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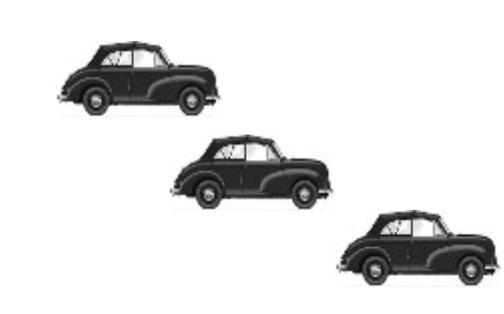
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**BRANCH REBATE SCHEME**

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.

# Dorset Branch



**THE MMOC MONTHLY MAGAZINE**



## 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.**

### Dorset Branch MMOC Key Contacts

#### COMMITTEE MEMBERS

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#### NON COMMITTEE VOLUNTARY POSTS



##### Raffle Coordinators

Chris Tilley & Margaret Pateman

##### Branch Insurance Consultant

David Walker

##### Gardening Comp Sub-committee

Sue Cooper  
Martin Harris

##### New Post

##### Creative Design Consultant.

Roger Kellow

**FRONT COVER**  
**Are all cars worth saving?**  
**Or should they be**  
**burned on Bonfire night**  
**This one sold for £2K.**

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

**Nov 22 2024**

## CARS/PARTS FOR SALE AND SPARES NEWS

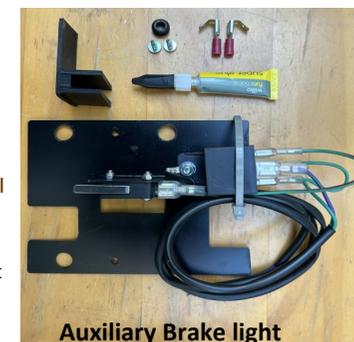


**1969 Minor Traveller.** Extensive history file including invoices for new wood and unleaded engine 100% reliable. All panels removed rust cut out and repainted in 2 pack. Servo brakes electronic ignition £6500. Rick Dolman (Spetisbury) 01258 451756



**1959 Minor Van.** (OHJ 547) 948cc owned for 5 years. VGC in beige with maroon interior, working heater and very solid underneath. Just been serviced and drives well, £10,450. 01929 550036 (Harry)

The auxiliary brake light switches I mentioned last month are now in stock. This is our answer to the brakes lights on some Minors which only work in the event of a 10/10 emergency stop. Normal price is £28.75 but DMMOC member price is **£26**. I know its not the most exciting thing but please don't all rush at once! (There are more details on the instruction sheet which is currently on the website at <http://>



**Auxiliary Brake light**

**Cars or Spares for sale or Wanted ,entries are Free to club members or £5 per entry for non-members . Traders display adverts in newsletter from £30 per year subject to size.**

# Our Chosen 2024 Charity

It was absolutely fantastic to be able to accept the Dorset Branch 2024 Charity Donation Cheque for and on behalf of the charity Encephalitis International on Wed evening 2nd October 2024 . (An additional £20 in cash was donated by some kind club members on the same evening making the final total £320.00) I understand the main donation was down to the kind generosity of Dorset Branch members during the club's annual 'Blind Auction' evening that took place in the early part of this year .



The fund raising coordinator Vicky Burgess at Encephalitis International UK offices based in North Yorkshire was rather keen to have a Minor somewhere within one of our photos ..500 thousand people are affected globally each year with the mostly life changing neurological disease Encephalitis. Many more than this figure are estimated to be misdiagnosed simply through lack of knowledge within the professional health services. it's a fact that 78% of people across the world do not know what the neurological disease Encephalitis actually is. If the Dorset Branch donation sum raised can at least fund the placement of 3 junior health professionals at this years World Encephalitis International's London Conference 2024 due to take place at the Royal College of Physicians . As a result lives will be saved as a consequence of this awareness and training programme package initiative. Once again thank you very much indeed for the Dorset Branch Morris Minor Owners Club 2024 cheque donation on behalf of Encephalitis International

Yours, Roger

# Dorset Branch Newsletter

**MORRIS MINOR OWNERS CLUB**

**NEXT CLUBNIGHT -Dec 4th**  
**Is Nater and a nogging**




## In This Months Issue...

<b>REGULARS</b>	<b>SPECIAL FEATURES</b>
<i>Chairman's Report P.4</i>	<i>Secretary's Report P.5</i>
<i>Editor's Report, P.6</i>	<i>A.G.M. P.7</i>
<i>Brian Wood report p.8 &amp; 9</i>	<i>Graham restoration up-date p 10&amp;11</i>
<i>Laurie and Bobby history p/12-13</i>	<i>Dinner Dance p.14 &amp; !5</i>
<i>Events p 16 &amp; 17</i>	<i>Charity presentation p 18</i>
<i>Items for sale p 19</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.*



## Chairman's Report

Thank you all for coming along to the AGM last month and for your support throughout the last year.

