

MORRIS MINOR OWNERS CLUB

Dorset Branch

THE DMMOC MONTHLY MAGAZINE



The Morris Minor 1948 - 1971

OCTOBER 2022

Vol 25 issue 11




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

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FRONT COVER
The Princess Elizabeth
April 1945
Service No. 230873
Elizabeth Windsor
2nd Subaltern .ATS
Driver Mechanic



Tilly Vehicles
(Page 19)
Auxiliary Territorial
Service WW2

Photo, Imperial War Museum

****Print Deadline* to ensure inclusion within the NOV 2022 Edition *MONDAY OCT 24th****

THE DORSET BRANCH MORRIS MINOR OWNERS CLUB MONTHLY MAGAZINE



OCTOBER 2022 Vol: 25 Issue 11

**OCT CLUBNIGHT
Annual General Meeting**

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P,4	P 6 & 7 Take a minute to remember a beloved Queen
EDITORS 'NEWS DESK & 'LETTERS TO THE EDITOR' P5	P8&9 Dorset branch Garden Show Photos and Winners
CHAIRMAN'S REPORT PAGE P.18	P19 The Princess in Wartime
P12/13 FORTHCOMING EVENTS	P20 & 21 I.O.W. Rally (Laurie reports)
SECRETARY'S REPORT PAGE P. 11	P22-25 That 'British Icon' Chapter 8 of Editors series (last chapter)
THE 'BRIAN WOOD' REPORT P. 14/15	
CLUB SPARE PARTS & ACCESSORIES PAGE FOR SALE P. 16	
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Dorset Branch Members- It's Your Magazine - 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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Within this October edition of the Dorset Branch Monthly Magazine, we join together with the rest of the nation in paying tribute to our longest ever serving British Monarch the late Queen Elizabeth II. Regarded by so many, across present generations (including those of us who are now pleased to claim to be known as 'Coronation Toddlers') to be always there with a such an ever constant presence, affectionately regarded as the country's 'Mother & Grandmother' figure. I am sure fellow Dorset branch members will join in remembering how proud we were when taking the opportunity to celebrate and toast Her Majesty's 70 years of reign at our very recent Dorset 'Platinum Jubilee' Branch Rally tea party event over the weekend of July 9th & 10th



There's no doubt that 2022 has certainly turned out to be a most extraordinary year 'so far' - we have experienced the sudden ending of that long established Elizabethan era in the UK. World geopolitical events and economic concerns orchestrated by a selfish dictator and a complete change of the UK Government leadership and their policies. (just to name a few) Several members have recently commented that it's great to be able to forget that 'spinning carousel' of world events for a little while together at times when being part of a club like ours and the social value of being 'together' with friends and fellow branch members, out on club runs and events, particularly when out with our very own special Morris Minors. There's always so much to be potentially shared within our Dorset branch!

Included in this months edition: -

Sept Clubnight Gardening Competition winners appear on Pages 8&9.

Our events listing on Page 12 includes brief details of what looks to be a very interesting talk that has been booked by Karen for November Clubnight There's a special presentation with a speaker from the charity 'Medical Detection Dogs'.

Laurie reports on the Isle Of White branch Rally . Pages 21 &22.

Brian updates us on the 2 door Minor 1000 saloon he has been working on to be road safe , having chosen to recently donate it to the National MMOC through our own Dorset branch by a member no longer able to use it

'The Minor-- 'That Icon' series, (my own effort to explore key people responsible for the original Minor production success) reaches 'The End' with part 8 (Pages 22 to 25 Wishing you continued 'happy & care free' Motoring out in the Minor! ROGER



CLUB NOTICE

The Dorset Branch Morris Minor Owners Club ANNUAL GENERAL MEETING 2022 to be held on - Wednesday 8th October (7.30 for 8 p.m.) at - The Bournemouth Electric Club , Broadway Park, Broadway Lane, off Castle Lane, Bournemouth . BH8 0AA

Federation of British Historic Vehicle Clubs welcomes the New Secretary of State for Transport.

Our new prime Minister Liz Truss MP has appointed Anne-Marie Trevelyan MP as new Secretary of State for Transport (responsible for The Department for Transport), replacing Grant Shapps MP who had previously held this appointment from 2019. **The Federation of British Historic Vehicle Clubs (the MMOC is a member) being the chief body who liaises directly with government regarding legislation, on behalf of, and in support of the historic vehicle community. They have just sent a letter of congratulation and introduction from the FBHVC to Anne-Marie Trevelyan MP. The FBHVC also included that they look forward to working with her in the future on any agendas concerning ownership and use of Historic Vehicles within the UK.**



'Classics On The Prom' event series - Venue Changes - Announcements Soon -

The original CCOTP Bournemouth BIC/Pier area that has been traditionally used over past years is now a car park and therefore is not available for the regular CCOTP Bournemouth event gatherings.. Ashley Miller, CCOTP Co-ordinator (also DMMOC member) at the time this magazine going to print reports that he is confident in negotiating an excellent alternative area for this highly popular attended series of events and is soon to be confirmed.

