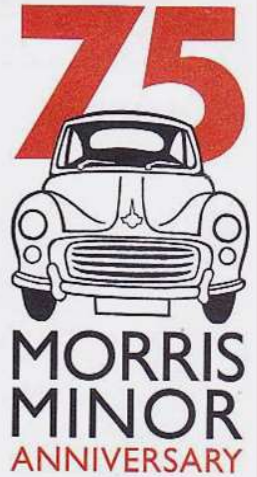
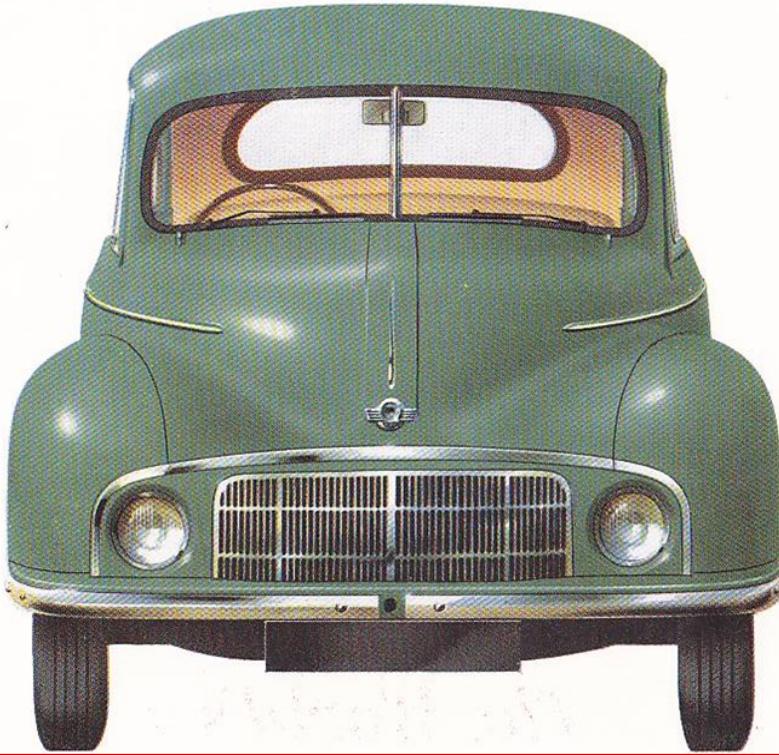


MORRIS MINOR OWNERS CLUB

Dorset Branch

THE DMMOC MONTHLY MAGAZINE



**JOIN IN THE
CELEBRATION at
DORSET MMOC
'MOGGYFEST'**

at

Beaulieu

**MAY 13th & 14th
Weekend**

1948-2023 : 75 YEARS

**FEBRUARY 2023
Vol 26 issue 3**



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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<p><i>*Print Deadline* to ensure inclusion for any item within MARCH 2023 edition please</i></p> <p><i>By the W/end Feb 25th /26th</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>COVER STORY</i></p> <p><i>'THREE SCORE YEARS & FIFTEEN !</i></p> <p><i>The 'All New ' Morris Minor was launched 75 years ago this year , at the 1948 Earls Court Motor Exhibition London</i></p>

THE DORSET BRANCH MORRIS MINOR OWNERS CLUB MONTHLY MAGAZINE



FEBRUARY 2022 Vol: 26 Issue 1

**FEB CLUBNIGHT
Charity 'Blind Auction'**

In This Months Issue...

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<i>THIS MONTHS EDITORIAL P,4</i>	<i>P10 /11 Unwanted Noise (From our technical correspondent)</i>
<i>EDITORS ' IN BOX ' & NESLETTERS PAGE ' P5</i>	<i>P12 /13 The BMC Minor Million Presentation Cake - 'Photo Discovered'</i>
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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.

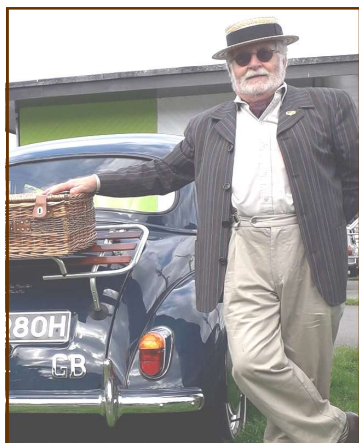
Editorial

Welcome to 2023 and the first Magazine /Newsletter edition of the New Year - Just in case you haven't yet noticed any publicity so far related to a particularly interesting 'Automotive Historical Event' - This year of course marks the 75th anniversary of the launch of our post war Morris Minor at The Earls Court Motor Show London in 1948.

