

# MORRIS MONTHLY



Volume 49

Number 3

April 2009



**NEWSLETTER OF THE MORRIS REGISTER**

A club for enthusiasts of vehicles designed before 1st January 1940

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



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## WHAT'S IT WORTH?

### 1935 Pre Series Morris 8



**S**potting from a dealer in Classic Car magazine: "An outstanding history with this car. She had just one family owning her until I acquired her in 1996. A genuine 47000 miles from new with a complete history including sales invoices, mileage log and lots of very useful spares. This



unrepeatable Morris 8 has never been restored and we are using her as our car for outings - that's how much we love her. Not cheap but the best never is."

**Can you estimate the asking price?**

**Answer on Page 27**



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## CHAIRMAN *Dave Harris* writes:

First of all I would like to add my thanks to the growing mountain of tributes to Rob for the excellent "Morris Monthly". I've had a number of phone calls and emails from members saying how good the new publication is but also questioning whether or not we still need the Journal. Some have suggested that the Journal is included within the monthly magazine, others have said why don't we have a bumper monthly including the Journal once a quarter. If you have any views on this please pass them on to me or Mike Brears (Secretary) so that we can establish exactly what the membership wants in the future.



Members are always welcome at any Executive meeting or President's Conference, so if you have an item of relevance to the future of the Club that you wish to be discussed please let Mike Brears know and he will put it on the agenda. Alternatively you can ask your Regional Secretary to put your request forward.

Now on to a very important point: I hope you have (or are getting) your Morrises on the road in time for Drive It Day on April 26th, let's have a good turnout and hope the weather favours us.

Lastly and most importantly for your future well-being – remember to renew your membership as this is the last "Morris Monthly" you will receive if you don't!

## EDITOR *Rob Symonds* writes:

Welcome to another packed edition of Morris Monthly. Once again I have had the surprising but enviable task of trying to shoehorn everything in, so I apologise for the slightly less slick presentation and also to those whose contributions have had to be held over until another month. Having said that, the last thing I want to happen is for your contributions to stop coming in, so do please keep stuff flowing. If you are taking part in a Drive It Day event then at least take your camera with you and send me some of the results: I'll make plenty of space available in the colour pages for June.



Looking even further ahead, members will be aware that in 2010 the Club celebrates the fiftieth anniversary of its formation, and it would be good to have an appropriate logo to use during that year, both on club regalia and in our publications. So, if any members would like to have a go at designing one, or just offer suggestions for others to work on, it would be very useful. Please send any ideas or fully worked up examples to your editor. Who knows, if we get enough response we might even have a run competition to select the best one!

Those who have already renewed their membership will be now be receiving the new Handbook, so from next month details of Contacts and Noggins will not be listed, only updates/omissions/corrections. There are some already - see Page 6.

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The views expressed by the Editor, advertisers and other contributors are their own and do not necessarily reflect the policies of the Morris Register. The Morris Register accepts no liability for the consequences of following contributors' advice.

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# Heart of Holland Sept. 2008





from SECRETARY, *Mike Brears*

The following items are included as part of the Committee's commitment to keep members informed of important, or in some cases, not so important issues within the Club. If anyone has any comment or would like to raise a related point, please write or e-mail the Secretary who will ensure that it is circulated and raised at the next Executive Committee Meeting. Depending on the issue, you may be asked to present your case in person. If the query is of a very minor nature, it's possible that it can be answered without the full Committee being involved.

Remember that for the most part these are official notices and whilst you may have an issue with what has been said, please "DON'T SHOOT THE MESSENGER" - he's only doing his job!

One final thing on this subject – a polite enquiry will always get a better, and in most cases, a prompt response.

### Classic Car Paints

Those members who went along to Beaulieu or the NEC last year may have spotted a company called "Classic Car Paints". This firm is a north-west based company supplying paint and ancillaries to the classic car market. They claim to be able to match any sample and have a library dating back to the 1930s with over 160,000 colours. What's more important is that they are able to supply a full range of cellulose, two-pack and coach enamel paints. They will also custom fill an aerosol with any colour you specify.

As an incentive they are offering a 10% discount off any first orders, you will need to quote the words "introductory offer" when ordering. Their sales number is 0151 652 2302, they will also provide help in identifying the paint colour of your vehicle.

Further information can be obtained from Classic Car Paints Ltd., Unit 10, Quarrybank Workshops, Quarrybank Street, Merseyside, CH41 2XJ or on [www.classiccarpaints.com](http://www.classiccarpaints.com)

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## HEART OF HOLLAND TOUR (See pictures opposite) from Rob Van Leeuwen

- 1,2** For the 3rd consecutive year, Alma and Hans Doornenbaal had put in a lot of time planning the Tour. Even new member Pierre Cammaert with wife and son had come all the way from Zeeland Flanders to join us in his 4-seat Pre-Series Eight tourer. The trip led us through the original green heart of our country far away from busy cities and motorway noise. As nearly all main rivers in Holland stream from East to West we had to use small ferryboats many a time on this trip from North to South and vice versa. These moments of waiting were welcomed by all (and particularly by the ladies) to fill each other in about holidays, register gossip and the like.
- 3,4,5** Going on board means taking steep ramps up and down and after a quick disembarkment it's odd to feel the light rolling and pitching when sitting in the car. The 10/4 saloon 1934 is a very old acquaintance. Once in the hands of Leo Peerlings, who imported the reliable vehicle in the seventies, it came into the possession of treasurer Jacob Blok. He then traded the Morris in for a large American vintage car and then the dark blue saloon disappeared for a couple of years, only to show up again last year with Wim Brock behind the wheel.
- 6** Though he is a long standing and cheerful chairman, Rein van der Mijle hasn't exactly the knack where Morris motor mechanics are concerned. However, he makes up for all this with his witty speeches. So, instead of the constant small talk about ignition, valve adjustments and tyre pressures, Rein refers to the ladies. In his company all the lonely spouses have a jolly good time next to a Morris member with clean hands and civilised table manners!
- 7,8,9** Sticking to the Dutch Morris tradition, a few cars got lost and this called for lengthy deliberations. To catch up for the time lost, the whole group had to step on it, cheered by Joke Boon from the passenger seat in her Eight tourer. The soup was still waiting.

A nasty little accident befell the only female driver, Ingrid van de Honig, in her 1946 Morris Z-van when unloading her car from the trailer in the morning. She jammed a finger, resulting in lots of blood and purple discoloration. With this hand wrapped up in bandages she couldn't drive, so Cock and Els Bende offered her the rear seat in their Morris Six Special Sports. Ingrid was still able to take photographs, and we see two of these: rural roads through "De Betuwe" and Wim Hofmans rare, grey Light Six Saloon 1929 cornering ahead.

## Statement on 2007 Accounts

It has been pointed out that the statement regarding the "Suspense Account" created in the accounts for the financial year ending 31st January 2007 has not been issued, and the Directors of the Company sincerely apologise for this oversight.

Statement reads: *"During the preparation of the accounts for MoClub Limited for the year ended 31st January 2007, the Company's accountants, John A. Tuffin & Co. advised that a sum amounting to £3,501.00 could not be reconciled. A considerable amount of time was spent re-checking the figures and while the accountants finally reported that no money was missing they were still unable to reconcile the entries in the manual account books.*

*The Directors therefore had to accept that the missing money was due to errors in the hand-written account books at a time when the then Treasurer was incapacitated through illness.*

*Regrettably, no further progress has been made in reconciling the missing amount and the Directors were advised that this sum would have to be written off in the accounts for the year ended 31st January 2008."* Statement ends.

## Journal Back Issues

Having had a bit of a clear out, there is a surplus of the following issues of the Journal for disposal for the cost of postage only.

Summer 1997; Autumn & Winter 1998; Spring, Autumn & Winter 1999; Spring, Summer, Autumn & Winter 2000; Spring, Summer & Autumn 2001; Spring, Summer, Autumn & Winter 2002; Spring & Autumn 2003; Spring & Autumn 2007; Spring & Summer 2008.

If anyone wants any of these you will need to send a large (A4) self addressed envelope with second class stamps to cover 76p for one, 104p for 2 to 4 or 151p for 5 or 6. Any more than 6 would be subject to a check on the weight of the package at the Post Office. Please also remember that the greater the number posted the bigger the envelope required.

Some editions are very limited in number and therefore all applications will be treated on a first come first served basis. E-mail applications will be subject to additional cost for the provision of envelopes and labels and will require receipt of your cheque before anything is posted out.