We are aware that the SEB Club is really not suitable for our needs anymore so I would like to assure you all that we are now actively looking for a new venue for the monthly club night. This may, however, result in a change of night but please watch this month for developments.

Roger and I have been having discussions regarding the theme for Moggyfest 2025. Next year's theme is The 8hp Morris from 1928 until 1958. This is based on an original Nuffield Organisation press release from 1958. We are slowly sourcing the required vehicles but are still struggling to track down cars for the war years so if you know of anything suitable, please let me know. I know it seems very early to be doing this but the months fly past so quickly it will be May before we know it. You will have a wide range of choice for period dress next year ranging from the roaring twenties, through the war years and into the fifties. We have a meeting with the Beaulieu events team in November to sort the nitty gritty out so I'll let you know the outcome soon.

You should have all received your booking slips for the dinner and dance with last month's newsletter. Can I please ask that you return them to Jacky as soon as you can. I have only heard good things about The Miramar Hotel so it should be a very good night. As Spud reminded me last month, if you won a trophy at the last dinner and dance can I please ask that you return them to me by December club night.

With any luck we will also have sorted out everything for The Mistletoe Meander and the booking slip should be in this newsletter. Once again, please return them to Jacky as soon as you can.

There has been a bit of progress on the 4 door this month. With Brian's help and assistance the front suspension is now all back together, and the car is now back down on its wheels. I have started to mess around with the bodywork now and have started to trial fit the front doors that I bought at the National Rally. I have also bought 2 brand new rear wings, so I am now just short of one wing – the O/S front – please let me know if you have a good one that you wish to sell. I'm not sure the car will be ready for next September though and Brian's suggestion that we take the 2 green saloons to the Sidmouth Classic Car Show!! (*go on –it'll be fun—Brian*)

Happy Minorling, Laurie

## Events

06-Nov	Quiz Night
04-Dec	Club Night Nater & a Nogging
29-Dec	Mistletoe run
	<u>2025 events</u>
8th Jan	<u>Club Night a view from France</u>
11-Jan	Dinner Dance
05-Feb	Club Night Blind Auction
05-Mar	Club Night Talk
02-Apr	Club Night Talk
07-May	Club Night Call my bluff
17 18 May	Moggyfest
19-Jul	Holdenhurst Village Fete
16 17 Aug	Branch Rally
23 24 Aug	Henstridge Wings and Wheels
5/7 Sep	Classic Steam Norden Swanage

**The raffle coordinators Chris and Margaret would love to receive items for the raffles. Must be new and in good order**

**Our charity for 2025 has yet to be selected any suggestions for local good causes that we could support to be presented at Decembers meeting**

## Events

**We have had an invite from the Devon LCV Group to join them at The County Classics Motor Museum in Taunton on Sunday 24th November? Meet there at 10am for breakfast then a look around the museum.**

**Perhaps meet up at Parley at 8am for the drive there?**



**More information at next club Night.**

**Laurie**

## Secretary's Report



Well, that's the season over for another year, the next road run will be the Mistletoe Meander where we are ending up at the Hamworthy Club. The Hamworthy Club serves food and if we can let them know how many will be eating then they will let us have our own room.

It was a shame that storm Ashley put a downer on the meet up with the Dorset Car Club at the Hall & Woodhouse Tap. Despite the weather the event did go ahead, and a few members made the journey out in their modern cars. I took my Morris out the day before for a run out to Blandford and it was glorious sunshine. Hopefully we can re-arrange a new date to visit them.

A few of us are heading off to the Classic Motor Show at the NEC in Birmingham on November 9<sup>th</sup>. Brian's Minor Million will be on display there on the Morris Minor Owners Community stand.

It was great to see so many turn out for our AGM last month, we need to compile a list of suggestions for next year's charity so please let us know if there's a charity that you would like to recommend.

The January 2025 club night falls on New Year's Day, so we are going to put it back by 1 week to 8<sup>th</sup> January, (unless we have a change of meeting venue and meeting day as mentioned by Laurie.) There are usually a few classic car meet ups on New Year's Day which if the weather is good I'll be heading out to.

We have a meeting booked with the Beaulieu Events Team to discuss next year's Moggyfest at the Spring Auto-Jumble. We were planning on attending the Restoration Show at Shepton Mallet, but sadly the event was postponed until next year.

