

REAR VIEW

Thanks to Nev for this picture of a Minor Van which seems to be the property of Castle Howard in York.



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MORRIS MINOR REGALIA - DORSET BRANCH



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MORRIS MINOR OWNERS CLUB

DORSET BRANCH



JULY 2011
VOLUME 14
ISSUE 9

WWW.DORSETMMOC.CO.UK

DORSET BRANCH NEWSLETTER

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 £10 per year, £12.50 for joint membership.

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

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members). Traders advertisements: £30 per year.

FRONT COVER

Well done to Ben Tubbs for winning Car of the Show at the recent Aubrey Batt Run. The front cover shows Ben with his rather nice '69 two door.

Committee Members 2010-11:

President: Graham Jarvis (07856 918136)

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)

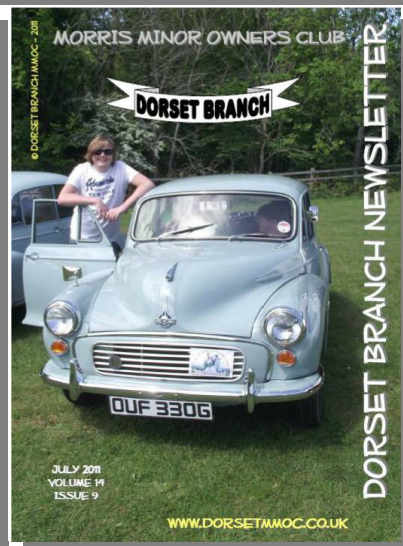
Non Committee posts:

Raffle Coordinators: Chris Tilly and Val Palmer

Spares Manager: John Bainbridge (01258 458749)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry



WHATS ON?

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

26th June – Gillingham & Shaftesbury Motoring Pageant (01775 712344)

6th July – Clubnight – Road Run– Wimborne Model Village

9-10 July Dorset Branch Rally – Avon Heath Country Park

16-17th July - Melbury Abbas Vintage Rally & Rural Weekend (01747 852265)

17th July – Muscliffe Community Day

17th July – Poole Bay Classics at Breamore

24th July – Mid Summer Saunter (NOTE NEW DATE)

3rd August – Clubnight – Talk on Dad's Army by Dale Johnston

7th August – Lymington Car Show

12-14 August – Purbeck Rally

21 August – Classic Cars on the Prom at Christchurch

29th August – Verwood Rustic Fayre

2-5th September – IoW Trip

7th September – Clubnight – Talk by Peter Vince (Abbey Rd Studios)

11th Sept -The Macmillan Centenary Dartmoor Rally and Scatter Quiz

www.mcs-rally.com

25th September – Breamore Steam Up

25th September – Ringwood Autojumble near Avon Heath C.P.

5th October – Annual General Meeting

3rd December – Robin Hood Panto at Jellicoe Theatre, Poole

2012

28th Jan Club Dinner and Dance – Elstead Hotel

**NEXT CLUBNIGHT:
TALK ON DADS ARMY BY DALE JOHNSTON**



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MINORS ON TOUR AUCTION

(DAVE AND JACKIE WALKER)

Hello Brian, We have just returned from the Minors on Tour and thought that you would like to know the outcome of the charity auction: Key ring holder-Traveller made £60: Pick-up £56:50p: Saloon £70: Convertible £60: and the Van £50. Absolutely wonderful. On the auction as a whole we made £2,650 which is better than last year. The total donation to charity including everything should run to almost £5K. The rest of the Dorset Branch Member's donations made as follows:- 6 Mugs total £140, Hand thrown pottery cup and saucer made £65, Bruce Eggleton's Engine bar £75 and the Seal inserter set £60. In all about 25% of the total raised which we all should be proud of.

We think that some items would have made even more but the Auction was held outside in the Evening. It is in two halves with a comfort break in the middle. At half time the weather was so cold that 75% of the participants quit (to the bar) to thaw out! Regards, Dave & Jackie.

