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BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly club nights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise the Membership Secretary of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the club nights. Thanks.

Dorset Branch

Happy Birthday

70th

THE DMOC MONTHLY MAGAZINE



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 shows. The monthly Club night is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £15 per year—£20 for joint membership.

Dorset Branch MMOC Key Contacts

COMMITTEE MEMBERS

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NON COMMITTEE VOLUNTARY POSTS

Raffle Coordinators	Chris Tilley & Margaret Pateman
Branch Insurance Consultant	David Walker
Gardening Comp Sub-committee	Sue Cooper Martin Harris
New Post Creative Design Consultant.	Roger Kellow



FRONT COVER
Bobby our chairman's car at 70

***Print Deadline* to ensure inclusion for any item within Sep Edition please:-
Aug 22 2024**

New Asset

Those present at the last club night would have heard that the committee decided to purchase a 6cwt Morris van whilst we were at Gaydon.

Why? you might ask well as you are aware the club now holds a vast array of items used at various shows the main ones being Beaulieu and Wolvercroft.. For these event we sometimes have to hire a van or rely on the generosity of club members to transport said item to events.

So the Van yet to be named will be used for events only and in support of such events. The committee felt that this should ease the costs of transport and also the reliance of others to carry our clubs items. Peter French has kindly offered to garage the van and part of the insurance is that it should be locked overnight in a garage. The van will also be an asset to the club as you know commercial's are commanding a premium at the moment. A log book of it's use and who has used it will be used and our Treasurer Jacky will monitor expenditure.
Ed



Branch Event News

3rd Aug	Burley Fete
07-Aug	Club night Gardening Comp
9th to 11th	Purbeck Rally Wareham
10th-Aug	Ellingham Show
11th-Aug	Classic Motors Breamore House
11th-Aug	Steam Punk Yeovil
14th Aug	The Den 6:30
17-18 Aug	Annual DMMOC Wolvercroft
23 to 25 Aug	Fordingbridge Steam
24-Aug	Henstridge Wings and Wheels
04-Sep	Club Night
6th 8th Sep	BPPC Harmans Cross
08-Sep	CCOTP Christchurch Quay
14th 15th	Beaulieu Auto Jumble
21-Sep	Sidmouth Weekend
22-Sep	CCOTP Christchurch Quay
28t 29th	Burley Steam
02-Oct	Club Night
06-Oct	CCOTP Christchurch Quay
06-Nov	Club Night
04-Dec	Club Night
11-Jan	Dinner Dance



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB



NEXT CLUBNIGHT
Is the Sep 4th

In This Months Issue...

REGULARS	SPECIAL FEATURES
Chairman's Report P.4	Secretary's Report P.5
Editor's Report, P.6	Brian Wood's Report.P.7
P 8 Gaydon	P 9 Littledown Tarins and B.B.Q.
P 10-11-12 D day and lost friends remem-bered	P13 French Trip
P 14 & 15 Gaydon Secretary Woes	P 16 & 17 Graham Melly update
P 18 Events listing	P19 Club's new asset

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 the branch members suitable for inclusion.**

**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 following such material.*



Chairman's Report

Welcome to the August newsletter. Don't forget that we are having an extra club night again this month and will be meeting **at The Den on Wednesday 14th from 6:30**. We will have the whole place to ourselves and the tearoom will be open serving drinks and cake.

Last month's skittles night was a brilliant evening, thanks to all who took part. The following week's additional club night at The Litledown Miniature Railway was a superb evening – thanks to David Martin for arranging everything. We hope to be able to arrange another meeting there.

July has been a busy month on the rally scene starting, for us, with the National Rally at The British Motor Museum at Gaydon. All of those who went from the Dorset Branch had a brilliant weekend. The rally was run a bit differently to previous years and was, mostly, very successful except for the Saturday night entertainment. Well done to Andrew and Andrea Wallis for winning 1st place in the Series MM class and to branch friends, Ash and Pam Holmes who won with their Series II convertible.

