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# MORRIS MINOR OWNERS CLUB

# Dorset Branch

## MONTHLY MAGAZINE & NEWSLETTER



1948 < Morris Minor >  
1971



MAY 2022  
Vol 25 issue 5

## 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		<p><b>*Front Cover Story,</b> <b>It was ideal hot and sunny for Lyn &amp; Peter Hool to enjoy their 1952 series II convertible on DRIVE IT DAY Sun 24th April</b></p> <p><b>(Showing off the original early dashboard as Alec Issigonis had designed)</b></p>
Spares Manager & Website Editor	Brian Wood brian.wood@dorsetmmoc.co.uk 07411 116336		
Newsletter Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120		
Committee Member (Health & Safety advisor)	Karon Brown sandkbrwn@hotmail.co.uk		

**\*\* Print Deadline to ensure inclusion within JUNE 2022 Edition 25th/26th May**

**'DRIVE IT DAY' photos, report Pages 20/21/22**

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Alec Issigonis maintained, that without fail, any good industrial design needed equal measures of both good engineering and good art form to succeed. Whether or not Lord Nuffield's earlier disparaging comments when shown the first prototype ('It looks like a poached egg - and 'the thing looks very narrow gutted') had been the catalyst leading to widening the car, Issigonis never revealed in his lifetime. He maintained that he had personally decided for some time that the car just looked too narrow. Once the two halves of the car were separated he viewed the car at all angles front and back, trying gradually increasing and decreasing increments - it was when the two halves were exactly 4 inches apart that Issigonis was instinctively certain that the car looked completely in proportion and it must have 4 inches integrated into the car before he was happy that the car was truly completed and only then ready for production. Miles Thomas and Morris factory Chief Engineer Vic Oak although at first surprised to say the least at this last minute drastic action both unanimously backed the decision on seeing the car. (It would have to wait until 1961 when Lord Nuffield publically announced, and fully acknowledged it's designer Issigonis and his engineering draughtsmen. when the 'One Millionth' Morris Minor was built) As well as looking aesthetically more pleasing from a practical point of view there was a practical advantage that those extra inches gained the car further stability, simply the greater the the dimension from the centre line of the car to it's wheels in relation to the height of it's centre of gravity from the ground, the less chance of the car turning over. It was Reginald Job (the bodyshell specialist) task to actually accommodate these extra inches, he realised that much of the tooling for the body had been completed, but he managed to add the four inches as a relatively straight section width wise, the bonnet centre strip was emphasised (that's why your own Minor centre section measures exactly 4 inches today) Whilst it was fairly easy to add four inches onto future roof pressings, boot lid and bonnet, the bumper blades had actually been manufactured in very large quantity. So to avoid wastage during the austere times, the blades were simply cut in half and a fillet was added to the centre (It was not until later on in 1950 that the three piece bumpers were used up) Number eight (and final) prototype was finally complete! Production could start in readiness for the launch at the first post war Motor Show in 1948 at London's Earls Court. Even if some British motorists could afford a new car during that post war austerity time the New Minor was initially intended for 'Export Only' The government was determined a company like Nuffield Exports within the motor industry was so crucial for the post war 'Export Drive'



**ROGER K**  
*—before and after!  
 when Issigonis performed his ultimate trick - 'Sawing the car in half'  
 Next Month - The new Morris Minor is the 'Star' of the London Motor Show*

**ROGER K**



# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB  
 MAY 2022 Volume 25 Issue 4**

## **CLUBNIGHT**

*Quiz Night*

## **In This Months Issue...**

<b>REGULARS</b>	<b>SPECIAL FEATURES</b>
<b>THIS MONTHS EDITORIAL P.4</b>	<b>P.7 Dorset MMOC Charity presentation</b>
<b>EDITORS 'NEWS DESK &amp; YOUR 'LETTERS TO THE EDITOR' P5</b>	<b>P8/9 Graham's Series 2 project continues</b>
<b>CHAIRMAN'S REPORT PAGE P.6</b>	<b>P 18 /19 Chris visits the Restoration Show</b>
<b>P10/11 FORTHCOMING EVENTS</b>	<b>P 22/23 Drive It day Photo report</b>
<b>SECRETARYS REPORT PAGE P. 13</b>	<b>P24 -26 Editors 'Birth of an Icon series (The people who created the Minor</b>
<b>THE 'BRIAN WOOD' REPORT P. 14 &amp;15</b>	
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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. The Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers : No recommendation is implied : Any views expressed or advice given within the newsletter is offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any consequences arising from such material.**

# Editorial

**Welcome to the May edition**, The arrival of Drive It Day is one of those key dates that indicates the choice of classic car events of all shapes and sizes are all about to take off, and for 2022 things have certainly already started much more akin to those 'pre—pandemic' times, as I am certain our branch Drive It Day Road run to Swanage is a very good indicator.