There's so much of a real British heritage story within those unmistakable 'Morris Minor design lines' The Minor has endured in good numbers all of those 75 years becoming 'even more' appreciated and known today as that special British Icon . Many members will no doubt be well aware of the following 'Minor Model Timeline' history - So afraid no apologies in devoting all of this months Editorial to take time reminding ourselves of the sheer diversity of all those numbers of Minor variations, and then those even further subtle differences within each of those specific model ranges . It certainly allows us to claim that our own favourite classic vehicle is so uniquely special.. Starting off in **1948** with the launch of the original 'Saloon and Tourer' model -then in **1952** with The 'Series 2' version to include the 'Convertible also in **1952** introduction of the 'Traveller - followed in **1953** with LCV 's, Vans & Pick Ups - **1956** introduces the 'Minor 1,000' - and finally in **1962** the 1098 engined and updated series appears - then ending with the last travellers produced in **1971** Though the very last 'factory produced' Minor vehicles did extend into **1972** in the completing of a contracted quantity of Minor vans ordered by the Post Office who had acknowledged that the Minor van was the most suitable and reliable daily workhorse vehicle available of that era. It's also interesting that it was 6 years earlier in 1942 during WW2 that the very first conceptual ideas for a 'brand new Morris small car' was first discussed between two wartime 'roof top fire watch volunteers', finding they had suddenly time on their hands to informally discuss engineering ideas with a difference from what had been the accepted as the norm at the time . Two 'Morris men' had volunteered to join factory staff in regular departmental rotas to perform nightly 'watch' duty at the Morris Cowley factory. These two 'volunteers' happened to be a young Alec Issigonis and the Morris Motors 'MD' Miles Thomas ! It was then , according to Issigonis's memoirs, that he did the first 'back of envelope' type sketches he clearly visualised of what would become the post war Morris Minor 'design shape' concept we all still so instantly recognise today . Each and every one of those model variations above, whichever you have the good fortune to own today has of course , it's own very special shared 'Minor' character..

What a great legacy for us all to be able to look forward celebrating when we get together during the special events for this very special 'Minor 75th' anniversary year !

With many thanks to all contributors who have so kindly sent in interesting articles and reports once again for 'the printed page', both regular and occasional they are all very much appreciated in trying to keep our monthly editions topical and interesting. ROGER





WELCOME TO NEW MEMBERS

A very warm New Year Dorset Branch WELCOME to the following NEW members who have joined the Dorset Branch Morris Minors Owners Club over the last few months ...

Andy Ranson from Weymouth (1969 Saloon)

Sarah Hastead from Fordingbridge (1967 Traveller)

Kevin Watson from Newton Abbot (1957 Saloon)

Justin Mercer from Poole (1971 Saloon)

Laura Brooks from Totton (1962 Convertible)

Mike Sargent & Elaine Sargent from Verwood (Morgan plus 8)

Dave Evans from Gosport (1970 saloon)

also to - Richard Nunn and Lynda Nunn of Ashley Heath

James Odell from Fordingbridge

We do hope you enjoy everything to the full that Dorset branch membership has to offer. Membership Secretary Brian Ford was delighted to report that as we start 2023 the 75th anniversary year of the launch of the post war Morris Minor in 1948 year , branch membership numbers are as popular as ever with at least 200 members .

Thank you, to everyone at Dorset Morris Minor Club for your recent donation of £249.50

I hope you all enjoyed learning more about the work of Medical Detection Dogs from one of our key volunteer speakers, Joanna. If you were inspired by the talk and would like to be more involved with our charity, there are many ways to help us train more life-saving Medical Alert Assistance Dogs and turn our research into the reality of assisting clinicians in the early detection and diagnosis of cancers and other life-threatening diseases.

Without our volunteers we simply wouldn't exist and as the demand for our work increase so does our need for volunteer speakers, fundraisers and professional help. We always have fundraising events that you can get involved in or we can support you in arranging your own. There is always a warm welcome to anyone who would like to volunteer here at Medical Detection Dogs and if any of these volunteering opportunities are of interest to you, please contact us on: 01296 655888 for further information

Kind Regards

Diane Finlayson



Charity Registration No. England and Wales 1124533, Scotland SC044434

CCOTP EVENTS Organisers start confirming local events dates for 2023 :-

Dear editor, We have begun confirming dates for 2023 events planned to be held at the South Coast Karting Centre plus in "The Field" adjacent . These are two February & March winter dates and on the five Bank Holiday Mondays - For these events we will be under the name "South Coast Klassics" as we will be at the "South Coast Karting" Centre & track which I shall be looking after along with Ray Lovell the owner of the Karting Centre.

Hope to meet some familiar faces again in 2023 . ASHLEY MILLER (organiser CCOTP) 'South Coast Klassics' etc - dates posted as received in Fortcoming Events on Pages 8/9 Ed.)

DORSET MMOC Chairman's Report

Hi everyone and welcome to the first newsletter of 2023. I hope you all had a good Christmas and New Year and are looking forward to this years events to mark the 75th anniversary of our beloved Moggies.

The Mistletoe Meander was very well attended and hopefully enjoyed by you all. I have written a full report elsewhere in the newsletter about this day.

The dinner and dance was an excellent evening of food, entertainment and dancing. Thanks to everyone who came along and for your support for the raffle etc. The entertainment was excellent again this year and I think that Jacky may have booked the venue again for 2024 already. Please read Rogers photo report on the

dinner and dance later in the newsletter.

With this edition you should have received an entry form for Moggyfest 2023 at Beaulieu. Please can I ask that you return it to Jacky as soon as you can. The plans for the marquee display are coming on in leaps and bounds and I really hope you will be impressed. Can I ask that you all start to look out for the correct period dress for 1948 which we would encourage you to wear and really enter into the spirit of making the correct atmosphere. We have a planned baby photo competition coming up for a clubnight later on this year. Please could I ask you to let me have a photo of you as a baby as soon as you can to enable me to prepare everything. I have also arranged that the July clubnight will be held at The Den where they have agreed to open up for a couple of hours for us and to have the tea room open as well.