The following week Lewis, Dad and I made the run across to Basingstoke in the Series II for the Hampshire Branch Rally at The Milestones Museum. That weekend marked precisely 70 years since Bobbie entered the production line at the Cowley works. Unfortunately, the weather was awful, but the museum provided the perfect venue for a wet day. If you've never, been I really do recommend it. The journey home was a momentous moment for the Series II as we actually overtook a car that was going slower than us on the M27!!!

Thanks to everyone who brought their cars along to support The Holdenhurst Village Fete. The weather was a bit dodgy but just about held out and a good day was had by all.

Our main event for August is, of course, The Dorset Branch Rally at Wolvercroft. We will be going on a run to the nearby Rockbourne Roman Villa where we are being treated to a guided tour for the grand sum of £3.50 per head. What a bargain! They also supply complimentary hot drinks, and a selection of snacks are available to purchase.

The main rally will be on the Sunday with prizes being awarded to the Best Morris Minor and Best Visitors Car along with The Chairman's Choice Trophy. Please bring along some raffle prizes for Chris. Brian will be bringing along a small selection of spares but if there is anything you want you can order it beforehand for collection on the day. Regretfully, Norman Aish is unable to bring his Bedford Bus along this year as with his advancing years he is beginning to find it quite difficult to drive.

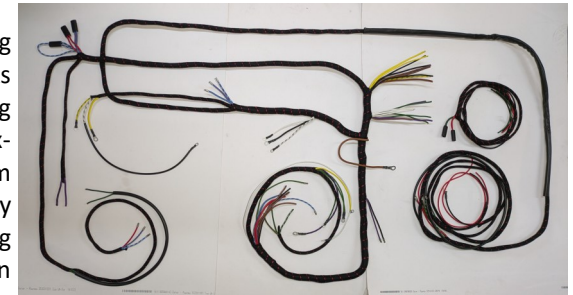
As I mentioned we have bought a van for the branch. Peter and I made the trip up to Kettering to collect it and it performed beautifully on the 162-mile drive home. It will start its duties proper for the rally at Wolvercroft transporting all the required equipment from the shed.

I think that's enough from me for this time so until I see you all at Wolvercroft, Happy Minorng

(Continued from page 16)

covering.

I called the managing director at Autosparks who was a smashing chap and having explained the problem he agreed that they had got things wrong for decades when making looms for my model of car. I now have the correct one in my car.



Then there was the headlining made by Newton Commercials that I



bought from ESM a year ago. I recently fitted the 4 hooped roof supports into the new lining and stitched the material to tighten to the ends of the hoops. I followed Newtons guide which gave exact measurements to attach the plywood panel to the material to then insert over into the front cant rail above the screen. In it went but the

back to front material sagged even if it had been tensioned fully with the cables going front to back down the side cant rails or roof gullys. The material I must say is very thick in construction (compared to one that I fitted a long while back) which does not help so I decided it had to come out. I removed the 4 hoops from the lining but I cannot to this day get the blasted plywood panel with the metal retaining clips out of the front cant rail. I have used various ways with different width paint stripping tools, bent steel rulers, scrapers to no success which means I will have to cut the blooming thing out which I wanted to return as it has been badly made. I have since heard from a reliable source that one of the Newtons former employees lost the pattern making dimensions for all the headlining but please don't quote me on this. Hooray and at least a bit nearer in getting my car out of the garage.

Graham



Well we didn't make it in time for Moggyfest in May, which would have been the icing on the cake as my Series 2 that was 70 last March.

For various annoying reasons the Morris is now causing problems in being finished.

I do think that as it has been in my garage since 1981 it does not want to come out and is putting up a fight.



So having put all the fluids in, I then had the expensive waterless coolant leak from all over the engine in 8 places to date. The last being the water pump that was bought reconditioned. Fortunately I managed to buy a very old stock Brivec Austin A30 and Series 2 Minor rebuild kit. I would say it is at least 70 years

old like my car.