A very well attended 'pilot' CCOTP gathering was held on August Bank Holiday last at South Coast Karting, Chapel Lane, Parley. Ashley (pictured below, on the Parley circuit) says he is excited at the possible future prospects of this super additional venue. for CCOTP

With lots of assorted interesting classics parked around the Karting circuit areas, South Coast Karting owner Ray Lovell had added his own pristine classic car collection display. Ray said that he was also very much looking forward to the possibility of further similar events at the circuit and also discussing ideas with Ashley of classic car events possibly themed by country or make, and would be comparing diaries together soon ... Watch this space !

(Forthcoming CCOTP event dates will be posted within our Dorset Branch Magazine events listing pages, as they are confirmed, ED.)





Her Majesty Queen Elizabeth II

1926 - 2022



June 5th 2022 The Mall London

SEPTEMBER CLUBNIGHT GARDEN COMPETITION



Considering the extremes of the summer gardening weather it was amazing that branch members had brought in a very good number of entries for the annual garden show . It's a fact that many branch members still carry on the tradition of those past Minor owners with that British hobby of gardening Proven even in recent lockdown to be a valuable 'mind relaxing 'and rewarding hobby. It was actually a good year for some categories, as some club exhibits, including Tomatoes and Garden Fruit were to prove.



Sue, Martin & Marilyn (right) the new garden show team (taking over from long term show past organiser Eddie) carefully checked the numbers of votes cast in counters for each class category . After the announcement of class winners . Then from a shortlist of 3 'Best In Show 'Candidates they finally judged SUE GRUNDY (top right) as the winner.



The WINNERS (& Their Exhibit Categories)



Martin Harris
1. Dahlias



Roger Kellow
2. Sweet Peas



Jackie Walker
3. Mixed Flowers



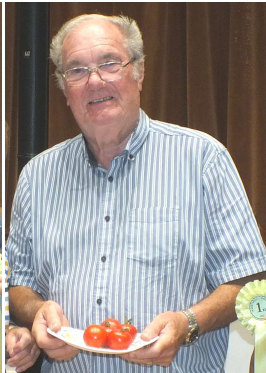
Sue Cooper
4. Potted Plant
7. Runner Beans
15. Novelty Veg



Dee Houghton
5. Specimen Rose



Ron Tickner
9. Potatoes
11. Courgette



Mike Smith
10. Tomatoes



Sue Grundy
6. Garden Fruit
(* BEST IN SHOW*)

John Blake (below) 13. Marrow (The marrow was so heavy his family team all came to his rescue to help lift the '2022 Mammoth Marrow' to receive his rosette award !





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(DMMOC Member)

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mrffclassics@talktalk.net

New Morris Minor Spares

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

Brian.Wood 07411 116336

ORIGINAL CLASSIC PLATES FOR YOUR MORRIS MINOR

"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

Front Plate



Rear Plate



Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

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www.jepsonclassicplates.com

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Secretary's Report



My everyday car has been in the garage for the past couple of weeks awaiting some electronic diagnosis, it seems to have had a meltdown. The Morris has therefore been temporarily promoted to daily driver status, although restricted to daylight driving as one of the headlights isn't working. Fortunately, winter hasn't yet arrived, as it doesn't have a snug garage to stay in at my place.

Thank you to all those who have renewed your memberships, please keep them coming in. The forms are available for booking the annual Dinner & Dance now as well.

 Beaulieu, National Motor Museum added a new photo.
Yesterday at 10:01 AM



We have just come back from the Simply British event at Beaulieu where we had a great turnout of Morris Minors, not all were Dorset cars, but we put on a good display all parked up together. We made it onto the National Motor Museums social network sites, so well done to all those at attended.

I hope that everyone enjoyed the road run and Sunday lunch at the London Tavern. Karen has organised a speaker for November club night to give a talk on medical detection dogs.


Tonight, is the annual AGM for which I must prepare another report. I'd like to thank the other members of the committee for all their hard work and dedication that makes the DMMOC the fabulous club that it is.

Finally, thank you all for supporting the club.

Ian.