Now, there seems to have been some confusion regarding the cost of the weekend away I am arranging at The Royal Glen Hotel in Sidmouth in September. The prices that are quoted on the booking form are per couple, per room, per night - NOT per person as some of you seem to think! It's a lovely hotel that we have been going down to regularly for about the last 20 years. It's been some time since we went down as a club though, and they are looking forward to seeing us again. I have been in touch regarding the Sidmouth Classic Car Show and have been told that entries will open in May so we should be able to get hold of the relevant forms then.

I have been in touch with Norman Aish who you may remember used to bring along his delightful Bedford OB Bus to our rallies when they were held at The Avon Heath Country Park. He has agreed to bring the bus along to Wolvercroft in August for this years Dorset Branch rally.

As I write this a new member of the fleet has just arrived up from Devon thanks to Dennis Saupe from the Devon Branch. It's a 1957 4 door saloon in need of a fair bit of work to get her back on the road again but definitely a well worthwhile project. Believe it or not the tax ran out in 1971! Anyway more on that next time
Laurie.



Eagle eyed viewers may have noticed that my report was missing from the last edition. I've always been very close to the deadline when submitting my report, and what with the Christmas rush I missed the December date, sorry Ed! New year's resolution to get my paperwork done one time! I did manage to get a Branch News report off to Minor Matters and will endeavour to keep submitting a Dorset entry.



I've bought a new car, not a Morris, a replacement for my dear departed Volvo. A lot has changed in the 18 years since I had a new modern car, back then automatic headlights and windscreen wipers were the latest gizmos. Now I've got TV screen, speed limiters, lane departure warning system and the list goes on! The one thing it took me ages to get used to was having an electronic handbrake with auto hold. I still take the key out of my pocket when I don't need to as it's keyless entry and start. I've got my roof bars fitted so I can transport my boats around, even that needed an angle grinder to make the bars fit.

Preparations for next year's Moggyfest have already started, Roger has already started painting scenery and seeking props to recreate the Morris stand at the 1948 Earls Court Motor Show. He got a very good deal on a 1940's desk and proudly showed photos of it to us at November's committee meeting. When I saw it, I realised that I have 2 slightly smaller of the exact same desks at home, Ethan has one for schoolwork and the other is in my home office. My desks



were rescued by my dad in the 80's from his works (Devilbiss) who were throwing them out, he arranged for them to be transported home, where he stripped and sanded them down before varnishing and reassembling them in the garage. You'll be able to see one of them in the marquee at Moggyfest. I never knew they were that old, although the supplier's badge in the drawer should have given me a clue.

I hope everyone that attended the Mistletoe Meander had a good day out. Congratulations to all the trophy winners from the Dinner & Dance, next years (2024) Dinner & Dance has been scheduled for Saturday 13th January. There are some updates to club nights, with the hobbies evening returning in August. Entries for Moggyfest are starting to arrive, we've already had 20+ and expect lots more to flood in after Laurie plastered it all over Facebook.

Ian.

FORTHCOMING EVENTS & ACTIVITIES

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

FEB 19th	South Coast Klassics (at South Coast Karting Centre <u>Field</u>) Chapel Gate , Parley BH23 6BL (CCOTP event) 11 a.m.—2 p..m.
MARCH 1st	DORSET MMOC MARCH CLUBNIGHT Invited Speaker A talk by Branch member Peter French - ' Visual Effects ' (It was my job)
MARCH 19th	South Coast Klassics (at South Coast Karting Centre <u>Field</u>) Chapel Gate , Parley BH23 6BL (CCOTP event) 11 .am.—2 pm.
APRIL 5th	DORSETMMOC APRIL CLUBNIGHT 'Feely Bags' (Name the Mystery Items)
APRIL 10th (Easter)	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) Chapel Gate , Parley BH23 6BL (CCOTP event) 11 p.m—4 p.m
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 3rd	DORSET MMOC MAY CLUBNIGHT Antiques Evening with PHIL TRAVES (bring your favourite antique or collectable for expert Phil to appraise)
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 (75th Minor Anniversary Event) at BEAULIEU (Incorporating National MMOC Southern Regional Rally) Booking Forms available NOW and camping available on site (If any further event updates they will be posted as available)
MAY 29th	South Coast Klassics (at South Coast Karting Centre <u>Circuit</u>) (CCOTP event) <u>Details & Times- same as APRIL 10th above</u>
JUNE 7th	DORSET MMOC JUNE CLUBNIGHT 'When You Were a Baby' (Guess Who's Who - Bring your old photos)
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
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 & Colectables 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</u> -same as APRIL 10th above
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 '

A PROPOSED COACH DAY TRIP OUTING for NOVEMBER 10th
(Please register if interested)

Dorset Branch Member BRIAN TILLY is proposing to organise a coach day rip to the Lancaster Classic Car Show at the N E C Birmingham on Friday the 10th of November. The plan is to do a package with a coach and entry ticket. The NEC Show ticket prices are not out yet but I would guess around £30.00 per person The coach ticket fare will very much depend on the total number we get. This will be offered to various other local clubs known to our branch as it will obviously help make up the numbers and for the best possible hire price . Also for the best type and size of coach . I know it is early but to confirm the coach I would like an Idea of how many would like to go, so if you are interested could you possibly contact me by email on briantilly@hotmail.com or on What's App , or phone 07517127458. BRIAN TILLY

