

Sunday April 19th

2009 AUBREY BATT RUN

Meet at Avon Heath Country Park

**Run to: Honeybrook Farm,
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Name(s).....

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MORRIS MINOR OWNERS CLUB

DORSET BRANCH



April 2009 Volume 12 Issue 6

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www.dorsetmmoc.co.uk

<http://www.dorsetmmoc.co.uk>

Or <http://homepage.ntlworld.com/brian.wood13/index.html>

Dorset Branch of the Morris Minor Owners Club

Helping to preserve the post war Morris Minor in the Dorset area and beyond

The MMOC Dorset Branch

was founded in 1977 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 Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £9 per year, £11.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690



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Committee Members 2008-09:

President: Graham Jarvis (07914 637429)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673, 07947 525884)

Treasurer: Jacky Wood (01202 573501).

Membership Secretary – Des Waller (01202 573403)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Newsletter / Website Editor: Brian Wood (01202 573501)
(brian@dorsetmmoc.co.uk)

Non Committee posts:

Raffle Coordinators: Chris Tilley and Val Palmer

Spares Manager: John Bainbridge (01258 458749)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

FRONT COVER
This month's front cover features Ron Tickner's 1961 Yukon Grey Traveler 4122 LJ. The 'pose' was in the Branch tent at Beaulieu Spring Autojumper 2008 and the photo has been 'posterised' for added effect. (No, POSTERISED not Pasteurised!)

CHAIRMAN'S REPORT



Good evening and welcome to April Clubnight. Ann and myself had a good bowls holiday in Torquay last month. No snow and lots of sunshine all week! All of the bowls club members raised a good sum of

cash for our chosen charity and I would like to give the cheque to the Youth Cancer Trust at the April Clubnight. I hope you have all got an entry slip for the Aubrey Batt Run, if not there is one in this newsletter. The club is hoping to get some new models of the Branch Van in the regalia shop soon. I am planning a London Run on the 6th June to see the Trooping of the Colour. I have asked for 50 tickets but will not know if we will get them until April – so if you would be interested, please let me know as soon as possible. I would like to see more stalls at this year's Branch Rally weekend. If any of your friends would be interested in taking a stall please let one of the committee know. I hope you will all enjoy the talk by Jack Daniels' son David at the May Clubnight.

Here's a technical tip for you. If you would like to keep the morning frost off your windscreen then buy a sun visor. This was passed on by Richard Cyster who goes to work at 4am and says that all you get is a narrow band of frost along the bottom edge of the window. (Always thought they looked "cool" - geddit?? - Ed). That's all for now, John.

FOR SALE & WANTED & CLUB NOTICES



FOR SALE

1965 Traveller. Spares or repair, sold with large quantity of spares – some new. Will not split. **£150.** (Spares listed on web site in full) John Webb Tel 01204 532033 –

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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 clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the clubnights. Thank you.



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Our Branch Regalia stock is managed by **Richard Cyster** and is available at clubnights and our outdoor events. (The stock list is also shown on the website www.dorsetmmoc.co.uk)

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MMOC Dorset Branch Newsletter

April 2009

Volume 12 Issue 6



DORSET BRANCH

• Clubnight activity:

• Talk by Youth Cancer Trust

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Next clubnight –Talk by Dave Daniels

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for free download from the Internet usually about 10 days before the clubnight.

LETTERS TO THE EDITOR

Friction Linings that was assumed to have ceased trading are still alive and re-lining brake shoes. They re-lined/bonded the front shoes on the P4 in 36 hours. The cost of these very large shoes was £12:00p each plus VAT. They suggested using a soft lining even though the car has a servo. The result was good stopping. Even when the engine cut out because of the condenser and the servo did not operate, the car stopped easily. The company is now called:- JMC and they are at Tower Park

01202 711177. They are also open on Saturday morning. Credit/debit cards are accepted. They have expanded into general motor parts, hence the change of name. *(from Dave Walker, with the obligatory disclaimer that 'no recommendation is implied')*

I cdnuolt blveiee taht I cluod aulacitly uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid Aoccdnrig to rscheearch at Cmabrigde Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihg is taht the frist and lsat ltteer be in the rghitpclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh?

Two men are at the airport and have both lost there wives, 1st man turns to the 2nd and asks what his wife looks like. 2nd man says "she's 6ft tall, blonde, long legs, mini skirt, stockings, high heels and a boob tube, whats yours look like?"