That will be done soon using one of 4 cast iron pumps that I have.

So it now comes to the wiring loom.

I bought a new one from Autosparks a long time ago and it was kept bagged up until a year or so ago. My Morris has the semaphore trafficators in the side panels behind the doors as on the 2 door saloon and convertible models. The 4 door, Traveller, Van and Pickup models have the trafficators in the B pillars which means the looms allow for the wiring to go up the side windscreen A pillars along and down the B pillars. The 2door/convertible cars have the wires go under the chassis and into the boot area, where the wires then go either side across the rear wheel arches and down to the trafficators. So guess what? The loom that I purchased is for the other models with B pillar ones.

I bought another loom and to my utter amazement and huge disappointment having gone through inputting all the initial search criteria correctly for a 2 door/convertible with Offside Speedo and RHD (right hand drive) the same loom arrived but fully braided wires and outer

(Continued on page 17)

Secretary's Report



Thanks to everyone who came along to the skittles evening, the Morris Men narrowly defeated the Morris Ladies in a close match. It was a very enjoyable evening and I'm sure there will be a re-match! There was just about enough room for us all in the Butler Suite.

A special thankyou to David Martin and the team. We all enjoyed the train rides and the excellent BBQ. It was fascinating talking to the drivers about their miniature trains. We even made it back in time to watch the second half of a certain football match!

There have been lots of events happening this past month. Thank you to those that helped support the Holdenurst Village Fete, sadly I couldn't make it this year due to technical issues! I shall have to track down Judy's Jams elsewhere to stock up with marmalade for the winter. Brian Ford visited the Pilford Heath Transport show in his van, some photos were posted on the club Facebook page. Although I had booked a ticket for the Hampshire Rally at the Milestones Museum in Basingstoke, I didn't risk driving there. A few members also represented the club at the Burton Scout Carnival.

The National Rally was attended by several club members this year, Laurie and I only just made it there under our own steam. Sadly, we needed some help getting back home on Monday. I've never been to the British Motor Museum before, and I thought it was an excellent place to hold a rally. We had a great camping spot overlooking the Jaguar Land Rover Collection building.

There's still lots to look forward to this month, including our own Dorset Branch Rally at Wolvercroft and the Henstridge Wings and Wheels.

Ian.



Editors Report

Well another busy month with many shows to go to but not enough time. We made our first visit to Gaydon as this was where the national rally was being held. What a fabulous exhibition with the cars laid out so that you can get really close and a second exhibition hall with cars that are fully road worthy with some very rare examples well worth the visit. The National was well organised with set areas for clubs and types . A lot of spares on offer luckily we had brought our normal road car as it was soon filled with spares oil etc I felt like D.H.L. delivery van. Met up with other members and Roger Kellow made the trip as well glad to see him out and about. Only comment would be the music it was really good but quite a strange position on the show ground that not many sat in front to listen or watch the group but stayed in their tents or caravans and still listened.

Littledown was a good evening and what a surprise on our doorstep and never been. Holdenhurst village fete was looking ominous as heavy rain was forecast but luckily we did not get the heavy downpours predicted . I stocked up on Jam and chutneys and had wonderful tea and eats . A cup of tea and ham roll was £2.50 that's the way to do it. |There was live music as well A good turn out from the club.



Secretaries woes at Gaydon

We decided to have a go at getting home Monday morning, after optimistically topping up with petrol we hit the same roadworks at Stow on Wold, this time when the car died we called it a day and pushed it into a nearby Tesco car park and contacted the RAC. Brian, the patrolman called me back and said that he would speak to head office and arrange the recovery truck. Later that day, I got a call from the recovery people who said that they would drop off a loan car at my location and put the car in storage until it could be delivered to the destination within 3-5 days. Obviously, I wasn't about to accept that offer and was told that because we were over 100 miles away from home (114 actually) it may take several hops to get home with a recovery truck dropping us off at a service station and then waiting for another one to continue the journey. An hour later, Roberto arrived with his recovery truck, made a call, and said let's go!