UNWANTED NOISE ! *From Dorset Branch Member- & East of England Technical Correspondent 'Roger B'*

The Minor is the car which has entered folklore as the vehicle of choice for the district nurses of the mid twentieth century, however it is to the nineteenth century and England's most famous nurse that we turn for the subject of these notes. It was Florence Nightingale who wrote "Unnecessary noise is the most cruel absence of care that can be inflicted on the sick or the well" - On an old car just about everything can loosen, break or simply wear out, generating a huge number of possibilities for a knock, squeak or rattle. It's bad enough when the source and a possible cure are known but when the cause proves difficult to track down a normally rational person can be driven to the edge of sanity. A personal favourite (from The Swinging Sixties) is the "Clinking noise" occurring inside the Citroen DS21 belonging to a Cambridge academic, a breed not famed for mechanical expertise. Two of us took the vehicle for a test drive, the foreman at the wheel whilst I grovelled around listening for the elusive noise. On our return the owner was somewhat embarrassed to be told that the cause of his annoyance was an empty gin bottle rolling around beneath the driver's seat. To try and address all extraneous sounds would take a lifetime; here we deal with just a few of the less-obvious but common examples found on the Minor.



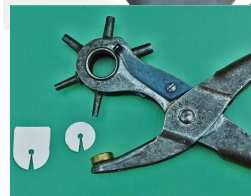
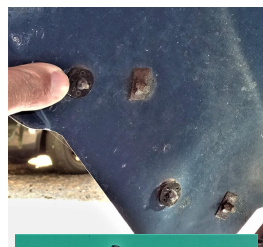
At the front corners of the car we have the area where the front wing and bumper valance are in close proximity (fig. 1) which will vary from car to car and side to side, owing to haphazard panel-fit and accidental damage. If the two are close enough they may touch from time to time causing a sporadic knock or squeak which is worse on rough roads. A cure can be effected by jamming a discretely sized piece of rubber between the two.



On either side of the bonnet are the chrome badges (fig. 2) and above them the 'side mouldings'. All these are retained by spring clips which fit over pegs as in fig. 3. These clips suffer from old age and corrosion, losing their original springiness which in turn loosens the trim or badge and causes a light rattle which probably will be most noticeable when the engine is ticking over; a lumpy tickover will make matters worse. It is rarely possible to tighten the clips in situ, owing to deterioration. Replacement clips are cheap but care must be taken when removing the old ones as the pegs onto which they fit are not very strong. A solution may be found by slipping a thin piece of plastic between clip and bonnet; it's a bodge but a well-hidden one. Cut out some packing pieces as shown in fig. 4 which should be slightly larger than the spring clip. Use a hole punch to make a neat hole for the pin then cut a slit to enable the packing to be slid over the peg behind the clip. The thickness of the plastic used depends on the amount of slack to take up.



If a front shock absorber is allowed to move even slightly on its mounting a deep knock will be produced. This is most noticeable on an undulating road; the sound travels through the understructure of the car and is most deceptive - it can at times seem to be coming from the rear rather than the front. The four bolts holding the shock absorber to the body must be very tight. They don't get checked often as this involves bending the tab washer back which carries the danger of breaking-off the tab. When the tabs are bent over correctly (fig. 5) they prevent the head of the bolt turning. Despite this precaution it is not unusual to find that one or more of the bolts has worked slightly loose. Tighten bolts very firmly and always secure with their tabs. If a tab breaks, remove the bolt, clean its thread thoroughly with a dry wire brush and replace using a threadlocking compound such as Loctite; use sparingly and be sure to choose the right grade!



The rear shock absorbers are retained by two nuts and bolts each, one of which is arrowed in fig.6. It is possible for these bolts to slacken slightly, resulting in a knock which not as loud as a loose front shock absorber. This is because of the difference in the method of mounting.

There is not much clearance around the exhaust downpipe where it passes through the aperture in the bulkhead. Plenty of space is available above the pipe but at the sides and bottom it's a different story. Fig. 7 shows a satisfactory arrangement but clearances can vary wildly. If the engine shakes around and the pipe touches the body, a loud knock is produced. Faulty engine and gearbox mounts can allow the engine to shake, particularly when taking-up the drive. The rubber block of the mount can, with age, be very soft or become detached from the metal plate to which it was originally bonded. Both these faults are quite common and replacement is the answer. Nowadays, most replacement exhaust systems are made in two pieces. A badly-fitted tail section can come into contact with the car's floor or the rear axle; both problems will cause a knock when the car is driven on a rough or bumpy road. This can often be cured by slackening the clamp behind the silencer and rotating the tail pipe to improve clearance. Minors have a tie bar (fig. 8) to prevent the engine rocking excessively from side to side. This adjustable bar has rubber bushes at each end; if the bushes are in poor condition they will allow the engine to shake about allowing the exhaust to foul the body and can also produce a knocking noise of their own. Replacing faulty bushes is cheap, easy and can make a big difference. When replacing the tie bar it should be adjusted so as not to be in tension or compression when the engine is at rest. In fig. 9 we see the 'L' section steel strip which spans the internal width of the car, below the dashboard and which forms the edge of the parcel shelf. The example shown has plenty of clearance between strip and steering column but this is not always the case. On post-MM series cars there is normally a foam pad fitted to the angle-iron shelf edge and this is supposed to pass between edge and steering column but on some cars there is not enough room and the foam may be reduced or cut away altogether. If the steering column touches the metal strip a knock or rattle is produced; this occurred on the writer's own car and proved itself to be the most perplexing and annoying problem to locate. What sounded like a short burst of gunfire only occurred occasionally when slowing for road junctions, roundabouts etc. and caused an investigation into all the previously-mentioned causes of noise before being discovered by accident. To increase clearance a jack was carefully used to raise the edge of the parcel shelf resulting in a car which was instantly more pleasurable to drive. This is by no means a comprehensive work on the cause of unwanted noises. No doubt the readers can share many other tales of nerve-jangling knocks, rattles and squeaks which turned their sunny Sunday drive into a ride on the ghost train.