"Forget it!" says the second, "we'll look for yours". *(from 'The Minor Site' blog)*

DAVID SMITH MOTORS

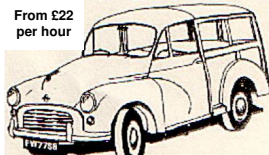
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WHAT'S ON?

<http://www.dorsetmmoc.co.uk>

(Don't forget to check the website for latest updates to events)

2009

1st April – Clubnight – Talk by 'Youth Cancer Trust'
12th April – Arf's Easter Run (not organised by DMMOC)
19th April – Aubrey Batt Run to Hollybrook Farm, Wimborne
2-4th May – Bristol Classic Car Show **NOTE NEW DATE**
6th May – Clubnight – Talk by Dave Daniels
16th/17th May – Beaulieu Spring Autojumble
3rd June – Clubnight – Autojumble
7th June – Southern Regional Rally – Milestones, Basingstoke
14th June – Visit to Winton MOT Centre
21st June – Hampshire Rally
25-28th June – National MMOC Rally
1st July – Clubnight – Rally Planning
10-12th July Dorset Branch Rally – Avon Heath
19th July – Show – Muscliffe Community Park
5th August – Clubnight – Reverend Timbrell
2nd September – Clubnight – Antiques Evening with
Phil Traves
6th September – IOW Rally
27th September – Area 6 Picnic at Watercress Line
3rd October – Wimborne/3 in 1 Run (Shaftesbury Carnival Day)
7th October – Clubnight – AGM
4th November – Clubnight -Call My Bluff type quiz
28th November – Dinner and Dance Quality Hotel, Bournemouth
2nd December – Clubnight – Natter and Noggin.
27th December – Mistletoe Meander



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Please order from;- **John Bainbridge**, 334 Bournemouth Road, Charlton Marshall
Blandford, Dorset DT11 9NJ Tel (01258) 458749. Or see at Club Meetings. (The
stock list is shown on the website www.dorsetmmoc.co.uk)

SECRETARY'S REPORT

Good evening and welcome to April clubnight. I hope you all enjoyed last months talk by Norman Aish. I appreciate that it was more of a talk for the men than the ladies though! Norman has agreed to bring his Bedford bus along to the rally this year so if you get time during the day please do go for a ride on it. Tonight's talk is by the Dorset Youth Cancer Trust – our chosen charity for 2009. Don't forget that next month we are having a talk by Dave Daniels – son of Jack – which should be very interesting indeed.

Plans are proceeding well for this years Dorset Branch Rally with a steady stream of entries arriving on my doormat. Please get your entry to me as soon as you can. The girls in the café have agreed to do the Saturday night catering for us again – something that proved to be very successful last year. If any of you know of any traders that might like to come along to the rally please let one of us know. Don't forget to get your entries in for the Aubrey Batt Memorial Run – we will need to know numbers beforehand in order to let the girls at the café know how many breakfasts to cook. I have now received confirmation from Shaftesbury Council that we are able to take part in the carnival again this year and park in the same place as last year. I'm looking forward to staying on to see the evening carnival this year. The week after our rally we will be having a club stand at the Muscliff Community Funday on 19th July. I will be looking for about 10 – 12 cars to be on show on the club stand. This is to raise funds for the local youth club.

We will be having a club stall at the Beaulieu Spring Autojumble again this year. If you have anything you would like us to sell for you please sort it out and price it accordingly. Classics Monthly have accepted both Nev's Morris 8 Series E Tourer and John's Mercedes 190SL to be exhibited on their stand this year. If you would like your car to be considered contact the editor via email at gary.stretton@futurenet.com

They are looking for vehicles for either one or two days.

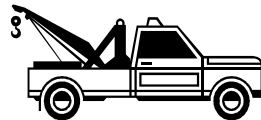


Work is progressing slowly on the Austin's engine rebuild. Now the replacement block has gone away for machining it was time to take the old engine out. It felt like we removed thousands of nuts and bolts before it finally gave up the fight and came out. We had to remove the bumper, bonnet and front cowl along with the radiator before we could even think about lifting the engine out. Now I can get the bay cleaned and painted while I am waiting for the replacement engine to be returned.

I think that's about all from me for this month – so until next time
Happy Minorng, Laurie.

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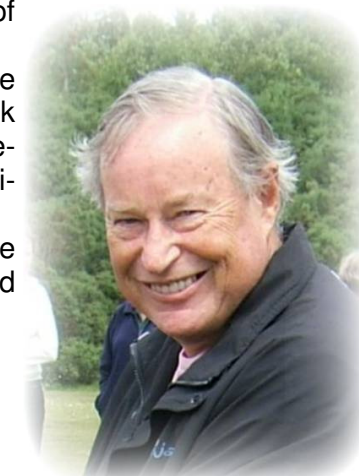
G3ZJY

EDITORIAL

Welcome all to the April edition of the Newsletter. Dave Walker has been busy on his keyboard again this month with the tip about the spare condenser you have in your glove box which might also be duff when yours dies. This article, however, might get you out of trouble. Thanks very much to Dave for that.