To receive your back issues, apply by post to The Secretary, Morris Register, 72 Headcorn Drive, Canterbury, Kent, CT2 7TX or by e-mail to [thesecretary@morrisregister.co.uk](mailto:thesecretary@morrisregister.co.uk)

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## MORRIS REGISTER HANDBOOK: alterations

Please make the following changes/additions:

**Non-Executive Officers:** John Dewar (minor MVS) is 01553 674092

**Chiltern Region section (Region No.1):**

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Correction to details: Ray Bickerton, 01494 721303, 40 Hundred Acre Lane, Amersham, Bucks, HP7 9BX.  
Roger Needle's postcode is OX25 not OX35.

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## FBHVC REPORT from Ken Johnson

### FIVA DEFINITION OF AN HISTORIC VEHICLE

Here is the response from the FBHVC Secretary re my comments in the Newsletter for inclusion in the Morris Monthly magazine. In my reply to this I said I could not believe that I was the only one raising doubts about the definition.

*"I was very disappointed to see the negative spin that your newsletter has put upon the FIVA definition of an historic vehicle. This definition is a political tool to be used in Europe when negotiating with politicians. We cannot go and ask for concessions for historic vehicles without the question 'what is an historic vehicle?' It is NOT a code of conduct, it is purely to give us credibility when we ask for these concessions. Without a definition we would be laughed out of Brussels.*

*The parameters were agreed after much statistical analysis: this gives the vehicle movement very small numbers throughout Europe. Small enough for the EU*

*policy makers to ignore. Any larger numbers and we could not so easily ask for any concessions. However, throughout Europe all our politicians are far too busy with their day to day tasks to check up on us. Statistics show that most owners do use their vehicles very rarely - we have the figures.*

*We are absolutely delighted that there are owners who use their historic vehicles every day and because we now have a definition for our vehicles, we can continue to fight the legislation that may prevent their use. Without the definition we have very limited powers of negotiation.*

*I think you will find that the truth is very different to the sentiments expressed in your article!"*

Rosy Pugh

Secretary, Federation of British Historic Vehicle Clubs Ltd

Tel: 01865 400845

Email: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)



**D**id you make a note in your diaries for our National Rally at Thoresby Park on August 9th and 10th? Preparations are well under way to help make your weekend as interesting and pleasant as possible. Unfortunately the only thing we can't organise is the weather so keep your fingers crossed on that score!

At a previous Rally many moons ago, I remember watching the arrival of a Morris 25 on a trailer. The owner had retired and started a major renovation on his vehicle now he had more time to spare. The chassis, engine and body were complete with only the upholstery, interior trim and weatherproofing left. He had done a grand job and it would be a treat to see the finished article – is the owner coming this year? Sorry I don't know your name but please make yourself known if you do. Ken and I welcome projects in hand and many other members would take a keen interest – and probably throw in some good tips. Why not trailer it to Thoresby?

Back in the late 1980s I decided to trailer my Morris 8 saloon (ALJ 114 - featured in the centrefold of the last Newsletter) and travelling down the A1 to the National Rally I came across a member who had broken down in his newly renovated 10/4 Coupé. The electric fuel pump was faulty so we tinkered, cleaned the points and managed to restart the engine. However, after a mile it began to play up again – another go at fixing it again - but the pump

wasn't in the mood to co-operate. In the end, the 10/4 was trailered and I drove the last 5 miles to Thoresby Park in my Eight.

At the Rally you get the opportunity to talk with many members who are effectively walking manuals for the marque. I once noticed that the dashboard on my saloon was different to those in others of the same type. Mentioning it to Harry Edwards, he informed me that soon after Morris introduced the Pre-Series 8, they decided to incorporate the hand throttle in the dash. All garages were instructed to move the hand throttle from the steering column to the dash. Obviously the garage that supplied my car didn't. Is my car unique?

Last year, I received a very constructive letter from a member, unfortunately unsigned, suggesting alternative methods of judging our vehicles on Concours Day. This is to be discussed at the next meeting of the Executive in April.

We celebrate the 50th anniversary of the Morris Register in 2010 and the National Rally is booked for 6/7th August. What would you like to see or do to commemorate this event? Put your thinking caps on and please contact us with any suggestions to make the weekend that bit more special.

## from P.R.O. ARDINGLY SHOW, *Frank Kay*

# ARDINGLY AFFAIRS



**P**lanning for the Show on July 11th/12th 2009 started in September 2008 with a request being made to the RAF Events Team for an air display on both days by the Battle of Britain Memorial Flight, and other activity gathered pace over the following months including a complete overhaul of the Management Structure for the Show and the signing of a revised joint operating agreement between Horsham Historics & Morris Register. The sales campaign to sell advertising space in the Showguide started in December, when a tactical decision was made to “roll out” the advertising onto the Show website: [www.ardinglyvcvshow.org.uk](http://www.ardinglyvcvshow.org.uk), and this has proven to be extremely well accepted by our customers. Coincident with this, Webmaster Dave Bennet undertook a major rebuild of the website itself and it is now complete with sound effects and is achieving a massively increased number of hits versus the same period last year. The other day I was checking an entry on the site when I noticed that there were 42 other visitors logged on and I urge all of you to visit the site as it is kept scrupulously up to date, and by the time you read this, even more current information will be on the site. In February, negotiations were concluded with Bright FM local radio, with the result that the Show will be advertised by a co-ordinated campaign on both Bright FM and Splash FM,

covering Mid & West Sussex respectively with a proven listener base of 83000, and a Live Radio Roadshow will operate from Ardingly for the first time this year.

The positions of exhibition areas within the Showground have been revised to project a fresh image to the paying public, whilst care has been taken not to introduce too much change which would then cause confusion. Additionally, great care has been taken to maintain the core values of the Show which have been established over the last twenty years, the juxtaposition of the Beer Festival and Harris's Steam Fayre being a case in point.

The very success of the 2008 Show, which saw a marked increase in public attendance and record sales of the Showguide, generated good business for the Beer Festival itself and all our Traders and Autojumbler, many of whom reported a noticeable increase in business, and I am pleased to confirm that we exceeded our own financial target. However, the main pedestrian access at Blue Gate was swamped on Sunday morning with a four deep queue over 100 yds long, of people waiting to get in. Consequently, the manning of this gate has now been completely overhauled and we have engaged the London Colour Squadron, of the Legion of Frontiersmen, who are very experienced as they



do a similar job for Biggin Hill Air Fair & Shoreham Airshow, and we are very pleased they are able to take on the task. They will also add colour to the Show as they were founded by an ex member of the Royal Canadian Mounted Police and their uniforms clearly show their affiliation.

We are very aware that we must attract the family visitor to the Show in addition to hard core enthusiasts, consequently, children's attractions are being enhanced with the re-establishment of the original Kiddies Corner by the introduction of electric self drive go-karts on a 14m x 18m inflatable circuit, plus a giant slide in addition to the ever popular Punch and Judy. I was supposed to be restricting

myself to aircraft but hope you appreciate the 'global overview' and I will tell you more about specifics next month. However, another new feature this year will be found on the first floor of the Norfolk Building, where Brian Carter has introduced the International Plastic Model Society (IPMS) for the first time. These models are incredibly accurate and will bring a new dimension to our exhibits, along with specialist traders who supply the raw materials.

In signing off, I am pleased to report that Heritage coaches will again be operating their much appreciated Shuttle Bus Service between Haywards Heath rail station and the Showground.



## MEDIA MORRIS

### Morris Archive Films on DVD, by Mike Thomas

Some years ago a number of films from the Morris Motors Ltd film unit were available on four VHS tapes from the Heritage Motor Centre at Gaydon. I cannot find a source for these now and assume they have long been out of stock. Some of the old films have, however, recently been made available on DVD format and some others added. Two DVDs are now available entitled "The Best of Vintage Morris" and "The Best of Motoring in the Thirties".

The first DVD consists of 6 films with a total running time of 1 hour 20 minutes. Titles are:

- In Retrospect (1937) - a look back at ten years of Morris Films since 1927
- Shooting a Famous Works (1927) includes earliest known film footage of William Morris
- Britain's Foremost Motor Car Factory (1924)
- The One Hundred Pound Car is Here (1930) Morris Minor
- Speed (1932) The £110 - 100 m.p.h. - 100 m.p.g. Minor
- The Morris Sound Gazette (1932) - a selection of shorts including "Motoring on the Water"

The second DVD consists of 5 promotional films in the style

of travelogues and runs for 90 minutes. It includes one made for Austin Motors ( please forgive the "A" word). Titles are:

- The Villages of England (1934)
- Lands End to John O'Groats (1935)
- The Highlands of Scotland (1936)
- All that is England (1936 Austin Motor Company)
- Facts and Fancies (1937) in colour

These are very watchable and the quality is extremely good when compared to a studio VHS tape in my possession that contains several of the above films. That tape also contains a number of films that do not appear on either of these two DVDs or any of the four out of stock VHS tapes. The narratives are pure "thirties upper class classic" but, unlike many of today's newsreaders and weather forecasters one can understand every word! It is possible that further Morris material will become available and I will try to clarify this with Heritage Motoring Films.

