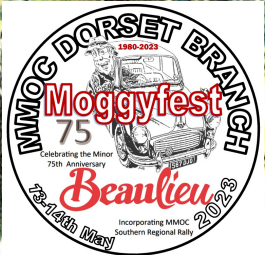
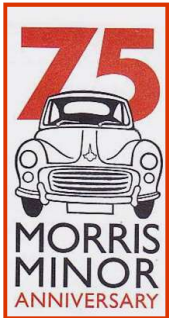


MORRIS MINOR OWNERS CLUB

Dorset Branch

THE DMMOC MONTHLY MAGAZINE

JOIN IN THE
75th CELEBRATION
at
**DORSET
MMOC
'MOGGYFEST'**
at
Beaulieu
MAY 13th & 14th
(Weekend)



APRIL 2023
Vol 26 issue 4
www.dorsetmmoc.co.uk



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	
Branch Chairman	Laurie Blewer laurie.blewer@dorsetmmoc.co.uk 01202 522673	
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Branch Treasurer	Jacky Wood 01202 573494	
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Branch Magazine Editor	Roger Kellow roger.kellow@dorsetmmoc.co.uk 07845768120	
Health & Safety Officer	Karon Brown sandkbrown@hotmail.co.uk	
<p style="text-align: center;"><i>*Print Deadline* to ensure inclusion for any item within May 2023 edition please</i></p> <p style="text-align: center;"><i>By the 22nd/23rd weekend of April please</i></p>		
		<p>Non Committee Voluntary Posts</p> <p><u>Raffle Coordinators</u> Chris Tilley & Margaret Pateman</p> <p><u>Insurance Consultant</u> Dave Walker (to DMMOC branch)</p> <p><u>Garden Competition Sub Committee</u> Marilyn Kellow Sue Cooper Martin Harris</p>
		<p><i>Spring Arrives At Last !</i></p> <p><i>A Minor 1948 'MM' Saloon arrives at Mogyfest Beaulieu for the May 13th/14th weekend display</i></p>

THE DORSET BRANCH MORRIS MINOR OWNERS CLUB MONTHLY MAGAZINE



APRIL 2022 Vol: 26 Issue 1

**APRIL CLUBNIGHT
MEMBER'S HOBBIES EVENING**

In This Months Issue...

REGULARS	SPECIAL FEATURES
THIS MONTHS EDITORIAL P,4	P6/7 Auto Jumble & Moggyfest pkus all the other things to see from Ben Coleman
EDITORS 'IN BOX & 'NEWSLETTERS' PAGE ' P5	P12 /13 Servicing the Minor for Spring (take care) from Andy Dibb & Ed
CHAIRMANS REPORT P.10	P16/17 Graham;s Ser 2 (Work Continues)
SECRETARY'S REPORT P. 11	
FORTHCOMING EVENTS P8/9	P18/19/20/21 The Editor looks at '75 years ago when a 'New' Minor was launched '
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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.***

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 April edition ...

“ Bye-Bye Winter, Hello Spring “ (That’s the theme this months front cover is aiming to inspire with optimism) Perhaps if we now continue to keep on saying that, the recent cold rainy spells will give way to weather we traditionally should now expect and deserve at this time of year - A very nice thought , to enjoy more ‘fair weather driving out’ to the many more choices of events coming up soon to participate in, with each of our own ‘individually special’ Minor’s !

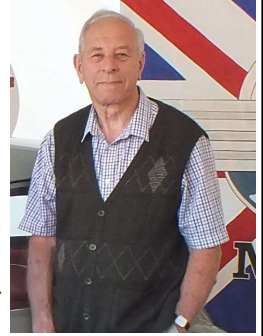


By the time you read this months printed edition the closing date for booking form entries for a Morris Minor (or other similar classic) to attend MoggyFest (that includes those wishing to camp on site) has ‘officially’ closed for celebrating the 75th birthday year’ of the Morris Minor Launch in 1948 . However entry to Beaulieu as a spectator visitor to MoggyFest can still be either pre booked direct to Beaulieu Events at www.beaulieu.co.uk or with a ‘last minute’ entry on either the Saturday or the Sunday over the actual event weekend (to Beaulieu direct) and paid for at the Beaulieu main reception entrance either day of entry . I am delighted to provide space this particular month on (P. 6 & 7) to **Ben Coleman** (our friend at Beaulieu) He has written a piece that illustrates the entire May 13th & 14th weekend event from Beaulieu’s own perspective, based around the Spring Autojumble . It nicely sums up the huge amount of things to see over the weekend , all included in the one entry ticket or pre booked pass . It’s also great to see how our Dorset Branch Moggyfest has been ‘highlighted’ within this overall press release , it certainly appears that the Dorset MMOC involvement is regarded as a key feature alongside the now nationally famous annual Spring Autojumble - Dorset Moggyfest (followed by our branch Annual rally) involves a large proportion of commitment in both time and the annual Dorset branch fund resource, all organised and worked upon entirely voluntary by the various Dorset branch committee members . In addition those branch members who volunteer to whatever degree (you know who you are) are extremely appreciated. This years special 75th anniversary event has encouraged lots of owners of ‘all year models’ and types of Minors to attend . The central marquee display theme of ‘Earls Court 1948’ has resulted in owners of examples of the cars originally involved at the time will each be travelling distances - Examples of the **Lowlight (MM) Minor Saloons and Tourers** will be coming from West Wales , from Bristol, and slightly nearer from Gillingham. Dorset - **The Morris Oxford (MO)** from near Southampton—**The Morris Six (MS)** from Wolverhampton. In addition a rather special vehicle is also being planned to attend by the owner from South Wales to join the display, it’s a rare surviving ‘vintage’ Morris Commercial Fire Engine that was actually based at the Morris Motors ,Cowley Factory from 1929 as the Morris factory’s own fire brigade engine up until 1949 when the early Minors were being produced ! **Finally , If you felt you had any item we could also display that you think would be an interesting additional ‘prop of the era’ to further enhance the 40’s early 50’s theme that you might possibly kindly consider loaning (I recall a few years ago one member found their old 1940’s /50’s Pram !!) if so please do email or phone Laurie or myself , it certainly would be very much appreciated .** **ROGER**