We have our friend, Dave Daniels coming to the clubnight in May to talk about his father's (Jack Daniels) life and work and his input on the design and development of the post war Morris Minor.

Last month's talk was by Norman Aish on the work of Lee Motors, who were a distinguished



Dave Daniels at May Clubnight

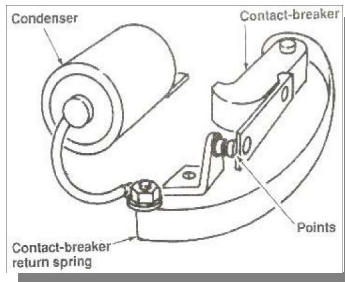


This is the model of the 'Mosquito' which is now owned by Dave Daniels and represents the original incarnation of the Minor in its 'narrow' form

coach builder from the past-based in the Bournemouth area in years gone by. Thanks to Brian Tilley for the article on Workshop definitions which I am sure we can all identify with.

Hope to see you all at the Aubrey Batt Run in a couple of weeks. John has booked the weather – so that'll be OK then. Happy Motoring. Brian

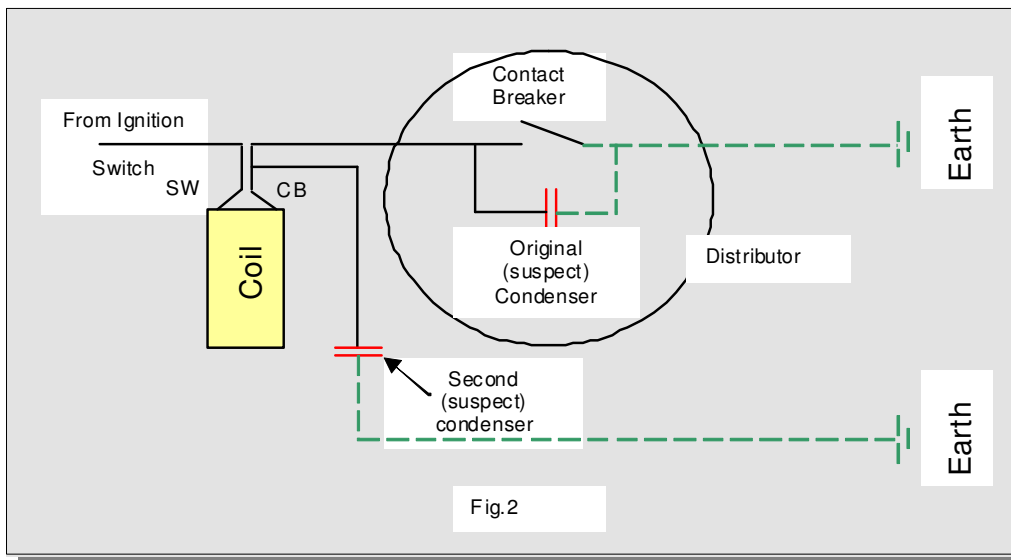
CONDENSERS (BY DAVE WALKER)



A German friend of ours was taking his newly purchased and serviced 1958 Rover 90 (P4) back to Germany when it packed up at Ashford. The ADAC (German) were called and arranged for our AA to come and take a look. The new condenser had failed and the spare new one was also useless. The AA man connected the second (useless) one to the "CB" of the coil (and to earth) in effect giving two condensers the chance to act as one good one. I've never heard of this before but it cured the problem and the further 450km was trouble free.

Most automotive engineers will tell you that a condenser can only be tested by substituting another, the Haynes and the Autocare books on vehicle electrics share this view. That is all very well but many of us have fitted new condensers (see above) which were defective. Just how many spare condensers should you carry? How many do you fit in turn to establish whether the fault is with the condenser, before you start looking elsewhere? To appreciate the role of the condenser, it is important have a rough idea as to how the ignition system works. The vehicle battery provides power to the ignition coil creating a magnetic field within it, the con-

(Continued on page 7)



2009 MUSCLIFFE COMMUNITY FUNDAY



Photo taken at the 2008 'Funday'

We have been invited to display our cars at the 2nd Muscliffe Community Funday on Sunday 19th July from 11am to 4pm at Muscliffe Community Centre in Bournemouth. Muscliffe Community Centre, Shillingstone Drive, Bournemouth, BH9 3LR

CREDIT CRUNCH CLASSIC BOOST

A new breed of owners are flocking to buy a much loved classic – but they're not all dedicated enthusiasts.

