

Dorset Branch



THE DMIMOC MONTHLY MAGAZINE



May 2024 Vol.27 issue 6

www.dorsetmmoc.co.uk

The MMOC Dorset Branch

was founded in 1980 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the **Bournemouth Electric Club, Broadway Lane, BH8 0AA**. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other 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.

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Branch Insurance Consultant

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Gardening Comp Sub-committee

Sue Cooper
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New Post

Creative Design Consultant.

Roger Kellow

FRONT COVER

***First Spring Drive Out
Lovely Sunny Day
Brians 1,000,000
In full flight.***

***Print Deadline* to ensure inclusion for any item within May Edition please:-**

May 21 2024



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB



NEXT CLUBNIGHT

Is the June 29

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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 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



Hi everyone and welcome to the May's edition of our newsletter. Thanks to Karen and Steve for organising the feely bag competition last month. Thanks also to Pete and Joy for arranging the Easter Saunter last month. As I write this we have returned from a very pleasant day out in Swanage for our Drive It Day run venue to the Carnival Classic Car Show. We had 13 cars turn out for this event. We decided to take the Swanage ferry in both directions this year and it was a lovely crossing to and from Studland.

Please can I remind you all to check your car in on the parking machines at the bar in the SEB Club. Several members have received parking fines after failing to complete this process last month although we did complete the process but still got the fine.

Hopefully you should all have your Moggyfest passes tonight (if you are at club night!) or have received them in the post. All we need now is a good spell of fine weather to dry out the ground for what should be another fantastic weekend. If you can do anything to help over the weekend we would be very grateful. Don't forget Chris Tilly is doing the tombola on the Saturday and would appreciate any donations you can let her have.

Keep an eye on the events page both in here and on the website as well as Facebook for events during the coming season. There's lots of shows to go to but if you attend something that you really enjoy please take some pictures and do a short write up for the newsletter. I know Peter would appreciate any donations towards the newsletter.

That's it from me for this time – short and sweet!

Happy Minorning

Laurie

Secretary's Report



I learnt a valuable new lesson this month, never tinker with the car the day before you want to use it. I know that whenever I plan to do some work on the car that there will always be an unexpected twist, that is what makes it interesting and fun? Also, where having the spares so close comes in handy. It was only a routine service that I'd been meaning to do for ages. It was all going well until it came to fitting the new paper oil filter, I knew this was a pain as I'd done it before. I managed to fish the old rubber seal out quite easily to my surprise, it did look quite worn out. In the box there were 2 new rubber seals one slightly thicker than the other. Since I didn't know which one I was meant to use I went for the thicker of the two. Seems I made the wrong choice as every time I tightened up the bolt it squeezed out. The spares manager suggested that I switch to a screw on filter, much easier! Sounded like a good plan to me, so I switched the old filter using the conversion kit. By this time, it was raining and getting dark! When I fired up the car it proceeded to empty the new oil onto my driveway, something I'll never live down, I fear. The next day we went on the Pamphill Dairy run in the modern car, but whilst there I realised my mistake. No, not the leave the old rubber seal there and just change the paper filter. I never saw the old gasket, that afternoon I took it to bits, again, and found the old gasket firmly stuck to the engine block. A bit of effort with a wallpaper scrapper and I managed to get it off, after re-assembling everything this time there were no nasty leaks. I'm looking forward to a hassle-free oil change next service, I'm sure this will be a contender for the new "Spanner" award at next year's Dinner & Dance.

After completing the service, I decided to put the car in for an official MOT test, something it hasn't had since 2017. When I dropped it off at the garage they asked if I really wanted it checked and logged with the DVLA, I usually just ask them to check it over for me. It passed and is on record, but I'll probably just go back to getting the usual check-up again for the next few years.

It was good to hear that Classic Cars on the Quay was back on at Christchurch again.

We've had a message from the Oxford Bakery who would like to know if we're interested in a trip out to see them.

Finally, I'm looking forward to seeing you all at MoggyFest!
Ian.



Editors Report

Well, the weather has started to improve and we can start enjoying our cars in the sunshine!