'Roger B.'



‘EVERYTHING STOPS FOR TEA ‘... together with a slice of special cake !
(AN EXCLUSIVE PHOTO and Report for the DMMOC by Editor) With 2023 being the 75th celebration year of the Launch of the Morris Minor. It seems we have once again, the most perfect excuse and opportunity to look forward to what Britain always rather enjoys, and are known for being particularly adept at - A special birthday celebration cake, to be sliced up and served at that magical British time that for generations is set in stone- 'Afternoon Tea-Time' . Whilst it has been fairly well documented that the 'Millionth' Minor car , as part of the publicity, and also for a charitable donation, was given to the National Union of Journalists, for in turn, for them to use and to publicise as a nationwide prize in a competition in aid of their unions Widow and Orphan fund.

I am very pleased to have just managed to find what could well be be an 'Exclusive' copy of an archived photo sent to our Dorset branch magazine— a bit more information to confirm a little more on a similar Minor Million 1961 story that has in spite of past attempts not to have had much photo evidence or general information around. This story was concerning the special 1961 'Morris Minor Million' replica cake that was presented on behalf of BMC/Morris Motors to Great Ormond Street Children's Hospital at the time. It has been assumed, but not as yet officially confirmed, that Lord Nuffield having been a long time charitable supporter of many hospitals, including Great Ormond Street that he would have had been instrumental with agreeing to go ahead with the cake presentation idea and possibly have been involved in the actual presentation. . B.M.C .therefore must have confirmed at the time, that this charitable presentation should be part of the celebration and publicity of the Morris Minor reaching the 1961 'One Million' production figure. I must admit talk of the B.M.C. 'cake mystery ' has intrigued me for a long while as I have been keen to try to include evidence of the 'Minor shaped cake 'within our own Dorset Branch Monthly magazine, as we have ourselves in recent 'celebration' years much enjoyed the tradition of our own branch 'celebration' cakes !

(below) a more recent Dorset branch celebration cake- keeping up the 'cake tradition'



SPECIAL DELIVERY !
Right ,Gt Ormond St Hospital's archive photo, exclusively sent for use to the Dorset branch mag .
(unloading the 1961 giant Minor cake)



The following information (although brief) is accompanied with what possibly may well be one of only the few photos taken in 1961 of the event , and possibly the only surviving photo It has been kindly sent to me by resident Great Ormond Street NHS Foundation Trust Archivist, Mr Nicholas Baldwin.

Here is Mr Baldwin's reply :-

Dear Roger

Thank you for the information on the Morris Minor Owners Club and the Morris motor car history concerning Great Ormond Street in 1961 .

Lord Nuffield is well documented as being a supporter at regular intervals for many years. In particular in the 1930's he funded some of the earliest known mechanical respirators that were used at Great Ormond Street .

The attached photograph would appear to be the event that you mentioned in 1961, although unfortunately this, the only print is not of particularly high definition and is not captioned. The Gentleman in porters uniform, (left) one of those carrying the cake, is the Hospital's very long serving Head porter Mr Jim Puzey who became a nationally well known 'celebrity hospital employee'..

The only information on the print reverse is a stamp copyright Goodchild Pictorial Photography Ltd (1961). but there is no record of them still in business , so not a problem for you to reproduce it in your magazine ..

However if wherever you wish to publish it, please credit to ' Archive Service, Great Ormond Street Hospital for Children NHS Foundation Trust'

Automobile themed cake gifts following the Morris Minor cake that included one from the Automobile Association and a Chitty Chitty Bang Bang cake to coincide with the film release .-Nick Baldwin Archivist - Great Ormond Street NHS Foundation Trust

Below - Great Ormond St Children's Hospital main yard entrance where the Morris Minor cake (opposite) would have been delivered from B.M.C. / Morris Motors in 1961 .

Now the largest centre for child heart surgery in the Uk and one of the largest specialist centre for this in the world -

The Hospital opened in 1852 with just 10 beds the first Hospital in England to provide in-patient beds for children .