These DVDs are priced at £19.99 each and are available from the Heritage Motor Centre either on line at [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk) or by phone on 01926 641188.



It's amazing where Morris Eights pop up on TV if you happen to be watching the right programmes! There have been two in the last month, and with the magic of Sky+ it has been possible to go back and pause to take a photo of the screen. The first is from the Secret Life of the Motorway, which showed an unfortunate 2-seater which had overheated, and the second was an unstoppable saloon in a documentary about the recent cold spell, and was part of a reminiscence of the Great Freeze in 1947. Having



been born in late 1946, your editor does not remember this, but his mother alleges that as a result of the weather he did not go out for his first six months, which may account for some of his more peculiar habits!

Dave Griffin owns a Porsche 356 Speedster and happened to see a registration number ART 356 which would look good on his car. The problem is that the 1934 Morris 10-4 carrying the number does not have an MOT, having been stored in a barn for the last 20 years and owned by the family for 35 years. He has photos of the car and it looks honest and in the condition you might expect, but clearly is in need of some work. His question is: do we know of anybody who would take on the restoration of the

car up to MOT level on the understanding that he would want to transfer the registration number? He thinks the owner of the car might accept £4500 and would be happy for the restorer to contribute £2000. Is there a member willing to take this on as a project? They would get to keep the Morris, of course!

Dave can be contacted at [somset356@btconnect.com](mailto:somset356@btconnect.com) or 01458 259058.

Members will be aware of the TCA Auction which took place in Reading on 14th March, and included items from the Harry Edwards Collection. Fewer will have been able to make it to the auction, or be aware of just how much diverse Morris related literature is actually available out there! The following is a much abbreviated list of items offered, with hammer price. The list only includes those items which had an original top estimate of more than £40. Had these been included, the list would have run to three pages.

Five Morris landscape format brochures: a Morris Eight, Morris Ten-Four and Twelve-Four, The New Morris Fourteen Six, , Morris Sixes, the full range of 16, 18, 21 and 25hp cars and bodies	£60
Morris Owner: January to June 1927 and July to December 1927	£100
Morris Owner: January to December 1927 Bound in one Volume with covers and advertisements	£120?
Morris Mirror: The Morris Organization house magazine. Volume 2 No 1 to 11 (1937)	£50
Morris Cars 1913-1930 compiled by Philip Garnons-Williams	£200
The Morris-Oxford Light Car for 1913: a preliminary list outlining the specifications. A rare document.	£65
Management of the Morris-Oxford Car'. A 1913 small handbook referring to 'General Hints' etc.	£50
A late 1913 'The Morris-Oxford Wagen' a 4pp, single fold brochure with Dutch text	£45
W.R.M Motors Ltd., Cowley, Oxford - 'Morris Oxford Light Cars'. A landscape format brochure dated 1915	£35
The Morris-Cowley Light Car 1916: 4pp brochure promoting the 'New Morris-Cowley, Four-Seater Light Car	£30
Morris Light Cars 1919: preliminary announcement, to include the Hotchkiss engine 16pp	£40
Morris Oxford - Morris Cowley Cars: Cowan of Melbourne, Australian bodied cars, 8pp	£30
A rare September 1924 dated publicity brochure, 'Imshi Une Voiture Morris'. 16pp French text	£85
Three Morris Commercial brochures	£60
Full-range Morris Oxford & Cowley brochure titled in red 'Unpriced Export List' and 'Export List'	£40
Two Morris 12-Cwt brochures. Colour front covers, dated Jan & March 1926	£25
Full-range 1929 Morris brochure. 36pp	£45
Rare Morris Minor 4pp and cover brochure for the Tasmanian market	£20
Three Morris Cars for 1933, double-fold broadsheets	£40
A good lot comprising Morris Replacement parts book by Colliers Products	£18
Morris for Closed Car Comfort. An advertising poster by Leslie Carr, for the 1928 season	£100
The Morris Owner & The New Outlook on Motoring. A quantity of loose issues from 1926 to 1949	£180
The Morris One-Ton Truck: An advertising poster for the 1924 season	£85
The Morris Owner. Two bound volumes. Also a run of loose issues from Vol 13 No 1 to Vol 24 No 10	£660
Morris Vans. An advertising poster by Star Wood for the 1928 season showing a Morris Half-Ton Van	£100
The Morris 1928 Programme. A detailed advertising poster listing models and reduced prices	£50
The 1928 Morris Cowley Enclosed Cars. A full colour advertising poster by Starr Wood	£180
The 1928 Morris Cars. A full colour advertising poster by Lyn Davis.	£150
Morris for Health & Happiness. A full colour advertising poster showing a two-seat and four-seat tourer.	£180
1934 Morris full colour brochure, green cover, 36pp together with 3 others, similar	£50
Morris Eight. A large 16pp brochure for both France and Spain, also a broadsheet for Germany	£45
Five different, landscape format brochures for 1936: 25hp, 14hp, 14/6 Series II, Ten-Four and Twelve-Four	£20
Six publicity folders and brochures for Morris Series III cars	£30
Morris Twelve-Four Series III brochures, dated August 1937; UK monochrome, UK colour, Export versions	£15
Morris Motors Ltd Morris-Oxford Light Car: a price list of parts 1913/14	£18
Morris Motors Ltd Morris-Oxford Light Car: a price list of parts 1915	£12
Morris Motors Ltd price list of spare parts; 1922 edition for the Cowley model 1916-1919	£45
Morris Motors Ltd list of spare parts: Feb 1926 edition for the Oxford and Cowley models	£35
Stewart & Arden Ltd September 1928 dated brochure advertising all of the Morris cars and chassis	£20
Stewart & Arden Ltd display of Morris sound films programme for 1935 and seven other S&A brochures	£25
Six ephemeral items: a Morris Garages Ltd. envelope, a Morris Commercial Cars Ltd. Envelope, etc.	£20
Transmission brochure for 1913/14. See the reference to Morris Motors usage	£25
Morris Motors information and record cards, together with a Morris Service booklet (c1926)	£45

## DONATIONS

At the time of going to press, the Morris Register has received generous donations from Dave Harris, Jim Riglar and Rob Symonds towards the acquisition of important items from the above auction. If any member wishes to make a further contribution, however small, Treasurer Caroline Harris would be delighted to hear from you. (Her address is on page 2).