Five Germans in an Audi Quattro arrive at the Italian border. The Italian Customs Officer stops them and tells them "It'sa illegala to putta 5 people in a Quattro." "Vot do you mean it's illegal?" asks the German driver. "Quattro meansa four" replies the Italian official. "Quattro is just ze name of ze automobile" the Germans says unbelievably. "Look at ze damn papers: ze car is designed to carry 5 persons." "You canta pulla thata one on me!" replies the Italian customs officer. "Quattro meansa four. You have five-a people ina your car and you are thereforea breaking the law." The German driver replies angrily, "You dumbkopf! Call your zupervisor over. I vant to speak to someone viz more intelligence!" "Sorry" responds the Italian officer, "He can'ta come. He'sa busy witha 2 guys in a Fiat Uno"

MMOC DORSET BRANCH NEWSLETTER

JULY 2011



VOLUME 14 ISSUE 9

• CLUBNIGHT ACTIVITY:

- Club run to Wimborne Model Village

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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 download from the Internet usually about 10 days before the clubnight.

EDITORIAL



If you are reading this on the internet, don't forget that there will be no meeting at the Southern Electric Club this month. If you are reading the paper version – *it is too late!*

We were saddened to learn of the fire at SGA Motors in Ringwood on Monday 23rd May which destroyed the workshop and several cars. Steve suffered from burns and went to Salisbury Hospital for treatment. We understand he is on the road to recovery and we send our best wishes to Steve and Michele.



FUEL PUMPS I asked last month for some petrol pumps for refurbishment and sale in the club



spares and thanks to those of you who have donated some already. I could still do with a few more please – to make a reasonable 'batch' so keep rummaging. We would prefer them to be donated, but if you have a large quantity, we could exchange them for a newly re-cycled one. I have purchased some new parts and started rebuilding and they should be available for sale soon.



A couple of weeks ago, I suddenly got the urge to advertise the 911 for sale in Classic Car Weekly – thinking that there would not be much interest in it. At 9:00 on Wednesday morning (when it is published) the phone rang and a dealer from Salisbury came round the same day, with folding stuff and took it away on Thursday. Was it too cheap? After the shock of realisation of what I had done, set in, I remembered that the insurance was

due in June and we had not used the car for over a month! I had owned it for nearly 12 years and had grown to like the car very much. It was great fun but was not used nearly enough. Having become an expensive ornament, I think (hope) I made the right decision!

The Branch Rally is rapidly approaching and as you know, we have been invited to participate in the Ferndown Carnival. For information, the carnival theme is 'Space' which means you can construct a mock up of Apollo 13 on the top of your Minor (within the limits bounds of Health and Safety of course).

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(Continued from page 12)

plete. Until then, it's safe to assume that you can continue to drive your collector vehicle using E10; it may just cost you more in the long run." It seems that there are some issues with corrosion of fuel systems and this statement seems to put a positive spin on the fact that it **will** cause premature damage to your fuel system! There is evidence that ethanol does cause gradual corrosion damage to the fuel systems in cars with carburettors. Remember that new cars have mostly polythene fuel tanks and pipes etc and use fuel injection. I found an Australian report which said that vehicles with carburettors and/or older than 1986 should not use fuel with ethanol added.

The general consensus on the use of E10 in older vehicles, then seems to be "don't kill anyone in the queue to buy some for your classic" and try to avoid it for as long as possible! Now then, what's this Biodiesel stuff?

FOR SALE & WANTED & CLUB NOTICES

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'E' NUMBERS

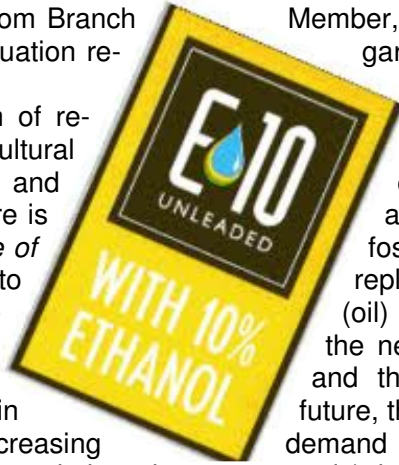
Following a request from Branch had a look into the situation re-Ethanol to our petrol.

Bioethanol is a form of re-produced from agricultural sugar cane, potato and els are in decline, there is wards using it *in place of* however, it is likely to using a finite resource competition between global population fuel. Since it is likely, in will rise due to ever increasing etc (which may cause variations in of energy may be uncertain.

