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**MORRIS MINOR OWNERS CLUB THE DMMOC MONTHLY MAGAZINE**

**Dorset Branch**



*Wishing You ...  
 'Traditional' Seasons Greetings  
 and a Happy New Year*

**The Morris Minor 1948 - 1971**





**DECEMBER 2022 Vol 26 issue 2**

### 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		<b>Non Committee Voluntary Posts</b>
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Branch Secretary	Ian Chivers ian.chivers@dorsetmmoc.co.uk 07779581837		<u>Insurance Consultant</u> Dave Walker (to DMMOC branch)
Branch Treasurer	Jacky Wood 01202 573494		<u>Garden Competition Sub Committee</u> Marilyn Kellow Sue Cooper Martin Harris
Branch Membership Secretary	Brian Ford brian.ford@dorsetmmoc.co.uk 07502161535		<p><b>DECEMBER COVER STORY</b></p> <p><i>A familiar and 'quintessentially British' scene at this seasonal time of year.</i></p> 
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Health & Safety Officer			

***There is No Magazine in January \*  
\*Print Deadline\* to ensure inclusion for any items within FEB UARY 2023 Edition ...  
Sunday Jan 22nd***

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**THE DORSET BRANCH  
MORRIS MINOR OWNERS CLUB  
MONTHLY MAGAZINE**

**DECEMBER 2022 Vol: 26 Issue 1**

**DECEMBER CLUBNIGHT**  
Seasonal Noggin 'N Natter

**In This Months Issue...**

<b>REGULARS</b>	<b>SPECIAL FEATURES</b>
THIS MONTHS EDITORIAL P.4	P 7 NEC Classic Motor Show
EDITORS 'NEWS DESK & 'LETTERS TO THE EDITOR' P5	P10 /11 The Minor Traveller and a Tree (The Editor highlights the Ash )
CHAIRMANS REPORT P.6	P12 /13 Graham's Ser II project continues
FORTHCOMING EVENTS P8/9	P18 /19 Glynis's '1000' - new to the club
SECRETARYS REPORT PAGE P.26	P20/21 A Christmas 'Minor Fairytale' Ed
THE 'BRIAN WOOD' REPORT P. 14/15	P22/23 London to Brighton Run (Laurie)
CLUB SPARE PARTS & ACCESSORIES PAGE FOR SALE P. 16	P24/25 What 'bits' did Morris use 'then ' new short series by editor Part 2
MEMBERS SPARE PARTS ,VEHICLES ,MISC FOR SALE or WANTED PAGE P.17	



**Dorset Branch Members- It's Your Magazine - It's Your Club !**

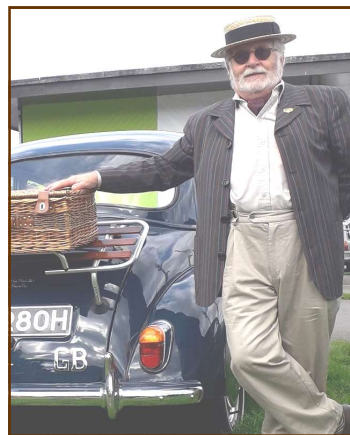
**\*\* The Editor encourages and welcomes any written contributions - Particularly loaned ( or emailed ) photos please, of topical interest, from club members suitable for inclusion in the monthly club newsletter .**

**\*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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# Editorial

Welcome to the December 'Bumper Christmas Edition Here's wishing everyone the best Good Tidings and a peaceful and happy 2023 . The word 'Traditional' on the front cover to match this months image is purposely chosen as fellow Morris Minor owners are well known to value the traditional 'old fashioned 'pleasure of simply being with family and friends Also being a particular group of people who tend to 'well remember' what we often heard our parents or grandparents generations advocate - **Re-Use, rather than always Re-Place !** In considering this very option today



(where possible ) and to answer a few quick to be influenced 'modern' critics of the freedom of running 'old fashioned' classic cars . I quote the following from a recent Federation of British Historic Vehicle Clubs study - *Compared with modern motoring, the comparatively infrequent use of the huge majority of classic cars as a hobby is highly sustainable because they do not incur any current or future carbon release from manufacture and parts , and being typically repaired rather than replaced. Heritage vehicles make an awful lot of environmental sense: the average mileage per annum of a classic car in the UK is averaging 671 miles (source: FBHVC usage survey).*

*Below compares annual carbon emissions from a typically used classic vehicle to modern petrol and a premium electric cars, both averaging 7900 miles per annum (please note: one litre of petrol produces 2.3 kg of CO2):*