Chiltern Region			East Midlands & Yorkshire Region		
<b>Hants</b> (Reading)	Bramley Inn, Bramley RG26 5BT Roger Clitheroe 0118 981 6665	2nd Thu	<b>Notts/Derby /Leics</b>	The Navigation Inn, Trent Lock NG10 2FY Tony Plowright 0115 9251834	3rd Tues
<b>Herts</b> (Hitchin)	Buck's Head, Little Wymondley SG4 57HY Ian Harris 01462 4563330	3rd Mon	<b>West Riding</b>	The Wheel, 282 Bradford Rd., Wrenthorpe WF2 0LY Trevor Willsden 01924 4456207	3rd Wed
<b>Oxford</b>	White Hart, Eynsham OX29 4LB Len Plumbe 01869 338512	3rd Wed	<b>Sutton</b>	The Anne Arms, Sutton, Doncaster DN6 9JX Ken Holden 01274 882574	4th Wed
<b>S Bucks &amp; S Herts</b>	Martin Baker Social Club, Denham UB9 5DA Brian Spence 01923 674811	4th Tue	<b>North West Region</b>		
<b>Midland Region</b>			<b>Preston</b>	The Anchor, Croston Road, Lostock Hall PR5 5LA David Harris 01772 626723	1st Mon
<b>Hereford &amp; Wores</b>	The Duke of York, Leysters, nr. Leominster HR6 0HW Michael Halls 01568 750257	1st Tue	<b>Ormskirk</b>	Farmers Arms, New Lane, Burscough L40 8JA	2nd Thu
<b>Leics</b>	Foxton Locks Inn, Bottom Lock, Foxton LE16 7RA Ken Johnson 0116 2715933	1st Tue	<b>Kidsgrove &amp; Potteries</b>	The Blue Bell, Hardingswood ST7 1EG Mike Walker 01782 620058	3rd Tue
<b>Warks</b>	The Fish Inn, Wixford, nr. Alcester B49 6DA John Ford 01789 488328	1st Thu	<b>Stockport</b>	High Lane Cons. Club, Buxton Rd, Stockport SK6 8DR Gary Clarke 0161 427 7311	3rd Mon
<b>W Mids</b>	The Bridge, Moss Grove, Kingswinford DY6 9HH Mike Porter 01384 376961	3rd Tue	<b>Scottish Region</b>		
<b>West Region</b>			<b>Aberdeen</b>	For details, contact Dave Robertson 0224 316076	
<b>Hampshire (Solent)</b>	Queens Head, Fishers Pond, Eastleigh, SO50 7HF Chris Neal 01794 340996	1st Mon	<b>Welsh Region</b>		
<b>Somerset</b>	The Travellers Rest, Stone, East Pennard BA4 6RY Colin Baker 01749 344115 (ROVING FROM MAY)	2nd Tue	<b>South Wales</b>	Aubrey Arms, Swansea Rd., Bonvilston CF5 6TQ	3rd Thu
<b>Wilts (North East)</b>	White Hart, High Street, Burbage SN8 3AA	4th Tue	<b>Northern Ireland Region</b>		
<b>East Anglia Region</b>			<b>Belfast</b>	For details, contact Marshall Adams 028 9076 1361	
<b>Suffolk</b>	The Oyster Reach, Bourne Hill, Ipswich IP2 8ND Ivan 01473 747459 or Julian 01206 395103	2nd Fri	<b>Trans-Pennine Region</b>		
<b>Essex</b>	Duck Inn, Newney Green, Nr. Writtle, CM1 3SF	3rd Tue	<b>Co. Durham</b>	The Poachers Pocket Hotel, Metal Bridge DH6 5LQ Graham Mitchinson 01915 841034	1st Wed
<b>Norfolk</b>	Black Horse, Castle Rising, Nr. Kings Lynn PE31 6AG John Dewar 01553 674092	2nd Wed	<b>Cumbria</b>	High Scathwaite Farm, Sparkbridge LA12 7SR Jim and Sue Newby 01229 861380	3rd Sat
<b>South East Region</b>			<b>Australia</b>		
<b>East Kent</b>	The Red Lion, Wingham, Nr. Canterbury CT3 1BB Mike Brears 01227 453832	1st Wed	<b>Adelaide</b>	Nuffield Hall, Dudley Park Bill Watson (08)8264 6355	Last Wed
<b>West Sussex</b>	The Roundstone, East Preston BN16 1EB Dave: morrisowner@datmanbu.co.uk /07853 875230	2nd Tue	<b>Queensland</b>	For details, contact Matthew French (07)3353 0532	
<b>Kent</b>	The Three Horseshoes, Knockholt TN14 7LD Peter Levett 01322 529946	2nd Wed	<b>Sydney</b>	Rear of NRMA Centre, George St. North Strathfield Ken Coad (02)9476 2684	1st Fri
<b>Mid Sussex</b>	The Sloop Inn, Sloop Lane, Freshfield RH17 7NP Liz 01444 241511	3rd Tue	<b>Victoria</b>	Nunawading Civic Centre Neil Wakering (03)9841 7773	1st Fri
<b>West Surrey</b>	Saddlers Arms, Send, Nr. Woking GU23 6JQ Roland Poole 01252 314804	3rd Tue	<b>New Zealand</b>		
			<b>S. Island</b>	Clubrooms, Waterloo Rd., Christchurch	2nd Wed
			<b>Channel Islands</b>		
			<b>Jersey</b>	Windmill Inn & Restaurant, Les Chenolles, St Peter L'Auberge du Nord, Route de Nord, St John	1st Sun 3rd Sun

Changes/corrections to the Editor, please.



# DIARY DATES

DATE	REGION	EVENT	CONTACT
4 Apr	SE	Amberley Working Museum Vintage and Classic Car Day, BN18 9LT	
8 Apr	CH	<b>Sherbucks Wrinklies Lunch</b>	
12-13 Apr	M	Midlands Festival of Transport, Weston Park, Shropshire	
<b>18 Apr</b>	<b>CH</b>	<b>Film Night, with fish &amp; chip supper, Girl Guide Hall, Church Lane, Chalfont St. Giles</b>	<b>01494 872 029</b>
<b>18 Apr</b>	<b>SE</b>	<b>South East Region A.G.M. Three Horseshoes, Knockholt</b>	
<b>18 Apr</b>	<b>EMY</b>	<b>East Mids &amp; Yorks Annual Dinner and Dance</b>	<b>01924 456207</b>
18 Apr	EA	Cambridge MGCC Natter, (Morrises welcome)	07875 948442
18-19 Apr	M	6th Malvern Classic Car Show & Spares Day, Malvern WR13 6NW	
26 Apr		<b>FBHVC DRIVE IT DAY: See regions for local events</b>	

# REGIONAL ROUND UP



## Southeastern Newsletter 2009

ISSUE 461

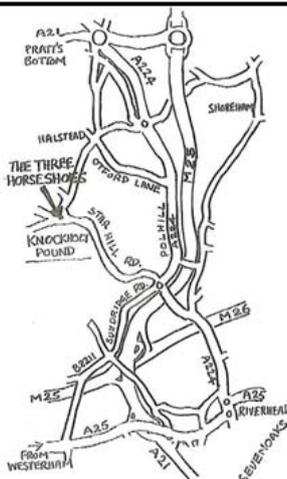
EDITOR: Audrey Frampton 01273 306817 P.O. BOX 1608, Brighton, BN2 6LS

### S. E. REGION A.G.M.

Sat. 18th April  
6.30 for 7 p.m.

The Three  
Horseshoes  
Knockholt, Kent,  
TN14 7LD

Followed by refreshments  
and raffle  
See map right



### DRIVE IT DAY

Entry forms are available for this (see advert below) from the Ardingly show web site [www.ardinglyvcvshow.org.uk](http://www.ardinglyvcvshow.org.uk). It can be downloaded from there as a .pdf file. For members without email, forms can be requested from the organiser Brian Carter 01444 400337.



**21st Anniversary  
Road Run in  
Support of FBHVC  
Drive It Day**

**Sunday 26th April 2009**

The White Hart Inn, Ardingly Road, West Moothy, West Sussex, RH19 4RA  
Assemble : 09.30am Depart from 11.00am



[www.ardinglyvcvshow.org.uk](http://www.ardinglyvcvshow.org.uk)



### SPECIAL KENT NOGGIN EVENTS

Weds 13th May: BUS RUN, Western Rd. Car Park, Borough Green at 8 p.m.

Weds 10th June: OLD CAR RUN, details as above

Weds 8th July: OLD CAR EVENING at the Three Horse Shoes, from 8 p.m.

**MORRIS DAY at SPA VALLEY RAILWAY, Tonbridge Wells**

**Saturday 16th May - details from Peter Levett 01322 529946**

### SOUTH COAST RUN 2009

Sunday 10th May

ALL WELCOME:

See the separate Entry Form enclosed  
with last month's Morris Monthly

DATE	REGION	EVENT	CONTACT
2-4 May	W	Bristol Classic Car Show, Shepton Mallet BA4 6QN	
2 May	SE	Amberley Working Museum Vintage Motorcycle Day BN18 9LT	
3 May		HCVS London to Brighton Run, finish Madeira Drive, Brighton	
3 May	EMY	Boroughbridge Classic Car Show, Boroughbridge, YO51 9HT	
3-4 May	SE	Blindley Heath Rally, Osney Lodge Farm, South Godstone RH9 8JH	01342 844094
3-4 May	M	Classic Car Shows Rushden Calvalcade, Rushden, NN10 9EX	
9-10 May	SE	HH Newhaven Fort Rally & Modellers Exhibition, Newhaven Fort BN9	
10 May	SE	Amberley Working Museum Stationary Engine Day BN18 9LT	
10 May	SE	<b>Morris Register South Coast Run finishing at Newhaven Fort</b>	
10 May	M	Ludlow Marches Festival of Transport, Ludlow Castle	
10 May	EA	Battlesbridge Classic Car Show & Autojumble, Basildon, SS11 7RG	01268 769000
10 May	M	Sandwell Historic Vehicle Show, West Bromwich, B71 4BG	
10 May	CH	<b>Oxford Noggin Spring Run, Sturdy's Castle</b>	<b>01869 3385122 / 01865 451673</b>
11-12 Jul	SE	<b>Ardingly VCV Show, Ardingly Showground RH17 6TL</b>	
8-9 Aug		<b>MORRIS REGISTER NATIONAL RALLY, Thoresby Park</b>	