Big thanks to all those who turned up for the Easter Monday saunter. It was a bright day and sunglasses were used-very rare up to now. We made our way out to Verwood the back way and then cross country to Three Legged Cross, from here we went over Holt Heath making our way towards Wimborne. Our final destination was Pamphill Dairy. Here we were able to sit outside and enjoy a fine array of delights from the tearoom.

At Pamphill there is also a butcher's and plant shop and a deli, some of the group made purchases here before we all made our merry way back. No one was misplaced and a good time was had by all. Must mention some non-Morris cars also accompanied us due to mechanical problems

"Don't you ever stay at home" I hear you cry well Joy and I escaped the rain for a week in Majorca only 27c funny how the locals walk around in big coats whilst we are in shorts, even managed a paddle in the sea.

This is what you must do if you like 'skiing' (Spending The Kids Inheritance.).

Moggyfest will soon be with us I am sure you will here more about this from Laurie. Sad that the band have been restricted from attending due to Beaulieu events co-ordinators having to abide by the ground conditions and other controls placed on them.

I have a gut feeling as more and more crowd control and security this will start affecting big events we might be constrained in the future also.

Unfortunately this is the way when an event like ours becomes so successful.

Cheers for now Ed



THE 'BRIAN WOOD' REPORT

Whilst rummaging through the dusty depths of the nearside glove box on the Million, I found this little booklet which was produced by Popular Classics magazine some years ago. No offence was taken that the Morris Minor was chosen for the cover – as a typical car that was often the subject of 'bodging' back in the day. It is basically a summary of general advice on avoiding breakdowns. I might write an article for a future magazine based on it. My own rules are simple: Join a motoring rescue service, Use your car regularly, Service it properly. Get to know the noises it makes and don't ignore anything unusual- and hope it goes away!



In other news, the green 4 door has just been returned from its 6 week 'holiday' in the spray shop. The work was done by Bodycare in Brook Road, Wimborne and I must say they have made a superb job of it. It looks good and all I must do now is put it all back together. The proprietor is Branch Member, Kevin Owen and his son, Leigh Owen is the body shop manager. They made such a good job of the finish that I will have to splash out on new chrome fittings for some of the parts that I was going to re-use! I doubt whether it will hit the road again this summer – perhaps towards the end of the year*. (*Note: Actual year not specified).

The Series 2 Traveller has also had some bodywork attention to the door which sustained damage a few years ago (by yours truly) and that has also returned recently with a resprayed door. I replaced the white pin stripe and gave the car a service. I mentioned above, the need to investigate unusual noises and whilst driving it home, an intermittent 'shooshing' sound could be heard out of the driver's window. I was thinking "brakes binding" or perhaps "wheel bearing". But no, it turned out to be the front offside wheel nuts coming slightly loose. Oops! Only 200 miles in the year since it was last serviced and it is entirely possible that someone (me) may have omitted the final tightening check before replacing the hub cap. Fortunately, I was spared the ignominy of certain Branch Members singing to me that famous song by Kenny Rogers: "You Picked a Fine Time to Leave Me, Loose Wheel".

Another mystery has been identified on the Million, which always leaves a small puddle of coolant on the floor when parked up. The heater hoses appear to both be perished and leaking very slightly in the engine bay. Not one of my favourite garage jobs, that one! This issue discouraged the recent use of the latest addition to the fleet and instead we went to Swanage in the Traveller. Bye for now, Brian.

Saving Miss Maple

Miss Marple – The Story So Far Miss Marple – as I have named her – entered production at the Morris Works in Cowley on 27th August 1957. She seemed to have spent a particularly long time on the line not leaving it until 18th September. She was dispatched on 21st September, via the home sales department, to the main Stewart and Ardern depot at The Vale, Acton, London, W3. Her first owner that we currently don't know the name of collected her from the Catford depot at 200 Bromley Road, London, SE6. We do know that he lived nearby though in Manor Road, Mitcham. The original owner used her regularly until 1971 when she failed her MOT due to faulty brakes and was pushed into the garage where she stayed until 2021. At this time the widow of the original owner decided to finally part with the car as long as everything was taken including several other derelict vehicles. This is where Dennis and Sharon from Devon come in. Whilst purchasing something completely unrelated to Morris Minors the subject of them came up and 627 MMM came into their ownership. She was trailered back to Devon where she spent the next couple of years sat on Dennis's trailer until, having come to the conclusion that he had far too many projects, I acquired her in January 2023. Since then the restoration has been going at a steady pace. She has been completely stripped down with the welding having been recently completed by Terry House. The next stage is to get all the floors above and underneath painted before heading onto the bodywork. New wings are required all round and all 4 doors need to be either repaired or replaced. The plan, though, is to reuse as many of the cars original parts as possible. This should be quite feasible as before I took it to pieces the car had never been touched. You have seen regular photos in the newsletter over the last 16 months of the slow but steady progress so please keep reading for further updates as and when they happen .