- The typical classic petrol car consuming 25mpg over 671 miles emits just 270Kg CO2 per annum, nearly all of which is from burning fuel.
- A modern mid-size petrol car which averages 45mpg, with a life span of 20 years, emits around 1620 kg per annum (770 kg from fuel plus an 850Kg share of the 'manufacturing' CO2) (The Guardian)

*A typical premium electric car emits around 1300Kg per annum (owing to the high Co2 burden of battery manufacture and the typical lithium battery lifespan, which is approximately 10 years) (https://www.drax.com/energy-policy/how-clean-is-my-electric-car/)*

*A typical classic car produces just 15 per cent of the greenhouse gases as that of a mid range modern family car and only 20 per cent of that of a premium electric car.*

**With 2023 being the 75th anniversary of the launch of the Morris Minor in 1948** at Earls Court ,there promises to be lots of extra interest and events across the country . Our own branch being no exception with our major Spring event of the year in May — 'Moggyfest' at Beaulieu (incorporating the National MMOC Southern Regional Rally . Plans are now well under way for that 'Morris Motors' (pre BMC) landmark year for the central marquee display area to highlight a flavour of 1940's ,in both the special feature display cars planned and 'of the era ' A post war time that blended into the 'optimistic early 1950's' -

**Special thanks to both regular (and occasional ) contributors who have sent in interesting 'words and pictures' over the last year Please , don't hesitate sending anything even remotely concerning the Minor (or related cars) It really does make a difference in keeping that 'magazine element' alive , running and also topical, to our own branch. ROGER**



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*\*Pyrene were usually known for their Fire Extinguishers*



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**Triplex Windscreen 'Safe view area' (right) introduced in 1961**

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*Editors note: Within This Series ...most records of suppliers have been taken from British Motor Corporation (BMC) published information to 1961*

*Obviously some firms are no longer in business whilst certain trade names /trade marks that have continued, very often , have changed ownership. From 1961 onwards a few additional or alternative firms would have supplied specific items for factory fitting of certain model types and particularly nearer the end of Minor production in the early 1970's*

TO BE CONTINUED ... ROGER

ALTHOUGH ... 'CREATIVITY' MAKES UP MUCH MORE THAN IT'S TOTAL PARTS

**WHAT 'BITS' DID MORRIS USE, AND FROM WHERE, TO BUILD THE MORRIS MINOR ?**

By 1961 One Million Morris Minors had been built. Each car comprised of thousands of individual items -large and small . From the start of Morris Minor production in 1948 Morris Motors had established a reliable chain of supply to smoothly supply the Cowley Oxford assembly line. Larger essential components such as bodies engines and gearboxes, radiators, carburettors etc. as we are aware were built within 'in house' own factory resources (Morris, Nuffield Organisation , then later B.M.C. ) however certain established component companies were consistently and regularly relied upon to supply many specific items ... THE EDITOR CONTINUES TO RECALL THOSE SUPPLIER SOURCES OF THE MANY INDIVIDUAL ITEMS COWLEY USED FOR THE MORRIS MINOR SALOON



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to email the editor ...roger.kellow@dorsetmmoc.co.uk



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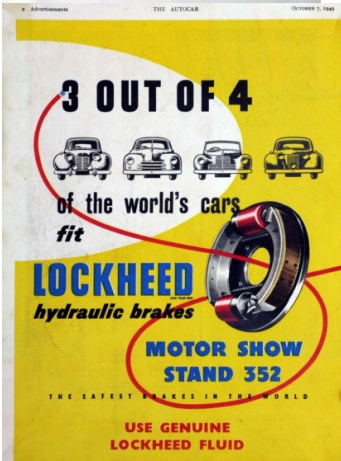
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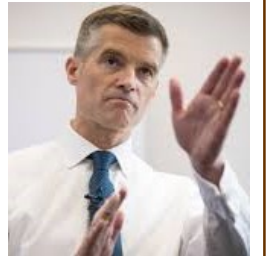
**DUNLOP RIM & WHEEL Co. Ltd**

