



Rear View

Here is Phil's Traveller (left) shivering in the snowy weather and (below) Nev winning the trophy at the recent Dinner and Dance for the "Closest Match to the Chairman's Tie".



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Dorset Branch

MORRIS MINOR OWNERS
CLUB

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MARCH 2012

Volume 15

Issue 5

www.dorsetmmoc.co.uk

DORSET BRANCH NEWSLETTER



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

The Spring weekend visit to Sidmouth is coming up, so I thought it might be nice to start anticipating that. (The car is Eddie Pateman's)

*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)

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

2012

7th March—Clubnight (Hobbies Evening)
13th March (Tues) Inter Club Quiz v MG Club at Hamworthy Club 7:30pm
4th April—Clubnight Talk by Reverend Timbrell
9th April—Andover Vehicle Meet and Autojumble
13-14 April—Devon Weekend (Sidmouth—Royal Glen Hotel)
28-29th April—Juke Box and Retro Fair—Brighton Racecourse.
29th April—Swanage Charity Day
2nd May—Clubnight (Quiz and decide on charity)
5-6th May—Brockenhurst Forest Fayre
6th May—Aubrey Batt Run— (to Brockenhurst Fayre)
12-13 May—Breamore Spring working weekend
19-20th May—Beaulieu Spring Autojumble
6th June—Clubnight (TBA)
4th July—Clubnight (Road Run– Bloxworth) Meet B&Q Fleets Br. 7 for 7:30
7th July – Ferndown Carnival
8th July – Dorset Branch Rally – Avon Heath Country Park
21/22 July Melbury Abbas Rural Weekend and Vintage Rally
4/5th August—By-Gone-Days, Brooklands Fm, S.Gorley (nr Fordingbridge)
5th August—Lymington Rotary Car Show (Venue TBC)
10/11/12 August—Purbeck Rally, Worgret Road, Wareham
19th August—Bournemouth & Poole MG Club show at Athelhampton
27th August—Verwood Rustic Fayre
27th August—Brockenhurst Carnival & Fete
31 Aug—2 Sep—Isle of Wight weekend (IoW Branch)
8-9th September—Beaulieu Autojumble
18th September—Skittles Match Bloxworth Club
23 Sept—Breamore Steam Up

2013

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

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Dorset Branch Newsletter

February 2012



MORRIS MINOR
OWNERS CLUB

Volume 15 Issue 5

CLUBNIGHT ACTIVITY:
Hobbies Evening

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NEXT CLUBNIGHT ACTIVITY: Talk by Reverend Timbrell

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

Thanks to Clive Collins (via Dave and Jacky Walker) for this month's motoring memories feature on the recurring

subject of Jowetts! Also, thanks to John for passing on the letter and photo of his once-owned smoke grey 2 door that seems to be enjoying life just up the road from Hemel Hempstead. Thanks to Dave again, for the news on the Model 'T's first venture out of his garage!