Ethanol is used as a petrol replacement in concentrations of (usually) up to 15% (ie 15 units of ethanol to 85 units of petrol) which most modern petrol engines will run on. The accepted designation for this mix would be 'E15'. However, the ratio which is accepted in the UK is E10 (ie 10% ethanol). E10 blends are typically rated as 2 to 3 octane numbers higher than regular petrol, so it is usually marketed as a higher grade fuel. The Tesco chain of supermarkets in the UK has started selling an E5 brand marketed as 99 RON super-unleaded. Its selling price is lower than the other two forms of high-octane unleaded on the market, Shell's V-Power (99 RON) and BP's Ultimate (97 RON). Different countries have adopted mixtures of between E5 and E25 – a lot which make it's use mandatory – but thankfully, not the UK. Since ethanol does not give quite such a big 'bang' per fixed volume of fuel as petrol, mpg is bound to suffer although, as mentioned above, the higher octane value may be of benefit in higher compression engines.

So, I hear you ask, how does that affect the use of my Morris Minor or other classic? Well, the insurance company Hagerty (thanks for the black shopping bags!) have commissioned some testing and their initial results were published as follows: *"The results from the tests with the SU carburetors and fuel pumps suggest that E10 can be used in older vehicles, although the owner is likely to be faced with the additional costs associated with sealing fuel tanks and cleaning and rebuilding fuel systems more frequently than in the past. However, it's best to be cautious about reading into these preliminary results until the tests of the five other fuel systems are com-*

(Continued on page 13)



Member, Neil Mitchener, I regarding the addition of

newable energy crops such as corn. Since fossil fu- a global move to- fossil derived fuel, replace the problem of (oil) with the problem of the need to feed a grow- and the need for vehicle future, that world food prices demand and global warming supply) the viability of this form

EDITOR'S INBOX



Hi Brian

You will be aware that CCOTP cannot have their normal Sunday lo- cation during the Air Festival so we have arranged a gathering from 1000 to 1600hrs at Christchurch Quay on 21st August 2011. I hope that many of the members of Dorset Branch of MMOC will be able to join us for this free event. Vehi- cles registered prior to 1983 can attend and leave at any time during the show and we would welcome those clubs which are arranging a run to end at the event.

I attach our event poster and entry forms(open in Word and change to landscape to get two forms). Entry on the day is allowed, but an entry form or notice will enable us to judge numbers for parking.

As you are aware the venue is close to Christchurch high street, and the towns many other attractions including the river, childrens play and splash park and other facilities. Regards John Buckle (DMMOC no.268)

SHOWTIME IN POOLE

Neil Mitchener, a Poole bus driver on the Bournemouth University rota at Wilts & Dor- set's Poole depot (Dorset) (*and Dorset MMOC Member no.103*), is producing an amateur charity pantomime, ROBIN HOOD for Christmas 2011. There will be matinee and early eve- ning performances on Saturday 3 December at the Jellicoe Theatre in Constitution Hill Road, Poole. Part of Poole College, where the likes of Amanda Holden (ITV Wild at Heart) trained.

More information on ticket prices and exact show times will be available, mid to late Sep- tember 2011

Monies raised will be donated to Poole Heart Support Group and Cancer Research UK. Speaking to local press, Neil stressed that this will be a family pantomime suitable for all ages; 'The aim is to produce a show that grandparents, parents and children can happily enjoy together, with plenty of laughter but no embarrassment' he commented.

Anyone who would like to be involved with the pantomime, on stage or backstage crew, making scenery etc, please contact Neil via the website "contact form".

We also would like a "backcloth" for the stage, if anyone can hire one to us please, showing forest view and hopefully castle in the background. (similar to the web page heading. 3.5 metres high and 7.5 metres wide approx).

Neil and his merry men will be pleased to hear from you!

(Web link is on 'News & Events' Listing for 3rd December on www.dorsetmmoc.co.uk)

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SECRETARY'S REPORT

Good evening and welcome to the July clubnight. Thanks to Phil for his very interesting talk last month on his recent holiday to China. Tonight, of course, we are at the Wimborne Model Town so hopefully it's a nice dry evening. Many thanks to them for arranging the food and for allowing us to come along. Next month we will be back at the Electric Club for a talk by Dale Johnson on the "Real Dads Army".