**Steel Pressing Works .Coventry**

\*Dunlop were usually known for their Tyres and other rubber components

**and..." The Next One Please "**

It was on this same page in the October magazine that I had mentioned that the Federation of Historic Vehicle Clubs (our National MMOC being a member) welcomed a new **Secretary of State for Transport** then Anne-Marie Trevelyan who was only in the post for a matter of days (Her predecessor was Grant Shapps ) **Mark Harper MP (at the time of writing!!)** has now taken on the Transport Minister's job as a result of latest **PM Rishi Sunak's** re shuffled (or perhaps re-cycled ) cabinet. Why has the Editor bothered to report this again ? - Well, whether we like it or not it's of direct or indirect involvement (by default) for any owner /driver of a classic car who wants to use it legally on our UK roads -The Transport Minister has ultimate responsibility for continuing, or re-formulating , and presenting, to the government, any modified or altered legislation /policies covering vehicle taxation and the continuing rules of use for historic vehicles in the UK on our UK 'roads . Although like his predecessors it appears he has not had direct experience of this specific 'job description ' before ! However, there are at least a couple or so regular MPs who are classic car enthusiasts themselves, who own, drive, and promote, the continuing 'un- hindered' use of classic vehicles on our roads (They remain friendly contacts and allies to the FBHVC ) (Mark Harper's previous experience — a former chief whip, responsible for party discipline, first joined government as a minister for constitutional reform under David Cameron. In 2012 he was appointed immigration minister but resigned from the post two years later after it was revealed his cleaner did not have permission to work in the UK. He was later restored to office as a minister for disabled people and in 2015 he was promoted to chief whip.) **Ed**



**Nov Edition Correction** - a 'sentence positioning error' in last months edition - on page 22, the last few words had 'vanished' off the page., In Editor's series, '**What 'Bits' Did Morris Use for the Minor** ' The full sentence should have read as follows : - **WW2 -The Morris Radiator Co. Ltd . also opened a factory facility in Llanelli , Wales and manufactured aircraft engine radiators , being one of the components Morris made for the Supermarine Spitfire Aeroplane, using a then revolutionary 'gill tube' design .**

## Chairman's Report



Hello everyone and welcome to your bumper December issue of the newsletter. Please don't forget that there will not be a newsletter in January as usual.

Thank you to Joanna Gardner who came along to the November clubnight and gave us a fascinating talk on the Medical Detection Dogs. We had a few technical hiccups to start the evening as Ian, our IT expert, was not there but we eventually got everything sorted. Reading through my notes I've just seen that I'm organising a "Call My Bluff" quiz for January so I'd better get on with it!

As I mentioned last month plans are well underway now for the 2023 Moggifest event at Beaulieu. As we are heading back in time to 1948 and the official launch of the Minor at the Earls Court Motor Show we would like to encourage as many of you as possible to dress for the period. I'm telling you this now to give you all plenty of time to come up with something suitable to wear.

Two trips away are being planned for the 75<sup>th</sup> anniversary year. Firstly, in May, Mike Smith is organising a trip to France. This sounds like its going to be a brilliant weekend and I only wish I was able to go. For those of you who like to keep your wheels on home ground I am planning a weekend away at The Royal Glen Hotel in Sidmouth over the weekend of the Sidmouth Classic Car Show. Arriving on Friday 22<sup>nd</sup> September, the Car Show itself is being held on the Saturday at the Sidmouth Cricket Club. This is a notoriously hard show to actually get to exhibit at and it is something I'm working on at the moment. If we are unable to enter as a group it's no big issue as the cars will still look fantastic displayed outside the hotel which is literally just around the corner as those of you who've been before will know. You can then either leave on Sunday or for those of you who don't have to go to work extend your stay and leave on Monday. The staff and owners at The Royal Glen are really looking forward to welcoming us back as it's been several years since we last stayed there. So, please make a note of the date in your diaries and I will get back to you in the new year for the final details and price for the weekend.

December clubnight will be your last opportunity to get your entry slips in for the Mistletoe Meander and the Annual Dinner and Dance so please get them to Jacky as soon as you can – if not sooner!

Well, that's about it from me for this year. Don't forget to buy all those spares needed for the winter maintenance schedule from Brian!

Until next time, have a very Merry "Minoring" Christmas and a Happy New Year, Laurie.



Whilst tucking into some chips from one of the seafront kiosks we had a perfect vantage point to see these amazing vehicles arriving in Brighton. Just to show that there is really nothing new in this world, I was amazed to see several electric cars which had all made the journey on just one charge – so Tesla eat your hearts out! The 1896 Salvesen steam car was another fantastic machine with a chap having to



stand on the back all the way and stoke the boiler and shovel coal! Bearing in mind that the rain had been torrential at times during their drive everyone was arriving at the finish in remarkably good spirits. At the half way stop at Crawley most of the participants had a complete change of clothing right down to their under-pants! By the time they reached Brighton they had to change again!

By about 1:30 the rain was torrential once again so Lewis and I sheltered in an alcove on

the seafront with an elderly couple who it turned out belong to The Jaguar Enthusiasts Club. We were joined by another man who squeezed in with us. I noticed he was wearing a London to Brighton participants badge but he said he lucky enough to be driving the tender car this year and that his friend had not yet made it to Brighton. Turns out his friend was John Dennis of Dennis Commercial Vehicles fame and he was driving the family 1902 Dennis. John has apparently only missed 1 run since he was 17 and has now driven the car in 62 London to Brighton runs making him 80 years old now. We did see the car arrive and I have to say the occupants looked very wet indeed!