He took us all the way home.

The problem has yet to be resolved so.



Stay tuned for next month's episode!



Secretaries Woes at Gaydon

Before I left for Gaydon I knew something wasn't quite right. Ever since I serviced the car it had been missing and hesitating when it got to up to normal running temperature. One of the benefits about being a member of the club is the wealth of technical knowledge available, it's great to have a list of things to check and investigate when you have a problem. Of course, these investigations and subsequent fixes take time and we're in the peak of the busy season where there's an event to attend every week. So, having replaced a tired and worn-out carburettor we packed up and headed off to the National Rally. I drove the first half up to Marlborough where we stopped for lunch, the car was already playing up a bit. Since we had the travelling spares department with us, we decided to swap the condenser. Laurie took over the driving and we hadn't even left the car park before we noticed that wasn't the problem. We bravely soldiered on, it seemed happy enough going along at 45-50mph which was great until, road works at Stow on Wold with a long tailback uphill. This was a massive struggle for the car and Laurie who was driving, it cut out several times before we made it past the lights. We arrived at Gaydon and found a nice spot to camp overlooking the Jaguar Land Rover Collection building. Chatting to our neighbour Will about the



car he offered to take a look, he was a BMC trained mechanic and still runs his own garage today. On Sunday we decided to change the plugs before heading out for dinner, still hadn't fixed it. When we got back, I knocked on Will's door to see if he'd have a look and let us know what he thought. Will adjusted

the gap in the points and the spark plugs. We made half a dozen trips around the site to check if that had made any difference, but to no avail. Will had an Accuspark Sparkrite plug tester which show a very weak spark had failed between cylinders 3 & 4.



THE 'BRIAN WOOD' REPORT

We had a great weekend at the National Rally earlier on in the month. We took the 'Million' and it was displayed alongside the Millionth and '1,000,001' which is a left-hand drive model. There were 7 Millions on display at the at Gaydon. We thought that the MMOC rally worked very well at this venue .

Spares sales have continued to flourish and those who have bought items will have noticed that the payment details have recently changed. We now have a separate account for the spares. We can now make online purchases without having to transfer cash between accounts. Whilst we do have a facility for taking card payments, it only works if the card holder is present and we cannot take payments over the phone. Also, whilst the card payment fee is relatively small, we still prefer to take BACS as there are no fees . We are trying to maintain the 10% discount for branch purchases, but it is becoming increasingly difficult as the margin we get is sometimes less than that. Consequently, we must increase those prices so that the parts are not sold at a loss! So, if you notice that a price for a particular part is more that you would expect (compared to other sellers) remember that the 10% discount should be applicable to that purchase.

As well as buying 99% of our stock from ESM, we are still supplying some items to ESM, ie the split trunnion rings and clutch fork washers. The indicator switch covers (for later type combined function switches) seem to have undergone a surge in demand with three orders being received following the national rally. I have now produced some indicator stalk ends which fit the later arm. The reconditioned petrol pumps were the second set to include a 3D printed pedestal. These include space for the small spark suppressor (Transil). It is widely believed that the sparking of the contact points in the fuel pumps is the main cause of failure and with the inclusion of this type of control it is hoped that the pump life will be extended. Morris Minor owners (particularly Facebook) tend to be a bit unkind about SU fuel pumps and complain about them regularly. The fact that pumps have clicked away for years without a problem is often overlooked. Having said that, however, I have received more than a few quite 'dead' but new looking pumps in exchange for reconditioned ones. Often, they are the electronic versions, which don't seem to have a very good reputation for reliability. ESM and others sell the German made 'Hardi' pumps with the blue caps which seem quite popular- mainly because they are much cheaper than equivalent new SU pumps (about the same price as reconditioned SU's). However, they run at a slightly higher pressure than the SU -which doesn't seem to be detrimental- and they are non-serviceable.