The Dorset Branch Rally is next weekend so I'm afraid you are too late to get your entry into the programme if you haven't already entered. That's not to say it's too late to enter though! Don't forget we will need some help with setting up on the Friday so please come along. If you can help with marshalling or anything at all over the weekend we would be very grateful. We are going to need some help on the gate this year as Jacky will not be able to man it for us. Phil will help as he usually does so he knows exactly what to do.

I have booked us a stand space at the Muscliffe Fun Day on Sunday 17th July. There are no booking in forms but could you please let me know if you are planning to support us for this event. You should all have received an entry form for the Lymington Show if you entered last year but if you haven't I have some blank ones or you can download one from the Lymington Rotary Club's website. If you have entered could you let me know so that I know how many to expect on the club stand.

I am planning that we have a club display at the Breamore Steam Up on 26th September. Please let me know if you want to come so that I can let them know how many cars are coming. I'm planning that we all meet up at Avon Heath Country Park café and go up in convoy.

Believe it or not I have a steady stream of registrations coming in for the 2013 Morris Centenary event at Beaulieu. We would welcome entries from any Morris at all - not just Minors, so if you have any friends with a Morris please let them have a form. There is now a link on the website to enter electronically if you prefer – as well as the old-fashioned paper entry. Don't forget we are looking for any car from a Bullnose Oxford right up to an Ital.

John and I have just come back from looking at a 1963 saloon that the owner wants to get rid of. It was parked up in her garden following the death of her husband in 1981 and has not turned a wheel since. The car was an absolute wreck but believe it or not the headlamp rims still had good shiny chrome and the windscreen was completely unmarked! I'm afraid they were about the only good parts on the whole car though – it's only fit for the scrap man!

Well, that's all from me for this month, so until next time, Happy Minoring, Laurie.

 <p>01202 888429 MOBILETUNING (Wessex)</p> <p>172 Sopwith Crescent Wimborne, Dorset, BH21 1UA</p> <p>Quality car tuning at your home by the people who care.</p> <p>Convenience, increased fuel economy and confidence in your car.</p> 	<p>Menu Choices for Rally Evening:</p> <p>Roast gammon ham and new potatoes and salad selection</p> <p>Or, Home made quiche selection, new potatoes and salad selection.</p> <p>Or, Roast gammon ham, egg and chips</p> <p>Or, Sausage, egg and chips</p>
--	--

VAN FROM UNCLE (CONTINUED)

Thirdly I checked the ignition timing, firstly I tried the static timing and could not get a light on number one. Strangely, it lit up on the opposite cylinder. The upshot was I had fitted the new duplex timing gear wheels and chain 180° out. My 'defence' is the new wheels have their lining up marks 180° different from the original single Morris ones. How many modern cars could you do that with and it would still run? This was the problem it started, did not overheat and barked like an A series should. So Andy's second tip "If fitting a new duplex timing ignore the official workshop manual on a single line up"

The next problem was setting the slow running on the carburettor, it was all over the place. You probably guessed that I had also stripped and replaced the seat/needle. My good friend and fellow lecturer Jim who is in the motor vehicle department took up the challenge to teach me how to rebuild a SU carburettor. He taught me the correct way to centralise the seat and jet. After refitting the carb to the engine it fired up and now runs like a dream. The last thing to check was the vacuum advance which Jim plumbed into a Vauxhall Omega's system and it worked as it should.

With the engine now running well I could move the van around. I put it up on axle stands and ran it through the gears and everything sounds fine. I adjusted the new braking system up, had to replace a new wheel cylinder (pattern) and an old front wheel bearing.

The last job of 2010 was to give the whole van a coat of Hammerite green paint. While painting it I could hear the late Ron Newman's words echoing in my ears "I hope you are going to get the paintwork done properly". Well

Ron if you are looking down from on high, Do not worry because as soon as it is MOT'd, fettled and running reliably then it will have a full professional bare metal re-spray, honest Ron.

Well that's all for now folks, maybe part 3 *The conclusion and lessons learnt*. That's if you can stand it.

Andy Dibb (DMMOC no.19)



THE VAN FROM UNCLE (PT.2)(BY ANDY DIBB)



As your intrepid editor stated in the May newsletter, I had promised to write an update on the van from uncle.

My first article, part 1 of the restoration was, as Brian said, in 2008 and how time flies!

