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MORRIS MINOR OWNERS  
CLUB

Dorset Branch

DORSET BRANCH NEWSLETTER

JANUARY 2012  
VOLUME 15  
ISSUE 3

[www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk)



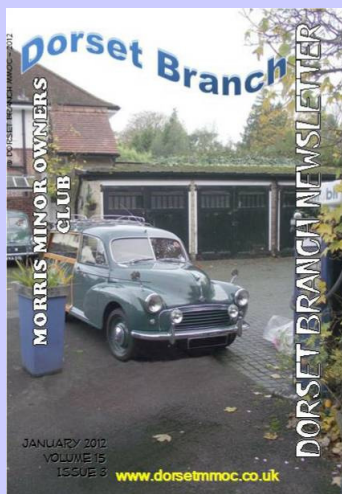
## The MMOC Dorset Branch

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.



### Committee Members 2011-2012:

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: Brian Wood (01202 573501)

Regalia Manager: Richard Cyster – (01202 526660)

Catering Executives: -Sue Blewer, Lyn Gerry

### FRONT COVER

**Sorry about the 'redaction' of Phil Traves' number plate (MBO 145) in the photo. This is not an attempt to maintain anonymity on his very nice Series II Traveller which is featured on pages 10-11, just a bit of 'Photoshop' to remove something in the foreground**

*Dorset Branch of the Morris Minor Owners Club  
Helping to preserve the post war Morris Minor in the Dorset area  
and beyond*

## Forthcoming Events (see also [www.dorsetmmoc.co.uk](http://www.dorsetmmoc.co.uk))

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

27th December – Mistletoe Meander.

**2012**

4th January—Clubnight (Name the Object Quiz)

1st February—Clubnight (Blind Auction)

18th February – Dinner and Dance – Elstead Hotel **(NOTE NEW DATE)**

24th February—Skittles v 2CV Club at Bloxworth Hall.

7th March—Clubnight (Hobbies Evening)

13th March (Tues) Inter Club Quiz v MG Club (et al) at Hamworthy Club 7:30pm

4th April—Clubnight (TBA)

May 12th-13th Breamore Working Weekend

19-20th May—Beaulieu Spring Autojumble

7th July – Ferndown Carnival

8th July – Dorset Branch Rally – Avon Heath Country Park

19th August—Bournemouth & Poole MG Club show at Athelhampton

31 Aug—2 Sep—Isle of Wight weekend (IoW Branch)

23rd September Breamore Steam Up (last one)

**2013**

18th-19th May Beaulieu Spring Autojumble (MORRIS CENTENARY EVENT)

## Annual Dinner & Dance (18th February)

**Don't forget** the Dinner and Dance which is to be held in February. Bookings are a little bit low at the moment, so please can you make your intentions known as soon as possible and let's have a good turn out. We have planned it in the quieter part of the winter so as to avoid clashes with other events—and it gives us something to look forward to when the events scene is a bit sparse. The cost is £25 per person (£26.50 for non-members) and it will be held at The Elstead Hotel in Knyveton Road.



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Morris Minor Owners Club, Dorset Branch

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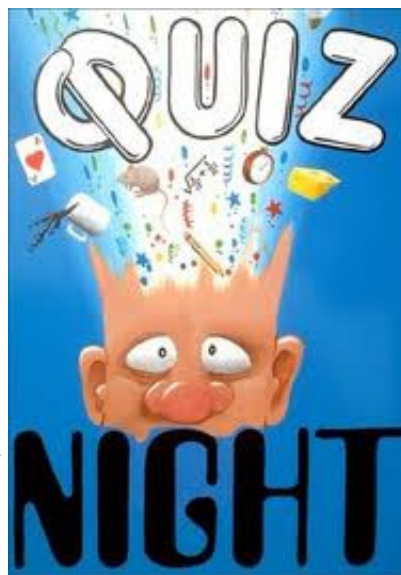
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## Inter Club Quiz

We have been invited to take part in an Inter-Club Quiz on **Tuesday 13th March** at the Hamworthy Club.