Whilst taking the grandchildren to school the other day, I passed one of my neighbours who appeared to have broken down less than a mile from home. On the way back, he was still there so I stopped to enquire as to the problem. He replied, rather glum faced that he had topped up the oil at the weekend and believed he *may* have overdone it. He saw a "1.0L" mark on the dipstick between the 'MAX' and 'MIN' lines and misread it as 10 Litres! Luckily he *only* had about 3L in the garage. Anyway he ended up with approximately double his normal sump capacity. It wasn't a Morris Minor, but the same principles apply. The recovery man turned up and towed him back home and then departed, having convinced my neighbour that the engine was ruined. Recovery Man had attempted to restart the engine after he had been told of the potential problem and reported that it was 'locked-up'. In the event, the battery was a bit weak and so there was not much guts in the starter—so I was hopeful that the engine would work again—despite pessimistic predictions to the contrary! We drained the sump and then took the plugs out and found (not surprisingly) that the cylinders contained significant quantities of oil. Normal procedure would be to spin the engine over on the starter to purge the unwanted oil. This was only successful in spreading some of it over the underside of the bonnet but due to the low battery power and cold weather, most of the oil stayed put in the engine! Time for some lateral thinking. I went back to my garage for the compressor and the schutz gun with a short length of flexible hose. We put a bit of paraffin down each cylinder bore to loosen the oil and then sucked the mixture out using the schutz gun. It worked well and we managed to get nearly all the oil out. The next question was... had the 'lock-up' damaged the engine? My neighbour was worried by what the recovery man had told him. If it was damaged, it would probably have meant the car was an economic write off. Fortunately, it started straight away, however, we almost had to phone air traffic control at Bournemouth Airport to warn them about the sudden fog on the approach to the runway from the west! The smoke eventually dispersed and the engine ran sweetly again. The moral of the story is to be aware of your sump capacity before you top up and if you do get it wrong, you should not try to start the engine since the effect is similar to when you go through a flood and water gets sucked into the engine. Sadly, fluids are not compressible like fuel vapour and the effect is a bit like slamming the piston into a lump of concrete inside the engine.



Those of you who used to read *Minor Monthly* will be pleased to note that the magazine will be re-launched as a bi-monthly publication. Accordingly, a name change was inevitable and the new mag will be called "**Morris Minor Magazine**". It will be 68 pages long and have a more 'glossy' appearance. Those who have outstanding subscriptions should by now have received a letter from the new publisher Blaze Publishing trading as 'Morris Minor Media Ltd' who are based in Leamington Spa. Existing outstanding subscriptions are to be honoured by the new publisher. It is hoped that the re-launched magazine will be available in March as the 'March/April 2012' issue. I'm looking forward to receiving mine, so will be renewing my subscription.

Brian.

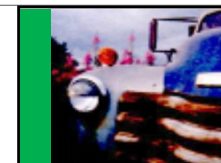


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Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*

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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 clubnight, so let me know if you need anything Brian. 07411 116336 (Don't forget s/h spares for sale and wanted on website)

Book Club Plus (by Derek Shearman)

Hello everyone - I was interested to see in last month's Newsletter an email from 15 year-old Georgina who is looking to buy a Morris Minor restoration project for her and her father to undertake. I have recently acquired, for the sum of 50p, a book titled "Buying, Renovating & Driving Your First Classic Car" and the main picture on the cover is, yes you have guessed correctly, a Morris Minor Convertible. This book is compiled by Patrick Smith who is well known in the classic car world and although the book was first published in 1995 its content is still as relevant to-day. Georgina; assuming you, or your dad, have now become members of the Dorset Branch of the Morris Minor Owners Club, please come and talk to me at the next meeting and borrow this book from the Book Club Plus.

For anyone who has recently joined MMOC, Book Club Plus is an ever increasing collection of books relating to classic cars / motoring / engineering / transport / related subjects. All the books have been lent into the Club by Members and are for other members to borrow free of charge. We do not sell any of these books.

Other titles recently acquired include: British Woodies from the 1920's to the 1980's (anyone who does not know what a Woodie is, there are many colour plates within the book to explain); Preserving Commercial Vehicles by Keith A Jenkinson: Steam Traction Engines - memories of the men & machines by Harold Bennett.

World Book Night - I am please to report I have again been successful in being appointed a distributor for this year and should be able to give you further details next month.

Derek Shearman - 07593 623721 / derekshearman@talktalk.net.



Here are some more local companies who have been found helpful...

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Regards, Dave Walker



Thanks to John Blake for the photo (below) taken at last year's August Clubnight, the talk subject being 'The Real Dad's Army'. Left to right, Nick Palmer, John Jenkinson and John Blake. (Actually.... not sure about the one in the middle!)

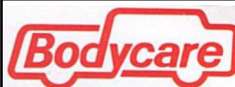
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Editor's Inbox

Dear John,

You may remember me, I am Clare's Father in Law, and I bought a Morris Minor from you in September 2007 that you sold on behalf of one of your late members.