Instead, there has a surge of interest in the Morris Minor from people wanting the cars purely for hard-nosed economic reasons. Others see suitably modified cars as doing wonders for their carbon footprint.

Seeing Minors as superb value for money, there has been a lot of interest in Minors as second cars, but others are prepared to forsake modern luxuries to run a Minor everyday...

Said Rosie Hamilton of the Morris Minor Owners Club: "It's surprising how many new people are coming up who probably wouldn't have looked at a Minor in the past. Obviously many are enthusiasts of the cars but others are very much looking at them for economic reasons. They can play with a Minor and modify it to their tastes. And a standard Minor should give 40mpg."

Rosie also added that zero-rated road tax was another important factor, as was good value insurance. "We do a younger drivers' insurance policy which is very popular. Many people go for Minors because their granny or their dad had one, but economic reasons are playing a big part for some and they are prepared to give up their modern car. There's also the realisation that they can work on Minors themselves and they're also strong cars."



Charles Ware's Morris Minor Centre has been involved with Morris Minors since 1976, and has become world famous for promoting them as 'durable cars.' Charles published a book on the subject, suggesting the cars can run indefinitely providing that owners carry out repairs with the longer term in mind rather than scraping through an MoT for another year. "I see them as being rather like a house: just as you can get rid of dry rot in a building, you can throw away the rusty bits of a Minor and replace them," he says.

It may be 25-years since Charles first revealed this philosophy but never more has it been an idea for our times. "The cars have always attracted

people because they are so cheap to run but there is definitely a great deal of interest at the moment from people looking at the cars from an economic point of view," Charles added. "They realise that financial depreciation on a Minor is extremely low."

"But nowadays people are looking at their carbon footprint. Obviously the majority of the energy used by a car goes into making it, and there are a huge range of modifications you can fit to the cars."

These range from a five-speed Ford Sierra gearbox, upgrading the brakes, egg fitting discs and a servo, and converting the car to run on unleaded fuel.

Concluded Charles: "All this is turning normal drivers of modern cars on to the prospect that they can buy a durable car with a very long economic life and experience low financial depreciation, low insurance, a lower overall carbon footprint than any modern car on the road, low running costs and high reliability."

Body panels for the Minor are no problem, these being produced in Sri Lanka by the Durable Car Company.

Charles has also noticed a lot of interest in the cars from the continent – particularly Germany, home of a certain other evergreen small classic!

Charles Ware's Morris Minor Centre is at 20 Clothier Road, Brislington, Bristol BS4 5PS, tel 0117 300 3754.

The Morris Minor Owners Club is at PO Box 1098, Derby DE23 8SX, tel 01332 291675, or www.morrisminoroc.co.uk.

From Classic Car Weekly - 27/11/08

2009 BRANCH RALLY

Morris Minor Owners Club

Dorset Branch Rally

Sunday 12th July 2009

Avon Heath Country Park

You are invited to join in with our annual celebrations at this year's Branch Rally for the weekend or just Sunday for the Rally.

The Rally will be held as usual on the green near the visitor's centre at the Avon Heath Country Park.

There are some interesting countryside walks and the facilities provided on site include toilets and a café where snacks and drinks can be bought.

Avon Heath Country Park is situated just a few miles away from the historic towns of Ringwood, Wimborne and Christchurch and just 10 miles from Bournemouth with its famous sandy beaches. Camping will be available on site from 4:30pm on Friday 10th July with the pre-rally party being held on Saturday 11th July. The main rally day will be on Sunday 12th July and will feature judging of all your favourite classes. There will be a separate section for vehicles, which have won at concours level. We will have trade stands, raffle, cake stalls and a 'Working Minors' Class and a Post Production Convertible class.

Entry forms for Minors and other 'visitors' classic cars are available from the branch or on the website www.dorsetmmoc.co.uk

A map showing the directions to the Country Park will be sent with your Rally entry number.