Right ,Statue of Children's author J.M. Barrie's character Peter Pan' at the Hospital a famous supporter of the Hospital including donating the copyright of the original novel and all subsequent stories. Other famous supporters included Queen Victoria , Charles Dickens , More recently children's author Roald Dahl funded world ground

*breaking non invasive heart surgery methods . Whilst the NHS has met day to day running costs since 1948 fun raising continues to maintain Great Ormond Street s position as foremost in it's field of excellence for children's specialist Hospital care in the world . **ROGER***



THE 'BRIAN WOOD' REPORT

Hello again, everyone. Those of you that are in the MMOC will have seen 'our' locally donated Minor 1000 featured on the front cover of the latest edition of Minor Matters. I counted at least 13 photographs of it throughout the magazine, including the Dorset Branch report and the NEC Classic Car Show report. The National Club are proposing to 'wrap' the car in publicity stickers in support of their Marie Curie Cancer appeal that the MMOC are proposing to raise charity funds for in 2023. We expect to see it back in Dorset again – possibly at the Moggyfest show.



They say things happen in three's, and that was the case this past month when no less than three Minor 'failures to proceed' occurred. Two concerned my cars and one didn't – let's leave it at that. My Series 2 Traveller made it home from its prolonged storage stay with Laurie without any issues but the next time I tried to start it up – it coughed twice then died. The usual rule of thumb (for me anyway) is Rule 1: check fuel, Rule 2: Check spark. The petrol pump was duly checked to see if it was indeed working. Having tested the fuel system using the famous 'percussive' test I moved on to the electrical side. Plug number one was removed and tested for a spark with the engine being turned over. Nothing. Logic suggested that a number of things could still be wrong – one of which could be the coil. So I tried a new one, still no joy. The next test was to check the output of the (now refitted) old coil. I found a spare HT 'king' lead and put a spark plug on the end and spun the engine over. This time, a nice fat spark appeared. Aha! So that ruled out a failed electronic ignition module which I was beginning to get that sinking feeling about. So the fault must either lie in the distributor cap or the HT leads. The distributor cap and rotor were fairly new and in good condition – so it must be the HT leads. This turned out to be the case and it was indeed the king lead that had failed. A new set was fitted and the car obediently started. HT leads don't last forever and should be replaced ideally when you change the plugs – which should be every 20,000 miles. So in our case, every 20 years or so! The old leads were quite, well, 'old' so it was timely. I was just glad it decided to happen while we were at home.

The second repair, was more simple. The 4 door had gradually become more difficult to start on a cold morning. Full choke was necessary but that didn't seem enough. Closer inspection revealed that the cable grip on the carburettor had slipped slightly and what was thought to be 'full choke' was only about ¾ choke. Fixing that made a bit of difference, but the plugs were sooty black as the car doesn't often get a decent run. I gave them a good clean and normal service was resumed.

The third issue was on a car that had just had one of my reconditioned petrol pumps fitted and it had died after about a mile on its first run out after having major work carried out. The pump was said to be not ticking and really hot to the touch. It was recovered back to the garage and we fitted a second recon pump and that made no difference. The carburettor float chamber was full of petrol which, when you think about, accounts for the lack of ticking. So Rule 1 checked out, lets move on to Rule 2. Plug number one out – no spark. A quick check for loose wires showed no problems so we took off the distributor cap. That looked ok with no cracks or loose wires/ carbon brush etc. However, the rotor arm appeared very wobbly. When it was removed you could see that the small spring inside had broken. We dug out an old one which appeared to have a better spring insert but just needed a good clean up and it was a much better fit. This did the trick and the car duly started. I re-fitted the 'original' fuel pump as there was nothing wrong with it. I think the pump becoming hot is just down to it trying to pump fuel when there is no demand. If the fuel pressure is possibly holding the points closed, the current continues to flow – and warms up the coil.

We have just got back from our first visit to the new 'Classic Cars on the Prom' the Karting Centre at Bournemouth Airport where there is a Sunday meet up from 11-2pm. The correct name is SOUTH COAST KLASSTICS and there were over 50 cars there by the time we left at about midday.

BRIAN

DORSET BRANCH ANNUAL TROPHY WINNERS
Presented at The DMMOC Annual Dinner Dance



The annual trophies were presented by Dorset Branch Secretary IAN CHIVERS (above far left) and Dorset Branch Chairman LAURIE BLEWER (above left)

Trophy winners are listed below (pictured left to right above with the exception of MIKE SHEPPARD who was unfortunately absent due to ill health)

2023 Winner	Trophy	for Vehicle
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PETER FRENCH	‘The Best Traveller’	1966 Minor Traveller
SPUD TAYLOR	‘The Best LCV’	1968 ‘Austin /Minor’ Pick Up
EDDIE PATEMAN	‘The Best Convertible’	1969 Minor Convertible
BRIAN FORD	‘The Chairman’s Choice Cup’	1937 Rover 16 P2 Saloon
CHRISTINE TILLY	‘The Best Saloon ’	1960 Minor Saloon
STEVE BROWN	‘The Best Series II Minor ’	1954 Series II Convertible
MIKE SHEPPARD	‘The Best Series MM ’	1952 Series MM (early highlight)