By 2:15 Lewis and I were soaked to the skin so we decided to head back to the car and stop at MacDonalds on the way home for our tea. We saw some cars still arriving in the torrential rain – they really are brave souls – or are they just mad! The price of the car park at The Lanes was a bit of a shock to say the least bearing in mind that we'd only been there for just over 3 hours - £21.50! But, what can you do

once you're in there. The drive back home was a little hairy at times with the heavy rain but after our stop for MacDonalds we made it home safely. We had a very enjoyable day despite the awful weather and hopefully if we decide to go again next year it will be a much drier day.





I made a rather rash decision when I got up on Sunday 6<sup>th</sup> November that I wanted to go to Brighton to see the end of the London to Brighton. The weather didn't seem to be too bad so Lewis and I jumped in the MX5 and took a drive along the coast to Brighton. We soon realised that we were not going to be in for a dry day as more than once on the way the heavens opened adding to the already treacherous driving conditions! Upon arriving in Brighton at 11:30 we parked in the nearest car park I could find to Madeira Drive which was The Lanes car park.

Making sure we both had our rain coats on we walked along the seafront where a small number of the veteran cars had already started to arrive. They really are a fantastic sight to see and the sound they make is amazing – just so different to the cars of today, and indeed, our own beloved Morris Minors.



I had a brief chat with Doug, (in full waterproofs photo left) the chief engineer from Beaulieu, who had arrived in Brighton at 11:15. Not surprising really as he was driving the museums 1904 Napier racing car which has a top speed of

85mph – although you've got to be a brave person to drive it at that speed. Doug said that he had been forced to keep his speed down by the rain which was driving straight at him in stair rods and was actually hurting his face with the force of it. He said he thought it was actually going to draw blood!

**Claimed to be UK's biggest and most prestigious classic motoring event ... has just fully returned to Birmingham's NEC.—Lancaster Insurance continued their support as main sponsors of the show for the 9th consecutive year, first starting in 2013. The Classic Motor Show took place on Friday 11th to Sunday 13th November 2022, bringing together a great array of classic car and motorcycle clubs along with their classic, vintage cars .commercial vehicles & motorbikes.**



**Brian and Jacky Wood visited the event again this year. You can read more on the NEC Show within Brian's regular 2 page monthly feature 'The Brian Wood Report' on 'Pages 14 & 15**

**Photos Brian Wood**



## EVENTS & ACTIVITIES

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

DEC 7th	<b>DORSET MMOC</b> <u>DEC CLUBNIGHT</u> Seasonal Noggin 'N Natter
DEC 11th	Classics on the Quay (Christchurch Quay ) opening hours , 11a.m. To 2p.m. Entrance fee is £1 & a drip tray required , (CCOTP event, SEE AD. P. 23 )
TUES 27th DEC	<b>DORSET MMOC</b> MISTLETOE MEANDER — (from 10.30 a.m. - details as per booking forms - Meet at Electric Club ,Castle Lane )
2023	
JAN 4th	<b>DORSET MMOC</b> JAN CUBNIGHT Call My Bluff Evening
JAN 14th 2023	<b>DORSET MMOC</b> * The Dorset Branch Annual Dinner & Dance Dudsbury Golf Club & Hotel (*BOOKING by DEC Clubnight please *)
FEB 1st	<b>DORSET MMOC</b> FEB CLUBNIGHT Blind Auction for nominated Dorset branch charity
MARCH 1st	<b>DORSET MMOC</b> MARCH CLUBNIGHT Invited Speaker (Subject to be announced)
MAY w/end of 13th /14th	<b>DORSET MMOC</b> MOGGYFEST 2023 (75th Minor Anniversary Event ) at BEAULIEU (Incorporating National MMOC Southern Regional Rally) Booking Forms available soon and camping available on site Specific details to follow
* AUG 19th/20th	<b>DORSET MMOC</b> DORSET BRANCH ANNUAL RALLY at Wolvercroft Rally Site , ALDERHOLT , Nr Fordinbridge (*Proposed date TBC )

### 4th to 8th MAY 2023 — PROPOSED MINOR FRENCH TRIP . . .

Dorset branch member Mike Smith is independently organising a meeting of a small group of Morris Minors at The Chateau Lez Eaux Campsite at St Pair-Sur-Mer Normandy near Granville France. Leaving Poole on 4th May 2023 at 8:30am  
Leaving Cherbourg on 8th May 2023 at 18:15 Arriving at Poole 21:45 local time.  
This is not a formal trip under the Dorset Morris Minor Club but just an informal meeting of friends so anyone interested will need to make their own travel and caravan arrangements.