EVENTS & ACTIVITIES

Dorset Branch MMOCC organised Events are headed thus.. DORSET MMOCC

OCT 5th	DORSET MMOCC <u>OCT CLUBNIGHT/ANNUAL GENERAL MEETING</u>
OCT 20TH (Thurs)	<p style="text-align: center;"><i>Invitation from Bournemouth & Poole MG Owners Club Two Museum Coach Trip . 1.Army Flying Museum Middle Wallop 2. Royal Logistics Corps Museum Worthy Down . Tickets subject to av: £25. Depart Hamworthy Club at 9 am & return due at 5.30 pm More info from Chris Adamson —chris@whizzo.co.uk or 01202 424781</i></p>
NOV 2nd	<p>DORSET MMOCC <u>NOV CLUBNIGHT TALK ...</u> With a special speaker representing the charity MEDICAL DETECTION DOGS.</p> <p><i>‘Medical Detection Dogs’ carry out lengthy and extensive training of specially selected dogs in the detection of human diseases with the aim of developing faster, more efficient and less invasive diagnostics that lead to better patient outcomes .</i></p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;"> <p><i>Reg Charity No. 1124533 Patron Her Majesty The Queen Consort</i></p> </div> <div style="text-align: right;">  <p style="font-size: 2em; font-weight: bold; margin: 0;">Medical Detection Dogs</p> </div> </div>
NOV 11th -13th	The Lancaster Insurance Classic Motor Show NEC Birmingham (reputed to now be the largest classic car show event in the world) Ticket and all details www.thenec.co.uk/whats-on/classic-motor-show
DEC 7th	DORSET MMOCC <u>DEC CLUBNIGHT</u> Seasonal Noggin ‘N Natter
2023	
JAN4th	DORSET MMOCC JAN CUBNIGHT Call My Bluff Evening
JAN 14th 2023	DORSET MMOCC The Dorset Branch Annual Dinner & Dance Dudsbury Golf Club & Hotel (Booking forms available soon)
FEB 1st	DORSET MMOCC FEB CLUBNIGHT Blind Auction for nominated Dorset branch charity
MARCH 1st	DORSET MMOCC MARCH CLUBNIGHT Invited Speaker (Subject to be announced)
AUG 19th/20th 2023	DORSET MMOCC Dorset Branch Annual Rally at Alderholt (Proposed date TBC)

DORSET BRANCH MORRIS MINOR OWNERS CLUB
ANNUAL DINNER and DANCE
Saturday January 14th 2023
At DUSDSBURY GOLF CLUB HOTEL



Choice of MENU :-

STARTERS

Bacon Leek and Potato Soup *

..

Drawn and Crab Tian *
served on a bed of Mixed Leaves
and Buttered Brown bread

..

Melon, Mandarin and BlueBerry Cocktail (V,GF)
Served with an Orange Sorbet

MAINS

Baked Fillet of Salmon *
served with a Parmesan and Herb Crust and Lemon Butter

..

Roast LoIn of Pork *
Served with Apple Stuffing, Crisp Pancetta and Cider Sauce

..

**Caramelised Red Onion, Cherry Tomatoes
& Goats Cheese Filo Parcel (V)**

DESSERTS

Chocolate Orange Cheesecake

..

Amaretto Crème Brulee *
Served with a Shortbread Biscuit

..

Fresh Fruit Salad (GF)
Served with Fresh Cream



£30 per person –includes one free drink +after dinner coffee
ENTERTAINMENT by Singer ROY FOSTER
Booking Slips, Please return to Jacky Wood by 7th December

(* = Gluten Free Alternative available
GF = Gluten free : V = Vegetarian)

THE 'BRIAN WOOD' REPORT

(& News from the Spares Dept.)



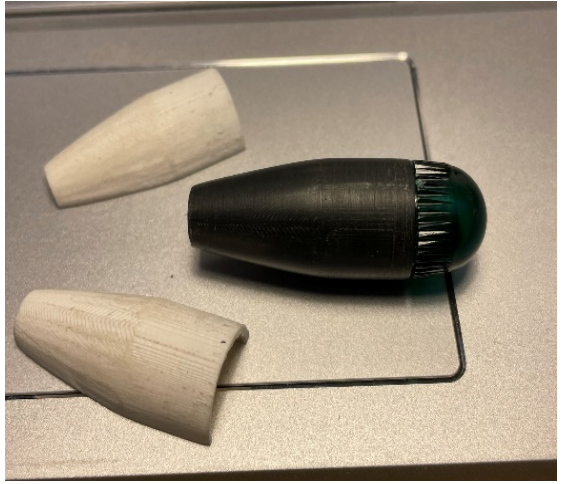
Hello again, everyone. Hopefully you have all had a good rally season and I guess there are a few more autumn shows to attend, but it will soon be time for some of us to put their Minors away (if not 'all-year-round' users).

Readers might remember the story told previously of the Trafalgar Blue MMOC Minor. It is now awaiting collection but my work is now done. At the time of the last update, I had just



fitted a Precision Clutch Components (Henstridge, Dorset) reconditioned clutch. This has made the car much more 'driveable', the old clutch having served its purpose above and beyond the call of duty. (See photo) The rivets were providing most of the friction at the expense of the cover which has a nice slot cut into it! Like many things on our Minors, they deteriorate gradually, and the owner just gets used to it. When they are finally repaired or replaced – there is more of an epiphany moment and the realisation of how bad it actually was – is realised. I plucked up the courage to drive it up to 'U-Drive' in Poole for its MOT and only just made it, as the brakes were adjusted up a little too tight. Every time I braked, they got a little hotter and began to 'bind' just a little more. After the MOT, I walked over to GSF to get some Antifreeze and let it cool down a bit. The drive home was achieved by using the foot brake as little as possible. In fact, I think I only used it once and supplemented the retardation by judicious use of the handbrake.