I thought that I would bring you up to date with the current state of the car my 'BABY'.

Firstly I still have it and it runs like a dream, and the enclosed photo shows you the start point of a local rally last spring. This is a biennial run of about 40- miles around the town visiting various check points where someone takes a photo. The cars are then paraded in the town centre pedestrian area, the whole event is a charity fund raiser, and gives the cars a good run. Since I bought the car I have done a few things to keep it in good order. Replaced engine and gearbox mountings and restraint cable. Replaced water pump.

The clutch was juddering and has been replaced complete with starter ring, they

were both absolutely k*****d. New brake drums, linings, cylinders, New rear springs, Replace prop shaft UJ bearings, New straps and sponge for front seats. This may sound a lot but really is not much over 4 years, if the man that does the MOT says it needs to be done then I either do it or get him to do it, and of course, being a Morris Minor all the bits are cheap and easy to get, as well as the car being very easy to work on. It is a fine car, not a show winner but good to take out for a run anytime as it always starts easily, even if left unused for a month or so.

Best Regards, Alan Darvill.

Hi Brian, you may remember me as a young member new last year. I own a 1955 four door saloon in OEW. The reason for my disappearance from the club is that I am now at university, but will with any luck be re-joining for the summer months and the annual show. give my regards to everyone.

Thanks, Marcus Still

Following our plea for gents ties to use on coats made for rescued greyhounds, we thought you would like to see how the ties are used to tie on coats for these poor dogs. Any help with unwanted ties would be very much appreciated. We leave for France on Sunday 25th March, but would be able to collect locally, prior to this date.

Dave and Jackie Walker 01202 877972



Secretary's Report

Good evening and welcome to the March clubnight. Well done to you all for the fantastic amount you managed to raise at last month's clubnight. We haven't decided on our charity for this year yet so please think about where you want the money to go this year and we will make our choice at May clubnight. You'll all be pleased to hear that I have managed to book the Rev. Timbrell for the April clubnight. Tonight is the hobbies night so let's hope for some interesting displays of your other interests.

I hope all who attended this year's annual dinner had an enjoyable evening. Thank you to everyone who brought along a prize for the raffle and well done to this year's recipients of the annual trophies who were:

Series MM – Mike Sheppard, Series II – Dave Walker, Saloon – Nev Gerry, Traveller – Tina and Des Waller, Convertible – Ann Jenkinson, LCV – Tony Ware, Best Overall – Roger Ware.

The Devon weekend will soon be upon us. If you haven't booked but think that you might like to come I'm sure we could fit you in – just have a word with Nev. The Royal Glen Hotel is a lovely old fashioned place and I can guarantee you will have a good weekend down in Sidmouth.

Thank you to all of you who came along to the skittles match against the 2CV club on Friday 24th February. It was a very enjoyable evening. We managed to win the skittles trophy as well as Ann winning the highest score for the ladies, myself the highest score for the men and Margaret the booby prize for the lowest score!



We are hoping that this year's Aubrey Batt Run will finish at the new Lyndhurst Show on Sunday 6th May so please make a note of that date in your diaries.

I'm sure we'll all be glad when this year's rally season kicks off and we can get out and about again properly in the Minors. The events diary is filling up and I have a selection of rally entry forms available should you want them.

I have acquired another one for the fleet although I'm not yet sure what I'm going to do with it or how long I'll keep hold of it. It's a very nice 1956 2 door saloon in dark green with green leather upholstery. It's a very early 1000 model having been registered in October 1956. The first 1000 saloon only rolled off the production line in that very month but I don't know yet when

exactly it was made. It seems to have been completely rebuilt back in 1988 and very little used since. In fact, it doesn't seem to have been used at all for about the last 10 years having been stored away in the garage of the old chap who had owned it for the last 50 years until his death last year. I hope to have it up and running again soon and back on the road where it belongs.