Please let Mike Smith know if interested ASAP as prices are held until 9th December 2022.  
3 Bedroom caravan 4 nights. £162.20 - Brittany Ferries £181.70 with Dave Walker's Club Voyager discount. (Please note ,total numbers are restricted - First come, first served )  
Contact Mike Smith for further information.

*As I turned around, what do you know*

*Santa Claus himself, the star of the show*

*Was standing there, grinning, right next to my car  
His pearly whites glistening, reflecting like stars*

*I stammered "S-Santa?!" And he started to snicker  
I took a deep breath to calm down my ticker  
He was checking it over, no angle undone  
And then he said nicely, "Can I hear it run?"*



*I hated to say it, had no other choice  
This problem I had with my Minor's 'voice'  
"I wish that we could, but I'm afraid not tonight.  
It'll turn over, but it simply won't start .I had suspected ignition ,I was sure.  
But after that, I'm out of ideas. Might you have a cure?"*

*He pondered a moment, then scratched his chin.  
"I have an idea. Why don't you jump in?"  
I climbed in the car as he fiddled around  
And he said "Aha! You have a bad ground.  
This wire on the coil should be attached here."  
And over he moved it, without any fear.*

*"Hit it!" he said, his grin growing wide  
I pushed in the clutch and let out a sigh  
I wiggled gearstick and turned the ol' key...  
And it fired at once. I howled with glee!*

*The exhaust now sounds so good it rattles the walls  
Santa yelled over it, "Bet this thing now hauls!"  
I switched off and jumped out, unable to speak  
Santa had fixed it with one little tweak!*

*"You know about cars?" I finally asked.  
"Oh, yes!" he replied. " At my age I prefer the old cars .  
I work but one night, so with my spare time  
I tinker and fettle , it sharpens the mind.  
I have actually a collection that rivals the best  
It's my preferred hobby when I am at rest."*

*I shook his hand,- Thank You, - we nodded goodbye  
And with that he vanished in the blink of an eye.  
As I went in to head off to bed,  
I thought about everything Santa had said  
Turns out he's a car guy! And now that you know,  
Perhaps you'll encounter his like – at your next DMMOC show!*





## THE 'MAGICAL TALE' OF A MINOR 'MM' OWNER AT CHRISTMAS

... Could there be a shred of truth to the story? Depends on your imagination, Ed

The Editor has 'adapted' the following from an original 'tale' by Mr Vance Mehlenbacher about his Dodge classic car. He's an old car enthusiast who lives in Alberta, Canada.—I have taken the liberty of altering various wording in order to adapt it to a 1949 Morris Minor Convertible (in the spirit of a fellow classic car enthusiast at this Yuletide I am sure Vance would not mind -Who's to say it's the story has not some truth to it.. Perhaps a lot of us have sometime met a similar Santa character with our own Minor !

*'Twas the night before Christmas, and in the garage  
There sat in the corner, my classic old Minor  
My 'forty nine' pride n'joy, 'near' ready to go!  
To all of next season's Dorset branch road runs and shows?*

*Its perfect black body, with a correct coachline stripe  
An old red leather interior, the seats are just right  
That familiar long gearstick up through the floor  
Rebuilt gearbox by Brian, Now it's a 'proper gearing of four'.*

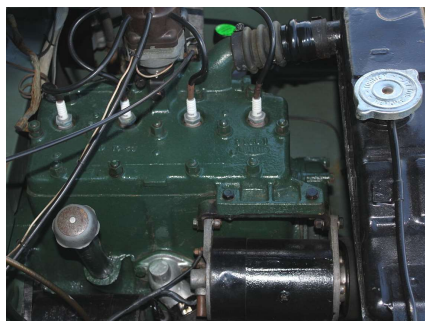
*It sits with the hood up, 'not quite' running yet  
The problem- elusive, but simple, I bet  
The original side valve of legend and lore  
"Why won't you run? I can't take it no more."*

*Tried to fix, but its round my neck like a stone from a mill  
Just thinking about it gives me a chill  
All that non working horsepower, and that torque  
I just can't make it run. I feel like a dork.*

*I'm about to turn in, lock up garage, and go off to bed  
Thinking a good sleep should help clear my head  
When ever so slightly, I hear someone's laughter  
And jingle bells ringing, and hooves pitter-patter*

*"Is this for real?" I thought to myself  
Could it be? There's a jolly little elf?  
I opened the side door and had a look out  
The sleigh that I saw removed any doubt*

*Across the street, 'he' was making the rounds  
Rooftop to rooftop, in leaps and bounds  
Then he was gone, but the sleigh still remained  
For what happened next, I'll have to explain...*



