

Dorset Branch

THE DMMOC MONTHLY MAGAZINE



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**May 2025
Vol.28 issue 6**

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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 Second Monday of every month (7:30 for 8:00)** at the **Bridgehouse Hotel Longham BH22 9AN**. 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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Print Deadline to ensure inclusion for any item within May Edition please:-
30th May 2025



Dorset Branch Newsletter

MORRIS MINOR OWNERS CLUB



CLUBNIGHT - May 12th
Activity: 'Would I Lie to You' quiz
and Moggyfest Planning

In This Months Issue...

<i>REGULARS</i>	<i>SPECIAL FEATURES</i>
<i>Pages 4&5 News from the committee</i>	<i>Pages 6&7 Club van service day.</i>
<i>Pages 12&13 Brians method of Pinstriping</i>	<i>Pages 8&9 Pre-war Minor</i>
<i>Pages 14&15 Events</i>	<i>Pages 10&11 Graham Melly</i>

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.

News From Your Committee

Laurie:-

I hope you all enjoyed the talk on the Spirit Of Ecstasy on club night. Also as the nights are lighter did you note the veranda that we can use when it is warm enough.

It is nearly here, yes Moggyfest, hope I haven't bored you yet.

Well the final pieces are now in place sterling work by your committee ensuring that as far as possible everything will go well.

Our last committee meeting was a mammoth one we finished at 10:30 at night my head was spinning at the end. Other committee members will highlight any points that they may have.

All I can do is pray to the Gods for good weather

Roger:-

The back drops are now completed for the show and have been in close liaison with the Beaulieu team to ensure that they are happy with what we are doing. Have to keep reminding ourselves that we are their guests even if we bring a large group to the museum.

Again this year the open mike will be operation, however the marquee will be longways in front of the main tent ensuring everyone can see and hear the great guest's we have lined up. This will also help us comply with the staff at Beaulieu so that the sound system projects across our site and not onto any other area.

Brian Ford :-

Peter and I will be co-ordinating the transportation of items to and from Moggyfest. Spud Taylor will also be assisting us this year.

As we have the club van this year and we are not hiring a van (thus saving money) it is a bit of an experiment so please bear with us. It has been decided that I will oversee the final pull down once the show is over, this should enable us to pack the items away in the correct order.

Brian Wood :-

Been a very busy month for spares and this is a good sign that everyone is maintaining their classic. Been helping several members where I can and also was the lead at the club service day.

Have also been assisting Graham with his car ready for its big reveal at Moggyfest'. **PLEASE LET ME NOW ASAP IF YOU NEED ANY SPARES ORDERED FOR BEAULIEU.**

(Continued on page 5)

News From Your Committee

(Continued from page 4)

Editor:-

Along with other committee members I have been gearing up for the big show. Luckily we will be staying close to the show and this will enable us to get any last minute provisions if needed. Have been assisting Roger with the audio output and other bits and bobs. The van after the service had another shakedown run. No major mishaps but would stall when we came to a stop. With the help of a Swiss army knife Brian tweaked the tick over and all was good. I wonder if the Swiss could make a portable Brian!!!!

Karon:-

So glad everyone enjoyed the talk I would be glad of any suggestions for interesting talks any subject would be appreciated. Getting ready for the big shop for puddings etc. for Moggyfest shame you cannot try before you buy yummy.

Jacky:-

All the entries have now gone out . Laurie ensconced himself at our house cross checking and stuffing envelopes.

Very important we are always glad when club members come forward to help at Moggyfest. We thank you all however due to insurance restrictions we must now comply with the following.

- 1. If you're a member of the Morris Minor Owners club their insurance will cover you whilst you are helping us at the show.**
- 2. If you are not a member then we can make you an honorary member for the duration of the show and we will be covered by their insurance.**
- 3. If you do not register with Jacky with your national number or do not sign the honorary member document then you are not covered regarding insurance purposes.**
- 4. If you do take on a task and you are not registered then this will be entirely at your own risk and there will be no liability accepted by the club.**

I know however these days we need to be so careful to ensure we cover ourselves and you as club members.

