

Dorset Branch



THE DMMOC MONTHLY MAGAZINE



April 2024 Vol.27 issue 5

The MMOC Dorset Branch

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

Membership currently costs £15 per year—£20 for joint membership.

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New Post

Creative Design Consultant.

Roger Kellow

FRONT COVER
Spring is on its way.
D.M.M.O.C.
Events underway

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

May 21 2024



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB



NEXT CLUBNIGHT

Is the Apr 3rd

In This Months Issue...

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Dorset Branch Members-It's Your Magazine - It's Your Club !

*****The Editor encourages and welcomes any written contributions - particularly loaned (or emailed) photos please of topical interest, from the branch members suitable for inclusion.***

****Please submit , if possible ,any material or advertising matter, within 10 days prior to the next monthly club night date . (*Inclusion within the next available published newsletter is subject to space, as it approaches the next respective monthly publishing deadline.*** The Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers : No recommendation is implied : Any views expressed or advice given within the newsletter is offered in good faith and no liability is accepted by the Dorset branch or the MMOC for any consequences arising from following such material.

Chairman's Report



Hello everyone and welcome to the April newsletter. It was good to see so many of you at last month's club night for the talk by Chris Brown on the Commonwealth War Grave Commission. I found it very interesting, and it has made me even more determined to visit some of them across in France and Belgium. We have sent them a cheque by way of a donation in lieu of a fee for the talk.

Aprils club night is a feely bag competition so good luck to everyone. By the time you read this we will have the Easter Saunter Run. Thank you to Peter and Joy for organising this. **Drive it Day is Sunday 21st April.** We are going to The Swanage Charity Day Classic Car Show in Swanage and will be meeting at MacDonalds at Holes Bay for breakfast at 8:30 before heading down to Swanage.

The link to pre book for the show is on our website.

Moggyfest we have a very large number of entries this year and are looking forward to another brilliant weekend. The main focus for this year is the Traveller and the LCV so we are looking at, hopefully, a bumper number of entries in these 2 categories. We hope to arrange for both lots of vehicles to be parked up prominently in front of the main marquee.

Please keep your eyes on the events page for any events as they come in both within the pages of the newsletter and on the website. Updates are also given out on our Facebook page. For those of you who went to Wings and Wheels at Henstridge last year I'm pleased to tell you that they have given us a club stand area for 2024 allowing us all to park easily together.

Work is progressing on the restoration of the 1957 4 door. Terry has now completed all of the welding and I have been busy painting the floors and wheelarches. By the time you read this they should have had 2 coats of green as well as the primer coat. When the top of the floor is all done, we will turn her back onto her side and I will paint all of the underneath in the same manner.

I think that's all from me for this month so until next time.

Happy Minoring

Laurie.

Secretary's Report



Apologies for the technical issues at last month's club night. We had to improvise at the last minute, hopefully it didn't ruin the talk given by Chris on the Commonwealth War Graves Commission. Before we have any more speaker evenings, I'll check that all is back working again. Some of you probably also noticed they have introduced parking restrictions, apparently a lot of people were using their car park when frequenting the Broadway pub! Don't worry, parking is still free. Let either us or the staff know if you need any help. This evening is the 'Feely bag' night, so hopefully we won't have any technical issues with that.

I hope that everyone enjoyed the Easter Monday road run out to Pamphill Diary.

If you haven't already booked onto the Drive it Day outing to Swanage, there is still time. We will be meeting at Upton Country Park so that we can travel in convoy and hopefully arrive at the main beach car park to get parked up together, if you want to join us en-route let us know so we can try to arrange a rendezvous. Drive it Day is a national occasion to celebrate the one-thousand-mile trial organised in 1900 to prove the viability of the motor car. It is organised by the Federation of British Vehicle Clubs and raises money for the NSPCC's Childline charity, you can purchase a vehicle plate in support from their website www.driveitday.co.uk.

Entries for MoggyFest have now closed, so I hope you got your forms in. We are now planning the finer details, but it's shaping up to be another blockbuster event. Brian has invested in a new card machine which doesn't rely on being near his mobile phone, so we won't lose sales in the spares dept when he takes a comfort break. ESM have generously agreed to sponsor the trophies again this year which is great news.