## 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 Creme 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 )**

**PLEASE RETURN ALL CAR TROPHIES WON LAST YEAR  
TO LAURIE A.S.A.P PRIOR TO THIS EVENT**

**ASH TREES - the 'traditional' Traveller's timber** *by Editor*

*I was intrigued recently when on one of my occasional visits to that 'other parallel' and wonderfully 'complex information' world of Social Media - Someone had posted on a Morris Minor enthusiasts site page, suggesting that a replacement for the Minor Travellers existing timber framing would be far less bothersome and very much improved if a 'plastic' alternative could be made up by someone. It was suggested that it surely 'easy and quick' to replace the outdated timber on an industrial scale sized 3D printer. (Of course the Ash frame, as we all know, not only looks uniquely beautiful in natural timber, particularly when cared for and nicely treated. It provides crucial integral strength to the vehicle. In all fairness the 'social media poster' may or may not have been aware that any such replacement material would need to guarantee adequate calculation and guarantee for providing that essential 'integral strength and body stress' ?*

*As a keen country craft woodworking enthusiast (photo opposite right) I particularly think it would be sad to think of such an 'upgrade/modification' would be marketed as being such an 'improvement' to natural timber, aimed at future generations of Minor Traveller owners. Someone is bound to do it in future—that's if it's not already been done somewhere! (Who am I to judge what some owners may wish to do with their own cars Anyway, here's a case, to always value that humble tree that grows majestically here in Britain*

People have worked with **Ash Tree Timber**, a sustainable material for millennia. It is one of the toughest hardwoods, it dries relatively quickly for use, it absorbs shocks without splintering. It is the wood of choice for wood turning, sport equipment and very strong tool handles including hammers, axes, spades, hockey sticks and oars. An attractive wood, it is also prized for furniture. In the 19th century ash was commonly used to construct carriages, carts, and from the early days for automobile and commercial vehicle chassis construction, Morris Motors had a dedicated factory joinery workshop

(photo left) constructing frames for their 'shooting brake' car mode that later majored on the famous Morris Minor Traveller. Today the Morgan Motor Company, (bottom photo left) based in Malvern, in fact still continue to



grow their own ash trees for constructing the traditional hand finished frames for its world famous sports cars.



I had her back for the weekend to take her for a drive. I took her to Bournemouth to see Brian Wood for a list of spares. I was made very welcome by him and his lovely wife. Brian 3D printed me a new plastic indicator stick plastic bit. Then found the indicators were not working. Thanks to Brian's know how and a Haynes manual with wiring diagram. It was then working on the way home, a very enjoyable day, out despite the heavy rain. which she did brilliant in. A few days later Spike had her back to do the second half of planned work, a cd / radio put in the glove box, and a phone charger is going in.

Also a change of seats -

the ones that came with it hurt by back - I need more support. She played up a bit with a problem with the wiring, every time I turned the wheel horn beeped, after a trip to the vets to drop off my kittens, the car was back to have more work done. I knew there would be a few issues buying one a lot cheaper than a show room. But as I see it, I get to choose the finish on this one.

**The work continues...**  
**Glynis will update us on the next stage of making this car just what she has always wanted !**



**Branch Member's 'NEW/OLD' CARS TO THE CLUB**

This month we hear from Dorset branch member **GLYNIS COFIN**, having just acquired in her life another almond green Minor. Glynis who lives near Sherborne already owns a very nice traveller, is now the proud owner of a 'matching colour' 1960 4 door saloon. - Finding local mechanic 'Spike', who is based in nearby Henstridge certainly appears to have put Glynis's mind at rest, knowing now he is able to fully carry out the necessary work in due course locally to her. In fact he has just confirmed to me that he is experienced with older cars and is able to carry out work from repairs through to a complete restoration as requested. (Spike's contact no. is— 07415640373) Looking up the present registration plates for Glynis reveals that the 'SL' prefix is actually Clackmannanshire, Scotland -Unless DVLA have issued this as a re-registration plate Glynis is obviously interested to find out in due course, Here's her own story, of her



**new ownership of 4 door Minor DSL 542 (Doris) ..**

I bought Doris in August from Bridgewater. Found on Market Place,. After a test drive bought her. However she needed a trailer to be delivered. It was from a private seller. I couldn't look underneath the car My local machanic Spike has done some work on her as, she was listed as an M.O.T. failure when I bought her. His speciality is classic cars, and he is based in Henstridge, just over the border into Somerset. He's willing to travel if needed for a local repair. Spike called me over to have a look underneath the car, with areas marked in yellow marker, where filler had been used. Then sealant painted over it, one place they had used a



toilet roll, then sealer over it. 10 days later all welded properly and M.O.T 'd Glynis (above) where the various ongoing remedial work and modifications will ensure her new Minor saloon DSL 542 she has named **DORIS** is destined to fully become her new Morris Minor 'pride and joy'