Laurie



MOGGYFEST 2024

Well final numbers are in and we are glad to report that Moggyfest goes from strength to strength. Numbers this year will be over 200 so I hope the weather stays dry for this prodigious local event.

As the numbers are so high and due to the weather lately Beaulieu event coordinators have had to adjust the area we occupy. Our normal camping field is not usable and camping is in a new location.

Also I'm sad to announce again due to the restrictions being applied the Poole band cannot be accommodated and will now no longer be appearing.

It is also hinted that future events will have restrictions applied to control numbers attending.

At MOGGYFEST this year you can sell autojumble items that you no longer require on a DMMOC stall.

A cost will be set against each item for the sale this being 50p for anything under £10 and £1 for items over £10.

This is the time to clear away the dross to make space for more autojumble.

I know it's a disease.

More details to follow soon.

Also we are looking for donations to the raffle held in the D.M.M.O.C. marquee. Contributions all help in funding this event items to Chris Tilley.

Adrian Flux and E.S.M. are both kindly sponsoring the club .
Prize for best dress attendee in period dress Adrian Flux .
Car show prizes E.S.M.

Cheers Ed

M.M.O.C. Secretary retirement

Brian Wood writes:-

As those of us who have been in the MMOC for a long time will know, the (now retired) Secretary of the National Club Ray Newell has been a constant reassuring presence since the early eighties and has 'steadied the ship' steadfastly throughout that period. His successor will certainly have a hard act to follow.

He was deservedly presented with a Lifetime Achievement Award as part of the National Club Awards at the NEC Restoration Show in March this year and he has written to the Dorset Branch acknowledging with thanks his appreciation of all the good wishes sent his way.

The Dorset Branch would like to take this opportunity to pass on our thanks to Ray for all his unstinting service to the MMOC and his friendly cooperation with our Branch over the years.



Morris Ownership



In 1981, Karon, my girlfriend now wife, and myself, set off on the train from Slough to Chelmsford with a friend with a driving licence to buy our first Morris Minor, it was a 1956 split screen convertible. We paid £400 for it, and I was the first person in our family to own a car. The car appeared to be in good condition, however when we had more than two people in it, we could not shut the doors and I soon realised that the car was sagging in the middle. We had to keep one door closed to keep the car vaguely rigid. Once we started looking, we realised how rotten it was, over the next few years we set about a rolling restoration. We had the floor replaced and I changed all the wings, boot lid and doors. At that time you could go to a scrapyards and would have a good choice of Minors in various condition. Therefore, my car ended up looking like a patchwork quilt with wings and doors coming from different cars. During this time, my Grandad passed away and the Morris was our only car. Our family all gathered at his house and set off in procession to the crematorium. I was at the very back due to the conspicuous look of the Morris. People were very courteous and let the cars out at junctions, except for mine as they probably thought that no one would go to a funeral in such



an apparent wreck. When we got there, we were alone. Had we gone to the wrong place when the hearse pulled up behind us and to my horror we were leading

Steve and Karons Story

the procession in a Morris. My Dad got out of the leading limo, and I thought I was in for it, but he was laughing and said my Grandad would have loved it. He then asked me to promise that when he passed away, his final journey would be in a Morris. We eventually finished the car, and had it painted primrose yellow, and it looked stunning.