The indicator stalk on the MMOC Minor was broken – as a lot of them are, so I came up with a 3D printed replacement. The problem with fixing this particular item is that the black bulb holder part of the stalk is probably cast on the chrome arm in-situ, as there would be no way to fit it afterwards. Therefore, I have made the replacement end in two halves (as shown in the photograph) The two halves then need to be glued together on the arm, so as to make a successful repair. I have mended the arm on the MMOC Minor plus one for another member with a Traveller with a similar



breakage. Both seem to be successful and saved the cost of a replacement switch assembly. However, I am currently developing the design so that a more acceptable finish can be obtained. They may be appearing in the Spares stock soon. Perhaps anyone who is interested in one can let me know?

The Queen of the World

Whilst not really spares related, I feel I must comment on the passing of Her Majesty. When anyone spoke of 'The Queen' a qualification, such as "...of the UK" was not necessary as it was known around the world who was being referred to. Whilst it is certain, King Charles III is more than up to the task – it will be a hard act to follow. In an ever more divided and polarised world, a unifying presence such as the British Royal Family is needed more now than ever before. Those who doubt the necessity and bemoan the cost of the Royal Family should take a hard look at all the work done by the Queen (and the rest of the 'Firm') to heal differences and promote international unity. It has been said by others that the Queen was the nearest thing we had to a 'deity'.

BRIAN

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)

Refurbished Stock
Fuel Pumps £54.00 exchange
HS2 Carburettors £150 exch.
Gearboxes:
803, 948 or 1098 (from) £375

Sample prices on New Parts

Oil filter: paper: £3.74 screw-on: £3.15
Air filter: £5.40, NGK spark plugs
£2.07ea
Distributor Doctor Condenser £8.55
Lucas Contact points £2.70
Distributor cap (push in) £4.95
1098 Clutch kit (2-pce) High quality
reconditioned (Precision Clutch Com-
ponents) £89.10 exchange.
***Coming soon: Reconditioned cylinder
heads and crankshaft kits.***
*(All prices are member's discounted rates and are
subject to change without notice)*

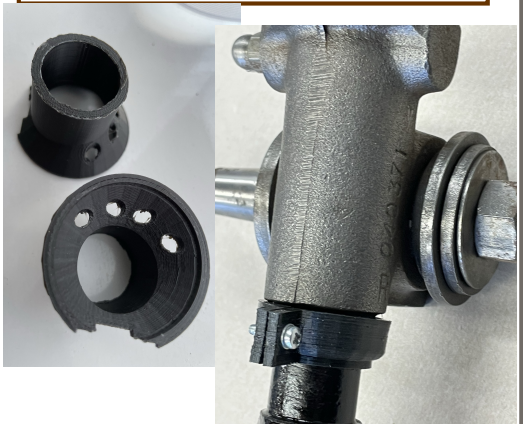
3D Print Department

This month sees the introduction of small device to help prevent mis-fuelling. The Minor fuel filler neck is big enough to allow the insertion of a diesel nozzle at your fuel station of choice. This simple restrictor will only allow the insertion of a standard unleaded fuel nozzle. It is compatible with standard and locking fuel caps. Special introductory price is £3 each. (Any feedback gratefully received)
The Split Trunnion seals are selling well and are now also supplied by ESM
Split lower trunnion dust seal **£8.10** per pr.
Upper/lower trunnion to leg seal
£10.80 per pr.



Indicator Switch Covers

These are now available for single (indicator/flash etc) or double (inc. wiper switch on left) for £48.50 and £79.00 respectively. They are supplied with full instructions and all parts except the switches.
(See website 'Special Items' Page for more details)



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

*Any paid up Dorset Branch club member can advertise **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*

1960 Minor Traveller (Total 'nut & bolt ' rebuild)

1275cc. 5-speed. 250 dry miles since a complete total re-build. New wood & interior etc. Re-calibrated speedo. Extra instruments. Servo Disc brakes. Very long list of improvements / upgrades.-All photos and documentation of re-build available. This is an example of a traveller in better than original average factory production condition' Very reluctant sale. £25,000. (O.N.O)

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01425-652396. (Fordingbridge)

Tony Parker (622)



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OF DORSET BRANCH MEMBERS
CLASSIFIED ADVERTS
FOR SALE OR WANTED
Cars —Spare Parts—Accessories
(or other Period Items of interest)**



Chairman's Report



Good evening everyone and welcome to the October issue of our fabulous newsletter/magazine .

Tonight, of course, is the annual AGM so let me take this opportunity to thank you all for your support throughout this year and also to thank my fellow committee members for all the hard work and dedication that they all put in throughout the year.

Thank you to everyone who took part in the gardening competition last month and congratulations to the winners of each class. Also, many thanks to Roger, Marilyn, Martin and Sue for organising the evening. Next month we will be having a talk on medical detection dogs which should be very interesting.