As I mentioned in the last write up the name derived from the sixties TV series The Man From Uncle, the van registration is **GOR 720D** and my uncles

name was Gordon hence the name The Van from Uncle. The restoration seems to have gone on for ever, but the end is now in sight. Honest. Looking back I had finished the electrics and carried out tests which went well with everything working OK. The one exception being the speedo bulbs which proceeded to ping out every time they were screwed in. I still have not found two of them, they flew over my shoulder never to be seen again. I had to resort to cutting the new holders off and crimping on the old ones onto the new loom. So Andy's tip "don't throw away the old loom it will be of use as they cannot replicate everything". *(This is very true – I have resorted to cannibalising the old loom on ones I have done – Ed)*

As I stated in Part 1 I had never rebuilt an engine before and I wondered what would happen? Well surprise surprise it started second pull in fact I could not hear it running. The problem also was it heated up very quickly and was very quiet!, no A series burble. Things were not right however it was running.

After a chat over a cuppa with Nev & Laurie in their surgery at Beaulieu Auto Jumble a number of treatments were suggested.

First to be tried was to knock out the core plugs and flush out the water ways replacing with new plugs. Still no improvement!

Second was to replace the exhaust which was the original and may have collapsed internally. So a new stainless one was fitted and no improvement.

CHAIRMAN'S REPORT

Good evening and welcome to July's clubnight. I am pleased to say that Ann's Convertible is now finished. Thanks to Brian

and Eddie for all their hard work and also their knowledge. It passed it's MOT on Friday in pouring rain. It is now up to Ann and myself to change the log book from 'PLG' to 'Historic Vehicle' at the DVLA in Bournemouth. The Branch Rally is filling up with entries so get yours in as soon as possible - if you have not done so already. We still have room for some stalls so let the Committee know of any who would like to come. Unfortunately, neither Andrew Eggleton or Bull Motif are unable to attend our Rally this year – so the Branch is going to organise a stock of new parts for sale at the event. If you need any parts please let me or Brian know as soon as possible. Also members, we would like you to get busy baking some cakes for the cake stall please. Also please bring some Bric-a-Brac as usual and some suitable items for Roy's Auction, not forgetting the Raffle as well! Help with the marshalling and stalls (even for a while) would be appreciated. We are still looking for a few more cars for the Fern-down Carnival on Saturday – so let's have a good turnout for this local event. The girls in the Avon Country Park café are going to do a meal for us on Saturday night. This must be pre-booked in advance if you wish to attend and the menu choices are shown on the bottom of page 6. As usual the Branch will supply the drinks with the meal. I phoned Michelle and Steve (SGA - following the fire), to find out how he is progressing and the good news is that so far no skin grafts are required and also a big thanks to the branch members who helped out after the fire. This was very much appreciated. I hope Michelle and Steve have a good holiday in Yorkshire and we hope to see them at the next clubnight. Happy motoring – John

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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.

WOKING HOSPICE CAR SHOW



Sunday 5th June was the Woking Hospice Car Show and 400 cars and bikes attended . I took the Austin and other entrants included: Jenson Button's 2010 Maclaren , 20 Chevrolet Corvettes , a 1914 Ford "T" , some Armstrong Siddeleys etc . etc . and this V8 Morris Minor...

I realise that purists will have heart failure , but the engineering is fantastic . The builder (Malcolm) is a toolmaker in a local company so the detailing is of the highest standard. To fit the V8 he stretched the front of the car 6" between the wheel-arch and the front door and the battery is now in the boot under the floor where the fuel tank was and there is now a fuel tank disguised as suit cases immediately behind the back seat.

When he stretched the bonnet the taper on the central rib had to have the included angle altered and it looks like that is how it left the factory .. impressive.

Photos (clockwise from top left) show the top cover of the air cleaner machined from a solid billet of aluminium and the battery tray removed. Next shows the distance from wheel arch to door increased by 6" (150mm). Next shows a stainless steel cover with slots over the original inlet for air to the heater and finally the cast-in "Rover " logo was filled with weld and the ribs were then re-machined .

It takes all sorts to make this world.

Best wishes, Bruce Eggleton (321)



CONVERTIBLE PROJECT PT. 7

(BY JOHN JENKINSON)



Here is the newly refurbished 'Jenks mobile' making its way out on to the open road for the first time. Slight running problems curtailed the first attempt at an MOT visit but these were readily sorted out and it is now legal! Hurrah.

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"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

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