# The Yellow Pages

No.378



**EDITOR: Kevin Bailey 01621 856687 email: kanda.bailey@tesco.net**  
16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT

## EAST ANGLIA REGION A.G.M. Saturday 16th May The Ship Inn (new venue), Tiptree CO5 0PQ

As you may know, we usually begin the evening with a pleasant meal, followed by the AGM. We'd be delighted if you could join us at 7.00 for 7.30 for the dinner, or you are welcome to come along later for the meeting itself. The cost of the 3-course meal is £12.95 per person. The region is again able to make a contribution to the cost of the evening by providing post-dinner tea/coffee. Menu:

### Starters

- (a) Prawn Cocktail
- (b) Brie Wedges
- (c) Soup of the day
- (d) Garlic Mushrooms
- (e) Pâté

### Mains

- (f) Roast Beef
- (g) Roast Pork
- (h) Roast Lamb
- (i) Hunters Chicken  
(chicken breast, bacon and cheese)
- (j) Aubergine and Walnut Bake  
(vegetarian)

## MOTOR VEHICLES FROM THE LAST CENTURY

A celebration of classic motoring at Little Totham 23rd May. This event will take place between 11.30 a.m. and 4.30 p.m. on the green (near the village sign) where there will be barbecued food available plus a refreshment tent with hopefully a band playing live music during the course of the show. There is no charge for attendance and arrival time is unrestricted, although most people aim for 12 midday. For application forms and further details please do not hesitate to phone on 01621 788688 before 6.30 p.m.

## SPARES FOR SALE: GARAGE CLEARANCE

Pair of Sparto rear/stop lights and rear lens and rim, pair of Wipac indicator lights, all unused; three old spotlights; Triumph Herald headlight surrounds and rear light/indicator glass; Morris 8 "waspie" instrument panel, petrol tank, cut-out model SB5 Type CF10-1, identical to early Minor but 12 volt, Morris 8E halfshaft, new; door handles to fit Morris 8; Stadium wing mirror; pair of roof bars, gutter fixing and lockable; Windsurfer etc. Contact Peter Sanders, 01277-218042 or slsanders@tiscali.co.uk

## Desserts

- White Chocolate Cheesecake and Raspberry
- Spotted Dick
- Chocolate Fudge Cake
- Sundae of the day

First two courses to be ordered in advance – desserts on the night. Please contact Norma Cook (01245 284202, laurie.cook@tiscali.co.uk) to book your place and let her have your menu choices by end April.

Minutes of last year's AGM will be available on the night. If you would like a copy beforehand please email Norma or send a stamped self-addressed envelope to 8 Hill Crescent, Chelmsford CM2 6HT.

## DRIVE-IT DAY 26th April, HYLANDS HOUSE, CHELMSFORD, 10.30 a.m. to 4 p.m.

It is now confirmed that the event planned at Hylands House, Chelmsford to coincide with the Federation of British Historic Vehicle Clubs 2009 Drive it Day is on.

At this stage there have been positive responses from Dave Tynan and Roger Latham, MGCC Anglia Centre and Brian Eckersley, Essex Austin 7 Club and the Morris Register is being asked to publicise the event in their "Yellow Pages" and hopefully give good support; plus Colin Moles of Chelmer Valley. Contact is being made with other Clubs including Triumph and Brian Eckersley is kindly contacting the Jaguar Drivers Club and the Morris Bullnose Club. Unfortunately the Morgan SCC have another event on the same day. Our aim given fair weather, is for 150 cars which will be displayed in front of the house from 10.30 am onwards until 4 p.m. approx. Hylands has a lot for families to see and is a central venue in Essex easily accessible from all directions.

## WEEKEND LUNCHTIME CAMBRIDGE NATTER

3rd Saturday of each month, organised by MGCC. Venue will be somewhere in the Cambridgeshire countryside. First meeting 18th April, all classic cars will be welcome. Contact Dave Saunders (07875 948442) for further details.



# TRANS - PENNINE GAZETTE

**EDITOR: Margaret Molyneux 01229 584972 email: dmmem@tiscali.co.uk**



## CUMBRIA NOGGIN

This month's Noggin was enjoyed by 13 members at Sue & Jim Newby's house. It was also a "what not night" and we had some strange things to identify! Some good laughs were had as we were trying to guess what they all were. Thank you to Sue for the supper.

**Please ring or Email us for the venue and date of the next meeting.**



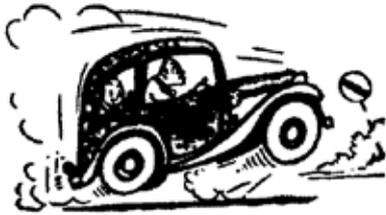
# WELSH REGION NEWSLETTER

## CYLCHLYTHYR RHANBARTH CYMRU



EDITOR: Tom Bourne M.B.E., 02920 703482 [morris@tombourne.fsnet.co.uk](mailto:morris@tombourne.fsnet.co.uk)  
1 Clinton Road, Penarth, Vale of Glamorgan. CF64 3JB

### EDITORIAL



A crowded Noggin and Natter in March featured lengthy discussions around a range of motoring and other topics, and it is always pleasing to learn of the progress members are making with bringing an old Morris back to life. These meetings are also a very useful forum to discuss with others some problem that seems to defy any solution.

The discussions then moved on to the proposals for Drive It Day on Sunday 26th April, and for which we have been invited to join members of the VSCC at Aberdulais Falls.

This is just north of Neath on the A4230, and is a National Trust site with 16th century industrial relics, focussed around the historical use of power from the river. An adjacent pub serves good meals.

From here there are several other places of interest worth a visit, including a sanctuary for primates, wolves and other animals at Cae Hopkin. We plan to meet at the Aubrey Arms in Bonvilston, and set off at about 10.30 for a leisurely drive down the A48. Members are of course welcome to join/leave anywhere along the route or meet us there. This will not be a formal road run, we will drive there independently. Further details from John Belgion on 01446 793038.

### A.G.M. CHAIRMAN'S REPORT *continued from last month*

July was the time for the Treasure Hunt, (pictures right) which again was held in the leafy Vale of Glamorgan lanes. We had a good turnout, and everyone enjoyed themselves, especially the Secretary family, as they won. At the end there were sandwiches at the Aubrey Arms, where everybody ended up to chat and exchange Treasure Hunt experiences.

In August, Rhiannon and I again ran the rally which we organise, based in Mid Wales. This is a four-day rally to see the fantastic scenery and visit strange (and not so strange) places. People have come from all over the country for many years in succession for this rally, which started life as the Llangollen Motor Museum Rally. Please give us a ring on 01443 432542 if you'd like to come on this year's rally (old Morrisies welcomed). The dates which we have arranged are Tuesday, 25th August, to Friday, 28th August inclusive. This is the week leading up to the August Bank Holiday weekend in 2009. Our Morris Eight did lots and lots of miles again on this rally, and didn't miss a beat - well we did develop a split in a tyre at one point. We hurriedly put the spare on and away we went again. I take the view that if The Morris will do the first mile, then it will probably do the next. One word of warning for hilly rallies in an Eight in Wales - make sure that you have a good radiator and hoses (and brakes).

Usually our last outing is the Gigantic Tredegar Park Rally at Newport. However, this year it had to be cancelled as the ground had been ruined by a previous Country Fayre in the heavy rain. What a shame! However Rhiannon, Geraint and I managed to attend the Malvern Rally and wandered around the large undercover autojumble for hours. The car exhibits were very good too, making it a great day out.

On the Morris 12/4 front, we managed to locate a crown wheel and pinion for the rear axle. After rebuilding this I still couldn't tell if it was properly quiet, as the noise from the gearbox is so great. To get around this problem Geraint drove with me kneeling in the back with my head under the rear seat cushion. A low axle murmur, instead of a growl, gave me a good sense of satisfaction. The gearbox is next!

The Christmas Regional Dinner was a great success again, thanks to John Belgion. He obviously put in a good deal of work on this. The table layout was nice and the food good. Most spent the evening with party hats on. Can we have another one John?

Thanks are also due to Tom, our Secretary, for the work he puts in writing the Newsletter each month, but he needs items from the members, as otherwise "it's a lonely road he treads". I liked the recent article by John Rogers on his



Minataur. Of course, after Tom has done his bit, it has been over to our unsung hero, Phil Robbins the wrapper, for the next stage in getting the newsletters to us. Thanks Phil. It is Louise, as Treasurer, who looks after the region's accounts and money. If you would like to know about the finances, then ask Louise. Thank you Louise, for your work for the region. Marcus Butler is the Wales Membership Officer and I would like to thank him for his efforts. Thanks are also due to all of the other members who helped to make 2008 a good one for the Wales Region.