**With Beaulieu 'Dorset Moggyfest'** almost here and after all the lengthy preparations for what has been planned to be an extra special 'returning to normality' event. As said in previous years the Dorset branch MMOC are in a very fortunate position to enjoy such a good relationship with the Beaulieu. This being particularly fostered over recent years with the Beaulieu Events organising team by our Chairman Laurie. It has no doubt resulted in the size, scale, commitment and enthusiasm that the DMMOC committee and other DMMOC volunteers have, and continue to contribute to make Dorset Moggyfest so successful in recent years before the pandemic scaled things back over the last couple of years.. The special Minor Million cars are visiting from around the country together with many other Minors to join our Dorset branch cars in the nice large grassed area (ideal for your picnics) behind this year's 'Jumbo size marquee. Within one of the special 1960's era displays will be a rather special Minor Million with a truly unique story and a 'one off' pedigree (it's one amongst the other Minor Millions that are of course all rare survivors anyway) all to be discovered at the event with other special features. We will be, in part, attempting to re-create a little of the 1960's in and around the main marquee and will be encouraging any visitors to enter into the spirit of the occasion by dressing up at any time during the weekend in any 1960's style (from 1960 to 1969 and even touching into the 70's provides a very wide choice of styles) As well as the car awards there will be a special 'best 1960's costume that appears over the weekend.

**Her Majesty Queen Elizabeth's Jubilee** celebrations then follow on from Beaulieu. It is anticipated that the proposed Dorset branch 'Jubilee 'road run day (Sunday June 5th - Destination to Sherborne) and the days itinerary will be announced very soon. Then later on over the weekend of July 9th/10th The Dorset branch rally will be hoping to have a Jubilee traditional patriotic style of picnic/tea party

Chatting to Brian at Swanage during the road run day we wondered how many Minor owners carried any basic spares with them particularly on the longer journey (I know I admit to have a spare fan belt and 'possibly' a condenser 'but that's all !!) As a result he has kindly written a timely reminder that may possibly save a lot of hassle- for instance even if relying the AA man (or similar) who may well not happen to carry even those basic parts i.e. condenser, coil, points etc, **Pages 15/16**

**Hope you enjoy the opportunities of more events from now on, to be out and about in your own minor (with the above being a few really good Dorset branch examples to choose from)**



ROGER

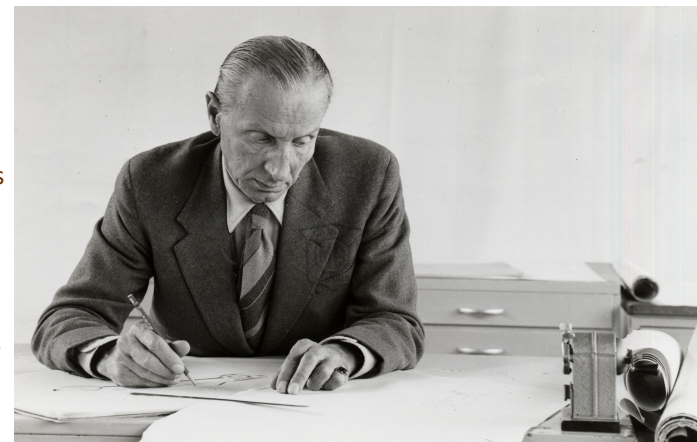
Alec Issigonis was generally regarded at Morris Motors as a quite and rather complex person to work with. He had actually experienced major upheaval during his childhood. Later on, as one of the largest British employers William Morris by today's standards would certainly have been branded extremely non PC when he was known to refer to Alec Issigonis (starting at Morris Motors back in 1936 working on the design of front suspension for the Morris 10.) as 'Issie what's his name - that foreign chappie!'. In fact Alec Issigonis was always subsequently proud to explain that he was a British subject and how much he actually liked the country. His father studied engineering in London and had naturalised here opting to be a British Subject. He then moved abroad to build up a successful and thriving machine and engineering factory in the Greek major port city of Smyrna (re-named Izmir) becoming very wealthy. As British subjects young Alec and his parents lives were effectively saved when they were evacuated to Malta by the Royal Navy during the onset of the Greco-Turkish war and the entire family business was lost. His father died shortly after and then a young Issigonis and his mother moved to Britain in 1923. Issigonis had inherited his father's interest in engineering and particularly engineering design. He had managed to find an engineering course placement at Battersea Polytechnic in London and although he thrived extremely well in all the practical engineering and design work when it came to taking the required mathematics exams he failed three times, subsequently he stated there was a woeful absence of the study of good industrial design' - instead these endless mathematics being 'the most uncreative subject you could possibly wish to study'

Back to the Morris Minor 'new car' project and two years had passed since the end of ww2 had finished and now the entire Morris Motors board had gradually realised that the 7th Mosquito prototype looked as if it now really had great potential having completed its pre-production road tests covering 10,000 miles in ten days over many differing test road conditions, behaving perfectly without any issues at all. Everyone now at Morris Motors assumed at long last it was finally ready for the go ahead for the Cowley assembly line to commence building the all new advanced small car The Morris Minor ... ..