Dear Laurie, Bournemouth and Poole MG Owners' Club (1020) will be hosting the 2012 quiz and would like to invite your club to enter a team. The quiz will be held at the Hamworthy Sports Club on Tuesday 13th March 2012 at **7.30 pm** for a prompt 8.00pm start. There will be a table charge of £2.00 per team, a raffle – donation of prizes would be most welcome and nibbles will be provided. We request that you limit your teams to a maximum of 6 players. If space allows you may enter more than one team but please let me know if you wish to do so as the room capacity is limited to 100. 1020 look forward to welcoming you once again to this fun evening out. Kindest regards, Graham (Graham Lowe, Area Secretary, Bournemouth and Poole MG Owners Club)



# Dorset Branch Newsletter

January 2012



MORRIS MINOR  
OWNERS CLUB

Volume 15 Issue 3

**CLUBNIGHT ACTIVITY:**  
**Name the Object Quiz**  
Hosted by John Blake

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## NEXT CLUBNIGHT ACTIVITY:

**Blind Auction**

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

Hello everyone. Well, here we all are in 2012! Hope you all had a good end-of-year holiday and enjoyed the festivities safely. Hopefully, the Mistletoe Meander went well.

We bought *another* Minor at the end of November. It is a 1962 Almond Green convertible (see back page). It is in condition '2' to '3' but still has tax and mot. However.... there is an obscure problem with the back axle which causes it to rotate in the 'U' bolts when you pull away. It would seem that the axle mounting brackets which are welded to the axle casing have been crushed! Has anyone come across this in the past? I suppose they get weakened with rust. I am trying to track down



some new brackets at the moment, but failing that, I will have a go at fabricating them myself. I am planning to strip and rebuild the car in the longer term but may use it as it is for a while, if I can.

Do you remember the discussion a few months back regarding the relaxation of MOT tests for classic vehicles? Then, the cut off date was 1965 (splitting our mem-

ber's cars 50/50!) Well, the Government have published another consultation document, but now the date is 1960. I would welcome your views on this, but I still think it will be a 'bodger's charter' and may be abused. I have reproduced some of the text by the DfT (on page 5) which justifies it on the grounds that our current legislation goes further than required by the EU Directives (EU Directive on roadworthiness test 2009/40/EC—to be precise). To my way of thinking, it would be better to lop another 25 years off the cut-off date making all pre-war cars exempt. MoT's on these vehicles are currently conducted with some 'sympathy' as I am sure members with these vehicles will confirm.

The Accuspark ignition components (Electronic ignition sets and complete distributors) have done well in the Club Spares Department. We have now sold right out! If you haven't got yours yet, let me know, and if there are a few further sets needed, I will order some more. As ever, thanks to this month's contributors to the newsletter, namely, Dave Walker, Phil Traves, Vic Holyoak and, of course the Regulars (John and Laurie)

**Brian**

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## For Sale & Wanted & Club Notices

Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

The Branch Website has a 'Spares Shop' which advertises (mostly) spares. Why not browse the bargains or send me an ad or two with a decent picture.

**New Morris Minor Spares are available through the club. The current list is posted on the website under the 'New Spares' tab. We hope to have a new spares table at the club-night, so let me know if you need anything .... Brian.**

### DORSET BRANCH SPARES

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## The Blind Auction

Don't forget that next month is the Blind Auction where we auction off items brought in by the members. The items should be wrapped so as to conceal their identity—all adds to the fun! The money raised will be donated to our chosen charity for the year—which has yet to be decided. Last year we donated £300 to the Green Island Holiday Trust—so it was all worthwhile.

## Honorary Welfare Officer

The Committee have discussed the possibility of appointing an Honorary Welfare Officer for the Branch. We would like to appoint someone who has been a member for long enough to know most of the membership reasonably well. The idea is that the post holder would be required to react to any bereavements or illnesses etc which befall Branch members and take appropriate action in contacting them on behalf of the Branch and sending cards/flowers as necessary (at Club expense). If other actions are believed necessary, then this can be considered at Committee Level and approved. If anyone would like to be considered for this position, we would be grateful if they would step forward and make themselves known!, Thanks.



## Hobbies Evening

We are having a Hobbies Evening at the March Clubnight. We haven't done this for a while now, so we thought we had better explain what we do. Whilst we are all 'fanatical' about Morris Minors (aren't we?), many of us also have other hobbies which we are equally (or more) enthusiastic about. So if you have something—preferably a collection

or display perhaps you could bring it along to the clubnight. Anything goes really (as long as it doesn't scare the horses) - let's see what an interesting bunch we are. Last time we did it, we had photography displays, model collections, antiques, ladies compacts, mirrors etc etc.