What we need now is a line-up of Morris activities for the year ahead. Please put all ideas forward. The more the merrier. Don't forget, as I said at the Christmas "do", we need to include the younger members of our families, for them to have the opportunity to become interested in old Morris cars.

This is important for the Register to continue. Please note that there's no age limit to youngsters - they can be 45 if they are interested.

So, as you read this, the Summer is on its way, and we dream of windscreens open to let in the hot days and balmy evenings. The high sun reflects in from the bonnet and we reach for the sunglasses with squinting eyes. The bird song on the country road is disturbed only by the steady throb of the trusty old Morris side-valve engine. We scour the roadside for wide rich verdant verges to lay out our picnic under shady trees, whilst hedgehogs watch shyly from the cover of the longer grass. On then to the place where we'll meet up with other old Morris drivers at that castle or the meadow. Isn't it fortunate that we are members of the Morris Register, or otherwise we'd miss out on all that?

*John Howells*

## East Midlands and Yorkshire Region

### Local Page



**EDITOR: Ken Holden 01274-882574 email: [kenneth@kennethholden.wanadoo.co.uk](mailto:kenneth@kennethholden.wanadoo.co.uk)  
Hill Top Farm, New Park Road, Queensbury, Bradford BD13 1PN**

#### ANNUAL DINNER & DANCE

This is your last chance to book for this year's Annual Dinner and Dance at the Cleckheaton Golf Club, Bradford Road, Oakenshaw, which is situated just off Junction 26 of the M62/M606 at Chain Bar roundabout in the direction of Bradford. This will be held on the 18th April. Tickets are available from Trevor Willsden on 01924 456207. Raffle prizes will be gratefully accepted.

Thanks to those ringing me for information on membership and changes of address, but the man who has all this information now is the Membership Secretary of our area, Terry Horn. He can be contacted on 01132 402498. All other information should be directed to John Nagle on 01189 866834 who is the National Membership Secretary.

#### OBITUARY

It is with deepest regret that I must report the passing of former member Mrs. Jean Wilcox. Jean, the widow of the late Geoff Wilcox, suffered a heart attack from which she died on Sunday 1st March 2009. Geoff and Jean joined the Morris Register in February 1983 and soon became well known and respected members, with Geoff being persuaded to join the East Midlands and Yorkshire Committee.

Together they attended many Club events, local and national, firstly in their Morris Eight Saloon and later in their 1930 One Ton Commercial and 1924 Bullnose Saloon. They were regular attenders at the Sheffield and West Riding Noggins.

I am sure that all who knew Jean would wish to echo my sentiments of sympathy to her sons, Richard and Brian and their families. Members Malcolm and Joan Mathery, Edward and Roselyn Stirk, Ken Holden and I attended Jean's Funeral on Monday 9th March.



*Trevor Willsden*

#### EVENTS

It has been suggested to have a club stand at one of the shows in our area, one that has been possibly earmarked is The Boroughbridge Classic Car Show on the 3rd May 2009 at the Old Showfield, Stump Cross, Boroughbridge. YO51 9HT. I believe Malcolm and Trevor are going to help organise a club stand, if you are interested give them a ring on 01132 670424 (Malcolm) or 01924 456207 (Trevor) for more information. If anyone is interested in organising a Club stand at any car show or would like to assist, let us know and we will see what we can do to help. We do need a little more going off in our area; it has become very inactive in the last few years since the demise of the Show at The Police Driving School at Crofton, Wakefield. In the past we have had celebrities such as Chris Chittell (Eric Pollard of Emmerdale fame) open our events.

#### **Notts, Derby & Leics:**

#### **Drive-it Day 26th April**

Rosliston Park nr. Burton-on-Trent.

Details from Chris Corey-Thomas 0115 946 0945.

N.B. Summer season changes of Noggins: April to September.

#### Also:

1st Tuesday: New Crown Inn, Cavendish Bridge. Popular classic and vintage with Morris Register and Bullnose Club.

3rd Tuesday: Chequers Inn, Stanton-by-Dale.

Morris Register, BLMC and derivatives.



# Mighty Miles the Monster Morris

Mike Allen's account of his recent unique acquisition

**M**y car was probably built sometime in 1933 and was first registered in the second week of January 1934. I acquired it in August 2007 from a farmer in Garsington in Oxfordshire. It is in fairly poor condition although it came with an MoT certificate. Unfortunately, the farmer had not always garaged it such that the headlining is mined and the wooden trim is in a poor state. The bodywork has suffered, with rust appearing through peeling paint. The doors and the boot are a very poor fit due to wear in the hinges and splits in the wooden body frame. Mechanically it has been somewhat abused, although it just about drives; a new clutch is an imperative. On the positive side it is virtually all there and can be restored.

I bought the car because I felt sorry for it and as a future project for the time when I retire. Retirement came earlier than anticipated however! It is a Coupé model and was originally made for Miles Thomas. Miles was a director of the company. He later became Sir Miles and eventually Lord Thomas of Remenham. I have undertaken some research into the 25 models. They are very rare and hardly any have survived. There are a few of the later Series II models around, but hardly any of the earlier "perpendicular" cars. There is no Series I model.

The Twenty-Five first appeared at the 1932 Motor Show and was not mentioned in any of the brochures or catalogues. It was a modified Isis, having a new 25 hp sidevalve six cylinder engine and some cosmetic variations. There were saloons, tourers and coupes built, plus some bare chassis.

Morris cars were sold as year models and they were altered every year, but curiously the changeover took place in time for the Motor Show which was in late August, September or October. The 1932 Show was in October such that any cars from October 1932 were sold as the 1933 model. This seems to have been the norm until Leonard Lord started the "Series" system.

The Isis first appeared in mid 1930 as the Isis Six. The Oxford Six also made its debut and they were so named to avoid confusion with the previous Morris Six.

The Isis came as a Tourer and an all steel (American styled

Budd/Pressed Steel body already in use by Wolseley) Saloon plus a Gordon England designed a two door coupé that was similar to the earlier Morris Six coupé, with a Pynchley sliding head and side windows only in the doors. The 1930 Isis was some 3" shorter than the later models and the Gordon England Coupé was fitted with a chromed radiator casing and "calorstat" louvers. The next change was to a shallower but thicker (and longer) chassis and a return to ash framed bodies; the "American" styling was no longer evident, with either a saloon or a coupé body available.

The 25 that appeared at the 1932 Motor Show had similar body options to the Isis, being saloon and coupé. A tourer appeared early in 1933. The second wing mounted spare wheel is unique to the 25 as the UK Isis models had only one. The production did not include separate chassis numbers for the 25, so they are in the same series as the Isis cars. The 1933 models did not have the characteristic Morris chromed radiator surround with the honeycombed grille that the "1934" cars possess. In order to fit the 25 hp engine into the Isis chassis, it was necessary to move the radiator forward and fit a longer bonnet.

In "perpendicular" form, the 25 continued to be available until the end of 1935 when the Series II came out and brought a complete new style. The Series II also had an overhead valve version of the engine that was shared with the big Wolseley. That first range of 25s (1932/33) clearly didn't sell very well as there were approximately 440 made, of which 86 are likely to have been coupés. The 25 was the largest Morris at the time and the most expensive. In competition with many other marques which sold on a quality image, it was no volume selling vehicle. The petrol consumption was high, and it was outperformed by many other large cars, including the many American cars that were available. Although stylish, the 25 was outsold by the slightly shorter and less powerful Isis, which outwardly was hardly distinguishable. In the early 1930s, the road annual fund licence was charged at £1.00 per horsepower using the RAC formula, thus £25 for the big 25 and £8.00 for the small Morris 8.

In the 1934 season (starting 1933) there were 228 Twenty-Five cars built, comprising 154 saloons, 44 special coupés, 22 chassis (21 to Australia) and 8 tourers.

Production for the 1935 season was down to approximately 170 Twenty-Five cars, of which about 120 would have been saloons. The 1935 models were the same as the 1934 models as there was no "redesign" for the 1934 Motor Show. They may well have been cars built before the 1934 Motor Show and not sold. In 1935, the Twenty-Five was the only model still to have the centre accelerator pedal.