Brian

The National at Gaydon



D.M.O.C French trip June 2024

Well, fourteen valiant members of the club crossed the channel to explore the Normandy Brittany region of France.

Six cars left from Poole to Cherbourg and One went Portsmouth to St Malo.

We will be presenting a more in-depth explanation of our adventures in January at club night but here is a taster.



Cars ran well apart from one Spud Taylors had an issue with a bearing whine later diagnosed as a split hub.

The site we stayed at the staff were most accommodating Des Ormes, Dol De Bretagne the staff kept taking pictures of the cars, in fact everywhere we went we were waved at and greeted warmly..

Our days out included Mont Saint-Michel, Dinard ,St Malo Fort , Dinan and Dol de Bretagne.

We were lucky to find some excellent restaurants and one in particular in a tiny village went above and beyond to provide an excellent meal and made us most welcome even though no English was spoken and our French was limited .

The group was made up of Brian & Jacky, Martin& Sue, Peter & Joy Steve & Karen , Brian & Pauline, Mike & Enid and Spud & Sue.

Our trip back was via ferry from St Malo to Portsmouth and then home along the M27. I stopped for fuel and caught up with Brian and Spud



in the L.C.V. boy they were moving made a nice convoy.

Well, more to follow - Ed.

D Day reflection

In memory of Clive Silcock

Whilst the Morris 'Tilly' was adapted from the Morris 10 series M saloon there was also versions of 'Tillies' adapted to trucks from Austin 8 & 10 HP, Hillman 10HP and also Standard 10 & 12 HP - all being similar sized saloons .



(Continued from page 11)

proved to be reliable and easy to maintain. 'Tillies' were made in the hundreds of thousands during the war.

Every part of the complete restoration of GOT 620, Clive's original Morris 10 derived 'Tilly' truck, was carried out entirely by himself . He mentioned when we met at the West Moors explaining that the military marking identifications on each of the front wings acknowledge the regiments that he served in and was involved with The 1st Bat. Dorset Regiment and the Wessex Regiment. (The yellow disc simply displays a military vehicle's weight, i.e. 2 tonnes) Clive participated in many military commemorative events over recent years including various 'D' day commemoration military vehicle processions . He also can be seen alongside The Military Vehicle Trust Dorset area gatherings of historic military vehicles of all shapes and sizes Clive's other car were his splendid 1958 Wolseley 15/40 UCG 480 We would often see Clive with one of his vehicles joining the MMOC Dorset branch particularly at places like the Breamore Steam Up events etc. Clive and Sheila lived in West Moors.

Article By Roger Kellow

Dave Martin's Event . At Littledown



Well what a great evening put on by Dave Martin and the team at Model engineers at Littledown. Never been before but what a great venue with small trains to ride on. Some were taken back to their youth look at the pleasure in Dave W face. The B.B.Q. was excellent and the additional refreshments provided by Steve and Karen Brown was most welcome. Again thanks to everyone who attended ten cars in all, but the trains were the stars Where next ?.
Ed

D Day reflection

In memory of Clive Silcock

In Memory of the late Clive Silcock who was a Dorset branch Member. Also In memory of all those heroes who fell on the Normandy beaches in the D Day landings of WW2 CLIVE SILCOCK who owned one of probably only four Morris vehicles left of it's own unique type that still survives :-