September has been a very busy month with more miles put under the belt of the Series II than we have done all year! Firstly, our annual overseas trip to the Isle Of Wight Rally was a very enjoyable and one I have written about separately. The following weekend was the Beaulieu Autojumble weekend with this years special display being the "Nifty Fifties". This, of course, made the Series II eligible for the display with 120 miles clocked up over the 2 days. I will do a full report on the autojumble next month but needless to say I had a great time – as you all know I love nothing more than rummaging amongst all those stalls searching for that buried treasure! The next weekend was the Wimborne Model Town Vintage Day which, unfortunately was rather disappointing this year. There was no vintage bus rides, no miniature steam and no train rides. Lewis and I did, however, go out for a motorbike and sidecar ride which we thoroughly enjoyed. How people did the miles they used to sit in one of those is a mystery to me I'm afraid to say! Finally, as I write this we have just returned from a brilliant day at Beaulieu for The Simply British Classics Show. I had arranged with the events team to park all Morris Minors that attended together meaning that we had a fantastic display of cars despite the fact that they were not all club member owned vehicles. Being that we didn't have any organising to do at this particular Beaulieu event meant that we actually had time to look around the museum complex and go on the vintage bus and the monorail. It was a great day out.

Just a couple of admin bits for you now. Can I please remind you that your membership renewals are now due. You should have received your renewal form in last months newsletter. Please return them to Brian as soon as you can. If you don't renew this will be your last newsletter! Secondly, please get your booking slips in for the Annual Dinner and Dance as soon as possible but by December clubnight at the latest.

Before I sign off for this month can I just thank everyone for the kind 50th birthday cards, presents and good wishes I received last month. I had a nice birthday only slightly marred by the passing of our beloved Queen. I for one was glued to the television all evening and any thoughts of going out went of our heads completely. The passing of Queen Elizabeth II has hit the whole country very hard with most of us knowing no other monarch in our lifetime.

God Save The King.

Laurie.

FROM THIS MONTHS FRONT COVER ..In 1945 Princess Elizabeth was trained to drive and to mechanically service not only larger military lorries and ambulances (front cover) but also a car derived WW2 'TILLY' (Light Utility) vehicle (e.g. Many converted from the 1930s Morris 10 M Saloons) Ed.

Faced with a lack of utility vehicles, the Ministry of Supply co-ordinated with the major British car manufacturers (primarily through Lord Nuffield of Morris Motors, via Nuffield Mechanizations and Aero) to produce military utility versions of their existing mid-size saloon cars.

They were all officially classed as Car, Light Utility 4 x 2 The adaptation of each manufacturer's chosen model to Utility specification varied in detail but was broadly the same. The rear body was swapped for a simple pickup truck load bed covered by a canvas roof (commonly known as a 'tilt'), making the Utility a two or three seater in the cab. The bodywork was simplified for ease and economy of production, with some models having angular flat-panel wings or doors. Some cast or moulded body parts were swapped for simpler pressed-steel stampings. Paint replaced chrome on the grille and bumpers and in some cases the ornate grille was deleted altogether and replaced by simple wire mesh. Interiors and seats were simplified and untrimmed, with paint in place of bakelite and no carpets or leather. Electrical systems were swapped from the usual civilian 6-volt type to the military-standard 12-volts and parts such as headlamps were smaller types than the civilian cars and standardised across all models. Engines were low-compression varieties to allow running on poor-quality petrol. Most car manufacturers had offered their civilian models with 'Export' options to suit service in areas of the world with extreme climates and poor roads and the Utilities were fitted with these parts such as larger radiators and fans, uprated suspension that offered a greater load capacity and increased ground clearance. All Utilities were fitted with taller and wider tyres than standard to further improve traction and ground clearance - this required cutting away or In some cases the chassis was strengthened in certain areas. As 'Tilly' production continued many of the designs lost even more of their shared civilian parts, gaining even more simplified interiors and more functional grilles, wings and bodywork. The result was a cheap, simple mass-produced (1946 - and peacetime production resumes) small vehicle that could be used for almost any purpose.

about two tons (2,000 kg) and most had a towbar so they could pull a single-axle trailer. 'Tillies' were made in the hundreds of thousands throughout the war.



TRIBUTE TO THE TRADE



For five years the Distributive Sections of the Motor Industry have had to maintain their establishments although starved of the products on which their prosperity normally depends, and denuded of skilled staff by direction into other work.

They have repaired and serviced essential vehicles.

They have produced munitions.

They have seen their peace-time interests lapse in the urgency of war-time demands.

Yet their faith remained undimmed. They had the sure knowledge that when the time comes the new MORRIS CARS will roll in thousands from peace-time assembly lines.