OUR CONDOLENCES

Just as this edition goes to print we receive the very sad news that MIKE SHEPPARD passed away peacefully at home after a long illness on Sunday afternoon 26th March. Mike had a passionate interest in classic cars, he had owned the same Morris Minor since April 1960 and he subsequently acquired two other additional superb 'other makes' of classic cars that he took great pride in regularly exhibiting at branch events. He joined the MMOC in 1992 and joined the Dorset Branch the same year, Mike had always attended as many of the regular branch meetings and events as possible. Mike was a true gentleman and always enjoyed sharing his past experience and tales of classic car knowledge to anyone and everyone who had known him within the club. Mike will be sadly missed throughout the Dorset branch. We extend heartfelt thoughts and our condolences to Joyce and family at this difficult time.



'THE MINOR FROM DORSET' UJT 561 - APPEARS IN NEW LIVERY AT THE N.E.C SHOW

A 1963 2 Door Minor that was recently donated by Blandford resident Ruth Smith a long term MMOC member, who was not able to continue driving the car. Jacky and Brian Wood (Dorset MMOC) dealt with the original meeting and inspection of the car with the kind donor Miss Smith on behalf of the National MMOC. Brian then worked on the car making it 'Road Compliant & Safe' prior to organising the trailer delivery from Bournemouth to the MMOC HQ at Derby - The car has now just been 'unveiled' in its new livery at the Practical Classics Restoration Show, N.E.C. Birmingham to jointly celebrate The 75th anniversary year of Marie Curie charity and the 75th year of the Morris Minor ... **The car will be on display at Moggifest Beaulieu 13th & 14th May.**

During the year it will be visiting branches of the MMOC around the country and other special public attended locations & fund raising ventures for the Marie Curie Charity.



**The Minor
'Before &
After'**



ERRORS & OMISSIONS - Last months (March Edition) Page 11 featured 'The All British Car Day' Event (Featuring Morris Cars) North Otago New Zealand. The Editor apologises to JACKIE LOLLY and ARTHUR COX who kindly sent this in, as during the process of type setting both their names had 'disappeared' off the page.

SPRING Autojumble

Top trading and Car Club displays for Spring Autojumble
(by Beaulieu's Ben Coleman) 13th & 14th May

Spring Autojumble will be back for 2023, as impressive car club displays join hundreds of stands laden with great automotive buys, for a busy show on 13th and 14th May in the Beaulieu grounds.

Following the show's successful return to Beaulieu's events calendar last year, Spring Autojumble will offer plenty for enthusiasts, as well as families looking for a packed motoring-themed day out in the New Forest. As the contents of hundreds of garages, sheds, lock-ups and lofts go on sale for the weekend, become an automotive treasure-hunter as you scour the stands in search of bargains and historic motoring curios. Will you find that elusive spare part, a fascinating book, or maybe even a model of your dream motor?

You can't miss MoggyFest, as up to 200 Morris Minors and other classic cars take their places in the showground. Join the Dorset Branch of the Morris Minor Owners Club for this colourful display, celebrating one of Britain's most popular classic family cars.



The car club displays will continue with the Morgan Sports Car Club and the Rolls-Royce Enthusiasts' Club, which will both be showcasing shining selections of their members' vehicles.

Also to celebrate 2023 as a landmark coronation year, a special 1953-themed display will bring together a selection of classic cars that were launched 70 years ago, the last time Britain celebrated the coronation of its monarch.

Looking to buy your dream car? Classic, modern, or anything in between, **Automart** is the place to find all manner of motors on sale. Find the one that takes your fancy, take a closer look, talk to the vendor and work out a deal!

The Land Rover Rummage on Sunday 14th May is always an unmissable opportunity for fans of the iconic 4X4, with a corner of the Spring Autojumble fields dedicated solely to Land Rover spare parts, accessories and even complete project vehicles for sale.

Another Sunday highlight, **Trunk Traders** is ideal for anyone looking to sell off their surplus motoring paraphernalia. Whether you want to find a new home for tools that have been cluttering up the garage, spares left over from a car you used to own, or even motoring books and automobilia unearthed by a spring clean, sell them to eager buyers from your car boot at the show. Visit springautojumble.co.uk to find out more.

The event supporter Practical Classics will be parking a selection of classic campervans on their stand, where the team will be talking with readers throughout the weekend.

For visitors not involved with a classic car club with special entry organised tickets and passes (refer to your own car club if involved and with their own stand area at the event) One-day and two-day Spring Autojumble visitor tickets can be bought online. For more details and to book your tickets, visit springautojumble.co.uk or call 01590 614614.