Ian



## Editors Report

First a big thank you for voting me back on as newsletter editor and welcome to the new volume (28) of the newsletter. The job is interesting and some times frustrating. Frustration comes about by trying to write original content about a club that has been going so long, so forgive me if sometimes articles do get repeated.

Joy and I have been on our travels again we went to Cracow ( Krakow ). Lovely city very interesting history of course and so clean with welcoming residents and still very reasonable.

Talking of reasonable we have recently visited Joy's aunt in Essex , the fuel prices there are so much lower in Tesco (other supermarkets are available) the price per litre was £1.28 why is there such a difference ?

As you may have heard it was recommended that we fit a rear camera to the van for two reasons , one visibility is poor when reversing and secondly to ensure that the trailer is still following us. Brian purchased the camera on the recommendation from Brian F. Brian W and I did the preliminary installation, also Brian W 3D printed a support bracket for the glove box location. Brian F and Spud came over and between us completed the wiring and also installed the banjo steering wheel donated by Laurie

My daily driver had to have it's yearly M.O.T. and service , nothing major wrong but the garage informed me that my brake fluid needed changing. Ever the enquiring mind why is that I asked before shelling out my pension, "Well the water content is high in your fluid when we measured it." Fair enough it was changed. Now a light bulb memory moment, I remember the wise sage that is Brian Wood writing an article for the newsletter.

In it Brian was singing the virtues of Dot 5 fluid for our cars. This fluid does not absorb water like the other Dot 4 and 4.5.. So I decided to check the Morris , first purchase a moisture brake fluid checker, these can be obtained on line for under £10. Follow instructions !!! And yes you guessed it high moisture content. So will dig out Brians article and put change brake fluid on the jobs to do. List

The next major run out is the Mistletoe run so make a note for you diaries..

Cheers for now ,  
Ed.

## DORSET BRANCH MMOC ANNUAL DINNER DANCE

11th January 2025

at Hotel MIRAMAR, BOURNEMOUTH

7pm Saturday January 11th



The Menu for the evening has now been finalised and is listed below . Forms will be issued with the newsletter (October) and will also be available on line at: <http://www.dorsetmmoc.co.uk/wordpress/admin/dindanceticket25.pdf>

**Please return your slips by DECEMBER CLUBNIGHT.**

The cost will be **£39.00 pp** for the three course meal including tea and coffee and one free drink voucher per person, plus entertainment.

### Starters:

Honeydew Melon (With a ball of Mango Sorbet and Mango Coulis)(V,VE,GF)

Miramar King Prawns Cocktail (with a lemon wedge) (GF)

Potato and Leek Soup (served with herb crouton) (GF option, VE)

### Main Course:

Seared Chicken Breast (GF) (potatoes and seasonal vegetables, pesto cream sauce)

Sea Bream Fillet (GF) (served with potatoes, seasonal vegetables and tarragon sauce)

Mushroom Stroganoff (GF,VE Option) (Saffron rice and seasonal vegetables)

### Desserts:

Mango Cheesecake (served with Chantilly cream)

Lemon Posset (served with Chantilly cream, Fresh Raspberries, Raspberry Coulis and shortbread biscuit crumb)

Apple and Sultana Crumble (with Chef's homemade creamy custard)

**BOOKING FORMS IN THIS NEWSLETTER**

## ***Branch Event News***

Bookings Now being Taken for our annual dinner dance and prize giving.

**11th January 2025**



### **HOTEL MIRAMAR**

East Overcliff Drive, Bournemouth, BH1 3AL

We can offer you a standard double/twin room at £70.00 per room per night to include B&B only. full supplements apply for upgraded rooms.

To book please call reservations '***quoting your surname and event date as reference***' and the team will pick up the rate, guests will be required to pay a non-refundable deposit of £50.00 per room per night on booking, the final balance is then required 3 days prior to the event.

**RESERVATIONS 01202 556581**

## ***A.G.M.***

The A.G.M. was held at the Electric club on 2nd Oct 2024. Approximately 70 members packed the hall to hear the minutes and accounts being read.

The current committee was unanimously re-elected .

The accounts produced by our treasurer Jacky Wood showed that we are financially sound. The current membership is approaching the 300 hundred mark, with non-Morris owners warmly welcomed .

Our plans for the new year were outlined with more weekly run's being



scheduled , plus the ever popular Moggyfest and Wolvercroft branch rally.

The unsung heroes should also be thanked these being Dave and Jacky Walker for being the custodians of the club shed with all its supplies.