Ian.

Editors Report



Hello and welcome to April's Magazine.

Well my web feet are coming on well the rain must stop sometime.

For my birthday I was given a day out in a vintage off road experience driving a classic Landrover. I have done similar things before so I thought I knew what to expect. How wrong I was.

Let me expand I used to live in mid Wales and the off road experience was arranged for a farm just down the road to where I lived.

We turned up and could select from the many series 2 and 3 Landrovers' available.

My choice was a ex military long wheelbase series 3 with canvas back.

We started at 13:30 and arrived back at 17:00. In this time we had covered over 50 miles down narrow lanes and over mountain tracks.

They say a picture speaks a thousand words so here goes.



Well that's all from me hope you enjoy the Easter run and Spring will bring more favourable weather so we can all enjoy our Morris cars out on the road where there belong. Ed.



THE 'BRIAN WOOD' REPORT

Hi everyone. I hope you are all getting your Minors ready in anticipation of the (hopefully!) better weather to come. Our 'fleet' excluding the convertible are all having some kind of technical activity now. The respray of 'TDG' – the dark green 4 door Minor should be complete by the time you read this. It will then just be the small matter of putting it all back together. Whilst the engine was out, I took the opportunity to give it a bit of a 'refresh'. I haven't stripped it completely as it was running well with just an annoying timing chain rattle. So, I have fitted a duplex replacement chain kit, which should quieten it. Otherwise, it's been a case of cleaning the gunk (including inside the sump) and re-painting the engine in the correct colour of Prussian Blue (thanks Graham M!). "Shouldn't it be green" I hear you ask. 803 and early 948 cc engines were painted this colour in the factory. I remember seeing fragments of the original paint when I took it to bits the first time in the 1980's. The carburettor has been leaking and is a bit worn so I will need to attend to that. It was becoming very difficult to start from cold. The 4-door re-assembly process will be delayed for a while as the next job will be to tidy up the interior of the Million. With everything else going on, not much has happened on it for a while, however, I think it will be making an appearance at the Easter Run this year. The Traveller has gone off to have a small bodywork repair done to a dent in the driver's door. This happened some years ago whilst I was manoeuvring the car backwards into the garage and caught the front bumper of the 4-door on the way. One of our newer members came over to see me recently and after a ten-mile drive from home he got about 100 yards from our home and the car cut out. The engine had just stopped with no spluttering or kangarooing etc. This type of failure usually points to an electrical issue, so we checked the HT and found no spark at the plugs. The rotor arm was very wobbly and was replaced, but I was not convinced that this would be the reason – as it hadn't suddenly gone like that. Out came the voltmeter and there was 0V on the coil white terminal. I then wiggled the wire which had severed its copper connection and was only hanging on with a little strand of the insulation. A replacement Lucas terminal did the trick, and all was well. I have found this before as the vibration tends to cause the wires to break down over time. Worth remembering if this ever happens to you.

Now you are all up to date, so until next time...

Bye for now, Brian

Celebrating International Woman's Day Two of our many female members and their cars.

At last! I've found a photo of my car as it used to look before it failed it's MOT during 2015. Sadly the wiring loom was a potential fire hazard

I've owned her since 1993 and being Trafalgar blue her name became Nelson for a long while. She was my work horse and only car for approx. 20 years. During that time she performed well and saw my son through his entire school life, but I have to admit calling out the AA a few times. Once when I was on route to Warwick, I'd only gone 2 hundred yards up the road here in Bournemouth when the fuel pipe fell off!

For many years the Morris ferried my son's double bass and musician's paraphernalia to various concerts and theatres so it was a blessing to have such a commodious and distinctive vehicle that always turned heads.

She is now sitting (in pieces) patiently waiting for welding and the new wiring loom to be fitted, it would be so lovely to be back behind the wheel again. Luckily, I do have 'a man that can', but so much other life gets in the way at the moment.