Event tickets include entry to the whole of the Beaulieu attraction, including the National Motor Museum, World of Top Gear, On Screen Cars, Secret Army exhibition, Palace House, Beaulieu Abbey and its grounds and gardens.

BEN COLEMAN (Beaulieu P.R. Executive)

Beaulieu



(With thanks to Beaulieu's Ben Coleman for words and picture Who happens to be a keen Morris Minor owner and also is a member of our Dorset branch! Ed.)



FORTHCOMING EVENTS & ACTIVITIES

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

APRIL 5th	DORSETMMOC APRIL CLUBNIGHT Members Hobbies Evening
APRIL 10th (Easter)	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) Chapel Gate , Parley BH23 6BL (CCOTP event) 11 p.m—2 p.m
16th APRIL	Classic Cars on the Quay Christchurch Quay 10 a.m.—5 p.m. (CCOTP Event) Drip Tray is required for this site
APRIL 23rd	FBHVC ‘ DRIVE IT DAY ‘ Dorset Branch participation,details soon (also see page 4)
APRIL 22nd /23rd	Organford Classic Vehicle & Steam Engine Show Pikes farm , BH16 ES For Details & Booking s - visit www.organfordclassicevents.co.uk
MAY 1st	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) (CCOTP event) <u>Detail s & Times - same as in APRIL 10th above</u>
MAY 1st	Popham Air Field Classic Car Show 10.am—4pm For booking availability contact organisers— www.evenbrite.co.uk (Popham , Hants)
MAY 3rd	DORSET MMOC MAY CLUBNIGHT Antiques Evening with PHIL TRAVES (bring your favourite antique or collectable for expert Phil to appraise)
6th/7th MAY	Breamore House Steam Working Weekend—To attend this event now requires individual booking— rustyspanner@icloud.com or 07790354505
MAY 8th	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) (CCOTP event) <u>Details & Times—same as APRIL 10th above</u>
MAY w/end of 13th /14th	DORSET MMOC MOGGYFEST 2023 (The 75th Minor Anniversary Event) at BEAULIEU (Incorporating Nat: MMOC Southern Regional Rally) Event entry for Minors closes end March’
MAY 21st	Freinds of Victoria Education Centre (a registered charity) VICTORIA CAR SHOW Craft & Vintage Day 10 a.m—4 p.m. 12 Lindsay Road Poole BH13 6AS www.victoria.poole.sch.uk (Please let Laurie know if going as we probably will form a group display)

JUNE 7th	DORSET MMOC JUNE CLUBNIGHT 'When You Were a Baby' (Guess Who's Who - Please submit your old baby photos to Laurie In good time * ideally bring them on MAY clubnight
JUNE 17th/18th	Moors Valley Steam Summer Gala W/End (Booking direct to M.V.R by 21st April- for all details visit - www.moorsvalleyrialway.co.uk
1st/2nd JULY	The National Morris Minor Owners Club Annual Rally Chateau Impney, Droitwich, Worc WR9 OBN Bookings- www.mmoc.org
JULY 1st	Burton Scout Carnival , Burton Recreation Field. Whilst there is no need to book for this event cars always need to arrive before 11a.m. as access roads through village are closed for the Carnival procession to arrive. (Further details to follow from branch member BRIAN TILLY)
JULY 5th	DORSET MMOC JULY CLUBNIGHT *Meet at 'The Den' * Antiques , Secondhand Curios & Coleectables Centre at Wallisdown *MEET at THE DEN, Francis Ave BH11 8NX <u>NOT at the Electric Club</u>
AUG 2nd	DORSET MMOC AUGUST CLUBNIGHT (Subject Provisional—TBC) DMMOC Founder Graham Melly - 'Earlier Days of the Dorset Branch ' (including the screening of Graham's selected original archive cine films of some Dorset branch club events in the early 1980's)
AUG 19th/20th	DORSET MMOC - THE DORSET BRANCH ANNUALRALLY at Wolvercroft World of Plants Rally Site , ALDERHOLT Nr Fording-bridge (booking forms to follow & camping available on site from the Fri p.m.)
AUG 28th	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) (CCOTP event) <u>Details & Times -same as APRIL 10th above</u>
SEPT 2nd/3rd	Beaulieu International Autojumble —entry by ticket direct from Beaulieu (Dorset Branch exhibit at Moggyfest/ Spring Autojumble May 13/14th)
SEPT 6th	DORSET MMOC SEPT CLUBNIGHT Annual Gardening Competition
SEPT 24th	Simply British Classics at Beaulieu—Entry online direct from Beaulieu , but please advise Laurie if attending (as we normally arrive in a group 'convoy run ' with a Dorset branch club group parking area booked) www.beaulieu.co.uk/events
OCT 4th	DORSET MMOC OCT CLUBNIGHT 2023 Annual General Meeting
NOV	DORSET MMOC NOV CLUBNIGHT (Subject TBC)
DEC	DORSET MMOC DEC CLUBNIGHT Seasonal 'Noggin 'N Natter '

DORSET MMOC Chairman's Report

First of all I would like to thank Peter French for his very interesting talk last month on visual effects. I'm still trying to work out how we can use his skills in our Beaulieu display!! Tonight is our regular hobbies evening so it will be interesting to see what hobbies other members have.