Chris & Margaret, raffle co-ordinators who attend most of our events and meetings to open our wallets to fund all the events we organise.

Sue & Martin gardening committee and of course our Roger still full of enthusiasm producing the creative design content for the club We look forward to the new year and your continued support '

Ed, on behalf of the committee



## **BRIAN WOOD REPORT**

Firstly can I say thanks to Roger (our Lincolnshire correspondent) for pointing out that the fan thermostat should be at the top of the cooling system and not at the bottom as mentioned in my contribution last month. I *sort of* did know that, but it took a slight nudge for me to take note of it. It was just laziness, I suppose as it is much easier to fit it in the (longer) bottom hose. Anyway, it turned out not to be the relay that was at fault, the fan thermostat itself was the problem. A new one fitted in the top hose seemed to cure the overheating problem. The difficulty there was the lack of room between the thermostat and the radiator inlet pipe which both had to be trimmed. I had to fabricate two shorter top hoses for the connection. By way of restitution (or punishment) Roger has re-sent me his articles on electric fan installation which he wrote some years ago and will be included in a future newsletter for those that are interested in finding out about fans and their installation.



The NEC Classic Car show is happening this coming weekend and our Million is being shown on the Morris Minor Owners Community Facebook page stand together with the other Millions that were displayed at the National Rally this year. I had started to carry out some 'refreshing' of the interior which had begun to look a bit sad. In particular the rear side panels were looking very tatty as the vinyl covering was coming off. Investigations revealed that the covers had very little overlap around the edges of the millboard and were almost impossible to re-glue. Rather ambitiously, I decided to make some new panels, bearing in mind I have never attempted anything much in the trimming department before.

I ordered a sheet of millboard and some vinyl covering which is a very

*(Continued on page 9)*



*(Continued from page 12)*

even made his own aerial! Once again, both of these things are still providing sterling service all these years later. His own electronic ignition unit was also made and fitted. Sadly, this is no longer working but still exists and is safely tucked away in the shed. He also made a rev counter and an ammeter which are both still fitted. So, once again with regular servicing and a liberal coating of used engine oil underneath to prevent the dreaded and infamous Minor tin worm NCR continued providing Bob and Eileen with reliable, albeit slow, motoring. Enter the 1970's and Bob thought that he might like a newer car now. He started looking around at newer Minors but when he found out that he'd be lucky to get £5 or £10 as a part exchange allowance he decided that he might as well keep on driving NCR until she fell apart especially as Eileen had recently purchased a brand new Volkswagen Camper which she was using meaning that the Minor was only really used by Bob now for his daily commute to work. By now the paintwork was starting to look past its best but there was still no rust anywhere thanks to the amount of oil painted everywhere! Bob decided to do his own respray using a spray kit which attached to the vacuum cleaner of all things! Although, far from a perfect finish it tidied NCR up considerably. In 1976 the fledgling Morris Minor Owners Club was formed which Bob joined and subsequently became one of the founding members of the Dorset Branch upon its formation in 1980 becoming a very active member in its early years and remaining a member until his death. With the arrival of the 1980's NCR was still in regular use clocking up many miles every year and was still being used by Bob for his daily commute until he retired. With the Minor now becoming a collector's car after market accessories were becoming more popular. Bob bought and fitted a stainless steel exhaust system but mounted it using hand wound springs instead of the usual fabric straps. A "Petrol Economiser" was also fitted along with stainless steel sill covers, stainless steel window surrounds and wheel trims. Bob also made new carpets for NCR as the originals were now somewhat past their best. NCR was now only used locally for shopping trips and trips to the allotment, rarely, if ever, leaving Bournemouth.

Next phase of Bobby's history will be in Decembers issue.

Laurie

## Bobby's story



Let's go back to 7<sup>th</sup> July 1954 and the production line at the BMC works in Cowley. A Birch Grey 2 door saloon starts her journey finally on 10<sup>th</sup> July she entered the daylight for the first time. She was dispatched to Wadhams Limited in Southampton on 12<sup>th</sup> July 1954 and registered as NCR 86 to her

first owner on 14<sup>th</sup> July and so began her life.

The first 2 years are a mystery unfortunately but in 1956 Bob Ellery was on the lookout for a replacement for his 1930 Morris Minor 2 seater when he came across NCR being advertised for the princely sum of £60! Why so cheap? Well, there was a great dent in the bonnet! This didn't worry Bob as he had worked as a mechanic in Cornwall before the war. After, in Bournemouth, where he now lived with his wife, Eileen, a new bonnet was fitted and so began a motoring era which was to last for the next 60 years. At first Bob was perfectly happy with NCR as she was still a relatively new car apart from visiting the local tyre depot to have some new rubber "glued" onto the tyres and regular servicing she was providing very reliable motoring.