 <p>www.morriswoodwork.co.uk 01243 788660 Email: forwoodies@aol.com</p>	
<p>(Proprietor, Steve Foreman) Unit 25, Eastmead Industrial Estate, Lavant, Chichester, West Sussex, PO18 0DB, UK Phone/ Fax: +44 01243 788660</p>	<p>"At Woodies we specialise in the Morris Traveller but we can fabricate timber frames for all classic cars. We have completed many Morris Travellers over 30 years, as well as many other wood framed vehicles."</p>

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## MOT Consultation Document (extract)

## Editor's Inbox



The Government believes that the proposed exemption will reduce regulatory burden on owners of historic vehicles, meet its Reducing Regulation agenda and the desire to remove unnecessary burdens. It will also bring the age of vehicles requiring the statutory MoT test in line with The Goods Vehicles (Plating and Testing) Regulations 1988, which already exempts unladen pre-1960 manufactured Heavy Goods Vehicles from the roadworthiness test.


Two-thirds of pre-1960 licensed vehicles (vehicles manufactured prior to 1 January 1960) are driven less than 500 miles each year. This is significantly less than the 9,000 miles driven on average by all licensed vehicles.


Whilst the pre-1960 licensed vehicles made up about 0.6% of the approximately 35.2m licensed vehicles in GB in 2010, they were involved in just 0.03% of road casualties and accidents. The pre-1960 licensed vehicles are largely well maintained by their owners. The initial MoT test failure rate for these vehicles in 2009 was less than 10%, whilst the initial MoT test failure rate for post-1960 licensed vehicles was over 30%.

The consultation will run until 26 January 2012. Copies of the Consultation Document have been placed on the Library of the House. Further copies are available on the DfT website at [www.dft.gov.uk/consultations/dft-2011-27](http://www.dft.gov.uk/consultations/dft-2011-27). Depending on comments received and the Department's response, amendments may be made to regulations.

Brian. Received the December Newsletter this morning and noted that Derek Shearman was looking for books and details about Jowett. In 2003 The Crowood Press ([www.crowood.com](http://www.crowood.com)) published a book "Jowett Javelin and Jupiter - The Complete Story", same series as Ray's book on the Minor. It was written by Geoff McAuley and Edmund Nankivell and is ISBN 1 86126 562 X; both authors have extensive experience with the models and the book also mentions the early history which continues up to cessation of production in 1954 and beyond. It includes a Buyers Guide.

It may be out of print, but check with Crowood or with second hand book dealers. It is not the same size as Ray's Minor book, it is smaller at 10" x 8", runs to 175 pages and has many photographs etc. Seasons Greetings to you all, Sandy Hamilton.


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## Secretary's Report

Good evening and welcome to the first clubnight of 2012. Tonight, we are very grateful to John Blake for arranging the "Name the object" quiz for us. Next month will be the blind auction for this year's charity which has yet to be decided upon.

I hope you all enjoyed the Mistletoe Meander last month and that the weather was kind to us for that event. I will write more about that in February's newsletter as we haven't done it at the time of writing!!

Please can you all get your bookings in for the Dinner and Dance on 18<sup>th</sup> February at the Elstead Hotel to Jacky as soon as you can. We will really need to know our numbers by the end of this month.

The Devon weekend is filling up nicely but there are still a couple of rooms available if you would like to come along. The Royal Glen Hotel really is a lovely hotel and there is always plenty to see and do around the Sidmouth area. It would be good if we could get more than a couple of Minors in the car park this year though! It's not that far to go and the Minor can do the trip easily. We always take the Traveller down.

When John and I were at Beaulieu for our last meeting they informed us of a couple of events they will be holding this year which may of interest to you. They will be holding a special event for any 1950's vehicles over the weekend of the Queens Diamond Jubilee in June and an event called Simply Classics on 26<sup>th</sup> August. This one is for any classic car. We took the Traveller along last year and it was a very enjoyable day out.

That's about all from me for this month so Happy New Year to you all.

Laurie.



1 <sup>st</sup> Owner Joseph Henry Leaves	Sploot, Cardiff	1956-58 (Approx)
2 <sup>nd</sup> Owner ?	Wales then Ringwood, Hampshire	1958- 64 (Approx)
3 <sup>rd</sup> Owner Gordon Harold Moore	Ringwood, Hampshire	1964-83
4 <sup>th</sup> Owner Auto Service Garage	Wimborne, Dorset	1983-84
5 <sup>th</sup> Owner Jane Bowles	Parkstone, Poole, Dorset	1984-85
6 <sup>th</sup> Owner Phillip Traves	Parkstone, Poole, Dorset	1985-92
7 <sup>th</sup> Owner Colin Edwards	Boscombe, Dorset	1992-1995
8 <sup>th</sup> Owner Ian Simpson	Hare Hatch, Reading, Berks	1995-1996
9 <sup>th</sup> Owner Joan Denny	Ashley, Windsor, Berks	1996-1999
10 <sup>th</sup> Owner Joe Joyner	Salisbury, Wilts	1999-1999
11 <sup>th</sup> Owner James Worth	Christchurch, Dorset	1999-2000
12 <sup>th</sup> Owner Paul Hockey	Parkstone, Poole Dorset	2000-2000
13 <sup>th</sup> Owner Phillip Traves	Bournemouth, Dorset	2000-present
So I am the 6 <sup>th</sup> and 13 <sup>th</sup> owner and the car went up country and back again, a true homing Minor!		