We had great fun with it but when the kids came along and we needed to buy a house, we had to sell her and were told it was going to be exported. We never saw it again. In 2016 my dad was diagnosed with terminal cancer and remembering



my promise, I tried to find a similar Morris. We could not afford an original convertible and we found a car on eBay which caused a lot of response from Morris enthusiasts posting that it was a post-production, and this helped to keep the price low. We bought it and the seller brought it over on the I.O.W ferry and we met him at Lymington. The car floor had been restored but the mechanics and interior were poor. My

Dad was allowed to go home for his final weeks, and I collected him from the hospital in the Morris. When the inevitable happened, I got permission from the Council to park the Morris on Poole Quay, where he loved being, and had a service and scattered his ashes. His final journey was in a Morris my promise was met. I joined the Dorset Club and soon became a regular customer of Brian, our club parts guru. As the car improved, so did the amount we were using it. We bought a lightweight trailer tent and started camping with the Morris. Despite the car running well we soon found that towing was a stressful experience due to the lack of horse power and the

usual happy gestures we receive from other motorists soon changed to something less polite. I looked at my options and my engine needed work so decided to try and find 1275 engine. I looked around and realised that I could buy a whole car that had been adapted cheaper than buying the parts.

We had a small budget and were continually out bid. Eventually I saw a Morris Traveller on eBay that had a 1275 engine and five speed gearbox which was described as faulty. The Traveller was hand painted bright yellow with red flames down the side. The interior was covered in leopard skin fur and had disco lights inside and underneath, I won the car and Karon, and I went and collected it from Slough. I drove it back and was staggered at the attention it got and even took it to a club night before dismantling it. The previous owner had done himself no favours by not describing the car well and we found that it had disc brakes, converted shock absorbers and a rollbar. To my huge relief the gearbox problem turned out to be not enough movement in the stick causing it to jump out of gear. I got an adapted stick, and the problem was solved. The 2018 Beaulieu rally was several weeks away, and we set about trying to swap every-



thing over. With the help of a friend, we did it in two weeks of weekends and evenings and put it together three days before Beaulieu. Unfortunately, a brake bleed nipple snapped whilst bleeding the brakes, so we missed taking it to the rally however whilst there I managed to get a replacement pair of Marina callipers and the car was up and running. I took it round to Brian, the club's part guy, and asked him if he wanted to try it as he is

doing a similar conversion on his beautiful convertible. He jumped in and for a while I thought I was being driven by Lewis Hamilton; I think he liked it. The Traveller shell was brought by a club member and is undergoing a full restoration. We have used the Morris extensively and towed our trailer to the I.O.W rally where we were astounded to win the Chairman's Choice Award, a proud moment.

The car is now user friendly so that we use it all the time and is a regular sight around Poole. I am often asked by people who don't quite get the attraction of a classic car what it is about them that I enjoy so much. They just get under your skin. They become part of so many great memories and moments. We were parked at the riverside in Wareham, at a pub of course, and a lady asked if her husband could look at the Morris, he was suffering from dementia but remembered that his first car was a Morris. I said he was welcome to sit in it and lots of photos were taken of a very happy man and off they went. A little while later the lady came back, she had been crying and thanked us saying she had not seen her husband smile like that for a very long time and would always remember that moment. It was also used for our daughter's wedding car and was amazing to drive the newly married couple along Poole Quay to cheers from the onlookers. I know that what I have done may not be everyone's choice, but the car is a post-production and as long as it is keeping giving us and others pleasure, I have no regrets.

*Thank you Steve and Karon
what a fantastic insight into the
world of classic car ownership.
Ed*



Easter Monday Saunter



Van driver in the rear window



Fun in the Sun!!!





The final stages of my restoration of my Series 2 are gathering pace with Moggyfest looming.

The engine bay is looking a lot more as it should and other than the heater with hoses to connect up to the tap on the cylinder head and the lower radiator lug, I will also be fitting a Shield make battery on the bulkhead battery tray.

The bonnet has been fitted with the help of Brian and lots of thick fleecy blankets to protect the paint. Before the hinges were fitted on the top of the horizontal bulkhead below the windscreen, I had to unbolt the wiper motor, bracket and one wheel box.

The side carpet sections are now glued onto the sills and newly silver painted kick plates are on. I managed to find a suitable light shade of silver paint after a few not so convincing ones. Chrysler bright silver seems to look ok.