THE DORSET BRANCH ANNUAL DINNER DANCE

PHOTO REPORT by Editor

The DMMOC 2023 Annual Dinner & Dance was held on Saturday Jan 14th at The Dudsbury Golf Club , Hotel Spa . The event was very well attended filling to absolute capacity the



ground floor function room at the venue . Both food and service provided by the venue was certainly up to excellent standards all completed by the usual good 'Dorset branch company during the evening





Annual Trophy award cups were jointly presented by Branch Chairman Laurie and Branch Secretary Ian (photo and winners page)



The super raffle was organised by Chris Tilly



Evening entertainment was to an extremely professional standard by vocalists Marie Haywood and Ray Fisher. Marie and Ray sang together during the entire evening. They explained that they had only just recently teamed up, prior to our event to create together the singing trio that they have decided to name 'GROOVABILITY' (photo right)

"P.S. Next Years Dinner Dance Date has already been confirmed - SAT 13th JAN 2024 (Already made a note in my diary! Ed.)"



Dorset Branch Mistletoe Meander – 2022

(Words & Pictures from Laurie Blewer)

The Tuesday before Christmas saw Ian and I along with Ethan set off from the Electric Club to plan the route for The Mistletoe Meander. A route through the town was planned as you can never be sure what the weather will be like at this time of year. Before we knew it we were at Hengistbury Head so a breakfast stop at The Hiker Café seemed the only thing to do before heading back towards the Electric Club.



Moving forward to the day of the run the weather dawned bright and dry and looked good for a decent turnout of cars. In the end about 20 or so cars plus a few moderns arrived at The Electric Club for tea and coffee before the



route sheets were handed out and everyone set off on the run. The route “meandered” through the town heading towards Bournemouth town centre where we attracted lots of attention from members of the public. Passing the pier and heading up Bath Hill we turned right and headed along the cliff tops eventually ending up at Hengistbury Head for a “pee stop” and a fantastic photo opportunity with the cars lining up in the road next to The Hiker Café. Luckily the bus didn’t arrive as I don’t know where it would have stopped! Leaving there we headed into Christchurch and once again lots of attention from the public especially when we all lined up at the traffic lights at The Kings Arms before heading across the 2 bridges. I saw quite a few members of the public with their phones out taking pictures and videos.



The final part of the route took us towards Burton and onto Bransgore, finally turning towards the Avon Causeway, past the airport and back to the Electric Club. It was only a short run of some 25 miles or so but, as I said earlier, you never know what the weather could bring.

Once back at the club everyone settled down for a drink before Liam served us up an excellent meal of sausage, mash, peas and onion gravy. In case anyone was wondering the sausages were proper butchers ones from a butchers in Ringwood – and very nice they were too. There was enough for seconds for those still hungry enough after the excess of Christmas! Mince pies (thanks Jackie Walker) and more drinks followed before the raffle was drawn and everyone set off for home just as the rain started to come down.



I think everyone enjoyed the last event of 2022 and now we can all look forward to plenty more events in 2023.

Laurie

25 YEARS OF MEMBERSHIP by ANDY DIBB



I had a surprise delivery from the Post Lady before Christmas in a large 'do not bend' envelope. Thinking it was a calendar or a very large Christmas card however imagine my surprise to find it was a 25-year certificate and badge from the Morris Minor Owners Club.

How time flies as I had not realised that it had been so long ago that I joined the National Club. In early 1997 I had bought a 1968 2 door and after being without a Minor since the late sixties I decided to join the National Club.

Shortly after receiving my first magazine, I decided to try and join a local branch.

Dorset Branch was advertised so along I went to Maxwell Road for my first meeting and joined straight away. The reason I joined and have stayed a member of the National club is the amount of national/international information, legal advice, political lobbying for retention of our cars, insurance advice and the magazine.

The reason I also joined the Dorset Branch and stayed a member is because above all the friendship I was shown from my first meeting and still to this day.

The mechanical advice, reliably available spares, help with difficult mechanical problems, good interesting road runs, 2 major rallies a year, interesting social evenings with varied topics and lastly an excellent magazine.

I have heard many criticisms of the National Club over the years and have agreed with many of them. When I belonged to the Van Club Register, I took exception to the way they were being treated and contacted the National. I received a phone call from the chairman explaining his take on the situation and I outlined my understanding of the situation. They did sit down and talk eventually not I must add on my dealings but you must let people know how you feel. Likewise with the Dorset Branch we all are human beings and disagree with things but please tell someone. Magazines are important as are the quality of editors and those that have the national magazine will probably agree that John Carrol produces one of the best magazines going.

We are also fortunate in having a high-quality editor of the Dorset Branch Magazine. Month after month it is full of interesting and varied articles. If he had the benefit of a publishing budget that John receives just think what he could achieve. Take a bow Roger!!! Both editors would I am sure would be modest and say they can only be as good as the material they receive from members so get your views and stories in to them. Minor matters have 3 articles from Dorset this month, Ian's branch news, Brian's club car refurb and Roger's Minor Million cake story !

An enduring memory from 25 years ago was meeting Morris Motors legend Jack Daniels. Jack sat next to me at the second meeting I attended and before it started sat chatting to me about my Minor and past Minors. I had not realised who he was and did not know he was the guest speaker for that evening. He sat next to me and did his whole evening talk from there with people asking him questions about his working life at Morris. The whole evening for me was in true fascination of this lovely unassuming man. - 'Any club is only as good as its members and committee, friendly and supportive'. Here's to the next 25 years. ANDY DIBB Member No 19.