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



Model 'T' Emerges (by Dave Walker)



(30 minutes) it had to be towed over compression. Starting it and keeping it running for longer up but in true Model T form it

In one of the pictures you will find the solution for keeping a model T cool while running it up without the expense of lashing up an electric radiator fan. The mains blower keeps the temp in the top header tank at 83 degrees centigrade and as such it was possible to keep it running for about 20 minutes at a time.

This morning I couldn't start it on the handle but a quick tow soon had it running. Leaving it outside all day without running it was a test. Trying to start it on the handle failed but it did run for about 15 seconds before cutting out.

It runs better on the 12v battery than on the magneto at tickover but increasing the revs both forms of ignition run well with only a slight miss at times on both forms of power.

The magneto powered horn works as do the headlights.

Tomorrow we will run it up again and perhaps leave it a little longer.

Hope that you find this of interest, all we have to do now is sort out the transmission adjustment, interior and hood, and a few other items of which the speedo looks the most difficult.

We think that the T started rather than suffer the ignomy of being pulled by a GM product!

Actually driving it is not as bad as I had feared. The steering is quite light and the engine seems to have amazing torque. I think that it is probably better to gloss over the question of brakes. However I will just say that when bringing the car to a stop on the foot brake the car rocks on the transmission slightly. I suppose that's just the way a transmission brake works.



Thought that you may be interested to know that the T is now running! It started yesterday (Feb 24th). As I was unable to swing it, due to the engine being very tight after the re-build we decided to tow it. After a couple of attempts dragging it round the garden with Jackie's Chevrolet Matiz, it fired and kept running. It was very tight so we kept it running for about 5 minutes and then shut it off. It did start on the crank immediately after stopping the motor but as soon as it was cool again as I couldn't swing it again (behind the Matiz) each time is loosening it does run hot.



DMMOC Annual Dinner & Dance



Chairman's Report

Welcome to the March clubnight. I hope all the members and friends enjoyed the recent Dinner and Dance at the Elstead Hotel. Also a big thanks to all those who brought prizes for the raffle. We had a good night out at the Bloxworth Social Club. Thanks to Ruth and Colin for arranging the evening. Also the food, supplied by the Bloxworth Club was very good too. By the way, the Branch won the Skittles Trophy. The Committee are arranging



John Jenkinsons Motors at Fleetwood (nr. Blackpool)



some new runs this year so keep an eye on the What's On page which is filling up with events nicely.

It is nice to hear that Minor Monthly has found a new publisher so we hope to see the magazine (under its new name—Morris

Minor Magazine) in the shops soon.

The Committee are having trouble finding someone who can supply car door flags with the logo on. If anyone can help please let one of us know. I know that the July clubnight is a long way off but I have just booked the Fish and Chip van for the Clubnight Run (see below). The Isle of Wight Weekend—we are still waiting to hear the arrangements for the weekend run from the IOW Branch. When that arrives, I can put your holiday packs together. Don't forget on the 13th March (Tuesday) it is the Quiz Night at the Hamworthy club against the MG club at 7:30. That's all for now, Good Minor, John.

July Clubnight: We are planning a road run for the July Clubnight, due to the sporting activity at the Electric Club on that night. We will meet at the B & Q car park at Fleets Bridge for a run to the Bloxworth Club where Fish and Chips will be available. We will be leaving at 7:30 for the run.

This year's **Aubrey Batt Run** will be held on 6th May and we are planning to attend the Brockenhurst Fayre after a road run. We will be meeting up (probably Avon Heath Country Park) and having a road run. Put the date in your diary. More details to follow.

Jowett/Motoring Memories

I was inspired to write this tale when Jeremy Clarkson wired the brake lights to the horn on the Rolls Royce on a recent 'Top Gear'.