I had a drive out to Taunton to visit Martin Jay the Distributor Doctor and managed to do a swap of 5 old Hex Vacuum Advances for a newly refurbished one. This is now fitted onto the distributor. There are 6 or 7 staff at the Distributor Doctors premises and they supply to all classic car owners. Martin said the Chinese made vacuum advances are not very reliable and ones made in America are too pricey so they prefer to refurbish old ones that were made in Britain.

I have also fitted the front brake shoes and cylinders and the rears are soon to be fitted .

The dash controls are next on the agenda to be fitted. Then the headlining and carpets and seats.

More sleepless nights dreaming of what has to be accomplished. But seriously I have enjoyed the research and locating those rare parts and rebuilding my car to as close as it would have been in the dealer show room back in 1954.

Graham and the race to Moggifest



For Sale and wanted

MG TF in Black with Chrome wire wheels Owned by myself for 15 years very well maintained has had the engine and Brakes overhauled upgraded back axle.

Just passed its MOT very sound car which drives very well and Is an original U.K. car with a Heritage Certificate.

Price £25,000 might consider a cheaper classic in part exchange.

Tel D.M.M.O.C member Martin 01590 643083 or 07774160680



For Sale and wanted

FOR SALE:

1967-68 'F' reg genuine factory convertible, new MOT

£6,500 or very near offer.

Contact Nigel Houghton 07939 264653



***New Morris Minor Spares are available through the club.
The current list is posted on the website under the 'New
Spares' tab. We can also order other items for you—usually
saving the postage cost.
Brian. 07411 116336***

CLUB MEMBER DISCOUNT Dorset Club Spares give paid up members the benefit of a 10% discount on Morris Minor Spares (unless not already on offer, or a discount from the club's supplier is not available)

For Sale and wanted

We lost John Parker one of the stalwart Weymouth members of the Dorset Branch early last year. His widow Val and family have now decided to reluctantly put John's exceptional Traveller.



Gary Parker, John's son is handling the sale and is seeking the best offer over £16,500.

Gary's mobile number is 07717 4546627. Gary can also be contacted on his wife's email address:

louiseparker71@btinternet.com

More information on the club for sale web page.

For Sale and wanted

Really would appreciate it if you could help me find a good home for this Morris Traveller . It's quite a rare find.1970
Genuine 27,000 miles.

Brand new engine block

1 former keeper logbook .Lots of mot's .Lots of invoice and services hist.

Purchase invoice.

From 2001 , purchase by Fenton Antiques, Kensington London.

Restored with quality body paint job.

All new wood framed. New head lining

Break shoes cylinders all round.

Clutch etc. To much to list.

Beautiful blue, Beautiful condition , Cover comes with sale.

Looking for 14,995 , Open to a good offer.



Name Stephen , Ringwood, St Ives Dorset.

Email - marcusstephen1@gmail.com

Mobile 07818380491

Gardening Show

Martin and Sue would like to remind everyone that now is the time to get planting for the gardening show.

As you know this is a hotly contended event so plant now to reap the rewards later.

Further details will follow nearer the date but here is a list of the categories so that you can prepare your favourite garden product.

1	Flowers	Dahlias	x3
2	Flowers	Sweet Peas	x5
3	Flowers	Mixed Flowers	1 vase
4	Flowers	Potted Foliage	any size
5	Flowers	Perfect Rose	x1
6	Fruit	Any Soft Fruit	x3
7	Veg	Runner Beans	x3
8	Veg	Round podded beans	x3
9	Veg	Potatoes	x5
10	Veg	Tomatoes	x5
11	Veg	Cucumber, Courgette Squash	x1
12	Veg	Onions Shallotts	x5
13	Veg	Marrow	x1
14	Veg	Peppers/Chillies	x3
15	Veg	Carrots/Parsnips	x3
16	Veg	Unusual Wonky	x1

M.M.O.C. at Gaydon

MMOC NATIONAL RALLY 2024

This year the Morris Minor Owners Club is trying a different approach to its National Rally and will be holding the event in conjunction with the British Motor Museum in Gaydon, Warwickshire.

BMHT holds the world's largest collection of historic British cars, with over 300 on display from the British Motor Industry Heritage Trust and the Jaguar Daimler Heritage Trust. Recently cars from Longbridge have been added along with Herbert Austin's office which is now installed in the museum.