**ABOUT THE ASH TREE** .. In their natural environment make the perfect habitat for a number of different species of wildlife. The airy canopy and early leaf fall allow sunlight to reach the woodland floor, providing optimum conditions for wild flowers such as dog violet, wild garlic and dog's mercury. In turn, these support a range of insects such as the rare and threatened high brown fritillary butterfly. Bullfinches eat the seeds and woodpeckers, owls, redstarts and nuthatches use the trees for nesting. Because the trees are so long lived, they support deadwood specialists such as the lesser stag beetle. Ash is regularly accompanied by a hazel under layer, providing the ideal conditions for dormice. The young, green, immature seeds of ash are edible and have also been used in herbal medicines. Ash bark is often covered with lichens and mosses. The leaves are an important food plant for the caterpillars of many species of moth, including the coronet, brick, centre-barred sawfly and privet hawk-moth. The ash tree was thought to have medicinal and mystical properties and the wood was burned to ward off evil spirits. In Norse mythology, ash was the 'Tree of Life' and the first man on Earth was said to have come from an ash tree. Even today it is sometimes known as the 'Venus of the woods'. In Britain, druids regarded the ash as sacred and their wands were often made of ash because of its straight grain.

Ash trees can live to a grand old age of 400 years – even longer if coppiced, the stems traditionally providing wood for firewood and charcoal. Trees are the ultimate carbon capture and storage machines. Like great carbon sinks, woods and forests absorb atmospheric carbon and lock it up for centuries. They do this through photosynthesis. The entire woodland ecosystem plays a huge role in locking up carbon, including the living wood, roots, leaves, deadwood, surrounding soils and its associated vegetation. 400+ tonnes of carbon per hectare .

**Whilst a future generation of new owners will probably have 'maintenance free 'claimed plastic alternatives' offered for timber replacement projects on Morris Minor travellers I am sure most will appreciate the continuing appeal and advantage of 'Sustainable Ash Wood' as all part of that Historic Vehicle legacy living on ! -**



**ROGER**

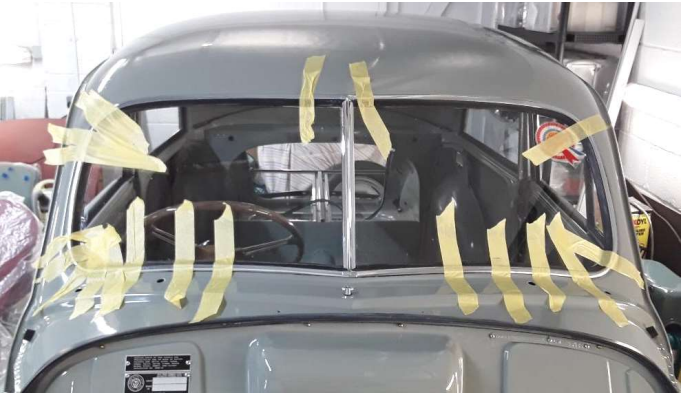
**(above) the authors 'other' favourite hobby—Wood Craft ,the slow 'old fashioned ' way on a human powered lathe , making a hand turned bowl , this time using Ash Wood**



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



Things have started to get a bit more interesting during the past few months with the Series 2, I have had sprayed over 30 zinc plated parts gloss black, including bumper bars, gearbox cross member, pedals, registration plate frame and seat brackets. I also decided to spray the inside of the boot lid and it only had a flash of paint during the body respray.



I booked Mark the windscreen fitter to seal the front split window rubber, side and rear window glass panes. I then attached the front screen chrome trim and vertical chrome centre pillar. The older chrome trim is either chromed brass or mild steel and often don't like to fit flush into the recess in the screen rubber, so I bought a tube of Gorilla clear contact adhesive and with lots of Frog tape to hold the trim in place while the glue cured.

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



**UNWANTED,  
 UNUSED OR SURPLUS  
 SPARE PARTS & 'BITS'  
 TAKING UP SPACE  
 IN THE GARAGE?  
 ... FLOG 'EM HERE'**



## 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 Components) £89.10 exchange.  
**Reconditioned cylinder heads and crankshaft kits.**  
*(All prices are member's discounted rates and are subject to change without notice)*

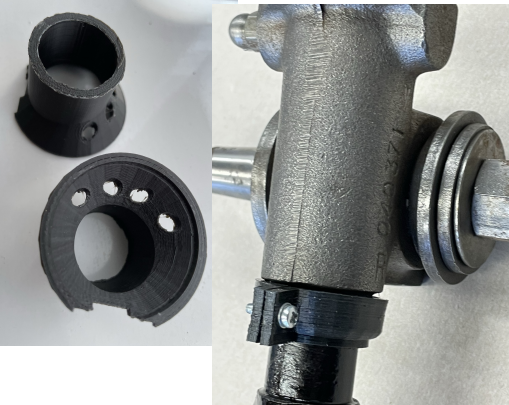
### 3D Print Department

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.