Service Day

Well, for our first service day what a fantastic turnout. A big shoutout to Dave & Jacky Walker for kindly opening up their house for the club. Apart from a setback that entailed stopping the full service early, everyone had a great time. From feedback the members enquired if we could hold another one where the suspension and brakes are looked at and advice is given. Big thanks to Brian Wood for sharing his expertise.



Tea helps you contemplate better.



Service Day



Ladies natter-fest

Brian going for the rear of the year award.



Pre War Morris Minor

For those visiting **MOGGYFEST 2025** at Beaulieu this year and seeing the 'Pre Second World War Area' you will discover **two Pre-War Morris Minors on display** situated within the far left of our main marquee (one a **Barn Find**)

The Pre war Morris Minor's appearance is however unfamiliar to most people seeing it as actually being a genuine original Morris Minor. It was first built in Sept 1928 and was William Morris's own brainchild intended to 'take on' the then highly successful rival company's Austin Seven 'Baby Austin'. The Morris Minor initially had a very advanced engine for its time being the Wolseley four cylinder with overhead camshaft at 847cc. William Morris used the Wolseley engine as he had the year before somewhat secretly and successfully out bidding his arch rival' Herbert Austin for the Wolseley company. The Pre War Morris Minor production ran for 6 years and had a few modifications during this time. It was an immediate success and 12,500 was produced in the first year, with 86,318 produced to its withdrawal by 1934. It was replaced by the even more successful Pre war Morris Eight and this model ensured the era was to truly become William Morris's 'Golden Years' and for his company, Morris Motors



Traditionally, car showrooms had been situated in the west end of London, around Great Portland Street and Piccadilly, but in the 1930s, sleek looking buildings in white render sprung up next to the newly built roads around the suburbs of London, such as the Great West Road, Western Avenue and the Great Cambridge Road. The most eye-catching set of these buildings belonged to the Stewart and Arden company, exclusive sellers of Morris cars in the greater London area. The company was formed in 1911 by Gordon Stewart and Lawrence Arden, building up a network of 11 dealerships around the South East, as well as offices in Bond Street and Berkley Square and a works in Acton Vale.



From the start of the 1930s, they built brand new dealerships reflecting the spirit of the machine age. The architect for these new places of the

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Pre War Morris Minor

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motor car was Stewart Cameron Kirby (1898-1955), an architect and furniture designer originally from Norwich. Kirby is credited with designing at least three showrooms for Stewart & Arden; Ilford (1934), Staines (1934) and Catford (1935). The company also had a showroom at North Harrow built as part of a parade of shops and flats, its mixture between neo-Georgian and art deco fits in with its meek suburban neighbours, despite the attention seeking clock tower. It is unclear if Kirby was responsible for designing this building.



The three showrooms at Ilford, Staines and Catford throw off any thoughts of fitting in, and look to proclaim themselves as the ideal places to join the new motoring revolution. The three buildings are all curves and sleekness. Their horizontal emphasis is punctuated by tall curved towers at Catford and Staines. Like other contemporary forms of transport they look to communicate speed, modernity and ease. The dour brick of the North Harrow showroom is replaced by flawless white render and acres (or at least metres) or glass. The large windows were designed to show off the cars at all times, showing off the cars to passing motorists.



MORRIS SALES AND SERVICE. — The architect's drawing of Stewart and Arden's new depot to be erected in High Road, Ilford. The premises will embody showrooms, service station and spare parts stores.



The interiors were fitted out in chromium, steel and glass, dazzling customers with a vision of the future, similar to HG Wells "The Shape of Things to Come, published in 1933, and the subsequent film of 1936. The cars were spaced out inside, allowing prospective customers to be able to see all the way around the cars on show.

Article for the Dorset Branch Newsletter by Roger Kellow (A latter part of this article is extracted from original copy contained in 'Metroland & Modernism')

Nearly there :- everything crossed

Well this is it at long last.

It is now the last minute detail finishing before my car's big reveal at MoggyFest.