MORRIS

The Nation's most popular car

MORRIS MOTORS LTD. — COWLEY — OXFORD

Isle Of White MMOC Branch Annual Rally ... Laurie Reports



The morning of Sunday 4th September saw myself and the kids rising early and leaving home at 7:30 in order to get to Lymington for the 9am ferry to Yarmouth. When we arrived at the ferry terminal we were greeted by Andy and Andrea in their Lowlight and Derek in his van. They were due to catch the 8:15 ferry but hadn't seen the email saying it had been cancelled! This meant that the 3 Minors were all on the 9am sailing. It was a lovely calm crossing across to Yarmouth but as it was a bit chilly we decided to stay in the lounge. When we arrived on the Isle of Wight we had an uneventful drive across the island to Havenstreet Steam Railway lead by Andy and Andrea in the Lowlight. We were greeted at the rally by a good selection of vehicles and by a good contingent of Dorset Branch members who had gone across for the weekend. We decided that our first port of call would be the vintage bus ride round the island on "The Old Girl". This bus has been in continual service on the Isle of Wight since 1939 – that must be some sort of record surely!! So, Louise Lewis and I plus Ian and Ethan, Brian and Jacky and Dave and Jacqui bagged the best seats upstairs for a lovely scenic ride. Some of the hills on the island are truly enormous! The climb up Brading Down took an age with the driver almost running out of gears to change down into! At one point there must have been 30 plus cars behind us when the climb flattened out and the driver pulled into the lay by. I'm not sure if it was to let the cars pass or to give the bus a chance to cool down! Believe it or not when we set off the hill continued to rise which made the descent a good test for the brakes. We drove along Ryde seafront as well where the Isle Of Wight Classic Car Show was also taking place and there was an enormous turnout of vintage and classic vehicles. All in all the bus ride took us over an hour before returning back to Havenstreet where me and the kids went to the station café for lunch...





After lunch, Louise and Lewis stayed in the playground for a while whilst I went off to look round the couple of stalls that were there and to purchase some raffle tickets. They joined me to have a good look around the cars after and I was very impressed with island member Andy Smiths recently completed restoration of the Ryde Postmasters van which can be yours for just under £17000! My favourite car of the day though must go to the birch grey 1957 1000 convertible with a registration number only a few away from Jackys 4 door saloon. I would quite happily of taken it home there and then.

None of the Dorset Branch members won a trophy but we did take home quite a few raffle prizes between us! All to soon it was time to pack up the car and head off for the ferry back to Lymington.

Ian and Ethan packed up their camping gear and joined us as the kids had school the next day. I had to stay with the car whilst we waited for the ferry to arrive as Lewis had fallen asleep in the back of the Morris so Ian, Ethan and Louise took a wander around Yarmouth. The crossing back to Lymington was lovely especially as the weather had really warmed up so we sat out on deck with a drink and took in the view.

So many thanks to the Isle of Wight branch for a brilliant day out and we're already looking forward to next year. LAURIE

The end of a Perfect Day!



***The Editor concludes with part 8 ...
The Birth of that very 'British Icon'
(.exploring key people responsible for
the Minor - and on to a 'Million ' in 1961)***



Last time, part 7 of our story had reached 1958. It was the year that combined production quantity of combined 2 Door & 4Door Saloon , Convertible & Traveller Morris Minor models built reaching an 'all time ' high of 113,699 annual production .” Miles Thomas who had come up with the original idea in the early 1940's , instigating what was to become the Morris Minor, had long since left the automobile industry to run B.O.A.C .

Len Lord who had run Austin was described by many long term Morris management 7 years earlier in 1951 , as bulldozing his way during the process of his handling of the 'amalgamation' of Austin and Morris Motors to form The British Motor Corporation and resulting in Austin being the senior company . By 1958 Lord had opted to continue to fulfil a 'chief consultancy' role after effectively making the popular Morris Motors chairman (who was responsible for promoting , and saving, the Minor launch in 1948) Reginald Hanks job redundant in favour of his own 'Austin' deputy George Harriman . Allowing for bad feelings generated by the treatment of a popular Reggie Hanks by the incoming 'Austin Longbridge Motors brigade' by many long term and loyal Morris Cowley plant employees. However when the B.M.C. 'merger' dust had settled and the end of the 1950's post war era



began to be seen to soon give way to a more optimistic 1960's George Harriman (left) had actually increased in popularity having at the time proved his competence at the Cowley works. to some degree compensating for the Len Lord B.M.C initial 'draconian' changes imposed on the Cowley management and it's vehicle production workings . Harriman had appreciated the Minor and valued it's important role at the time, keen to promote it to the full as a ' B.M.C. Success story ' . He had now been instrumental in persuading Alec Issigonis to re-join B.M.C after his brief time away working for Alvis and with 'consultant ' Len Lord saw the importance of providing Issigonis and his key team new modern drawing office facilities at

Longbridge to work exclusively on what would become the revolutionary New Mini and also the 1100 series . By this time Issigonis had accepted as inevitable that all update refinements that evolved with the minor was a process of necessity from his early 1940's original model and then in 1956 the Morris Minor 1,000 was launched with the fitting of the 948cc 'A' series ' engine that Issigonis was recorded to have fully approved .

In 1959 George Harriman chaired a B.M.C. meeting that brought attention to the fact that it was predicted, and on course to record the 'one millionth' Morris Minor to be built and it would therefore be a milestone for the British Car Industry. The decision was encouraged by George Harriman that a 'Special Edition' Morris Minor should be built as it would mark the first British model of car to attain the magical 'One Million' built. Initially the colour finish proposed was silver or gold but metallic paint technology was not advanced enough to last. The responsibility for choosing a colour ,from a selection of solid '60s colours by the board was 'delegated ' the decision to Morris Sales Manager Donald Harrison choose a colour who in turn again 'delegated' the decision to Nuffield's Sales Promotion Manager Jack field .