Don't forget that next month is our Antiques Roadshow evening hosted by Phil Traves. Let's see if we can finally get that priceless antique this year. I'm still waiting for your baby photos. So far I have only been given 2 photos! This won't be much of a quiz at the June clubnight unless I get a few more pictures so please get them to me as soon as you can please.



The events diary is starting to fill up for the coming season but I would like to bring your attention to one or 2 items. As you know, we have been attending the Breamore Steam Up for many years and in the past we have been able to turn up on the day with no prior booking. Things have changed somewhat this year though and without a pass you will not get in. Please email Mike Hopkins at Breamore on rustyspanner@icloud.com if you want to go. The Breamore Steam Up is the same weekend as The Coronation so it's a perfect opportunity to decorate the cars.

I know it's short notice but this years Drive It Day Run on Sunday 23rd April will once again be finishing up in Swanage for The Swanage Charity Day. We will be meeting in the car park at Upton House at 9am ready to be away by 9:30 at the latest. You can pre book via the link I have posted on our Facebook page or you can just turn up on the day and pay on the gate. The entry fee if you pre book is £10 but its £12 on the day. Remember all the money raised goes to good causes in the local area. As you may or may not know this years MOT UK is in Dorset. I have been in touch with the organiser, Dennis Saupe, and have arranged for us to meet up with them for a day out on Friday 20th July. We will be meeting them at Nothe Fort in Weymouth where I have arranged for us to park within the main courtyard of the fort. We need to be parked up by 10:30am though when they open to the public. Please keep an eye out for more details of this next month.

Hopefully you've all got your entries in for Moggyfest by now. The closing date was 31st March so if you still want to come you will have to talk to Jacky extremely nicely! I think that all the details for the marquee display are pretty much finalised now. Please remember that we will need some volunteers to help out with the marshalling at the beginning and the end of each day. Chis Tilly is also still accepting any donations you might have for the tombola stall. Roger and I would really like to encourage as many of you as possible to join in with this years theme by dressing in period 1948 style clothing. We hope to have a prize for the best dressed man and woman.

The week following Moggyfest there is a small car show at The Victoria Education Centre which we are planning to attend. This is the first time we will have been able to go as in previous years it has always clashed with Beaulieu.

A new event for us this that we have entered this year is the Wings and Wheels Show at Henstridge Airfield on Saturday 26th August. It looks like a brilliant event and I know a few members have been in previous years. This is another one that you can enter via the link on Facebook.

I hope that those of you who follow our Facebook page have seen the MMOC charity car, Miranda, now all decked out in her Marie Curie fundraising livery. She has been transformed since being rescued by Brian and subsequently being transported up to the club HQ in Derby where she has been professionally wrapped. I look forward to seeing her in the flesh at Beaulieu next month.

Regretfully, I have had very little free time since I wrote last month meaning no progress on the 4 door has been made at all. We managed to get her out and turn her round ready to strip the wings off the drivers side but that's about all. Hopefully I will have a bit more to report next month.

I think that's about all from me for this month – see you on Drive It Day.

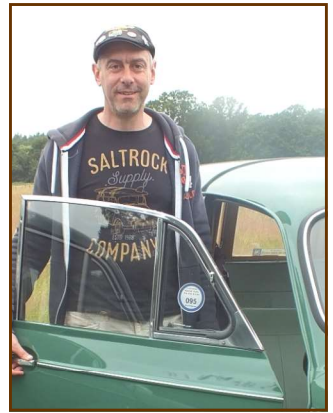
Happy Minoring

Laurie.

DORSET MMOC Secretary's Report

Apologies for missing the March edition, I'd succumbed to the February committee meeting covid-19 outbreak. Sorry if the committee were slow to respond to any questions during our isolation period.

I hope that the rest of the committee have made a good recovery, unfortunately my mum suffered a small stroke which meant I was unable to attend the March meeting.



Please have a look through the events listings and start planning which ones you'd like to attend, now is the time to start sending in registration forms if you haven't already. I've recently completed the new process for attending the Breamore working weekend. Previously I think we just turned up on the day before a certain time and parked up in the countryside museum. Since the passing of Phil things have changed somewhat. I had to email them to request a registration form which they posted to me; it had an individual number on it assigned to me. I've filled it in and posted it back to them but not heard anything back. Most event organisers accept emailed entries, which I find much easier, even if it means scanning the document. I need to register for the drive it day trip to the Swanage Charity Day, it was a great day out last year. I walked up to Durlston Castle where I enjoyed a very nice cream tea!

I've also just recently seen a photo of the National charity car on Facebook, which Brian Wood & son collected from Blandford and made road worthy before it was shipped up north. It looks very different to when it was pulled out of a shed, a Marie Curie charity branded paint job has been applied. It will be at Moggyfest, so you'll have a chance to see it there up close.

Ian.



For the majority of Minors, 'it's that time of year again' when owners are keen to 'wake up' their cars following considerably less usage or even more general 'Hibernation' over recent past winter months. You can always download Brian's handy service checklist (below) listing 37 areas that many owners in the main may well usually check over themselves . Or some may prefer seeking additional expertise with certain specialist areas - i.e. Brakes, Clutch etc , perhaps!