**However at the eleventh hour Alec Issigonis, away from everyone who had been involved in the project so far, for so long, and through all the trials and tribulations,**

**he requisitioned his most trusted shop floor mechanics to carry out one 'final refinement' before he was completely satisfied that the car was ready :-**

**It would require the Minor to be cut in half completely down the middle !**



## THE BIRTH OF THAT BRITISH ICON (Part 4)

**EDITOR'S next instalment 're-exploring' the people and their ideas who were behind the beginnings of the MORRIS MINOR - Originally code named 'The Mosquito Project' - Ultimately leading to the first British car to reach One Million units built by 1961 - then on to 1.6 Million built by 1971**

We have explored how Miles Thomas (Morris Motors Chairman in the early 1940's during WW2) an Industrial visionary and without doubt treated as William Morris's (Lord Nuffield) reliable right hand man, since the early 1930's. Thomas could see the importance to start planning a brand new small car for when peace time was to surely return. The Morris factories were already placed in a good position for this having been expanded considerably in size to handle essential war supplies that included large military vehicles, tanks, munitions and also the production of aircraft, aircraft parts and a special facility for the rebuilding of damaged aircraft.

We also covered how Miles Thomas chose Alec Issigonis to take on the new car project he code named 'Mosquito', giving him 'free reign', as he knew he could trust this one particular automotive designer with the special task of producing a new and innovative 'modern car in comparison with what had gone before. Together with Issigonis's personally chosen two man team (Jack Daniels 'all things mechanical' and Reginald Job 'all things bodywork') they had progressed through 'fettling' and progressively perfecting no less than 7 prototype cars both mechanically and cosmetically. Miles Thomas was the visionary who saw the essential need for Morris to start building new 'modern cars Morris Motors was to succeed with post war era sales, initially for the crucial exports market and to be fully prepared when home market sales were sure to return. All through the 'Mosquito' project (name changed to The Morris Minor) Lord Nuffield was less than enthusiastic with the shape and style of the new Morris Minor, much preferring the traditional look and mechanics similar to his own daily car, a Wolseley, (a Nuffield Organisation's very successful quality car marque of pre-war design) As we have discussed earlier Nuffield's opinion tended to be dismissive for what he viewed as Miles Thomas's 'radical thinking' throughout the earlier years of the Mosquito project.



### Letter from ED ESSERY (National Coastwatch Institute Hengistbury Head)

Laurie, Many thanks to you and the Dorset branch of the Morris Minor Owner's Club for your kind donation of £400 at the talk on NCI Hengistbury Head presented by my colleagues last week. Your cheque has reached me and was banked few days ago. This will help keep our service going. I'm sorry I was not able to be there myself - back in 1976 my very first car was a black 1956 split windscreen Morris Minor saloon which I bought for £50 and ran until the bottom literally dropped out of it! If only I had known a bit more about them then.....With best wishes ED ESSERY

Deputy Station Manager (Operations) & Treasurer NCI Hengistbury Head.

More on Page 7 -Editors photo report on the NCI Presentation Clubnight Evening



REMINDER - IF YOU HAVE BOOKED YOUR MINOR /CLASSIC FOR MOGGYFEST (RALLY GRASSED AREA BY MARQUEE) at BEAULIEU SAT and/or SUN PLEASE ARRIVE BY 9 a.m.



DISASTERS  
EMERGENCY  
COMMITTEE

### DORSET BRANCH MMOC DONATION TO THE UKRAINE HUMANITARIAN APPEAL

Club Chairman Laurie Blewer announced at the April Clubnight that a donation has been made from Dorset branch club funds of £1000. (pre-allocated to Dorset branch chosen charity for 2022) This followed a recent committee meeting decision, due to the unprecedented immediate situation of urgent humanitarian support for the Ukrainian people donated on behalf of the Dorset branch

More than 4 million people have fled Ukraine since the conflict began. Leaving behind jobs, belongings and loved ones, they now face an uncertain future. Intense conflict in Ukraine is threatening the lives and livelihoods of civilians across the country, with another 7 million displaced inside the country. Families have been separated. People have been injured. Lives have been lost. Homes have been destroyed or are unsafe to live in. Critical infrastructure such as health facilities, water supplies and schools have also been damaged or destroyed.