Jack Field therefore was tasked as no one on the B.M.C. Board felt they wanted to commit themselves presumably in case the wrong choice was made out of these 'unusual' colours from the short listed Bright Orange, Tropical Blue, Lime Green, Candy Pink or Lilac. Jack then calmly announced that he had chosen Lilac, thus making 'Minor history' .. On Dec 22nd 1960 the Morris Minor with chassis number 1,000,000 was built and came off the Oxford Cowley production line. The 'Million special edition' was licenced, and was donated to The National Union of Journalists being presented on the proviso that they were to enter it in a competition for a member of the general public to enter to win the car and thus providing major national publicity - 349 replicas of the actual millionth car fitted with the same enhancements including white leather finish seats, black carpets, wheel embellishers and of course the now famous 'Minor 1,000,000' bonnet and boot name badges. This special run of cars were to be built with the objective to supply one to every B.M.C dealer to display within each of their showrooms in the UK with a number of LHD export versions to include selected overseas B.M.C. Franchise dealers abroad. The first LHD Million built was the star 'small car' exhibit at the 1961 New York Motor Show.



Right ,artwork mural for 2022 ' Moggyfest' at Beaulieu Million 61st Celebration Event (Roger Kellow)



(left and above left) a proud Alec Issigonis with George Harriman re-visits his old work place Cowley from his new Longbridge based drawing office HQ to mark the one millionth Minor built . He had then completed the 'New Mini' project in 1959 and the 1100, followed with his Maxi and the 1800 projects . He was awarded a CBE , RDI (Royal Designer for Industry) and FRS (Fellow of The Royal society , in 1964 he was later Knighted for services to the Motor Industry in 1969.

Although Herbert Austin and William Morris had always been historically arch rivals, with each company constantly finding themselves with a fairly equal share of the pre-second world war car market. There always had been 'Austin only' and 'Morris only' loyal customer followings. George Harriman who Len Lord gave way to running B.M.C. always went to lengths to highlight one important company factor that was actually shared by William Morris and Herbert Austin. It was principle of 'Quality First' and this was to continue to be the main company watchword. Advertising for the Morris Minor would regularly continue to emphasise of 'Quality' as a main message. From 1961 the phenomenon of 'Badge Engineering' was more actively discussed where basically the same B.M.C. manufactured base vehicle was badged to appeal to the customer with a preference for one particular make. The new Mini being an example with the initial choice of an 'Austin Seven' or 'Morris Mini Minor' identity. The 1100 series went on to have no less than seven UK variant models. With record breaking production and accepted reliability, the identity Morris Minor was often replaced with another Morris Minor by loyal customers. B.M.C. regarded that 'Badge Engineering' was not generally needed. The only exception was the later model 'Austin' badged Minor 1000 LCV Van and the Pick Up to maintain buoyant sales to a loyal past 'Austin LCV' customer, not having anything much to compare in specification and such proven reliability at the time.



The 'Quality First' Morris Minor :-

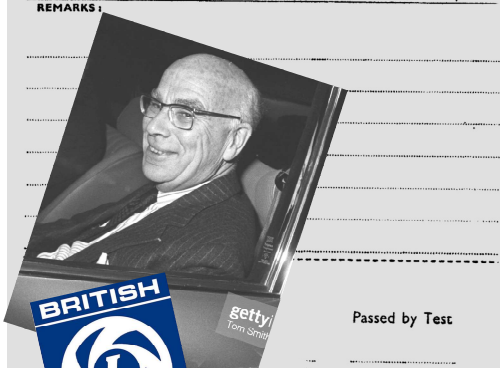
By 1961 when the Millionth Minor rolled off the Minor production line six key assembly process stages had been perfected before being passed completed ready for final dispatch -These assembly line stages each having been allocated with an established average production time :-

- 1. Basic primed body shell arrives in Preparation Dept— FIT — rear spring brackets : underseal seams-door locks & mechanisms : allocate body numbers& slave equipment : spray floor & boot with anti drum material .
(TIME 3 Hrs)**
- 2. General Inspection : face off primer & apply stopper : spray filler-wet sand primer :dry off : spirit wipe : spray sealer : stop & dry sand : Inspect & Rectify : Spray Colour
(TIME 2 1/2 Hrs)**
- 3. Body to Baking Oven—touch Up : hand paint battery shelf .
(TIME 2 Hrs)**
- 4. Arrive main assembly line—FIT—rear axle : engine & gearbox : front suspension : All electrical equipment : windscreen : rear & side windows : trim interior : Inspect & Rectify
(TIME 1 Hr)**
- 5. Arrive Finishing Line—Extensive Inspection & Rectification : check headlamps : fuel : place car on rollers and tune engine.
(TIME 30 Mins)**
- 6. Assembled car to pre delivery bay, labelled with notes for 'other work needed'
(TIME as allocated)**

After the years of design, planning and development, and many months setting up of equipment required for production this shows that final assembly time allowed for each Minor in 1961 was 9 hours (Then regarded as an amazingly short time in exactly the same way that we regard a fraction of that time today for building each modern Mini at the modern BMW plant!) All of this however was subject to a constant and rigorous system of checking and inspection. In fact each Minor had to be passed by no fewer than 49 Inspectors between the time that assembly was commenced and the car was driven for the first time with petrol in it's own tank to the pre delivery bays still with potentially more final test corrections. Inspections were designated as a combination of chosen fixed points and with 'roving' spot check Inspectors. Two main quality record test cards were predominately used One for mechanicals & electricals (above right) and the second for Bodywork and final paint finish. Both forms having space for noting any other issue found below quality standard for attention.