I have over the years sourced all the items for my cars original tool kit. The list is shown in the owners manual including, a screw jack with a tommy bar, hand pump, Tecaletit grease gun, starting handle (I now have five different ones), wheel brace and hub cap remover, two whitworth box spanners, a set of three flat open ended spanners, tyre lever, Shelley pliers, distributor points tool, and flat ended screwdrivers. There are a few parts that I am missing, such as the rear axle plug key that is as they say as rare as hens teeth, that even Bryan Gostling from the MMOC Club Spares has only ever seen one before. All these tools I blasted in a friends media blasting cabinet and then zinc plated, however against my preference these tools were originally black painted.



I am fixing the tools to a large

9mm thick plywood panel that I have covered with grey acrylic felt and pvc edged for effect.

Other things on the list to do, have been besides lots of polishing and touching up with spray cans and enamel paints, have been the clutch pedal and hand brake final adjusting. The sill kick plates and sill finishers had to go on and the door draught rubber trim. This caused a problem shutting the doors as the new rubber profile is slightly bigger than original. To help with easier slamming or the doors I drilled a number of very small holes along the tubular rubber section. This seems to help with letting the air release from inside the tubing on shutting the doors. I also used a large parallel flat bladed mole grip tool to bend the edges inwards around areas of the metal door closing frame on the bodywork where the metal was too close to the door frame and evened out the gap for the rubber draught seals to fit.



I had a panic session a week or so ago. This was because Roger asked me if he could have a photo of my

Final Phase

finished car for sending to the Beaulieu organisers. A while ago I had bought what I thought were the correct Hub Caps as they were advertised by Classic Car Spares for Series II cars. I had not checked these before for fit and to my horror they were too small to fit onto the three pronged protruding lugs of the wheels.

They are 8 1/2" in diameter and I only discovered they are for the side valve engines not the OHV cars. So they were sent back for exchange for 9" caps, and these arrived and now fitted. Panic over. Phew! Martin Stoker from the Bristol Branch has very kindly offered to trailer my car to the event. Let's hope the weather is good for a great week end get together.



I would like to thank you all for reading these updates over the past 9 years, but as you know it has been hugely rewarding and satisfying to have gone the whole hog and completed my total rebuild. Thanks everyone. Graham



Pinstripe Application

Pinstripes are thin, parallel stripes of any colour and whilst this definition is most commonly used in relation to fabric (ie gentlemen's suits) it also defines the little finishing touches on our Morris Minors. The horizontal lines which go from the bonnet almost to the boot lid. I recently had reason to reapply the stripes to our '57 4 door following it's respray last year. It is now in the final stages of reassembly and should be completed soon. I had considered various ways to achieve the stripes, including finding a signwriter with a steady hand as this is believed to be the way the lines were applied in the factory. In the past, I have used 'J' tape which comes as a wide, translucent tape similar to the tape we used to employ in drawing offices. I think it was called 'Magic Tape'. This tape is pre-cut so that when stuck on you can remove thin strips from within the width to uncover the area you want to paint. Usually, about 2 strips equals the 3mm (1/8") needed for the Minor stripe. I used this on the Convertible a few years ago, and it turned out OK but wasn't as straight as I would have liked.



The difficult bit is to stick the tape on to an accurate straight line. This would be a lot easier if it were to be applied on a flat surface rather than a projecting 'swage' which stands off the body on the Morris Minor. Graham Melly was similarly proposing to apply the pin-stripe to his

(almost complete) '54 saloon project. We shared a video on YouTube which showed a different method neither of us had thought of before. Basically, the method involved buying some cheap pin stripe tape and applying that in the desired position on the car. You then carefully apply some (decent) masking tape to each side of the pin-stripe tape and then remove and discard the original 3mm wide tape. I needed lots of light and my extra-strength reading glasses! You can then peel back the masking tape a few

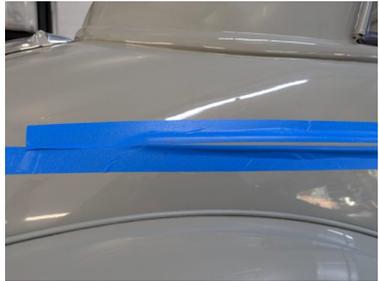
Pinstripe Application

inches at the ends and re-stick to form the 'pointy' bits on the bonnet and boot surround. It is then recommended that you can lightly abrade the exposed paint with wire wool ready for cleaning and painting. The paint can either be applied by spray