The Jowett above was hired by my Dad to go on



holiday to Brighton, circa 1949/50. The car was fitted with Jowett's amazing little 7hp horizontally opposed two-cylinder 907cc engine. It was very low geared with a top speed of 48 MPH, but because it was so low geared it could carry a good load and as I remember it had room for six people; there were two folding seats behind the two front seats.

Remember that this was only three or four years after the war and the country was still struggling.

Dad hired the car from a man who had a shoe repair business on the Eden Park Shops on the Upper Elmers End Road, this was a time before MOTs, so when Dad hired the car, he found that there was a fault in the wiring on the steering column so that when he turned a corner the horn would blow, which if you were moving was no problem, people would look up

and wonder, but then go about their business. Another small problem was the fact that the radiator cap was missing, as you can see, it was on top of the bonnet, so the solution to the problem from the man who owned the car was to plug it with a cork. Again this was no problem while the car was rolling and the water was kept cool.

I was a child of the pre-war American gangster films where you always seemed to have a car chase where somebody was riding on the running board firing a gun. Now you may think that pester power from children is a modern phenomenon, I can tell you that this story teller was the master when he got it into his head that he wanted something. Not sure how long the holiday was that summer, it could have been one or two weeks, but from the start of the holiday the chant was "Dad, Dad can I ride on the running board please Dad please?" every opportunity I got, Dad would get in the car and I was there "Dad can I ...?". As usual we were camping at Brighton and the car was parked beside the tent and I think it would have been parked there most of the time, I know that there was another man who turned up for a camping holiday in his Land Rover which would have been only two years old at the most because they started production in 1948. This man was full of what this Land Rover could do, at one point he stated that his Land Rover could climb a hill with engine just on tick over. Dad said that the Jowett could do the same thing. You need to know at this point that the name of the camp site was 'Sheepcote Valley'

and the road to the site office ran through a valley with the downs hills rising up either side, so wherever you camped on the site you were on a hill. So Dad and this man set the cars to go up the grass hill on the site and sure enough Dad was right, the Jowett did go up hill and the Land Rover man was suitably flabbergasted.

I think both of these incidents happened on the same day. Mum decided that we needed to find a sandy beach, Brighton was all stones, so it was decided that we would drive to Worthing to find this sandy beach. So Dad got in the car, and it's "Dad, Dad can I...?" With a resigned yes from Dad, he started the car on the camp site road and I climbed on the running board with my arm around the centre post and off we went, not sure how fast we were going, probably only about 15mph, but it felt really fast to me, not sure whether I was a goody or a baddy in my imagination, but I was looking where I was going so I must have been a goody, we only did about 300 yards to the camp office where we met Mum and my two sisters, we all got in the car for our trip to Worthing. I don't remember much about the day in Worthing but I do remember thinking that Shoreham was a bit of a dump as we drove through it, but it was and still is a town with a working port.

The camp site we were staying at was sited on the east side of Brighton and with Worthing to the west, so when we came back from Worthing after our day out we would have to drive along the Brighton sea front to get to the camp site. The colour picture is of the Brighton aquarium which was taken circa 1910 looking east; when we were there in 1949/50 they had



built a roundabout in front of the aquarium, so as we came from Worthing we would need to take the road on the left hand side in the picture to get back to the camp site. It was high summer and there were crowds crossing the road to get onto Palace Pier and a lot of slow moving traffic creeping round the roundabout, as we got onto the roundabout we had to stop and with the steering turned there was a long Beeeeeeeeeeeeeeeeeeeeeeeeeeeeeeep, and as you can imagine the crowds are looking at us and you can read their minds, "impatient so and so's." At this point because we were stopped the water in the radiator began to boil, then all of a sudden there was a loud pop as the cork took off from the radiator, it must have gone 15 feet in the air and then as it came down it rolled under the car. I can't remember whether Dad moved the car to recover the cork or whether I was ordered to crawl under car to get the cork, either way the cork was recovered and pressed back into place and off we drove back to the camp site.

Dad/Clive

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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

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