When Morrie was 50 in 2006 I took him off the road for the first time and he had a re-build. I took the wood off the back to replace the rotten sections, he had new wings and a re-spray and I was very pleased with the result!

In July 2010, while driving home from work, a 17 year old drove into the back of Morrie and pushed him into the car in front who had a tow bar! Morrie was low loaded home and later in the week written off! Luckily for me it was a Category C, which means he was repairable, so after a payout from Footman James I set to work repairing the woodwork and having a new end fitted!

I was delighted to receive 2<sup>nd</sup> Best Series II Traveller at the MMOC National Rally this year (2011) 23 years after the last national I had attended!

I use Morrie most days as he is my main car, driving a Morris as a 43 year old is brilliant, the insurance is cheap and it is so much fun! **Phil Traves.**

*(A great little story, Phil, thanks for that. It's good to see such a historical relationship with the car—and with a happy ending too after the potentially terminal 'crunch' - Ed)*

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## The Story of 'Morrie' by Phil Traves

### 1956 Series II Morris Minor Traveller MBO145

#### **Car Details**

My Morris Traveller was registered on 8<sup>th</sup> February 1956, chassis no FLE11/401075. A deluxe model in Empire Green, with the original leather seats, overrides and heater. The rear doors are original, with lovely wild grain, but they are much thinner than they were with over 50 years of being scraped down and re-varnished. The ash over the rear wings has been replaced with other sections being restored and kept. I was told the older Traveller woodwork lasts longer as the wood was air dried, by the mid 1960's the ash was kiln dried and didn't last so long. It is on its 4<sup>th</sup> engine and 4<sup>th</sup> gearbox with a 1098 unit now fitted. The car has done over 250,000 miles.



#### **Car history**

I bought the car in 1985 when I was 16 from a friend, Jane Bowles, the original 803 engine had expired and was in the back! He cost £250 and was christened, "Morrie". After a 948 unit was fitted an MOT was obtained and my 17<sup>th</sup> birthday arrived, so driving lessons started. I passed my test later that year in Morrie. I attended lots of Morris Minor rallies with the Dorset Branch and won the first

prize Series II Traveller at Knebworth Park in 1988.

By 1992 I had moved and needed a bigger car; Morrie needed a new floor but he still looked good, so I sold him to a chap for £2,000, and regretted it ever since.....

9 years later, mid 2000 my dad spotted MBO145 driving near him in Bournemouth, he followed Morrie and spoke to the driver. I arranged to meet the new owner a few days later and 4 months after that, I bought Morrie off him for £2,000.

Well, how excited was I? The car looked the same but a bit tired and dull, he had a new floor, inner wings, engine and gearbox with bills of over £4,000.

A few things had been changed and I wondered what had happened to the car in the intervening 8 years as there was no paperwork with the car.

I wrote to DVLA and this is what came back from their data base starting in the 1970's. The first and second owners were not on the database, but I remembered the first owner's name!

## Chairman's Report

Welcome to the January Clubnight. I hope you all had an enjoyable Christmas and New Year. The Jenkinson Family went to the Durley Chine for Christmas lunch and spent Boxing Day at home. It was nice to see a good turnout for the Mistletoe Meander run on 27<sup>th</sup> December. I hope you all enjoyed the fish and chips—thanks to Lindsay and Mark for the catering duties.

Also don't forget to book your dinner and dance tickets at the Elstead Hotel on the 18<sup>th</sup> February. I would like to thank John Blake for the Name the Object Quiz at the Clubnight. Don't forget to bring all your goodies and unwanted presents from Christmas for the Branch Charity Blind Auction night in February. If you are not sure what the Hobbies Night is all about, ask one of the Committee to explain (*or see page 12 - Ed*). We are looking for new ideas for the Branch Regalia shop for this year. Please let us know if you see anything suitable you might like to see in our stock.