At Ukraine's borders with Poland, Romania, Hungary, Slovakia and Moldova, huge numbers of people are arriving with only what they can carry. In many places there are long waits to cross and scant facilities waiting for them on the other side, with temperatures dipping overnight.

The UK Government match funded up to £25 million of public donations to the DEC Ukraine Humanitarian Appeal. This is the largest commitment ever made to a DEC appeal through UK Aid Match and will double the impact of public donations, ensuring that charities working on the ground can reach those in urgent need. 18 million people are projected to become affected by the conflict 11 million people - over 1/4 of the population - have fled their homes since the conflict began DEC charities are in Ukraine and neighbouring countries meeting the needs of all refugees and displaced people:

More information on D E C Ukraine Humanitarian Appeal [www.dec.org/ukraine](http://www.dec.org/ukraine)



## Chairman's Report

Hi everyone and welcome to the May newsletter. Thanks to Sue and her colleagues from the NCI for a very interesting talk last month. You may remember that I mentioned last month that we have decided to make a donation to the DEC Ukrainian Appeal. We have donated £1000 to this very worthwhile cause. Tonight there should be a quiz – as long as I've done it!

Thanks to everyone who came along on The Drive It Day Run last month. We had 23 cars meet at The SEB Club with 20 members sitting down for a brilliant breakfast cooked up by Mick. When we arrived at Swanage for The Charity Day there were even more branch members there! Our next run out will be The Jubilee Run on Sunday 5<sup>th</sup> June. We hope to meet up at Shillingstone Station for lunch and then drive on to Sherborne and a visit to Phil and Craig at The Sherborne Antiques Market for tea. Final timings will be available soon along with a booking slip.

Obviously, the next major event in the calendar is Moggyfest. You should all have received your passes and wristbands by now. The plans for the marquee are all in place and I think you'll be impressed. We have an unbelievable 7 or 8 Minor Millions coming along which must be some kind of world record! Your committee will be at Beaulieu on and off from the Wednesday setting everything up. Please remember your donations for the tombola stall that Chris Tilley is running over the weekend.

Another popular event returning for 2022 is The Lymington Show. Please make sure that you get your entry in to them ASAP. Could you please let me know if you have entered so that we have some idea of the numbers coming onto the club stand.

The Holdenhurst Fair is also returning this year on Saturday 2<sup>nd</sup> July. Please let me know if you are able to come along and support this lovely village fete.

The day before our Drive It Day I went to take the Morris down to the garage for some petrol but unfortunately she had other ideas. Many, many years ago the petrol pump was changed from the regular SU electric pump to the manual AC pump as used on the A35. This has been working perfectly for years but has now decided to die! Believe it or not it's cheaper to buy a new pump than it is to buy a rebuild kit so hopefully by the time you're reading this we are back on the road.

That's all from me for this month – see you all at Moggyfest.

Happy Minoring, Laurie.





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*It was a short walk to Swanage town centre, the beach, and of course Swanage heritage steam railway station. Porter on duty Chris Collyer (also a classic car enthusiast) admitted he slipped away between trains a couple of times to look at the cars. He was so impressed with so many visiting classics, suggesting if we came again next year he would welcome any of our club members providing any info on the station. One 'junior club member' (top right) considers - 'Which is really my favourite - old cars or steam locomotives !*



## DORSET MMOC Nominated Charity for 2021 HENGISTBURY HEAD NATIONAL COASTWATCH

During a well attended April Clubnight on Wed 6th April Long serving Dorset MMOC branch member and proud owner of a Minor traveller and volunteer local NCI Watchkeeper *SUE GRUNDY* was joined by her colleague, NCI Watchkeeper *PETER ELLIS*. Sue and Peter equally shared giving a most interesting and informative talk on the history and the day to day workings of the locally based Hengistbury Head National Coastwatch 'Officially Designated Facility Status' Watch Station, compete with large screen slide presentation.





