's class but in particular from the 1948 Austin A40 made rival the company owned by his long term adversary Herbert Austin !

Great priority was placed on sales for export at this post war time with the government regulating that British industry should back the 'British Export Drive' designating higher quotas of products for saes abroad in order to re build the economy after such immense costs since of being at war since 1939 .

Morris cars were exported abroad by the Morris Motors umbrella company Nuffield Organisation's export division Nuffield Exports . Around 80% of Morris Minors first produced in 1948 were all exported and by 1951 this peaked to around 90% of total Minors produced , It was in fact not until 1953 onwards that the British home market 'motoring' public gradually started to be in a better financial position to be able to consider buying a car . Morris Motors showroom dealers assisted many post war motorists with their own hire purchase package advertised as "You can buy your new Quality First Morris Minor out of income' - sign up now for Morris Motors own most advantageous terms"



Dear Editor

I am proposing to organise a Dorset countryside road run from Sturminster Newton to Dorchester. This is to raise money towards aid for Ukraine. I have friends who have gone over, with vehicles they have been given or bought. They service them. Fill them with aid, drive over to the middle of Ukraine and leave vehicles there for the locals to use. On the link is more details, also a wish list. So far 2 vehicles have gone, 3 more are planned to go very shortly. I hope at least one of the guys who went might be able to tell you about the trips. - Date Sunday 19th June, - Location: starting from market car park, Sturminster Newton. - There is a cafe right near, and toilets. - Meet at 9am, leave at 10am. - Route is Sturminster to Kingstag, then Pulham, turn for Buckland Newton and follow the piddle Valley to Dorchester. Then through Dorchester to Poundbury, great field. - All parking is free in Poundbury. There is a cafe on the great field. Suggested donations is £5 per vehicle. I'm adding ribbons in blue and yellow to my moggie !

<https://communityaidukraine.weebly.com/>

Yours sincerely Dorset branch member Glynis Coffin
My number is 07757 773280. For any more information



Dorset branch member Stuart Keeping is organising a Visit to France - if any members want more details , or how to join in the trip, please contact him direct , per contact details below

29th June: travel over to Dieppe on the crossing from Newhaven leaving at 1000 hrs arrival 1500hrs in Dieppe, after passing the customs and border controls drive in convoy to Hotel Continental, Forges Les Eaux for our overnight stay.

30th June: after breakfast go to Giverny for our visit to Monet's garden, snack lunch at Giverny. Leave Giverny at 1500 hrs head to LesAndelys for the hotel Chaine D'Or, we will have our gala dinner and drinks on the river terrace.

1st July: leave Chaine D'Or drive via scenic country route to the town of Yvetot, arrive at the Hotel B&B stay here for 3 nights, special meal in a local restaurant Saturday.

2nd July: Saturday there is a driving rally for those entered in the actual car rally but those in modern cars can mingle in on the day at various locations as organised by the French rally organisers.

3rd July: the actual display day for those entered in the rally, people not entered in the rally can attend and view all the rally vehicles on static displays, and generally relax around the area, but all together for our evening meal in the B&B grill restaurant.

4th July: leave Yvetot head to Dieppe ferry for some, but for those remaining drive to Le Treportto visit the funicular railway. After our visit, coastal drive for our overnight stay at the Hotel Brit in Dieppe then an evening meal in town.

5th July: after checking out head to the park Reve De Bisons, a short drive from Dieppe, for viewing the largest herd of Bison in Europe and wolves' enclosure, survivors can have lunch at the Park. Head back in good time to catch the return ferry to Newhaven.

Approximate cost per couple is £800

for further information please contact **STUART KEEPING**

07788 219807 email stuliz@btinternet.com

Chairman's Report

Good evening everyone and welcome to the June clubnight. I'm sending apologies tonight as we are having a few days away down in Sidmouth so will not be at club this month.