Also we would like some new advertisers for the newsletters to help keep the costs down.

That's all for now, so to my Committee and the Branch Members—a Happy New Year to you all. John.

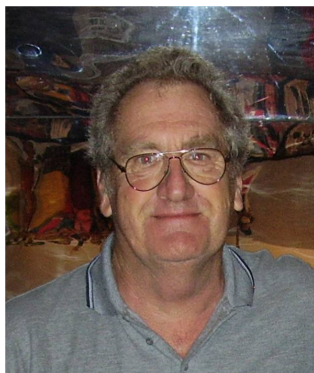


### **BRANCH REBATE SCHEME**

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



The first car my parents could afford (that I can recall) was a Jowett shooting brake, similar to a Morrie 'woodie'—a metal cab with timber frame and hardboard body, bullet style side-lights and 2 tractor style headlights with double filament globes giving high and low beams. It had a twin cylinder engine horizontally opposed, the heads for the cylinders were either side of the engine block, 6 or 8 studs held the head on. So cylinder head gasket replace was a piece of 'p' (well you know!) It was a two door car with seats for 4, with me being the youngest; sometimes had to move to the rear section behind back seat back if others were to be carried. We had some very funny adventures in that car, like the time my brother was



learning to drive. He took dad and I to the local pub for Dad to pick up his daily allowance of 2 pints of mild beer. Well, negotiating into the car park of the pub meant going up the drive which had a slope. He missed a gear and stalled the engine, restarted, engaged the correct gear but the car wouldn't drive. A half shaft had broken causing loss of drive. We got flat towed home, pulled out the broken shaft, removed the diff for cleaning and re-installed only to find we had 4 reverse gears and 1 forward gear! You know what had happened of course. Another time it was Christmas time and very cold and one of our neighbours needed a tow start for his car. My brother (now licensed!) offered to help. He took our car to the stranded car while the neighbour attached the tow rope and then got into his car for the task. They took off - my brother leading and getting up speed, when the neighbour let his clutch up, he pulled the back of the shooting brake off the car! He'd put the rope on the bumper bar not the chassis. We rebuilt the body, repainted with Tekaloid paint which was as good as ever. Happy days. You can't do that with the plastic ones of today. Hope you all have a Merry Christmas and a safe new year.

*(Thanks for that one Vic. We believe you are an 'ex-pat' and the Jowett experience occurred in Blighty. I found the photo of the Jowett Shooting Brake on the interweb—hopefully accurate. (Mustn't mislead anyone!) Has anyone else got any early motoring memories for the newsletter? - Ed)*

Some people in the Club may know that I had to have an operation on my hand and was told to keep away from working on cars until the stitches were out and I was given clearance that all was well. As cars were 'out' I decided to have a go at one of the scooters, actually a 1956 Lambretta LD150. I needed to go through the electrics, which I did and then clear the fuel system as it had not run for some time. At some stage it had received some fuel tank sealer, presumably to seal the light rust coating inside the tank. I



could not get any fuel to flow so removed the tank. Compared to a Minor tank the LD one is small, only one and a half gallons. On removing the tank I could hear things rattling inside so upended it and removed the stale fuel. The pictures show the story. The sealer had come away from the inside of the tank, some had broken into small pieces but others were in large sheetlike chunks about 4mm thick in places. Some came out easily but others were too large to come out of the filler neck. I managed to "catch" them with long nosed pliers and using some good sharp side cutters nip pieces off. It took about 4 hours to remove it all and the picture shows how much actually came out.

The Lambretta is a two stroke but I haven't heard of standard two stroke oil breaking the adhesion. Presumably it is the "modern" petrol. Just something else for us to consider when we can't get fuel to come through on the Moggie. Oh by the way I was given clearance on the hand today so I can go back to the cars. You don't think that I was dealing with the hospital's instructions too literally do you?

*(No Dave, we don't think so; they didn't mention scooters did they? So long as you don't try and ride it too far you'll be fine. If I remember correctly, you have to do the clutch and gearchange with your left hand which is not easy at the best of times. The photo, by the way is not Dave's but a 'typical' one (compliance again!). It looks like you gathered a fair bit of 'toffee' out of the tank; as far as I know, the 'slosh' tank sealants require a fairly difficult and precise cleaning and pre-treatment process in order to be successful. You could be right about the modern petrol, though since the increasing ethanol content does give a proven 'boost' to corrosion of the metal fuel system components.—Ed.)*