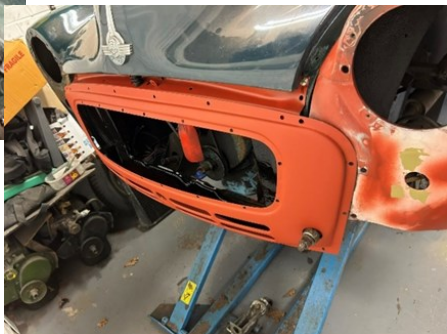
Sue Grundy



I first got my car in 1981 as a second/mum's car after the birth of our first child. It has been used for work, as a school 'bus', shopping trolley, taxi for the children (and grandchildren) and taken to shows with the growing family. I never driven a modern car and now it is on it's third refresh. Luckily I've got a 'man that can! Jacky Wood



And so the refreshing begins:-





Having completely renewed the front suspension a few years ago, it was time to do the same to the rear suspension, axle, differential and prop shaft.

I had bought new 7 leaf rear springs before the body went off to the sand blasters and I had painted these with the brake back plates and axle casing. I had covered all these parts with thick polythene and gaffer tape, but the sand blasting medium got through and damaged the paint. So after the body was painted it was time to strip down all these parts and repaint them.

After everything was fitted back onto the car, I fitted all the clutch linkage and both brake and clutch pedals inside the chassis leg. It was then that I realised that I needed to somehow fit the brake pedal return spring to the chassis leg. However many years ago the small bracket inside the chassis leg where the spring attached through a small hole was in fact cut away for the replacement chassis legs to be welded in place.

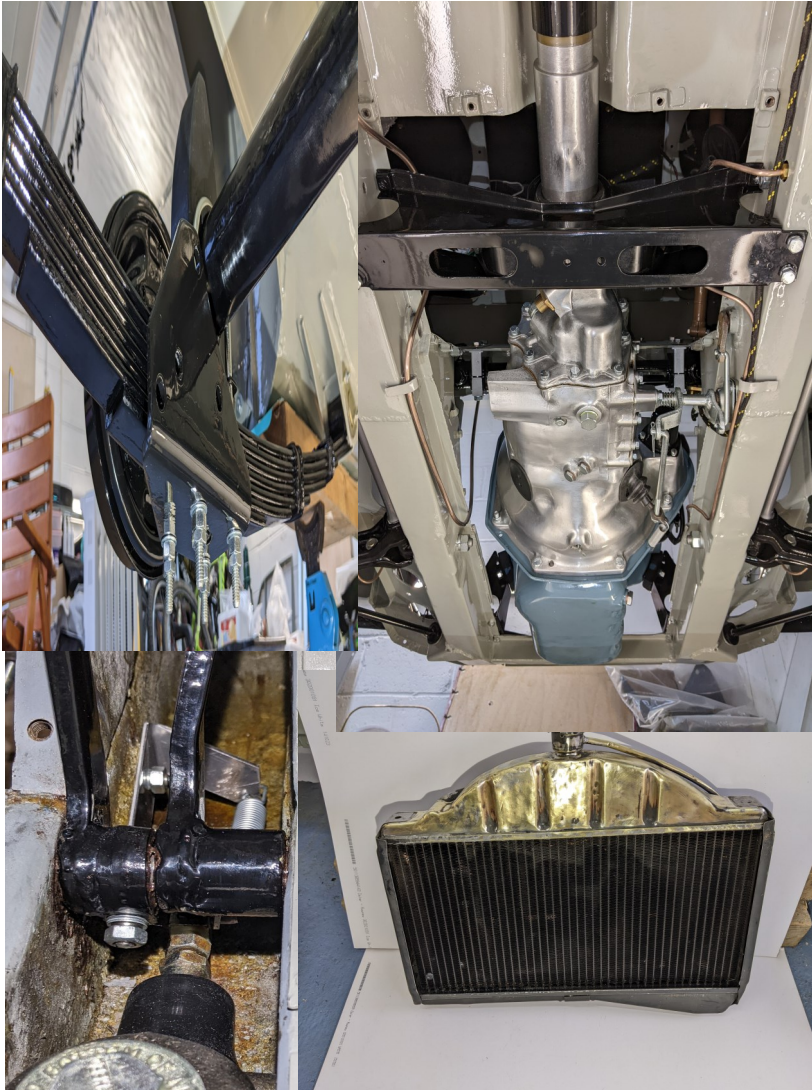
The brake pedal needs to have the return spring fitted otherwise the pedal would not come back up to the normal position level with the clutch pedal.