But to begin our story, Clive was born in Blashford near Ringwood in 1936 and after attending school locally Clive remembered well his very first job working for British Seagull in their Verwood premises. British Seagull made the world famous British designed outboard motors an outstanding export success at the time. The engines (although noisy compared to modern outboard engines) proved very rugged as they used high quality materials, and thousands have lasted for years, even in harsh marine environments many in developing countries too. When Clive was 19, one morning the postman delivered his National Service 'Call up Papers'. (Compulsory military service known as 'Call Up' continued after the ending of WW2 in 1939 until 1962). Clive was enlisted into the Dorsetshire Regiment and opted to volunteer for the extended term of 3 years. Very soon Clive was stationed in Germany as part of the British Army of the Rhine in the late 1950's. The Dorsetshire Regiment's HQ's home in 1956 to 1958, during the Cold War era was at B.A.O.R Minden, North Rhine area - Westphalia Clive is pictured (page 12) in Germany in one of his platoon's Austin Champ vehicles in the 1950's in when patrols included the Baltic Coast. As the Champ entered service it became apparent that although it had an outstanding cross-country performance, it was too expensive (£1200 at 1951 prices) The Champ had a Rolls Royce designed engine and the suspension was designed by Alec Issigonis. It served with the British Army in many countries including UK, Africa, Cyprus, Libya and the Suez campaign as well as Germany. However it cost far more than the Land Rover, and was reported to be not so popular with troops, probably because the Land Rover with its enclosed cab offered better protection from the elements and greater flexibility. Clive's Champ in the 1950's was equipped and fitted with special mounts etc. for the Vickers water cooled machine guns that his platoon the 'Medium Machine Gun Platoon' was trained in using. In 1957 at the end of their term in The Rhine The Dorset Regiment amalgamated With the Devonshire Regiment and became the Dorset and Devon Regiment (Eventually absorbed into The Rifles and The RLC up until today) Clive also returned home at the end of the 50's to begin adapting back into civilian life

(Continued on page 11)

D Day reflection

In memory of Clive Silcock

(Continued from page 10)

It was in 1962 that Clive married Sheila, also local to West Moors having known her for 9 years. Around that time Clive's first car was a 1935 Rover 12. Later on Clive worked for a car repair specialist near Ringwood and after getting to know a customer named Mr Wareham this eventually resulted in an offer from him to Clive to 'take off his hands' of what remained of an old 1940's Morris ex-military vehicle in 1976 Mr Wareham was obviously glad of the prospect of it going to someone who had past experience and was genuinely interested in old ex military vehicles. This particular vehicle turned out to be a 1940's Morris 10 truck that was known by the military abbreviated name as a 'Tilly' truck (shortened from Utility) The sad remains of Mr Wareham's 1944 Morris 10 M based vehicle had been released from the army in 1948 and purchased (as many other hundreds were, immediately post war) as a reasonably priced civilian working van, in his instance for the Oxford and Bucks electricity company. Mr Wareham, who then bought it in the early 50's like many others at that time had it converted into a shooting brake.— Faced with a lack of utility vehicles, the Ministry of Supply had arranged with the major British car manufacturers (***primarily co-ordinated by Lord Nuffield via Nuffield Mechanizations and Aero***) to produce military utility versions of their existing mid-size saloon cars. They were all officially classed as **Car, Light Utility 4 x 2**. The adaptation of each manufacturer's chosen model to Utility specification varied in detail but was broadly the same. The rear body was swapped for a simple pickup truck load bed covered by a canvas roof, commonly known as a 'tilt' and making the Utility a two or three seater in the cab. Paint replaced chrome on the grille and bumpers and in some cases the ornate grille was deleted altogether and replaced by simple wire mesh. Interiors and seats were simplified and untrimmed, with paint in place of Bakelite and no carpets or leather. The result was a cheap, simple mass-produced small vehicle that could be used for almost any purpose. The Utilities had an all-up weight of about two tons (2,000kg) and most had a towbar so they could pull a single-axle trailer. However many were regularly heavily overloaded. With rarely more than around 30 bhp available, the 'Tilly' had a top speed of about 50 mph when unladen and performance when loaded was poor, especially when climbing hills, while descents could often tax the braking system intended for a much lighter civilian car. Despite their bigger tyres and raised ground clearance 'Tillies' had only limited all-terrain abilities, being too heavy for their power. Despite their technical shortcomings they were indispensable for a multitude of military tasks and

(Continued on page 12)