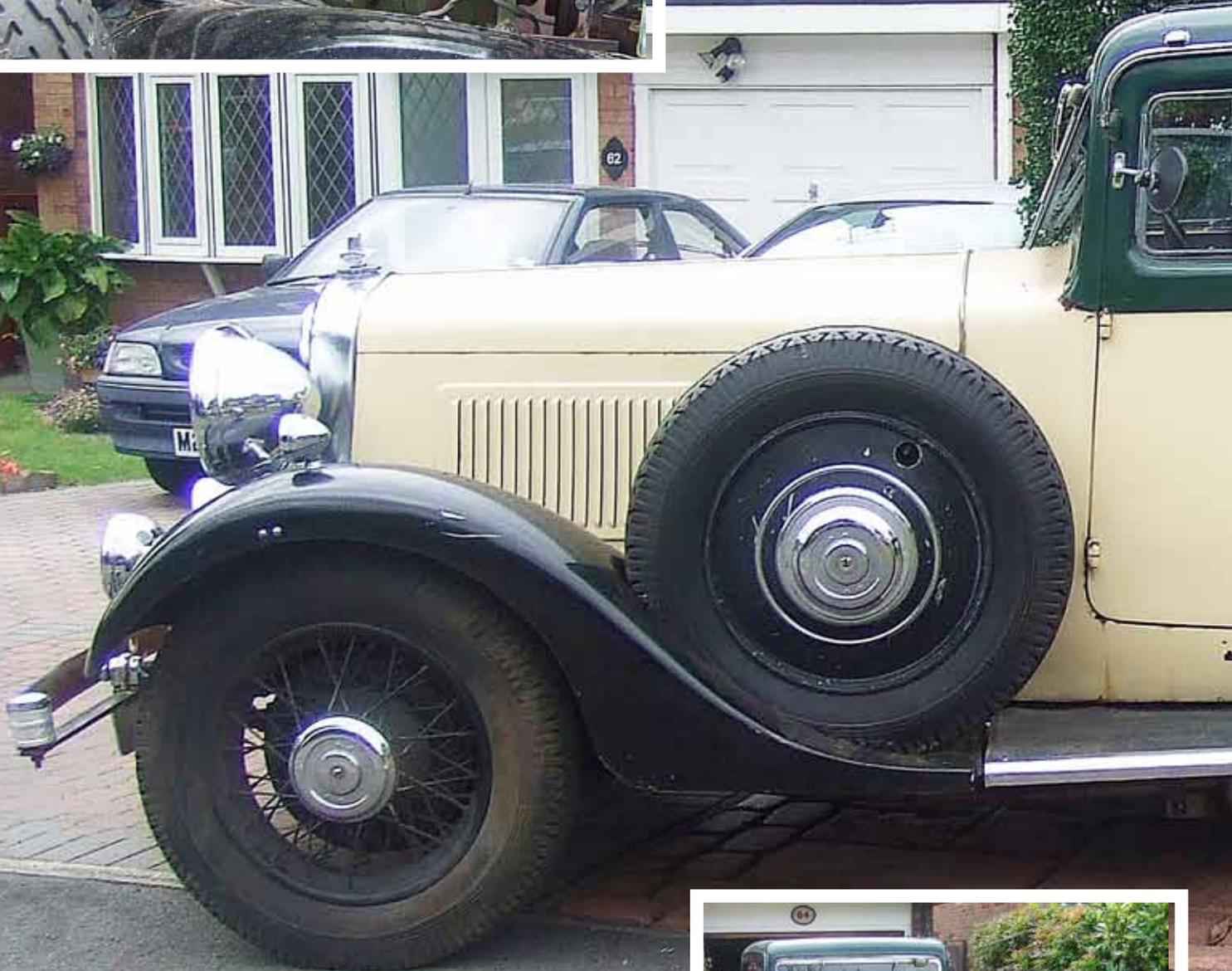
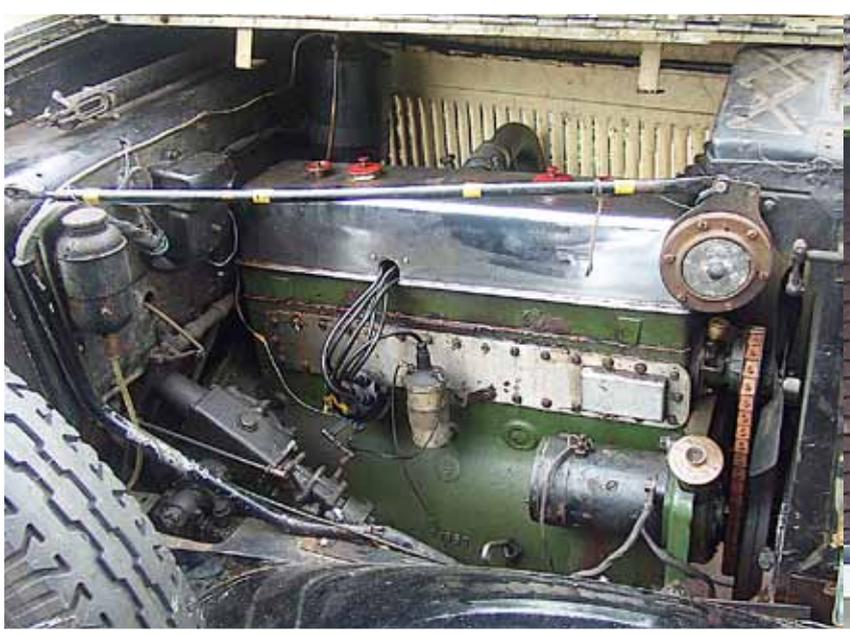
In the 1934 production run, the first Twenty-Five chassis was 6655, so my car comes 79 cars later and would have been in the first three coupés made, perhaps the first.

*Continued on Page 18*



# MONSTER

“It is not the prettiest of cars and vintage car bodies was undergoing a sea change and had pressed steel bodies. I feel I have more time now that I have re



“The radiator shell stands 3 feet tall and 22 inches wide. The headlamps are 12 inches across, the roof 68 inches off the ground. The doors are 42 inches wide and that front bumper is 69 inches wide.”



# MORRIS 25

was made at a time when the manufacture of  
change. The later models were quite different  
ear it will take years to put to rights, but I  
retired!”



“The boot lid is in a  
sorry state but with  
repaired hinges and  
cosmetic attention, a  
recovery is possible.”



*Continued from Page 15*

The coupé models in the "1934" design had larger Joseph Lucas P 100 headlamps. Mine was a development car and has a vacuum brake servo made by the Clayton Dewandre Company fitted. It is probably the only car fitted with this device (which has the serial number 01). It also has a Bendix "automatic clutch" and a freewheel device at the rear of the gearbox. Although not working, it is also fitted with the Joseph Lucas "startix" arrangement that re-engages the starter should the engine stall.



I call my car "Mighty Miles the Morris Monster" as it is so big. It was originally black with green trim. It was repainted at the Morris works sometime after 1936 in two tone green and in 1985 or 1986 it was subjected to a rather indiscriminate restoration and became green over cream with black wings. There are Ace wheel trims fitted to the spare wheels but not the road wheels. My car has the characteristic Autovac to draw petrol from the tank, instead of the SU pump that was being fitted to most other Morris cars. It also has round Luvax shock absorbers, even though the sales literature refers to the Armstrong lever type.

The "o" series engine at 3485cc, rated at 25.1 hp with six cylinders and a sidevalve design was used in the Twentyfive. It was probably developed as a commercial engine and fitted into the Isis chassis in 1932 to boost sales. The productions in 1932 through to the Series II model would have needed relatively small numbers of the engine (the Series II used a very similar OHV version of the engine),

whilst the same engine was widely used in the Morris Commercial Cars company (where Miles Thomas was working) for the successful C series of trucks and lorries, starting in 1933 and continuing in the CV type. In the case of the CV, a 24.8 hp long stroke 4 cylinder sidevalve was later used as an option, as was the 1938 15.9 hp, ohv four cylinder. The big six sidevalve was also used extensively in the Military versions of these commercials (the CS8/4 etc where C is the series, S stands for six cylinder, 8 refers to the 8ft wheelbase and

4 denotes the number of wheels) throughout the mid to late 1930s and for wartime production. The 25 hp engined Morris military vehicles were the workhorses of the British army during the early years of WW II. There is even a marine version of the engine that seems to have been available through to the mid 1950s.

The horn and the badge bar are later additions. The knobs on the dash, to the right of the steering wheel in the picture below are the controls for the freewheel and the automatic clutch. This style of Coupé body was built in Coventry by Hollis and Pratt, a company owned by Sir William Morris and is seen, albeit in a smaller version, on other Morris cars built in 1933 and 1934.

The car is over 18 feet long from bumper to bumper. The 1980s "restoration" involved a lot of body filler. I suspect that I have a lot of work to do!



## THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



*Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk  
Mike Porter 01384 3766961 email: mike.j.porter@btinternet.com*

### LEICESTER NOGGIN REPORT

Eleven of us braved the strong wind and driving rain to attend the March Noggin. I had thought that there would be a few additional members coming along and had arranged extra places to be laid but I guess the weather again was the enemy.