Item #	Description:	Qty	Notes:
1	Change engine oil		6.5 pints (20W/50)
2	Change engine oil filter		
3	Replace air filter (or clean oil-filled filter)		
4	Check gearbox oil		2.25 pints 20w/50
5	Check rear axle oil		top up with EP90
6	Grease steering track rod ends		2 nipples
7	Grease king pin upper and lower joints		4 nipples
8	Grease prop shaft universal joints		2 nipples
9	Grease handbrake cable nipples		2 nipples
10	Check and top up carburettor dashpot oil		top up with grade 20
11	Lubricate handbrake linkages		
12	Check brake fluid level and top up if low		
13	Check hoses and antifreeze condition		
14	Top up Windscreen washer bottle		
15	Check and replace brake linings if necessary		
16	Adjust brakes		
17	Check for leaks and condition of brake pipes		
18	Replace spark plugs		Gap 0.025"
19	Replace contact breaker (gap 0.015")		dwell 60+/- 3deg
20	Replace condenser		
21	Replace rotor arm		
22	Replace distributor cap		
23	Replace HT leads		
24	Check battery electrolyte level		Use de-ionised water
25	Lubricate door, bonnet and boot hinges		
26	Lubricate door catches		
27	Clean battery terminals and coat with Vaseline		
28	Check and adjust fan belt tension		
29	Check tyres for min tread depth.		1.6mm over 3/4 width
30	Check for tyre pressures and damage		Fr. 28, Rear 30 psi
31	Check operation of all lights		
32	Check operation and condition of wipers		
33	Check horn		
34	Check clutch adjustment and grease linkage		35-38mm(1098)/19mm(948)
35	Check valve rocker clearances		0.012"
36	Check shock absorber oil level		
37	Oil steering rack		EP90 oil

The Dorset Branch 'Servicing Checklist' (opposite) is a summary of the main areas and is intended primarily for guidance, obviously a workshop manual for the specific age series of Minor details will provide a comprehensive listing of all servicing items.



'ELF 'N SAFETY' Today any company employing a professional Mechanic (the modern preferred title being Technician of course!) has a legal obligation to provide both safety training and a safe working environment. However for the D.I.Y. 'home mechanic' the onus concerning all of this is very much left to you, and you alone—with that in mind as we think about preparing our cherished cars for another season, here are some basic common sense reminders from long serving Dorset branch member **ANDY DIBB**. The Editor has re-published the following timely and relevant reminders from a couple of years ago. I'm sure you would agree that anything to avoid a potentially unplanned / unwanted accident is well worth a little time thinking about your preparations for any potential risks before commencing any servicing job, no matter how large or small :-

Here are those very wise words from ANDY..

At the start of my working life on the building site there was not any Health & Safety and to be quite honest it was like a wild west show. Things have moved on since then and the workplace is a much safer place to work. You need to be able to finish your work in the same condition as you started. It is the same when we work on our beloved vehicles. Before I ever start to work I always remember the lesson given to me as an apprentice which was "Give it a coat of looking at". How am going to do it, will I need to support the vehicle before crawling under, will the brakes hold it, do I need to chock the wheels, if I am using a grinder etc is there anything flammable near by and numerous other checks. I will cover the basics this time. Personal Protection.- Make sure you have the correct eye protection for the task, safety glasses, goggles, visor, eyes cannot be replaced. Correct gloves for the job, lightweight elastic backed for fine work, plastic gloves for cleaning, cargo gloves for heavy work and welding gauntlets for hot work. Damaged hands can seriously affect your ability to lead a normal life. Coveralls/overalls are a good idea as they protect your body from damage another thing to remember are your feet. A pair of toe protector boots or shoes are a sensible purchase as even a brake drum dropped on your foot can cause bruising. All these items are very reasonable priced and can be sourced from the major outlets for tools etc. So to sum up, before setting out to the garage to ready your cherished vehicle for the coming better weather have a thought for your personal protection. I am not saying you will never injure yourself however you will lessen the risk. A last thought is ...



You cannot put a price on safety ! Happy but Safe motoring, **Andy Dibb.**

THE 'BRIAN WOOD' REPORT (*& News from the Spares Dept.*)



There are various stages to a car's existence. I am talking primarily about 'our' classic cars, but the same principles apply to all vehicles. In the first couple of years, it will usually cover a high mileage and be regularly serviced, repaired and maintained. The cost of such repairs and maintenance is still relatively small compared to the capital value of the car so there is usually not much to complain about cost-wise. During the period from approximately 2 years to 8 years the value of the car decreases steadily with corresponding increases in the cost and frequency of repairs. This inevitably leads to the owner not going back to the main dealer and finding alternative, non-franchised servicing outlets. After 8-10 years if the car is still being used and not turned into razor blades, it has generally fallen into the 'banger' stage and changes hands often – particularly when the new owner(s) discover the hidden rust or worn-out components. This is true of most classic cars, of course, and most of the ones that have survived to this day have been through the above stages of life. For many, however, these cars reach the end-of-life stage and are scrapped. Some are looked after meticulously (typically by the first or second owner) and keep going for many decades. Although (as we know only too well) the Morris Minor is not immune to rust damage but it was and still is, regarded as 'durable' (largely thanks to Charlie Ware). With the continued availability of spare parts, the 'banger' stage merges seamlessly into the 'preservation' stage and has ensured the continuity of the marque. I think many were spared the inevitable at the 'banger' stage by being parked in a lock up and a sheet thrown over them. We have all seen countless examples of so-called 'barn-finds' when perhaps the owner has passed away and family members have kept it – perhaps for the kids or grandkids. Or sometimes just stored for sentimental reasons. I am always amazed how these cars keep turning up. You would think that they would be 'barn-finds' by now. The point of all this is that there are a lot of perfectly good, unrestored Minors out there that carry their fair share of cheap repairs – probably carried out during the 'banger' stage of life. We have all seen examples of dangerous chassis repairs including dodgy welding covered by thick underseal, but short term repairs such as newspaper and chicken wire in the doors with a bit of filler and paint have probably meant that the car could still be kept on the road. Also, things like thicker oil to quieten mechanical things like engines and gearboxes may have saved the car from the scrap heap. There are other things that are not so imperative to continuing use, such as damaged interiors which whilst