I hope you all agree that Moggyfest was a resounding success once again. I would like to thank Roger for the most fantastic work he did with the display both in the months leading up to Beaulieu and over the weekend itself. I would also like to thank everyone who helped in any way during the weekend and especially the many members who stayed on late on the Sunday evening to help pack everything away again afterwards. There

are too many to name individually but you all know who you are. As you will remember if you were there the weather on the Sunday was only what can be described as pants! This meant that the Series II had a liberal coating of mud in the wheelarches when I got home necessitating in a full wheel off wash down the following week. I will leave the rest to Roger to write up in the full Moggyfest report.

Don't forget our Jubilee Run to Sherborne this coming Sunday. We will be meeting in the car park at The Canford Magna Garden Centre before a run through the Dorset Countryside to Sherborne and The Sherborne Antiques Market where Phil and Craig are providing us with afternoon tea. Please let Jacky have the flyer back tonight if you are planning to go.

You should all have a flyer in your newsletter about the July clubnight which will need to be returned to Jacky as soon as possible. I have arranged for us to meet at The London Tavern in Ringwood where there is indoor seating for about 45 of us to sit down and eat. There is also going to be an area of the car park set aside for us to park the Morris's in. Hopefully it will be a nice bright and warm summers evening and perfect for an evening drive in the Morris.

As I have mentioned in previous reports we have been invited to bring the cars along to The Holdenhurst Fete on Saturday 2nd July from about midday. Please let me know if you are able to support this lovely village fete.

We have also been invited to take part in The Broadchalke Flower Show on Saturday 6th August from 1pm. The cars will gather on the Broadchalke Sports Field. Please let me know if you would like to go as I have to let them know approximate numbers beforehand.

Next day we will be at The Lymington Show. Thanks to Helena, who put me in touch with the organisers this year, I have now allocated an area for The Morris Minor Club. Could you please let me know if you have sent an entry in so that I can get an approximate number of expected vehicles.

So, with the summer hopefully now in full swing with lots of events taking place there should be plenty of opportunities to get out and about with the cars. If you attend an event that you think might be interesting to other members please take a photo or two and write a couple of lines for Roger for the newsletter.

That's all from me for this month, so until next time

Happy Minorng, Laurie.



Finally, the Duke set off for what would be its final journey to South Wales however it ended up in Cashmores yard not Woodhams. Cashmores would have cut it up the next day but a railway worker noticed a small cardboard label on a hand rail said Woodhams yard. They phoned BR pointing out their mistake and it was duly towed over to Barry. They probably realised Dai would not have been well pleased as he paid for his scrap up front. The Duke then spent years

slowly rusting away with the preservationists not giving it a second look, calling it The Impossible dream and Mission Impossible. Because of its condition and nobody being interested in it due to its problems during its working life it could have been cut up at any time. Step forward a group of people in 1973 that wanted to restore it and not only that but find out why it did not work as it should have done. - Restore they did and find out the problems they sorted that as well. They had lots keen to help from engineers and engineering companies. The main problem was the exhaust, Swindon had put a half undersize chimney on, the exhaust nozzles in the chimney faced the wrong way, Crewe had not put the correct size dampers in the ash pan. The Duke was creating the steam but he was choking himself. To conclude The Duke of Gloucester should have been a ground breaking success in BR service but was not, due to many factors. In preservation it has proved itself to be an amazing powerful locomotive respected by all who drive and fire it out on main line. It has won many awards/accolades and has the record for climbing Shap summit the highest longest mainline climb in Great Britain. It is due back in mainline service this year after its 10-year boiler overhaul and it should be even more powerful as they have changed the as built cams to high lift cams on the valve gear. Cams were fitted in the 1950s to a steam engine, I did say cutting edge technology. Finally, to finish a 1960s driver that would shy away from the Duke drove it in the 1990s could not believe its power. It has worked down to Weymouth and back a



few years back and I managed to speak with its driver when it took water at Brockenhurst. He told me he tore up Branksome bank at 70mph which even modern diesels and electrics cannot manage. His work was usually driving the most powerful American freight diesels in use on the mainline and they do not come anywhere near the Duke.