(aerosol is adequate) or hand painted with a suitable enamel paint. Obviously you will need to mask up above and below the line to protect the rest of the body with the spray option. (Yes, that is a Morris Minor under the news-

paper in the photo!) I think Graham's colour contrast was better than mine, as I found it very difficult to see where I was sticking the black striping tape on a dark green background. I applied about 3 decent coats of paint (I used a little



cellulose Birch Grey) mixed up and sprayed in my touch-up gun. I think Graham used a rattle-can of red touch-up paint. We were both happy with the results as they didn't look too bad for diy jobs.

Thanks to Brian Wood for explaining the process and this article.

Events

D.M.M.O.C. Organised Events.

	<u>2025 events</u>
12-May	Club Night Quiz
17-18 May	Moggyfest
1st-June	Run to Compton Abbas Airfield
09-Jun	Club Night Antiques
28th 29th Jun	National M.M.O.C.
23rd July	BBQ Littledown Model Railway
14-Jul	Club Night
20-Jul	'Back to the Fuschia' run-Stewarts
19-Jul	Holdenhurst Village Fete
11-Aug	Club Night Gardening Event
16-17 Aug	Branch Rally Wolvercroft
08-Sep	Club Night Charity Talk
13-Oct	Club Night A.G.M.

For sale :- Brian Mellish has for sale this Morris. We think it might have belonged to Brian Tilly. He is looking for offers around the £3,900 mark. If interested you can contact him on 07731938642 or 01202 825090.



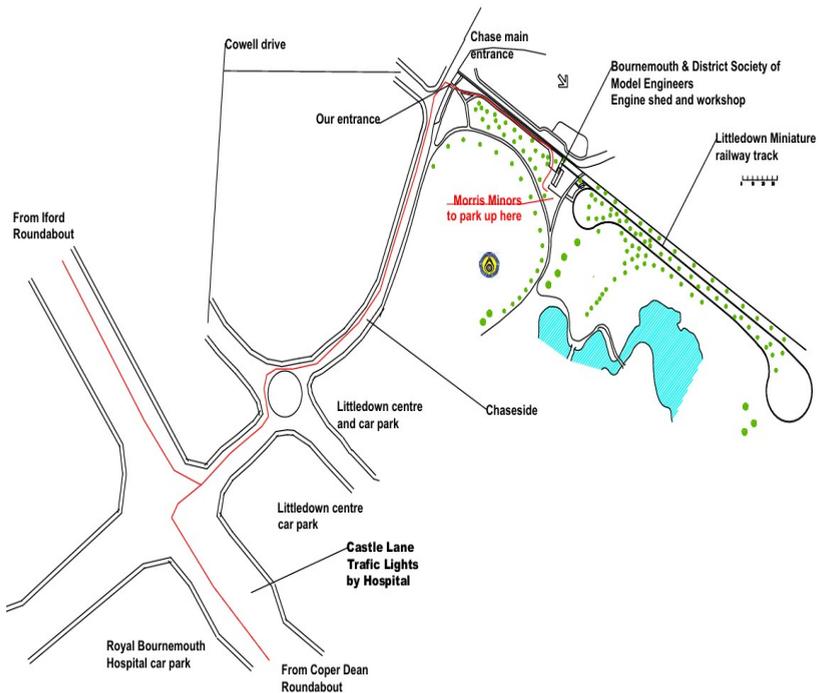
Events

We have been kindly invited back to Littledown and the Miniature Railway. This event has been coordinated by our very own David Martin . The same format as last year with a B.B.Q. being put on for us. A cost of £3.00 p.p. will be needed for the B.B.Q. Jacky Wood will be organising the numbers and payment methods for this event.

So save the date Wednesday 23rd of July @ 18:00.

There is a controlled entrance and the map below explains what is needed to enter the site.

Once again a big thank you to Littledown Miniature Railway for putting on this event and especially David





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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 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.