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on land for both sea and shore users. *Hengistbury Head NCI Station are 'On Watch' - Summer (BST) 0:8:00 to 19:00 & Winter (GMT) 0:8:00 to 17:00 07851 672540 www.hhnci.org.uk (Get local weather updated every 15 mins www.hhnci.org.uk/weather)*

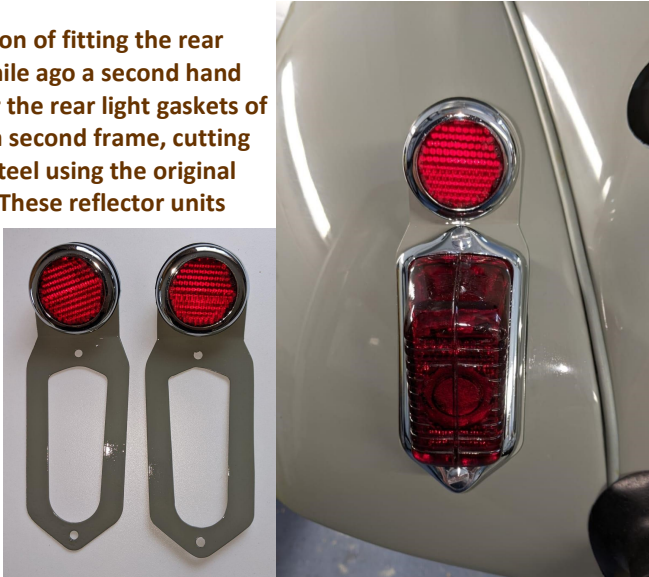
*Dorset Morris Minor Owners Club Chairman LAURIE BLEWER presents the club's nominated charity cheque 2021 for £400 (unfortunately delayed due to the pandemic) presented at the April 6th 2022 Clubnight to :-*



*NCI Watchkeepers  
SUE GRUNDY,  
SUE WILKINSON  
& PETER ELLIS*

**Dorset Branch Founder Member GRAHAM MELLY'S  
Series II Saloon OLJ 147 :-  
The complete 'Nut & Bolt' re-build project continues .**

Further to last months mention of fitting the rear lights— I purchased some while ago a second hand reflector frame that fit under the rear light gaskets of the Lucas 471 lights. I made a second frame, cutting out some zinc coated sheet steel using the original reflector frame as a pattern. These reflector units were fitted to the later series 2 cars prior to the newer style of light incorporating a reflector in the plastic lens. I am still contemplating using these as in the photo, because they comply with modern road vehicle lighting regulations.



I have a lot of jobs on the go this month. I decided that it is about time to see what the condition is of my 803cc engine. Not the original one but bought 40 years ago fully rebuilt to go into my car. The cylinder head with forged rockers and then new valves are all good but the engine is solid so that needs to be turned over on an engine stand to investigate further !



I had however blasted and zinc plated two rocker valve covers. One with few imperfections. I high temperature primed and gloss sprayed. Now in the nice Prussian Blue that some early Series 2 cars left the factory in rather than the BMC Mowog Morris green engine paint.



*The central beach car park area gathering site was extremely busy with large number and an interesting assortment of classic cars visiting . It is said that Swanage has it's own 'weather micro-climate' - The hot sunshine rather proving the point at least on the day .*

*Many Dorset branch members agreed on one main point ,that it was really good to be able to meet up again with certain fellow members , some old friends that they had not seen ,in some cases up to two years at a classic gathering like this with their own Minors due to the past cancellations and restrictions.*





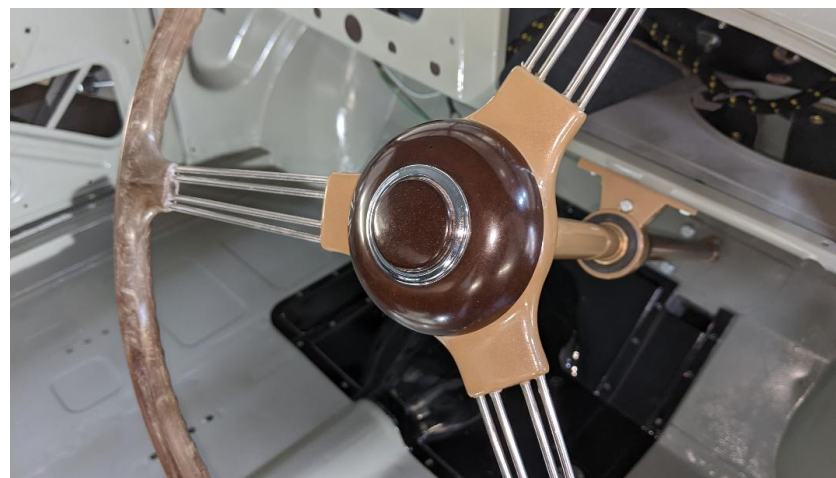


## **DRIVE IT DAY 2022** **Dorset Branch Road Run to Swanage**

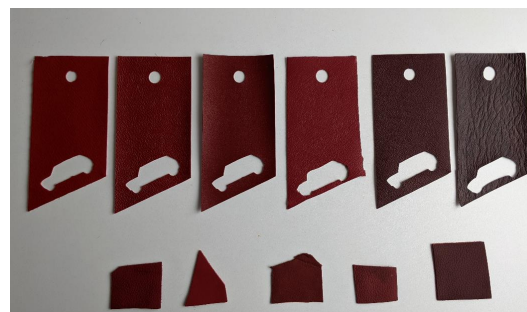
*Any good days outing deserves a good breakfast !*