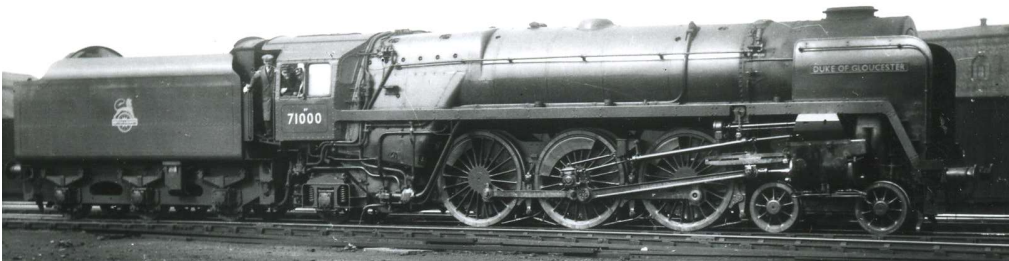
It will work on rail tour duty for the next 10 years and maybe work to Weymouth so if you have the chance to see it, I would encourage you to, it is impressive. An amazing survival.

ANDY DIBB

71000 Class 8 Steam Locomotive

THE DUKE OF GLOUCESTER. (by our guest writer ANDY DIBB)

Following on from my last article about Barry railway scrap yard and how our preserved railways owe so much to Dai Woodham for saving so many scrap locomotives. I would like to relate the story of a locomotive that had a number of remarkable escapes from the scrap man.



The Duke Of Gloucester is a one-off standard class express passenger locomotive which was built in 1952. Robert Riddles the last British steam locomotive designer had an ideal opportunity to build an experimental locomotive. The Harrow rail disaster that caused the deaths and life changing injuries of many also wrote off rolling stock and another experimental loco called Princess Anne. Riddles used the loss of this engine to build a one off loco the Duke of Gloucester to a standard design however with up-to-date technology being developed at the time. It was built at Crewe works in 1954 and released into traffic straight away. As with all prototypes it had its teething problems mainly poor steaming, poor coal consumption and not being able to keep to times. Many of the footplate crew would shy away from it preferring their usual engines many of them going sick if they thought they had to use it. They sent the loco to the Swindon works test plant rolling road where it proved that the boiler had good steaming rates but the exhaust going out the chimney was poor. Swindon changed the chimney and it was sent back to Crewe where other changes were made to try and improve it but with no luck. The engine then saw little work and with Riddles retiring and the rundown of steam the inevitable happened in 1963.

The National Railway Museum had showed an interest in preserving the loco and it was put aside however they decided probably because of its reputation to keep only one cylinder. The reason being the use of new technology used on the valve gear.



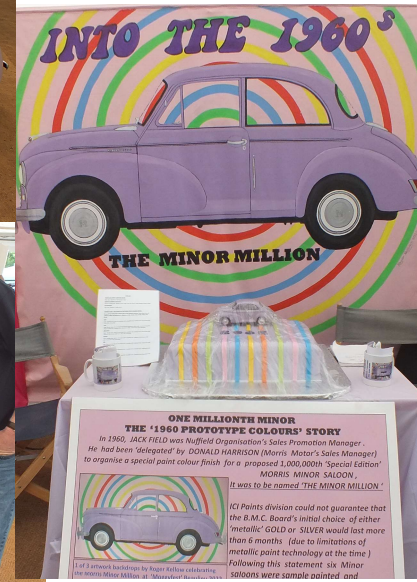
Dai Woodham (left) bought what was left of the loco after Crewe had cut off the other cylinder to balance it up for the tow down to Barry scrap yard.



Very high number of Minors attended with many camping from Friday, then lots more arriving from early on Saturday.

*Five Minor 'Millions' featured in the main marquee special displays to celebrate the Morris Minor being the first British car to achieve one million units built at the very start of the 1960's

*Laurie welcomes branch member Ted Brooke who brought his Minor 'Million' all the way from nr Lampeter, West Wales.