We would, perhaps uncharitably, refer to these 'expedients' as 'bodes' and would never own up personally to having perpetrated one on any of our cars. I would like to think that I would fall into this category. However, I must confess to one recently on a Minor belonging to XXXXXX . (Name redacted to protect the innocent).

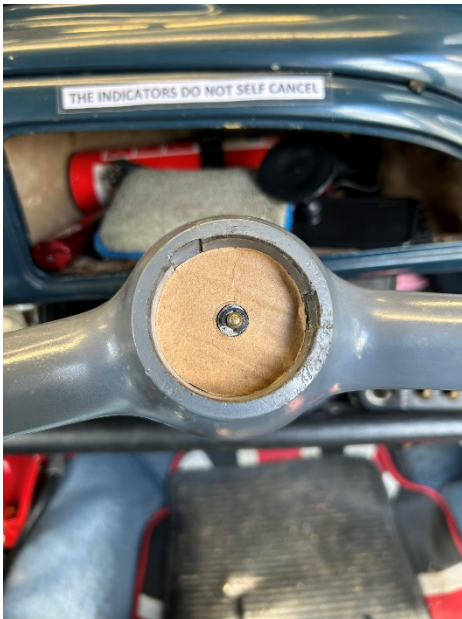
This particular car was without a working horn and it was believed (wrongly as it turned out) that the horn itself had ceased to 'toot'. Not having the time to test the horn separately, I ordered up a pair of nice red twin-tone horns for the princely sum (inc. postage) of £6.99. (God bless eBay and the industrious Chinese people). The original horn had been entombed by a huge wind-screen washer container taken from a modern car, so had to be left in place. I fitted the new horns on the other front inner wheel arch and wired them in and ... still no tooting. Silent horns are often caused by the steering wheel

button either not earthing properly or having otherwise lost the connection to the little wire and wiper mechanism that provides the earthing point on the steering column. When the horn button was lifted out of the steering wheel, the cause was obvious. There is a bullet shaped terminal and wire which is held centrally by a shouldered plastic tube which fits down inside the steering column. There is also a small spring which is meant to hold the terminal against the contact on the underside of the horn switch. Unfortunately, some time in the past, the plastic tube had snapped in half and the top part which is supposed to support the contact wire separately was flopping limply and not making contact where it should. The

correct solution would have been to spend hours trying to get the remains of the tube out of the steering column with tweezers without, of course, damaging the wire. The actual solution, however involved a small piece of thick, circular cardboard with a hole about 10mm to hold the contact in the centre. Horn button, replaced, tooting resumed – now with 'triple tone'. Everyone happy.

... Bodge – 'moi?

That's all for now. *BRIAN*



GRAHAM MELLY'S (Dorset Branch Founder Member) Series II Minor Saloon story of his meticulous 'Complete Nut & Bolt' re-build



Before the engine and gearbox are installed, I thought that the brake pipes in the engine bay and master cylinder with the brake, clutch and throttle pedals should go in.

With the professional assistance of our Brian. the brake pipe set bending was carried out from the three way brass junction at the front of the bay. The series 2 master cylinder I had already installed last year when I installed the torsion bars and front suspension.

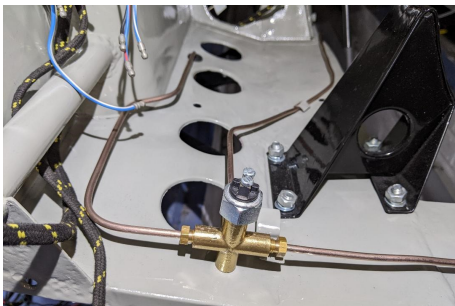


So fortunately for me Brian has a very clever bar lever that goes over the torsion bar and under the chassis leg to pull the torsion bar down enough to pull out the bolts holding in the master cylinder. This was the better solution to attach the brass banjo and rear pipe with the master cylinder out of the chassis leg as it was nigh on impossible to do with it in situ.

On the series 2 cars the clutch pedal is fitted with a cotter pin up against the fulcrum bar running across the width of the chassis leg. There is a flat area on the fulcrum bar where the cotter pin butts up against it and this necessitated some fettling by Brian on his lathe.

The brake pipe that exits from the cross member end of the offside chassis leg then runs along the side of the prop shaft recess and is clipped to the floor and ends at a bracket before the rear axle attached to a flexible brake hose.

Brian did say that he had never worked on a cleaner Morris and we both had nice clean hands to prove it.!



I have also fitted the reconditioned series 2 windscreen wiper motor and the two wheel boxes. This is installed inside the dash behind the instrument panel on the drivers side rather than on later cars on the nearside in the engine bay.