*As Dorset branch members proved with the 'hearty full English' served at the SEB Club Castle Lane prior to leaving for the road run to Swanage . A good turn out of cars departed after breakfast joined by other Minors 'on route' making over two dozen Minors heading through the lovely Purbecks on a lovely sunny day . Our destination was the Annual Swanage Classic Car Charity Event . This event has been organised each year for almost 30 years by organiser Jenny Lazenby (pictured below) Jenny explained ,that now in her 90's it's finally time to welcome slightly 'younger 'organisers to carry on the role that she has thoroughly enjoyed .*



Amongst all my parts I have three split screen steering wheels. Two are in very nice condition, however with age the bakelite rims tend to suffer from splitting in places. I have had a bit of a quandary in deciding which colour rim I prefer either the mottled grey or pinkish brown. So far the brown one looks nice. I restored that wheel taking the paint off the alloy hub and after lots of sanding it is now finished in gold brown that Rainbow Paints spectrograph colour matched. The rim also had considerable time spent to obtain a super finish using coarse to very fine wet and dry then cutting paste and polishing.



I am currently having new seat covers and trim panels being made in red leather and vinyl. 'I have had a variety of red material swatches from Newton Commercials and Bobby Fettes Upholstery. I have now decided on Matador red instead of the very dark Maroon that was apparently standard for many early cars.

I also purchased some campervan felt material sound insulation that will be stuck up under the roof before I tackle the headlining. I was unable to save the lining that I installed during the first restoration so at least I know what is entailed.



*To be continued .....GRAHAM*

## EVENTS & ACTIVITIES

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



MAY 4th	<b>DORSET MMOC</b> <u>MAY CLUBNIGHT</u> Castle Lane Quiz Night
MAY 7th & 8th	Breamore Steam Working Weekend , Breamore House Access a.m. on each day for DMMOC Members cars . (please check last arrival time as walled garden gates are usually then closed)
MAY 14th/15th	<b>DORSET MMOC</b> DMMOC 'MOGGYFEST' 2022 & Southern National MMOC Regional Rally Celebrate the 1960's at Beaulieu with the Dorset Branch Morris Minors arrive by 9.am. please For access to display area (for camping area access - see booking form )
*MAY 15th	Classic cars On the Prom : Rear of BIC Bournemouth * <u>Entry times revised</u> for latest info— <a href="http://www.bppcltd.com/ccotf">www.bppcltd.com/ccotf</a>
JUNE 1st	<b>DORSET MMOC</b> <u>JUNE CLUBNIGHT</u> (Castle Lane) Speaker (Subject TBConfirmed)
JUNE 5th (Sun) Jubilee w/end	<b>DORSET MMOC</b> QUEENS PLATINUM CELEBRATION RUN Destination Sherborne & Sherborne Antiques Centre visit (later p.m.) detailed days itinerary and route to follow
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 - <a href="http://www.organfordclassievents.co.uk">www.organfordclassievents.co.uk</a> (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 <b>NATIONAL RALLY 2022</b> Kelmarsh Hall , Northampton . NN6 9LY . <a href="http://mmoc.org.uk/Events/">mmoc.org.uk/Events/</a>

There was a lovely collection of classic vehicles on display and a well- stocked Auto-jumble, but there was also much emphasis on the restoration and repairing side, with the Workshop and Live Stage giving talks, bonnets open and dedicated club members in overalls servicing or doing restoration work in the club areas. The Morris Minor Owners Club stand was a hive of activity with some live talks being given about the work being done. Therefore, there were quite a few trolley jacks and axle stands in use around the show, but it always amazes me how all the vehicles are fitted in the halls so efficiently in the first instance, especially since some of them are restoration cases. Quite a feat of organisation I would think!



The Barn Finds section was interesting with discoveries ranging from a Morris Marina to an old ice cream van! There was even some straw on the ground and hay bales to match!



The Pride of Ownership Area showed some cars that looked fantastic, and the Auction seemed to have many cars to auction, including several from the 1980s and 1990s. The Dream Rides Initiative was proving successful with visitors able to pay to go out on an accompanied ride in a classic car outside the show, with the proceeds going to a Charity.