BREAMORE HOUSE STEAM WORKING WEEKEND 7th & 8th MAY



Photos 3rd column (left)
6. BRIAN MOORE
 1,000 Convertible (1st)
 1964

7. EDDIE PATEMAN
 Post Prod: Convertible (1st)
 1969

8. PHILLIP HOYLAND
 LCV (1st) Austin 1,000
 1970 Van

9. TED BROOKE
 Minor Million (1st)



Photos 4th Column (right)
10. CHARLIE CYSTER
 (from Visiting Group)
 Piaggio Scooter (1st)

11. MIKE SHEPHARD
 Visiting Other Make(2nd)
 Humber Sceptre



12. KEVIN BENNETT
 Visiting Other Make (1st)
 1959 Austin Healey 3000

Not present for photo
STUART SCOVELL
 1968 Traveller (2nd)

Not present for photo
CLIVE MILLER
 Custom/Modified
 1959 2 door saloon





National MMOC classic car judge RICHARD LEE travelled down from Leeds with his wife JANICE and camped in their Immaculate & rare surviving 'classic camper' a Peugeot Talbot Express based Auto Sleepers Motorhome .

THE 14 TROPHY WINNERS WITH CATAGORIES :-

Photos 1st column (left)

1. ANDREW WALLIS
Series MM (1st)
1949 Lowlight Saloon

2. MIKE HOCKEY
Series 11 (1st)
1953 2 door saloon

3. ANDREW WILSON
1,000 Saloon (1st)
1969 2 door

Photos 2nd column (right)

4. KEITH GIFFORD
1,000 Saloon (2nd)
1958 4 door

5. TERRY BISSETT
1,000 Traveller (1st)
1965



A sunny weekend greeted Dorset branch members along with their cars , with most opting for the Sunday . The Steam Working Weekend was truly back ! with higher numbers of vintage stationary engines , steam road & agricultural locomotives , tractors .military vehicles etc. and lots of other interesting exhibits dotted around the Museum area, not seen on this level for several years . i.e. A 'Knitted Village' below left ,by gifted 'craft knitter' Beatrice , from Swindon) - However this event did prompt several Dorset members to remember the former Breamore Museum Curator, in his electric wheelchair, Phillip Crouter , event organiser, right up until last year when sadly we learnt that he passed away. He had been preparing to re-build a Morris 8, by himself !



EVENTS & ACTIVITIES

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



JUNE 1st	DORSET MMOC <u>JUNE CLUBNIGHT</u> (Castle Lane)
JUNE 2nd	Holdenhurst Village Fete Invitation to Dorset Branch to attend) Please advise Laurie (for numbers wishing to attend)
JUNE 5th (Sun) Jubilee w/end	DORSET MMOC QUEENS PLATINUM CELEBRATION RUN Destination Sherborne & Sherborne Antiques Centre visit **For amended finalised details see the booking slip **
JUNE 3rd /4/5th	Organford Classic Car,Bike & Steam Engine Show 10am -6pm Free classic car entry by pre Booking Form (or £5 day entry on gate) Booking forms and information - www.organfordclassievents.co.uk (Event Organiser—Nick Courtney 07970 252545)
19th JUNE	North Wilts MMOC Branch Rally at R.E.M.E. Museum Lynham ,Wilts . (Dorset members invited) Rally fee £10 Entry forms available from Laurie/Jacky at clubnight .
JUNE 25th	The National Morris Minor Owners Club NATIONAL RALLY 2022 Kelmarsh Hall , Northampton . NN6 9LY . mmoc.org.uk/Events/
JUNE 26th	Thatcham Classic Car Show : Henwick Worthy Sports Ground , Henwick Rd, Thatcham. RG183BN (app 3 miles East of Newbury) Entry by voluntary donation on the day for Thatcham Rotary Club Ukraine charity—full details from www.thatchamrotary.org.uk
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 <u>JULY CLUBNIGHT</u> Proposed evening ROAD RUN Destination The London Inn, Ringwood. Final Itinerary details and form available soon .



Lynette Feltham (60's fashion icon Mary Quant) won 'most appropriate costume'
Judge Richard Lee was given the final casting vote saying it had been a most difficult choice
Lynette had also provided and decorated the fantastic 60's Million theme co-ordinating cake !