Hopefully, next , all steam ahead for engine and gearbox very soon - GRAHAM

THE LAUNCH OF THE 'ALL NEW' MORRIS MINOR - The Editor looks back to 1948 when the 'SMALL CAR STAR' was launched at the first Post War Motor Show



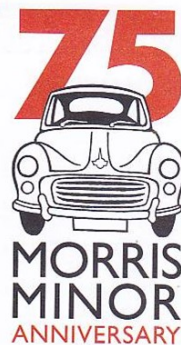
As we prepare to celebrate our first (and major) Morris Minor 75th anniversary event of the year, next months Dorset Branch Moggyfest incorporating the National MMOC Southern Regional Rally at Beaulieu .It is perhaps worth remembering that the expectations of Morris Motors for the 1948 Earls Court Motor Show (the first since the ending of WW2) regarding volume sales expectations for crucial export sales for each of the 'Brand New Family' of three Morris cars (The 'Big Six 'MS' —The Oxford 'MO' —and the Minor 'MM') was quite different than the Nuffield Organisation had originally expected It was the mid sized Oxford 'MO' that was predicted by the then Nuffield Exports sales department to enjoy the 'lions share' of export sales ! However it was the Morris Minor displayed in the two body

styles available at launch (Saloon and Tourer) that actually stole the show . Nothing else compared in it's category that so successfully demonstrated such an appealing compact neat 'small car' size could compare in design with such technical advancements . The 'new Minor' was immediately and enthusiastically reported upon by the entire motoring press. The only possible comparison of a 'small car' that came anywhere near with in any technical advancement in a small space (although slightly larger) was the Jowett Javelin , however it was about twice the price and was described by several journalists as heavier looking and a rather unnecessary expensive alternative compared to the quality built Minor .

From June 1948 manufacture of Minor bodies alongside it's two larger siblings (See last months front cover) Was well underway at the 'in house' facility , Nuffield Metal Products, in readiness for Earls Court show, due to take place later that year at beginning of November .

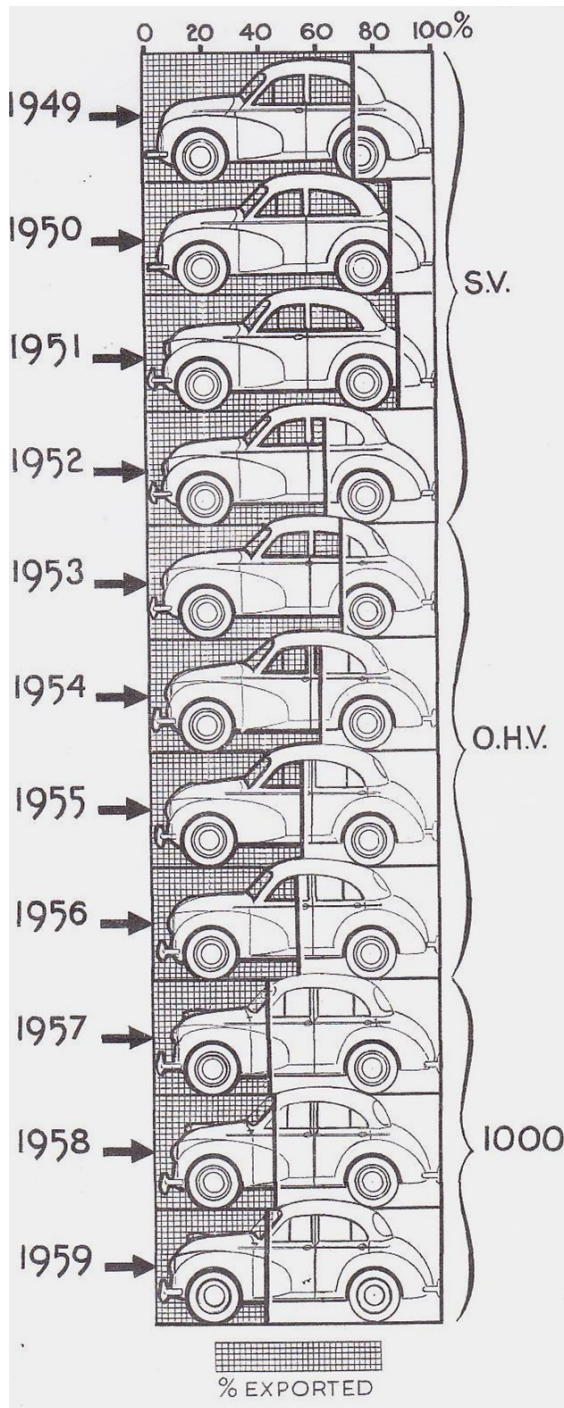


A modest scheduled rate of 400 Minor bodies per week was predicted as being perfectly sufficient (considering all those expected Oxford 'MO' sales that would be dominating the 'baby Minor' !) As the 1948 Motor show closed Minor body production had to be immediately increased to 600 . Even this proved insufficient , such was the immediate success in export sales demand for the Minor . Two new assembly tracks at a new specially erected building at Cowley had to be put into operation to handle 1,000 units a week. By 1949 the Minor had finally silenced any remaining hardened old 'traditionalist critics within Morris as a continual two shift streamline working arrangement needed to be implemented in order to handle 3,000 Minors per week . This produced a knock on effect for the old Morris Motors engine works at Coventry at the time. The plant had to be re-equipped to keep up demand by the end of 1949 onwards as they needed to produce one complete engine and one gearbox every minute for the Minor MM.