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CONDENSER (CONTINUED)

(Continued from page 6)

tact breaker opening causes the collapse of the magnetic field inducing 3,000-25,000 volts (depending on engine conditions) in the secondary winding of the coil. This high tension (HT) is fed via the rotor arm to the spark plugs in the prescribed firing order. But when the HT is induced in the secondary winding there is also a voltage induced in the primary winding, this is in the order of 300 volts. The role of the condenser is to absorb this current enabling a more effective collapse of the magnetic field giving an improved HT output. So without a condenser or with a defective one there will be increased sparking at the points. This will give a poorer HT output and increase pitting on one point and a lump being formed on the other. However, there are degrees of failure for the condenser. Bear in mind that the condenser, or capacitor as it is sometimes called, does not pass direct current. If it has an internal short circuit it will conduct and cause total failure of the ignition system. If it has gone open circuit, the ignition system might still function to a degree, but there will be very poor running and a dramatic power loss together with pitting of the points. The greatest difficulty is determining when there is a failure starting to develop in the condenser, and this may only seem noticeable when the engine should be delivering full power.

Looking a little closer at the two possible failure scenarios, a short circuit, as noted, would cause total failure and possibly damage the coil and blow a fuse. Usually, the condenser 'dies quietly' and this must represent its transition to 'open circuit'. This would have the effect of decreasing its capacitance which is usually about 0.2µF. If capacitors are connected in parallel, then the total capacitance is the sum of the individuals. So the theory is, that if you have two condensers that are going 'open circuit', to use them both in 'parallel' would, logically, raise their total capacitance to an acceptable level.

(Good tip that, Dave – might get us out of a 'hole' one day – Ed)

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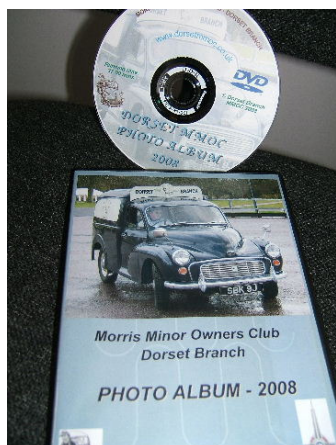
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2008 PHOTO ALBUM ON DVD



The 'official' record of the Dorset Branch events is now available on a DVD which plays as a 37 minute 'movie' extravaganza set to music. There are 14 sections covering most of the activities and events of the 60th year of our favourite car from the Plowmans Lunch in January to the Mistletoe Meander in December. There are one or two actual 'movie' scenes but most are still photographs with many provided by Branch members who are credited at the end of the DVD.

It is amazing value at only £3.00 'while stocks last' (as they say).

If you would like one sent by post, please contact Brian Wood by email or phone. Please add £1.50 to the cost for P&P.

AUBREY BATT RUN 19TH APRIL 2009



This year's Aubrey Batt run will be held on Sunday 19th April and we are planning to go to Honeybrook Farm which is near Wimborne. We are starting from Avon Heath Country Park for a full English breakfast (including coffee or tea) at 9:00 and leaving for Honeybrook farm at about 10:30 (ish). For those who wish to attend Classic Cars on the Prom later, we will be leaving about 3:00. "Honeybrook has been a working farm for over 500 years. Nestled beside the River Allen, near

Wimborne, we are still farming and producing food. We rear pork and free range beef and lamb, produce and pasteurise our own milk and cream. The eggs, vegetables and flowers are from the farm and are for sale in our farm shop. Honeybrook aims to make the countryside accessible to everyone who visits by providing country walks, farm animals to meet, gorgeous picnic spots, exciting nature based activities for children and adults and a constantly updated education programme." Cost is £8.00 per person and includes the breakfast and a donation for entry to the farm.

Slips are available at the clubnight or in this Newsletter on the back page

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WORKSHOP TERMS EXPLAINED

DRILL PRESS: A tall, upright machine useful for suddenly snatching flat metal bar stock out of your hand so it smacks you in the chest, denting the freshly painted project which you had carefully placed in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts then throws them under the workbench at the speed of light. Also removes fingerprints and callouses in the time it takes to say "oh sh***".

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads and sometimes used in the creation of blood blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, the more you attempt to influence its course, the more dismal your future becomes.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wooden projectiles to test the integrity of adjacent walls and partitions.

BAND SAW: A large, stationary power saw primarily used by most workshops to cut good aluminium sheet into smaller pieces that fit easily into the dustbin after you cut on the wrong side of the line.

TWO TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

FLAT BLADED SCREWDRIVER: Mostly used for opening paint cans. Sometimes used for converting slotted screw heads into security screws that can only be removed with the aid of a hardened drill bit. Also good for making your palms red and painful.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old style paper and tin oil cans and splashing oil on your shirt. Can also be used (as name implies) to strip out Phillips screw heads.

PRY BAR: A tool used to crumple bodywork adjacent to the 50p clip you are trying to get off.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the part we are trying to hit.