**The Spring Show proved to be an excellent day out, and it is great to see that the cars of yesteryear are still drawing the crowds.**  
**NICK ODELL**

**Branch Member CHRIS ODELL reports on the recent Practical Classics Car Show at Birmingham N.E.C.**



**Practical Classics Classic Car and Restoration Show 18<sup>th</sup> -20<sup>th</sup> March NEC Birmingham**

Having enjoyed visits in the past to the November Classic Car Shows at the NEC, I decided to visit this Spring Show on the last day, which was a Sunday.

It was necessary to get up early, but the advantage was that there was much less traffic on the roads and well worth entering the event as soon as it opened at 9.00 a.m.



I found that I had a whole hour or so to find out where everything was in the three vast halls and to check out the eating places, before larger pulses of people arrived. Incidentally I chose the spinach and sweet potato curry for lunch, which turned out to be surprisingly good! Again, it is a sensible idea to have lunch about 12p.m. before things get too busy.

JULY 6th	<b>DORSET MMOC</b> <u>JULY CLUBNIGHT</u> Proposed ROAD RUN TBC
JULY 9th/10th	<b>DORSET MMOC</b> <u>DMMOC ANNUAL RALLY 2022</u> Wolvercroft World of Plants , ALDERHOLT , Proposed Queens Jubilee Picnic/Tea party style of celebrations Camping available on site
JUNE 2nd	Holdenhurst Village Fete Invitation to Dorset Branch to attend) Please advise Laurie ( for numbers wishing to attend)
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	<b>DORSET MMOC</b> <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 <a href="http://iowmmoc.blogspot/p/events-diary">iowmmoc.blogspot/p/events-diary</a> for IOW branch rally info
SEPT 7th	<b>DORSET MMOC</b> <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	<b>DORSET MMOC</b> <u>OCT CLUBNIGHT/ANNUAL GENERAL MEETING</u>
NOV 2nd	<b>DORSET MMOC</b> <u>NOV CLUBNIGHT</u> Subject TBC
DEC 7th	<b>DORSET MMOC</b> <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!

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**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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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](mailto:roger.kellow@dorsetmmoc.co.uk)



**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.*

(Retail price new around £149) - For Sale at offers of **£50** Tel Martin— **01425 838906**

**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.  
**£3,900 ONO**  
Car can be viewed in Swanage - contact **John Stares on 01929425343**



## **DORSET BRANCH CLUB SPARES DEPT.**

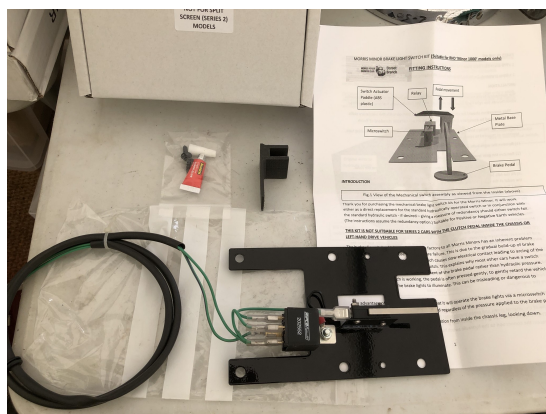
**NEW CLUB SPARES** for your Minor are available through the Branch at up to 10% discount (to Branch Members)  
Call or email Brian Wood  
**07411 116336**  
(brian.wood@dorsetmmoc.co.uk)

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 seem to consistently be the last person to submit my report to the Editor, always emailing it on deadline day (sorry Ed!). This month's excuse is that I can write about Drive it Day and

the Swanage Charity Day we attended (yesterday, as I write this!). The S.E.B club laid on a fabulous, cooked breakfast which was enjoyed by about 22 members. With very full bellies most people managed to find their way to Swanage, I think there were a few deviations from the planned route. We arrived just after 11 to a packed main beach car park. As Ethan was on St. Georges day parade in Bournemouth, I brought my mum along. We walked breakfast off up the coast path to Durlston Castle where I just about had room for a cream tea.

I won't be at club night this month to enjoy Laurie's quiz. I'm off to France to spend a week sea kayaking around Cherbourg with the Poole Harbour Canoe Club. I'll also miss out on the Emergency Services Day, but I hope to be back for Breamore Working Weekend on Sunday 8<sup>th</sup>. It's their Countryside Museum's 50<sup>th</sup> anniversary so it should be a special celebration.

All the Beaulieu entries have been posted now, many thanks for Brian, Jacky & Laurie for taking the time putting the packs together. I've just booked the Thursday & Friday off work to help load up the van and setup at Beaulieu.