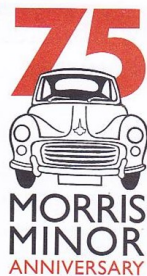


Few early Minors were sold to home market buyers from 1948 to 1950 . The dire post war state of the economy dictated that 'priority will be given to any export sales' to help the governments export drive. Britain was so desperate to earn valuable foreign currency at all costs . So much so that if a manufacturer such as Morris Motors could not ensure that a large targeted proportion of their production was exported the regular allocated supply volume of steel would actually be curtailed by the government. With the rest of European car factories mostly in ruins it was a time that Britain was in a position to provide any vehicles as demand returned abroad. Although the British public continued to endure strict post war rationing that only gradually eased into the beginning of the 1950's . It continued for several years to come, notably petrol that required any car journey to have a very special reason , also many every day staple foods, confectionary, all sorts of industrial materials were rationed and also furniture and clothing.

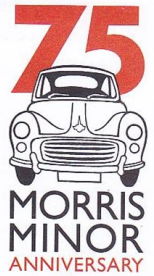




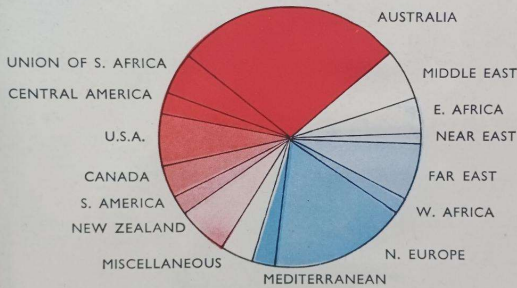
75 years ago in 1948 if you were within a fortunate minority at the time who were actually in a financial position amidst severe post war austerity to look at purchasing brand new car, alas the Morris salesman would be well rehearsed with his apologies. "Sorry but the priority for sales of the new 1948 Morris Minor must be for export sales due to the 'Export Drive'. It was by 1952 that things began to improve. Never the less The Morris Minor became an overnight success right from it's original launch 75 years ago this year at the 1948 Earls Court London Motor Show.



Of the 29,000 odd Morris Minors produced during it's first year no fewer than 75% were exported. From 1949, and by 1951 this figure gradually increased to very nearly 90% of production (see export % sales chart left) As far as the 'Top Ten' Nuffield Export customers Australia was the top sales market for Morris cars. It has been speculated that Lord Nuffield may have had some personal influence towards this success as he became a regular visitor to Australia after WW2 spending all of his holidays and subsequently increasing time on business trips there. This was in contrast to being otherwise renowned at the time for living a modest day to day home life with regard to his obvious wealth and status. The U.S.A. Came second in sales. Southern Ireland more or less tied with South Africa. New Zealand was third. Canada came next followed by Sweden—Holland—Malaya and then Denmark.



HOW THE NUFFIELD ZONES COMPARED



Above , early Morris Minors for export , awaiting loading , to depart from the Bristol Port

From 1952 onwards there was a steady increase in overall production where home sales with improved British industrial earnings gradually improving Nuffield had by 1959 established substantial world markets overseas , and finally satisfying that eventual

home market sales demand as the home employment and economy improved Morris Motors had also taken initiative to establish its own financing department that enabled many who had returned to regular employment from the war to realise their dream of owning their own new car. It was promoted by the authorised Morris dealer as an 'affordable' vehicle purchase method and suggesting to customer 'Now you can buy your new Morris car through the Morris finance plan , out of regular income' .

Happy 75th Birthday to all those Morris Minors, many still on the road today, built between 1946 and 1972 . You have truly earned your place as one of a handful of favourite British Icons ! *To finalise let's then quote original Minor concept designer Alec Issigonis's own famous philosophical phrase ... " Only when you have achieved an equal balance that combines good design with good engineering of equal proportion can you ever really hope to achieve a successful product" .*

ROGER

DORSET BRANCH CLUB SPARES DEPT. PAGE

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3D Print Department Latest

The 3D printed mirrors for the later '1000' models are now available and will be on display at Beaulieu. The discounted branch member price is £25 (£28 to others). I have also recently made some more obscure bits like the socket for the mirror stalk at the top of the windscreen, indicator stalk bulb holder covers and the small ferrule that connects the Series II wiper motor to the rack (see this months April edition article by 'Graham Melly' - photo on page 17).



DORSET BRANCH MEMBERS ADVERTS
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1952 (Series MM) 2 Door Minor Saloon PAF 521

Many Dorset branch members will be familiar with this early, and now rare, example of a Birch Grey finished Series MM Saloon , appearing at many Dorset branch events over past years , having been owned by a very long standing Dorset branch member. The past owner ,had regularly driven and cherished this early car within the Bournemouth area since 1960 (It is still running with a 918cc side valve engine with matching gearbox.) The car is now offered for sale at £8000. being fully restored some few years ago and still in excellent condition :

: M.O.T. Issued last week (at date of this publication) : There is also a very large quantity of SeriesMM spares available and would be subject to additional negotiation .Please Note ...

All enquiries, further questions related to this car, or any viewing request should be directed to :-
Mr Laurie Blewer, 01202 522673,
 (who will be acting for and on behalf of the past owner regarding any sale transaction)



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