Minor production continued on to attain 1.6 million built by 1972. Lord Stokes (right) succeeded George Harriman in 1968, from having run Leyland Motors, British Leyland was created and he presided over the ending of Minor production in '72. *The advertising slogan of the era 'Morris Quality' can therefore indeed be substantiated as fact Those Minors we still drive today, in comparatively good numbers must bear some testament to that !*

TEST		Corrected by	Passed by
TESTER'S STAMP <input type="text"/>			
MARK X AGAINST FAULTS			
BRAKES			
Efficiency <input type="checkbox"/>	Pulling off course <input type="checkbox"/>	Binding <input type="checkbox"/>	
Knocking <input type="checkbox"/>	Hand brake rattle <input type="checkbox"/>	Picking up <input type="checkbox"/>	
STEERING			
Controls rattle <input type="checkbox"/>	Stiff <input type="checkbox"/>	Wander <input type="checkbox"/>	Lock <input type="checkbox"/>
ELECTRICAL EQUIPMENT			
Warning Light <input type="checkbox"/>	Trafficators <input type="checkbox"/>	Ignition Switch <input type="checkbox"/>	
Starter Switch <input type="checkbox"/>	Petrol Pump <input type="checkbox"/>	Horn <input type="checkbox"/>	
Starter Pinion rattles <input type="checkbox"/>	Starter Pinion sticks <input type="checkbox"/>		
Starter noisy <input type="checkbox"/>	Dynamo noisy <input type="checkbox"/>	Dynamo not charging <input type="checkbox"/>	
Distributor noisy <input type="checkbox"/>	Fan Belt noisy <input type="checkbox"/>		
ENGINE			
Misfiring <input type="checkbox"/>	Oil Pressure <input type="checkbox"/>	Oil Pressure knock <input type="checkbox"/>	
Timing Chain noisy <input type="checkbox"/>	Tappets <input type="checkbox"/>	Rockers <input type="checkbox"/>	Piston slap <input type="checkbox"/>
Lack of Power <input type="checkbox"/>	Change Engine <input type="checkbox"/>	Vibration <input type="checkbox"/>	
Mixture Control stiff <input type="checkbox"/>	Set slow-running <input type="checkbox"/>	Piston sticks <input type="checkbox"/>	
GEARBOX			
Noisy Gears <input type="checkbox"/>	Gears stiff to engage <input type="checkbox"/>	Sync. rattle <input type="checkbox"/>	
Clutch rattle <input type="checkbox"/>	Clutch spins <input type="checkbox"/>	Clutch trembles <input type="checkbox"/>	
TRANSMISSION			
Universal joint backlash <input type="checkbox"/>	Axle noisy <input type="checkbox"/>	Prop. vibration <input type="checkbox"/>	
GENERAL			
Speedo. <input type="checkbox"/>	Shock Absorbers <input type="checkbox"/>	Pedal clearance <input type="checkbox"/>	Ex rattle <input type="checkbox"/>
Water leaks <input type="checkbox"/>	Squeaks <input type="checkbox"/>	Rattles <input type="checkbox"/>	



Passed by Test

INSPECTION CARD
MAIN ASSEMBLY

Body No.

Date

Engine No.

PAINT FAULTS MARKED UP IN PAINT SHOP

ASSEMBLY INSPECTOR'S STAMP

Corrected by

Passed by

AFTER ASSEMBLY

ROGER



LETTER TO THE EDITOR—Long serving Dorset branch member **COLIN HUGHES** informs us of two Quiz Nights to take place soon for the benefit of, and at the premises of the locally based M.S. Centre that he has regularly been involved with and supported .

Dear Editor ,

There are two quiz nights taking place . The first is a Halloween Quiz Night for the M.S. Centre, 7pm FRIDAY 28th OCTOBER (tickets av from Kay 01202 570300) the M.S. Centre Church Lane West Parley of which I am involved with . The other is for the Dolphin Boats charity 7 p.m. SATURDAY 26th NOVEMBER . (see ad right) All members would be welcome to participate in teams for either or both. events

I'm sure many members will know, that I am involved with the local Multiple Sclerosis Centre in West Parley. As with all charities, we need to raise funds to support the users of the centre, regarding transport, therapies etc.

The Halloween quiz night is booked in aid of Friends of The Dolphin disability boat. This is used by M.S. sufferers, plus other people, with disabilities. I have been on this boat, as a volunteer and it gives the users, a chance to forget their problems for a while. As before, all are welcome and both are for great causes. Numbers will be limited to around eighty people, each evening so it's first come, first serve.

Lastly, we are desperate for volunteer drivers and driver assistants, Full training is given, so if anyone is interested to know more, please ring me on 07955876440.

Best wishes **COLIN HUGHES**



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7pm



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