28-30 JUNE



LOCATION

British Motor Museum
Banbury Road, Gaydon
Lighthorne Heath, Warwick
CV35 0BJ

BOOKING YOUR TICKETS

The museum is supplying the ticketing and ticket checking, camping, toilets and night security for campers.

Bookings team: 01926 895295

To book:

- 1 find the British Motor Museum website at www.britishmotormuseum.co.uk
- 2 Go to Book events (Red Tab)
- 3 What's on, click June, find Morris Minor Rally
- 4 Book tickets and camping etc

If you are coming for Saturday and Sunday then push the 'donate' and get a free pass* for the Sunday at the time of booking (NB. this cannot be retrospectively applied).



RALLY ATTRACTIONS

- * MMOC Spares
- * Regalia
- * Branch Liaison
- * Club Services
- * First and Last Morris Minor saloons together
- * Display of 511 Morris Minors celebration of 75 years since the launch of the 803cc
- * A-series engine in the Minor
- * Driving Challenge in the arena (Sat/Sunday)
- * Live music Saturday afternoon and evening and Sunday lunchtime
- * Concours
- * Branch Area meet and greet etc
- * Morris Minor traders
- * Cars for sale area

TICKET TYPE

ADVANCE BOOKING RALLY AND MUSEUM

Adult	£16
Concession	£14
Child	£9
Under 5	free
Family	£43

Please note all bookings are to be made direct with the British Motor Museum

ON THE DAY RALLY AND MUSEUM

Adult	£19
Concession	£17
Child	£10
Under 5	free
Family	£49

CAMPING

Camping will be £25 per night for a pitch for two adults and two children. Please Note: the campsite does not open until 4pm Friday June 28 and closes Monday 1 July at 11am sharp. Toilets and showers are provided by the Museum.

On Saturday night the Club will arrange for a band 7.30pm to 10pm-ish and campers can bring refreshments and food and sit outside to enjoy the music etc. Paramedics will be on site for both days of the event. Please note all bookings are to be made direct with the British Motor Museum

MARCH/APRIL 2024 MINOR MATTERS | 13

Branch Event News

IN RED DMMOC events

1st May	Club Night.Phill Traves talk on Antique's
6th-May	Bransgore Show
6th-May	CCOTP-Christchurch Quay
12th May	Lulworth Castle car show
12th May	CCOTP -Christchurch Quay
18-19 May	Moggyfest Autojumble Beaulieu
05-Jun	Club Night.Call my Bluff
8th-Jun	Corfe Mullen Carnival
09-Jun	CCOTP Christchurch Quay
15th-Jun	Fete on the field Ferndown
15-21 June	DMMOC adventures in France
30th June	Gaydon MMOc
03-Jul	Club Night
6th-Jul	Burton Carnival
7th-Jul	Broadstone Fun Day
10-Jul	Extra meeting Model Eng Club Littledown
3rd Aug	Burley Fete
07-Aug	Club night Gardening Comp
10th-Aug	Ellingham Show
17-18 Aug	Annual DMMOC Wolvercroft
24-Aug	Henstridge Wings and Wheels
6th 8th Sep	BPPC Harmans Cross
08-Sep	CCOTP Christchurch Quay

Birthday Wishes

Club Secretary Ian Chivers celebrates another birthday. He is thinking of setting up yoga for Morris owners as a start he lays the mat in front of the car. Too stressful, so has tea.



NEW MEMBERS

Richard McCelland & Hazel Nixon, Parkstone
Brian Fletcher, Moordown



Precision Clutch Components

Sales: Simon Davis, Shaftesbury Road, Henstridge, Templecombe, Somerset, BA8 0PP

Prices on application

Tel: 01963 362484 Fax: 01963 364146
E: precisionclutch@aol.com
www.precisionclutch.co.uk



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We also offer cycle parts and accessories!





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FPCS

FAIR PRICE CLEARANCE SERVICES

COMMERCIAL/HOUSEHOLD WASTE COLLECTIONS

HOUSE/GARAGE CLEARANCE, VEHICLE RECOVERY
CONTACT: STEWART:07950 114960
Or email: infofpcs@aol.com

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.