After a big think I decided to buy some 2mm stainless steel plate and took measurements of where the original bracket would have been. This I included with the position of the two unf bolt positions that are on the left side of the chassis leg where the clutch relay shaft metal bracket is bolted. I made a paper pattern and transferred this to the stainless plate to cut out and drill necessary holes. Long bolts with nuts were fitted to attach this into the chassis leg. Some fiddling with the spring through a newly drilled hole in the new bracket and hey presto we are back in action.

One more thing that did occur to me was that the clutch adjusting rod that links the relay shaft to the clutch release bearing fork arm was a bit of a strange angle. I removed the rubber gaitor that fits on the side of the gearbox casing where the clutch fork comes out of and looked inside to find to my horror that the top spring of the clutch fork where the release bearing fits had come away.

I then had the task to remove the prop shaft, and hoist the engine and gearbox out and split them to push the spring back in. This took about a second to do but in all two hours to remove and then reinstall the engine and gearbox with the aid of Maestro Brian and lots of thick blankets to avoid any damage around the bulkhead, steering rack and front chassis .

I have also had the radiator re-cored at Bagshot Radiators by a chap called Doug McGrath. He did a first class job in four days!! He said that he has been doing classic car radiators for 51 years and though he is 71 he still has to work so that his wife can buy shoes and handbags. Seems to ring a bell also.





Graham Goes Under Part Two

The Morris is gradually coming together and it has been entered in the Moggyfest in May, so fingers crossed it will on the road by then.

What I have been working on this past month have not really amounted to a great deal. But they are all important aspects of the rebuild. I have fully rebuilt the SU H1 carburettor, using all the necessary small items from Burlen Services in Salisbury. These I bought a few years ago and I was amazed at the expense for just a few screws, springs, gaskets and other sundry items. Burlen bought out all the SU company original parts quite a while ago and provide rebuilt SU carburettors and parts for people with classic cars who still want to keep their cars going.

I had medium blasted various carb bodies and float chambers as well as various brass and mild steel fittings that were zinc plated.

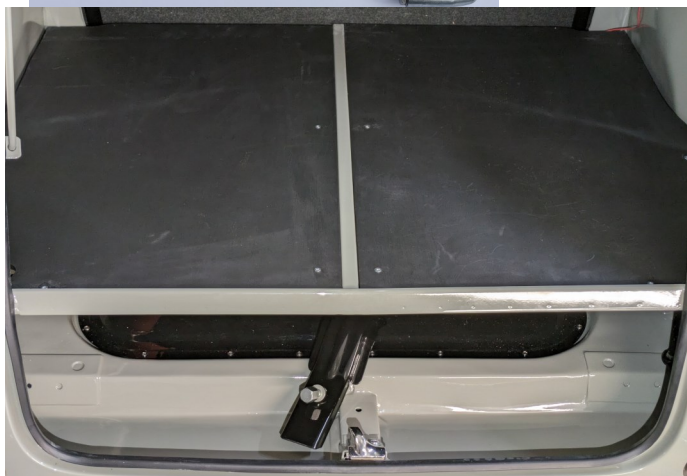
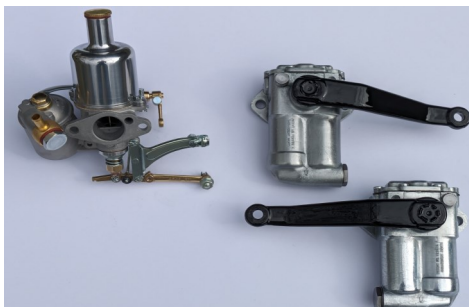
Not having rebuilt one before I followed a guide and diagrams and found this very satisfying. I have compared my results with fully rebuilt ones sold by ESM and fairly happy, especially with the cost amounting to around £80 all in. I have enough parts to rebuild another one once the car has been finished.