**Dennis Saupe brought his 'Million' from North Devon 're-enacts' Morris Cowley Inspector checking on things in our Dorset branch workshop . The Million shown ,undergoing specialist repairs belongs to Tom Morris who brought it from Coventry . The fifth Million was brought from near Taunton Somerset by Tim Lang with his wife Audrey*



**The rare LHD export Million featured in our special 'Nuffield Exports' display was brought down from Bristol by owner Martin Stoker. This car is the original Million factory production number 001 being the very first replica Million that came off the Cowley assembly line. The car was also the BMC exhibit at the 1961 New York Auto Show !*



** Special visitor (friend of Ted Brooke) Bruce Blair visited from Reno, Nevada, USA . He was astounded to say the least, when finding his own LHD Minor Million back home was 're-created' from a photo we had been shown by Ted of Bruce's car when parked in the real Las Vegas , Nevada !*



JULY 9th/10th	DORSET MMOC <u>DMMOC ANNUAL RALLY 2022</u> 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 22nd /23rd	Classic Car & Vintage Vehicle Rally Shillingstone Station. DT11 OAS Parking at Bere Marsh House, 11 am—4pm Free Entry , (Further details — organisers advert in next months edition)
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
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 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



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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

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John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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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

FOR SALE 1965 1098cc Convertible. Owned by me over past 4+ years whilst I completely restored it. Only 3K miles since I rebuilt the engine & box. Contact me for full details and list of of all the new parts and jobs done. Selling for well below prices asked at moment.
Contact - Ken. Cook Southbourne 07563803494.



PARTS WANTED -15inch wood rimed steering wheel for a 1964 Morris minor travel-ler 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

FOR SALE 1968-69 Morris Minor 2 door Saloon. Smoke grey. Been stored for about 3 years - extensive welding repairs carried out to floor and sills in 2004. In need of light re-commissioning - ie brakes, tyres etc but overall the condition is good. It has an alternator conversion and a 1 1/2" HIF carburettor.
£3,000 ONO
Car can be viewed in Swanage - **contact John Stares on 01929425343**



DORSET BRANCH CLUB SPARES DEPT.

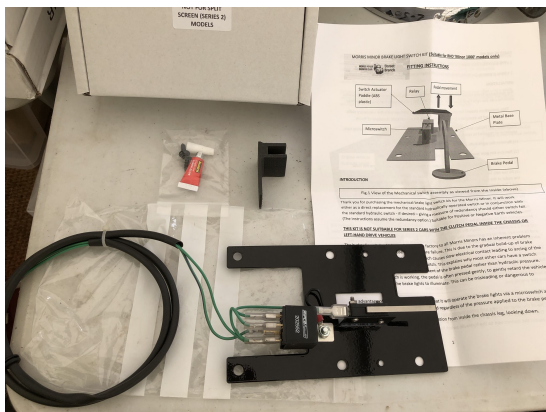
NEW CLUB SPARES for your Minor are available through the Branch at up to 10% discount (to Branch Members)
Call or email Brian Wood
07411 116336
(brian.wood@dorsetmmoc.co.uk)

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



Secretary's Report

I think that was possibly the best Moggyfest yet. None of it would have been possible without the magnificent efforts of the committee, especially Roger who puts so much work into planning and preparing the exhibits. I never realised how long it takes to setup the show until now, having taken a few days off work to help the team. It all starts on Wednesday when Brian Ford picks up the hire van and we load up the club spares and other "bits" from Brian & Jacky's. Then it's

off to Dave Walker's place to pick up the contents of the storage shed (Marquee, oil drums, etc), not everything fitted in the van, so Dave kindly offered the use of his trusty Volvo to take the tables. Finally, the van visits Roger's house to load up pieces of the exhibit. Thursday we're off to Beaulieu to unload and start setting up, this was a busy full-on day before I came back home for the night. Friday, and we are back again this time in the Morris to setup our tent in the camping field and help with the finishing touches. There was some free time to look around, I had a tour of the house which I've never done before and finally got a ride on the old bus, which doesn't run over the weekend. Ethan arrived after school, and we had a BBQ for tea. It's an early start on Saturday morning with cars arriving from 7AM, I'm cooking up sausage & bacon sandwiches for Ethan & Louise to deliver to the marshals on the gate and parking up cars. Then after a changing the high vis jacket for warehouse coats we're off for a day's work serving customers in the spares department. This was the busiest year yet and Saturday was non-stop, eventually it got too hot to wear the coats. The evening meal was cooked by the nearby food truck who did a cracking job to deliver 91 portions in about 30 minutes. Sunday was quite damp although it did eventually brighten up in the afternoon. After the show closed it was time to start packing everything up, loading up the new van (the old one couldn't cope and had to be swapped!). Laurie and I were the last to strike our tents in the camping field and I got back home about 8PM.