Enter the 1960's and thinking that Eileen may be wanting to drive the car and with the advent of the new flashing indicator Bob set about making his own set of flashers for NCR. Now as well as being a skilled mechanic,



Bob was also a skilled radio engineer – he had even made their first television set back in 1953 to watch the coronation. This he made out of a radar screen so instead of black and white they had a green and white one! Using his expertise as a radio

engineer he set about making his own flasher unit – this is still in place and working to this day! He also made all the light fittings including turning all the bolts and threads himself. At the back of the car instead of having the lamps flush with the wing they are mounted on plinths to bring them into line with the original rear lights – these plinths are made out of stainless steel sugar bowls. At the same time as installing the flashing indicators Bob decided to make and install a radio in NCR. As well as the radio he

*(Continued on page 13)*



*(Continued from page 8)*

good match for the existing cream coloured material. There seem to be many variations of construction for these panels. The arm-rests are made of plywood in some cars and in others, from millboard. Graham Melly showed me the ones he had for his project and they appear to be completely different to mine. Probably as mine are about 6 years younger, cost saving measures probably ensured deletion of the plywood option. The challenge then, was to find a way of folding the millboard without tearing it. I

acquired a second hand, very small 'fly press' some years ago, which is sometimes useful for pressing small bearings in or out. The aim was to impress a small channel about 2 or 3mm wide which made the fold a bit easier—together with the steam provided by a VAX 'steamer' kindly loaned by Graham Melly. Whilst it was a bit like a sauna at times I managed to make the bends without getting too many scalded fingers or cracked millboard. At the time of writing I have managed to complete both sides and fit them to the car.



As we have fitted a reversing camera on the Branch Van, I decided it was about time I put my idea of making a reversing light/camera switch into practice and currently have a working prototype. I am planning to use the van as a 'test mule' prior to making a few for club spares if successful. It seems to be another one of those things that doesn't seem to be available at present. No one appears to make a switch for the 948/1098 gearbox, although the 1275 gearbox does have the facility for a switch to be fitted. I am using the Reverse plunger plug—right at the back of the gearbox remote extension -which has to be modified to incorporate another plunger that protrudes from the back when reverse is selected. Hopefully there will be more news on that next month. Cheers for now, Brian.



## Graham Hits the Roof!

Well the last big job, the Newtons headlining I have just finished fitting and all looks good. I have to say that if anyone says it is easy to do then I can tell you it is definitely not. However I did fit one years ago and that was easy because of the proper material, but the material used by Newton Commercial is too thick and even though I used a heat gun on it to try and stretch the material on the four hoop supports it would not budge. The instructions they give are not accurate as I found out in the previous faulty lining. They say fit the plywood panel at the front that goes above the sun visors and measure 8" from the first stitched seam to the front edge of the plywood. This is wrong and leaves too much material which will sag. So I took the route of fitting from the 7 tinny downwards pointed tags above the rear window and pulling the headlining with hoops along the side rails and making a centre mark for the plywood panel. Then on the bench mark back 1/2" from the centre mark for a bit more tension. The panel is fitted to the material with glue and staples and the two metal securing brackets are fitted with bifurcated rivets. These hold the panel in the recess rail above the front screen. I had the lining in and out four times before finally tensioning and using a heat gun to heat up any creases and sagging which nicely evens out the surface. I can see why some garages charge £400 for fitting as it is definitely a days work.



Other things that I have finished are the two rubber buffers under each front wing which I installed with the correct bifurcated rivets as per original from factory, not screws and nuts.

*(Continued on page 11)*

## Graham on the homeward straight!

*(Continued from page 10)*



need to be bent down to the rear to fix to the bulkhead again with the bifurcated rivets for originality and upwards onto the horizontal fixing bar with the heater



attached centrally. I have a steam gun and used that to soften the millboard which then bends easily. I had B&Q paint match a section of old shelf and this goes on the underside. The correct millboard shelf from ESM for Series 2 is the LHD one as the RHD one has the pattern on the wrong surface.

Having fitted the shelf and heater I connected the hoses to the radiator and cylinder head brass tap. I then fitted two Wind Tone, High and Low horns either side of the radiator. Oh and thankfully no leaks after adding the waterless coolant. I can now finish the dash controls, the passenger side glove box, then carpets, seats and rear side panels and the car will be ready for the road.

Not long now Hooray. Graham