I have re-floored the boot with 9mm plywood that I cut, shaped and drilled from the original panels that I kept for the past 40 odd years, using as a template and painted with matt black wood paint.

I bought new rear shock absorbers made in Australia? to the original Armstrong design but now upgraded. These I painted the arms and lightly polished the aluminium bodies and lacquered them.

I have new carpets from Coverdale Carpets, the headlining kit from Newton Commercials, full stainless exhaust, so still lots to do. Sorry I have to get back to the garage.





Car Security

It is sad that we are seeing more and more reported stolen classic cars. Have seen three in this month alone. Also we are seeing damage to cars as well. On this solemn note I thought it might be prudent to produce some helpful reminders as to how you can go some way in protecting your car.

1. Keep your Keys safe

It might sound painfully obvious but making sure you keep your keys safe is one of the most important and easiest things you do to protect your car.

2. INVEST IN SOME GOOD LOCKS

Some classic car owners might be surprised to find out that most of the older, more popular models have try-out keys readily available for anyone to buy.

If you're worried a new lock will mean less authenticity, why not consider using an automotive locksmith?

3. FIX AN ALARM

The idea that flashing lights and alarms will ruin the aesthetic of your motor is a fair concern, but it needn't be. These days there are plenty of ways around these issues. Installing a 'covert' alarm means that it won't be seen by any would-be thieves, while modern systems can notify you via smartphone instead of the classic flashing lights and blaring sirens.

4. GO WITH AN IMMOBILISER

A crook lock is a good deterrent, I personally like the gear lever to handbrake. On older vehicles, you can often remove the rotor arm from the distributor to stop the engine from starting. If you're putting your car into long-term storage, you could always remove the battery completely and store it somewhere safe.

Car Security continued.

5. TRACK YOUR CAR WITH GPS

Make the most out of modern technology when it comes to protecting your classic by investing in a GPS tracking system. As well as warding off potential robberies, if your car does get nicked then it'll be a lot easier to track it down with one of these attached. Although it might sound like a big investment, these days GPS tracking systems can be an affordable option, particularly when compared to the cost of hunting down your motor by yourself. Some options even require little to no wiring.

6. ADD SOME FORENSIC MARKING

Forensic marking has been championed by UK police forces and in the classic car market. As such, it is becoming an increasingly common method for protecting classic motors and is not going to break the bank either. Do-it-yourself kits are available online for under £100, meaning your car can be DNA-ready quickly.

7. TAKE OUT SOME GOOD INSURANCE.

But it is really important to have a car insurance policy that caters to the specific needs of you and your vehicle should the worst happen.

Editors choice :- My favourite for those with electric fuel pumps put a switch in the line to the electrical supply and this can be used to isolate the pump. This will mean the car will only run on the fuel that is left in the carb and then stop. If you would like any assistance in protecting your car we have plenty of help available just ask a committee member.

Peter

Celebrating Cowley Brass Band

Poole Borough Band will be performing on both days at Moggyfest morning and afternoon. This is D.M.M.O.C. homage to the Cowley Brass Band home to the Morris group.

Here are some photos of the original band obtained by Laurie when he was visiting the museum.



New Acquisition

Brian and Pauline Ford would like to introduce you to their new acquisition. This is a 1971 Austin badged Morris Van or L.C.V.

As you can see it is in lovely condition but sporting the none standard wheels. I know that Brian is in the process of adding some additional sound deadening and has also fitted a reversing camera.

Brian purchased the car from Dave Holton club member from Silverstone. Looking forward to seeing them out and about .

Ed



For Sale and wanted

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

Brand new engine block

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

Purchase invoice.

From 2001 , purchase by Fenton Antiques, Kensington London.

Restored with quality body paint job.

All new wood framed. New head lining

Break shoes cylinders all round.

Clutch etc. To much to list.

Beautiful blue, Beautiful condition , Cover comes with sale.

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



Name Stephen , Ringwood, St Ives Dorset.

Email - marcusstephen1@gmail.com

Mobile 07818380491

Please call me for anything further.



For Sale and wanted

FOR SALE:

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

£6,500 or very near offer.