I hope everyone enjoyed the weekend, I spoke to Beaulieu & security staff who said what a friendly bunch we are and that they really enjoyed having us there. Finally, someone should tell Brian that those ramps are stage props and shouldn't be used for adjusting his clutch.

Ian.



THE 'BRIAN WOOD' REPORT



Here we are with the post-Moggyfest 'hangover'. The week after the event passed by in a flash (for us, anyway) as we had so many things to sort out and put away- it seemed almost like time-travel. I had not done a proper stock-check since before the covid lock down so the parts inventory had gone a bit awry. However, the sales at the show had gone very well and we beat the sales total in previous years by some margin. Since things had moved on significantly since the last Moggyfest, we had taken the decision to invest in a credit card reader. This proved to be quite popular and made a four-figure sum in takings. Hopefully everyone who attended the show had a good time and I think Saturday was definitely the better day. I guess a lot of people who had intended to come along on Sunday either didn't bother and/or wished that they had gone on Saturday. So many people complimented Roger's Minor Million display backdrops and scenes and if you didn't see it, it was really something to behold.

The first call of the week was made by Branch Member Andrew Waltham, who lives in Essex before we had even got home. His Minor had developed a problem with the indicators as he was about to leave for home on Sunday evening after Moggyfest. The car had been fitted with LED



lamps and some weird and wonderful effects were being produced by application of the indicators. The brake lights were flashing in time with the indicators! Things were also complicated by the fact that the car had 4-way flashers that, bizarrely are controlled by an old-fashioned thermal type relay. We swapped the LED's for ordinary lamps and that seemed to go some way towards curing the problem. However, there seemed to be a separate issue with the electronic relay which had been fitted to power the LEDs. When you swap out the 4 x 21w lamps in the indicator circuit for LEDs this reduces the

electrical load considerably. Some of you will know that the original flasher unit fitted to the Morris Minor operates via a thermal switch that heats up and makes/breaks the contact at a regular interval. If a normal bulb fails then it is obvious since the flash rate usually speeds up. If you fit LEDs, the original thermal relay will not work and you have to fit a modern electronic switching relay that switches on and off regardless of the load applied. I am not sure what had happened to the electronic relay fitted to Andrew's car, but it had clearly died. My own convertible had by then, been tucked up in the garage, so I 'robbed' the relay from this. It was only a 3 pin unit – the missing terminal being the one that operates the green repeater light on the stalk. (Mine has the 8-way relay for utilising the brake lights as indicators and I had wired up separate indicator repeater lamps for left and right). With the re-connection of one of the rear lamp bullet connectors and the replacement relay fitted – the flashing was restored and Andrew was able to continue his journey home (albeit with no indicator stalk repeater lamp working). Thanks to Dave Walker for temporarily accommodating Andrew's Minor and Caravan temporarily while we sorted things out for him. I will be ordering a new 4 pin unit for him for next time we see him.

For those following my Convertible clutch saga, you will be overjoyed to learn that the car made it to Beaulieu for the weekend. However, the clutch action is still too heavy and some further alterations to the clutch pedal geometry are still required.

BRIAN



**A welcome return to high numbers of visitors representing Minor club branches from around the country, including a number of Minor owners returning to visit Beaulieu noticeably from Holland and Germany once again. Resulting in Brian's spares dept. additional Dorset branch 'emergency staff' Ian with 'stores apprentice' Ethan in great demand.*

**The National Morris Minor Owners Club was represented by Sue Akrill (NatMM; club liaison Officer) who journeyed down with her husband from North Yorkshire, also Bryan Gostling (National MM club spares manager) journeyed from his home in Norwich with a range of harder to obtain earlier Minor spares, that he will be specialising more of in future.*