Brian Wood has brought the spares department into the 21<sup>st</sup> Century and can now accept in person card (including contactless) payments. This will be especially useful for spares sales at Beaulieu.

Ian.

## THE 'BRIAN WOOD' REPORT

Hello dear reader, hopefully you are all enjoying the dry spell of weather at the moment and getting out and about in your Minor. We had a great day at the Swanage Charity Day/Drive it Day run on Sunday 24<sup>th</sup>. It was a very good turn out and I'm sure Laurie or Ian will know the numbers but it must have been one of our best attended runs for a long time.



Those of you who made it to the end of last month's detailed saga about my clutch upgrade must continue to wait (as must I!) for the outcome of the project. At the time of writing it is still not quite finished and requires a little 'trial and error' to amend the design of the clutch linkage system. Most of you will be familiar with the casting on the right of the Minor gearbox which supports the inner end of the clutch relay shaft. This is a complicated contraption which was incorporated into the design in order to alleviate the need for a hydraulic clutch system (to keep the build cost down – one would assume). Anyway, the Ford 5-speed gearbox does not, of course, need this – so a rather 'heath-robinson' affair has been created in order to replicate this particular feature. (It should be pointed out that the gearbox was previously installed in another Morris Minor prior to mine.) Having installed a diaphragm type clutch into the car, this was found to require more pressure to operate and so it called for the aforementioned re-design. The original design proved to be insufficiently strong to cater for the additional loads and was moving around when the

clutch was operated. I then made some strengthening brackets (heath-robinson again!) which seemed to work, but sadly, the clutch arm in the bell housing would not now move far enough to adequately free the clutch. Hopefully I will be able to report some positive progress in the near future.



I know a few of you are planning overseas holiday trips etc, so it might be timely to review the spares stock that you keep with you – just in case. My 'Rule 1' is: "If you have a spare part in the boot, you will never need it". I think it helps to look at this issue in terms of a sliding scale of the most likely things which might fail. Obviously, it will help immensely if you cast a critical eye over the engine before you go. Look for fraying (or loose) fan belts, bend the hoses and look for cracks or water leaks. (Don't forget the heater hoses). Feel underneath the carburettor, shock absorbers and other liquid filled components to check for leaks. Check tightness of battery and earth terminals, etc etc.....

.....Of course, if you cover every eventuality, you will have no room for luggage but will be able to carry out almost any maintenance function by the roadside. Best not to take that spare engine and gearbox then. !

So, considering the balance of risk - I would rank the suggested spares holding as follows in order of importance (ie '1' is most likely to be needed):

1. Set of plugs, condenser, points, rotor arm, fan belt, spare coil, jump leads, basic tools, warning triangle, torch, yellow vest or jacket.
2. Top hose, bottom hose, by-pass hose, plus a selection of Jubilee clips, tow rope.
3. Petrol pump, distributor (with points and HT leads), gallon of unleaded.

I would assume you already have the starting handle, jack and spare wheel (with sufficient air pressure) stored safely. The spare petrol pump should (of course) be a known good one – bearing in mind they don't always store very well and the points often don't work first time. A lot of owners have electronic ignition systems which are considered a significant advantage from the maintenance point of view. However, as regards the reliability, it should be borne in mind that their reliability is *not absolute* and they do fail from time to time. When this happens, of course- miles from anywhere- you are completely 'stuffed' – UNLESS you have a known, good points distributor with HT leads stashed in the boot. (See Rule 1 above). You may not feel confident enough to fit it yourself but the RAC (or AA etc) man should be able to do it for you and you can carry on.

Bear in mind that these are just my random musings and may or may not prove to be accurate, so the above should be viewed in context with your own requirements/ budget etc.

On a final note, I would just like to relate a little story that happened recently. I won't mention any names in order to avoid embarrassment (or litigation) but I am sure that the member concerned won't mind me telling the story to highlight the potential for disaster to others. This particular member had planned an extensive road trip in his Minor taking in Scotland and Northern Ireland in the Minor. He got most of the way along the M6 just north of Tebay Services when the engine died with spectacular amounts of smoke. Fearing the worst, he summoned the recovery truck and got taken to a nearby garage. Suspecting something drastic like a burnt valve or holed piston, the kind garage mechanic stayed on after his day's work to sort out the problem – which turned out to be about half a tank of motorway service station's finest diesel fuel that had mysteriously found its way into the tank. I have seen one Minor with a Peugeot diesel engine fitted but I don't think there are many of these. Misfuelling errors should be minimised with modern cars due to the sizes of the nozzles and filler tubes, but the good old Minor filler will take anything. So just be careful and have a good holiday.

See you soon, BRIAN