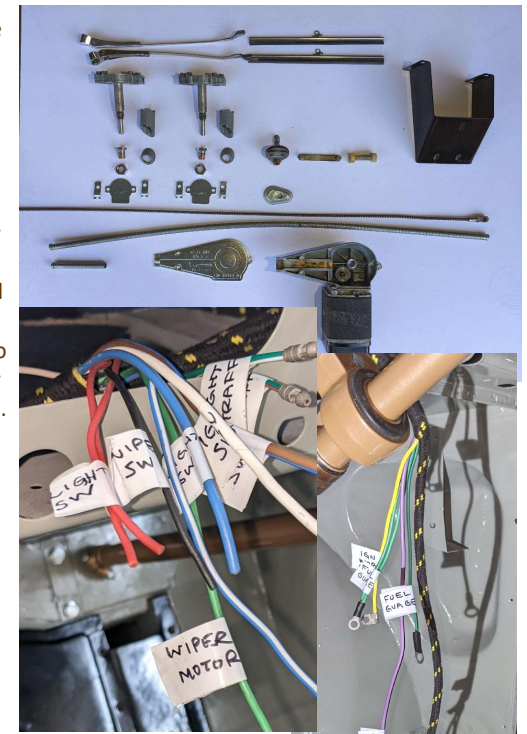
#### Indicator Switch Covers

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)



The wiper motor gearbox had 68 year old grease that was a bit gloopy and took a while to clear out with white spirit. The electric motor brushes to my amazement were almost like new with most of the tiny horizontal contact faces still intact. Having cleaned the grease from the gearbox and wheel boxes I smeared some white Lithium grease over the cogs. The only outlet for this was from cycle shops or Motabitz in tubes by Weldtite. Most Auto accessory shops only sell the spray cans.

I also labelled up the wiring of the loom ready to connect the gauges and switches after the wiper motor and wheel boxes go back behind the dash.



I spent an enjoyable half a day round Brians garage where we assembled the main 803 cc engine components. I had the engine block head skimmed at Wimborne Motors and the crank journals polished. The engine had been fully rebuilt 41+ years ago and had been sitting patiently in my garage to be checked over and rebuilt again having done zero miles in that time. The pistons, crank, camshaft, oil pump, had all been new back in the 80s and are now all looking like new again with lots of other new parts from ESM.

GRAHAM



# THE 'BRIAN WOOD' REPORT (&



Jacky and I went to the NEC Classic Car Show at the NEC in November and saw 'our' Dorset branch 'member donated' blue two-door Minor (photo left, as found!) on the MOC stand. Regular readers will remember that it was collected from home and transported up to Derby in October. The intention is to use it to raise money for Marie Curie during 2023 and it will be 'wrapped' in vinyl decals. The plan is for various branches to take it to their local shows during the summer season to raise money for

the charity.

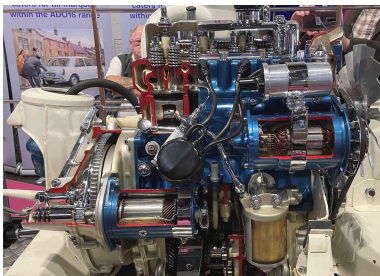


Jones's Van with Dad's Army Museum lookalike Mick Whitman



We met three of the Jones' van support team in the restaurant at Castle Bromwich (staying at the same Travelodge) and had a chat with them. They have a museum in Thetford where the Ford van is now housed.

The cut away engine was an 1100 transverse but was beautifully made and being rotated slowly by an electric motor. Puts my old wooden one to shame!



Jacky rather fancied the large mauve monstrosity(—right) which was based on a dead Riley RM (you can just see the picture on the floor)

**Meanwhile back in the 'R&D dept.'**, I was asked a few weeks back if I could 3D print a replacement late interior mirror head as these are difficult to come by in good condition and not currently being made (as far as I know). I did have a go at this very project when I first bought the 3D printer about 5 years ago. However, it didn't turn out very well as the curved back profile proved a little difficult to reproduce and ended up looking like a shallow pitched roof! Since then, I have discovered a better way of reproducing curves in two directions and have re-designed it. I have also discovered a more UV resistant material which should resist sunlight exposure for longer.

The design is still being 'tweaked' as I write this, but hopefully I should have a prototype (with an acrylic mirror) shortly.

BRIAN