Contact Nigel Houghton 07939 264653



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

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

Event Invite

I would like to invite Dorset Morris Minor Owners club to a BBQ at Littledown Miniature Railway on the 10th July 2024 6.30 for 7.00. I am a relatively new member of the club .

A form will be in the June newsletter and could you return by the club night on the 3rd July so I can arrange the catering for the following week.

Steam and Battery electric trains will be running for rides around the track and Tea and coffee will be available with the BBQ.

The railway runs for 1/3 mile through a wooded area in Littledown Park. The Miniature railway is located in Littledown Park, Chaseside, Castle Lane East.

We have limited parking available on site for those who are bringing their Morris Minors, more details to follow on this nearer the time.

Parking is available Free in the BH Live Active Leisure Centre Car park but limited time of **3** hours only please be warned if you park over this they will find you.

Details can be found at <http://littledownrailway.org.uk/>

David Martin



M.M.O.C. at Gaydon

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

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



LOCATION

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

BOOKING YOUR TICKETS

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

Bookings team: 01926 895295

To book;

- 1 find the British Motor Museum website at www.britishmotormuseum.co.uk
- 2 Go to Book events (Red Tab)
- 3 What's on, click June, find Morris Minor Rally
- 4 Book tickets and camping etc
If you are coming for Saturday and Sunday then push the 'donate and get a free pass' for the Sunday at the time of booking (NB. this cannot be retrospectively applied).

Exert from M.M.O.C. magazine if you press gift aid you will get an annual pass so you only pay for one day each. Go to the Gaydon Website to bookIf you're a UK taxpayer and you agree to Gift Aid this donation, the government will give us an extra 25% on top of your donation. This extra money helps us continue our educational, conservation and charity work and does not cost you a penny. Gift Aid is a great way to support UK charities; if you would like to find out more about the scheme

Branch Event News

IN RED DMMOC events

TBA	Poole MGOC trip to Taunton Motor Museum
1st-Apr	Easter Monday Rd trip
01-Apr	CCOTP Christchurch Quay Cancelled
03-Apr	Club Night-Feeley Bags Competition
6-7 April	Pikes Farm Organford
21st-Apr	Swanage Carnival
21st-Apr	CCOTP Christchurch Quay
1st May	Club Night-Phill Traves talk on Antiques
6th-May	Bransgore Show
6th-May	CCOTP-Christchurch Quay
12th May	Lulworth Castle car show
12th May	CCOTP -Christchurch Quay
18-19 May	Moggyfest Autojumble Beaulieu
05-Jun	Club Night-Call my Bluff
8th-Jun	Corfe Mullen Carnival
09-Jun	CCOTP Christchurch Quay
15th-Jun	Fete on the field Ferndown
15-21 June	DMMOC adventures in France
30th June	Gaydon MMOC
03-Jul	Club Night
6th-Jul	Burton Carnival
7th-Jul	Broadstone Fun Day
10-Jul	Extra meeting Model Eng Club Littledown
3rd Aug	Burley Fete
07-Aug	Club night Gardening Comp
10th-Aug	Ellingham Show
17-18 Aug	Annual DMMOC Wolvercroft
24-Aug	Henstridge Wings and Wheels
6th 8th Sep	BPPC Harmans Cross
08-Sep	CCOTP Christchurch Quay

MOGGYFEST 2024

The closing date for entry into Moggyfest has now past with 31st March having been the last day. We have a very large number of entries this year and are looking forward to another brilliant weekend. The main focus for this year is the Traveller and the LCV so we are looking at, hopefully, a bumper number of entries in these 2 categories. We hope to arrange for both lots of vehicles to be parked up prominently in front of the main marquee.

At MOGGYFEST this year you can sell autojumble items that you no longer require on a DMMOC stall. A cost will be set against each item for the sale this being 50p for anything under £10 and £1 for items over £10. This is the time to clear away the dross to make space for more autojumble.
I know it's a disease.
More details to follow soon.



NEW MEMBERS
John Mitchell



Precision Clutch Components

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

Prices on application

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



Call any member of the team on 01202 894080
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We also offer cycle parts and accessories!



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Or email: infofpcs@aol.com

BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly club nights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise the Membership Secretary of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the club nights. Thanks.