... In continuation of Andy Dibb's article opposite— **JACK DANIELS 1912—2004**

(He 'realised the vision' of Alec Issigonis for both the Morris Minor and the Mini)

Jack Daniels, passed away at the age of 92, he was the development engineer and engineering draughtsman, who, as right-hand man to Morris Minor and Mini designer Alec Issigonis, brought about a revolution in popular motoring in his time— By 1942, Issigonis began design work on a new popular car (the Minor) originally called the 'Mosquito', specifying that he needed Daniels, who he described as "the best all-round draughtsman in the country", assigned to his project -Jack Daniels was perhaps the only colleague who could steer the inspirational, if sometimes arrogant, Issigonis away from some of his less practical ideas. .. It was evident why he was the ideal lieutenant to the opinionated design chief. Self-assured, quiet, yet amiable and firm, unlike many other characters who abounded in the motor industry at the time. He said of Issigonis, "We got on well together, but he was always the gaffer." "Issigonis basically wanted to design everything," Daniels recalled, and "he got what he wanted, even if it was wrong." But although there was no "intentional delegation", Issigonis relied crucially on Daniels's ability to take his brilliant, impressionistic sketches and turn them into dimensioned engineering solutions - a process which gave Daniels considerable discrete control over interpretation and execution. When their Morris Minor was finally released in 1948, reviewers enthused about road holding and controllability that was "streets ahead of virtually any other production car" - Issigonis and Daniels (who now had complete control of the Morris design and development office) then devised two experimental Minors which were to be critical to the future. One was rubber-sprung, fitted with suspension units and devised by another visionary engineer, Issigonis's friend and collaborator, Alex Moulton. The other project entailed adapting the rear-drive Minor to front-wheel drive. The front-drive prototype Minor had an immense propaganda value within the company, Daniels recalled, because he parked it under the window of George Harriman, then the boss of BMC and used it through the awful winter of 1955-56 to travel between company sites, saying, "I'll take the safest vehicle we've got." In 1956, Issigonis returned to BMC after a spell at the up-market carmaker Alvis Then with the Suez crisis "oil shock", the brief shifted towards an ultra-small economy car that would become the Mini. Issigonis quickly "grabbed Daniels" again and took him up to "the Kremlin" - as the BMC headquarters at Longbridge was then nick named .

As on the Minor project, Daniels became the right-hand man again , running the project on a day-to-day basis, turning Issigonis's sketches into working drawings. Daniels also ran "the cell" - the self-contained project group that Issigonis set up for each car project. A highly demanding brief is a spur to the creative designer, and Issigonis backed by Daniels set out to exceed all past and current standards to date in handling and comfort in a car no longer than 10 feet .

Jack Daniels, subsequently retired to Highcliffe-On-Sea , Dorset and then became a regular visitor and enthusiastic supporter of our very own Dorset branch (as fondly recalled by ANDY DIBB opposite) - The photo right shows him attending the second Dorset Branch rally in 1984 held at Upton House Park, Poole, two years after the original starting up of the Dorset branch in 1980 by GRAHAM MELLY) Jack is holding the original actual prototype model of the 'Mosquito' that resulted as being re-named the Morris Minor for eventual production in 1948. He was the perfect foil to Issigonis during their long working relationship and an essential figure in bringing those then revolutionary Morris and then BMC car designs to practical fruition. (The above details have been partly extracted , and based on - 'Jack Daniels Obituary' published Dec 2004, Guardian Newspapers and Media) The editor acknowledges ANDREW NAHAM , automotive journalist as the obituary author in it's original form for The Guardian) Ed.



DORSET BRANCH CLUB SPARES DEPT. PAGE

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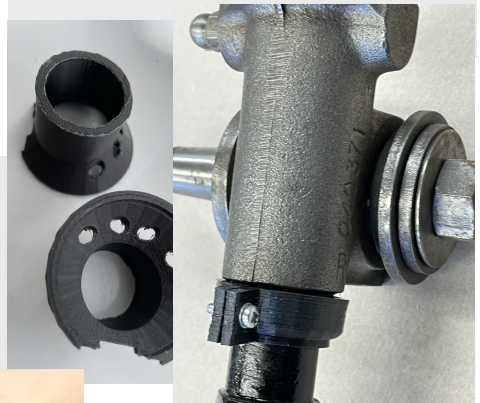
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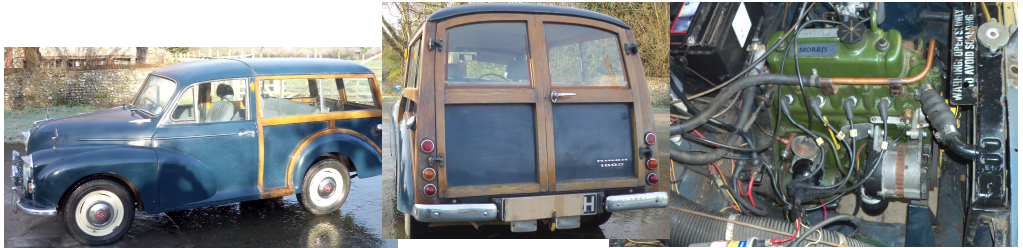
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