The new style Morris Monthly was again the subject of much discussion and praise. One or two had e-mailed their appreciation, especially the instant response to a number of questions raised by one member regarding modifying his Eight from a three speed gearbox to a four speed. This was answered by a full page from Alan Spillman and covered pretty well all his queries.

**Drive It Day, Sunday 26th April 2009:** As I reported last month we have decided on a run to the Nene Valley Railway Station at Wansford (A1). I have now planned the route and selected a Pub/Restaurant at Colley Weston for lunch. PLEASE NOTE:- We plan to leave the Service Station on the A6 at the beginning of the Market Harborough by-pass at 10.30 a.m. not 10 a.m. as previously stated. For anyone wanting a train ride

### WEST MIDLAND NOGGIN:

**Drive It Day, Sunday 26th April 2009:** Halesowen to Bidford-on-Avon. Tables have been provisionally booked at The Frog Riverside Pub and Restaurant. An excellent roast lunch is £8.95 but there are cheaper options as well. Contact Bob Dean by Fri. 17th April, at robertdean@mypostoffice.co.uk or 01922 628330. Start details from Mike Porter (see above).

into Peterborough it is only a limited service in April. There is a train at 2.30 p.m. arriving in Peterborough at 3.15 p.m. that returns at 3.30 p.m. which possibly gives you time for a cup of tea, or anyone wishing to stay longer the next and last train leaves Peterborough at 5.15 p.m. arriving back in Wansford at 5.40 p.m.

It will be necessary to book for lunch so I ask any members wishing to partake to let me know as soon as possible and not later than Friday 17th April.

I am sure you will all join me in sending Geoff Heaton, our previous chairman, get well soon wishes. The last time I spoke to him he had a growth in his leg that needed to be removed but unfortunately necessitated amputation of the lower part of his leg. I rang him recently and just when he was getting used to his artificial replacement, another growth was diagnosed in the same leg. Following tests, he was awaiting information regarding further treatment. We send you our best wishes Geoff. We are thinking of you and look forward to seeing you again at Thoresby.

*Ken Johnson*



# WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



EDITOR: *Jim Riglar 01225 754981 email: jimriglar@blueyonder.co.uk*  
70 Alderton Way, Trowbridge, Wiltshire BA14 0UH

## EDITORIAL

Well, every so often it seems to happen that we hit a quiet news month across the region, and this March appears to be one of those times. No doubt you are all busy getting your vehicles ready for the road and the 2009 season, so perhaps next month I'll be inundated with reports of early season activity.

I continue to receive favourable reports about "Morris Monthly" and I must say it is certainly a good read. I'm even getting to grips with the new monthly deadline for the "Westwords" contribution.

Now that signs of lighter evenings are on the way, and the evenings will be considerably lighter by the time you read this, it's time I got out to the garage and sorted out my Ten, ready for the Somerset group's Drive It Day Run to Weymouth. If you are attending Drive It Day events, I would be most grateful for reports of what you got up to.

Over the past five years we have managed to stage three or four organised runs per year across the region, and hopefully 2009 will prove to be no different. Apart from the April "Weymouth Run", a September "Autumn Amble" around Somerset cider orchard territory is also planned. An Exmoor Run is almost certain, but a date for this has yet to be pencilled in. A re-run, but using a reversal of last year's route, of the North East Wilts organised "Reg's Run" is also on the cards. The West Region Chairman, Colin Baker, has suggested that perhaps some of our runs should be established as fixed items in the calendar (rather like the national events such as the South Coast Run and the Thoresby rally) and perhaps even run on fixed routes for a couple of years. What do you think?

*Jim Riglar*

## 30th BRISTOL CLASSIC CAR SHOW 2-4th May 2009

Royal Bath and West Showground,  
Shepton Mallet, Somerset, BA4 6QN

The Morris Register exhibits for the show have been subject to change. As planned, George Bryne's 1939 Morris Minor GPO Van will be on our stand in the Main Exhibition Hall, but will now be joined by one of George's other cars, his 1931 Morris Minor 2 seater and by Colin Baker's newly restored 1946 Morris 8 Series E 2 door Saloon.

If any of you are prepared to help man the stand over the three day show, contact Colin Baker (01749 344115) who would welcome any assistance you can provide.

**North East Wilts** - The Noggin and Natter at the end of February was much better attended with nine, yes nine!, persons present. This turn-out is closer to our usual count. The landlord is still uncertain of his future at The White Hart in Burbage High Street, but we remain hopeful that he will stay. Even though we do not buy a lot of beer, he always makes us welcome.

*Paul James*

**Solent** - An excellent turnout at the combined Morris Register and British-made Car Club noggin, some 40-odd people in all, including most of the MR stalwarts. Conversation covered a wide range of subjects, including Milestones Museum, Russ' Humber, Harry Edwards' auction and the well-received new-format Newsletter. Our nat. secretary's comment in the Newsletter that "in 2004 the Club reluctantly issued a Register of Members" brought howls of derision. No, we all agreed, the club wanted a Register, the committee reluctantly issued it!

It was agreed, because of wavering attendances and some members' involvement in the BMCC, that we would keep the Queen's Head as our base throughout the summer, but we could at short notice organise the occasional Run from there to another watering-hole. So be warned - don't turn up after 8.15pm latest or you may find us gone, with perhaps the BMCC tagging along.

*Chris Neal*

**Somerset** - The March Noggin was a quieter affair than usual, with the noticeable absence of quite a few of the South Somerset regulars. Colin Baker arrived with a box full of motoring books which he was giving away to all and sundry. Notably he couldn't get takers for all of the books and had to take a few of them back home including the one on Rolls Royce cars. It must show that few of us can afford to keep Rollers in the current climate! Roy Bowden advised that his son had sprung a surprise holiday on him; whilst most welcome, it meant that he would be unable to provide an exhibit for the Bristol Classic Car Show. Jim Riglar turned up with a netbook computer to offer a chance for those who don't have computers to take a look at the Morris Register website; George Bryne, despite an aversion to computers was none-the-less intrigued by the some of the information available on the website. Bath based Steven Wright, who has a long running Morris 8 restoration to undertake, has just acquired a replacement chassis which requires little repair. Once he has fettled this, he will be using it as the basis to rebuild his 1938 Eight Series 2.

*Jim Riglar/Colin Baker*

**DORSET COAST RUN**  
**DRIVE IT DAY - 26th APRIL**  
Start from the Haynes  
Museum, Sparkford. Meet  
there from 10.00, not 09.30  
as previously advertised.  
Chris Murray 01373 462373  
chriskmurray@live.co.uk

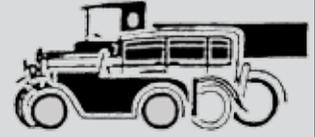
## WEST REGION A.G.M. - Saturday 23rd May 2009

The AGM will be held at The Traveller's Rest, Stone, Nr East Pennard. We had a good attendance for last years AGM. Please put the date in your diary and let's out do last years numbers! The meeting will start at 2 p.m., but if you fancy lunch (and as many Somerset Noggins regulars will attest the pub does good food), we would suggest that you arrive between 12.30 and 1 p.m.





# GILTERN'S GATTERO



EDITOR: Doug Townsend 01753-883547 email: [bullnosemorris@tiscali.co.uk](mailto:bullnosemorris@tiscali.co.uk)  
"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL90 8LP

## OXFORD NOGGIN SUNDAY LUNCH

This year we changed the timing of our mid-winter treat from Saturday Night Dinner to Sunday Luncheon. In view of the recent bad weather and icy roads this was a welcome change, although happily the weather had warmed up and the ice gone. We drove to Banbury and then round the town to Marlborough Road where we parked at the Masonic Hall and joined our Morris friends. We carried our musical instruments and together with our good friend Bob East we struck up some pre luncheon music. Our Morris friends had all met up for drinks before taking their places at the dinner tables. There were 55 of us in total. Sadly our host at the Masonic Hall, Charles Swain, was at home with an unwelcome attack of flu. We all sat down to a delicious lunch (the Chef at one time had worked for the Royals at Windsor Castle). We had soup or

melon for starters, then a main course of roast pork or roast beef, followed by apple pie or gateau, coffee and cheese and biscuits. Having consumed our excellent dinner we all sat back to chat and be entertained by Bob East and Ian Steel on their piano accordions and I was on melodeon and giant umpah (tuba). Several tunes later our good friend Dave Titchener gave us variety with his little dancing doll. Our tunes ranged from folk and country and western to sing song, all nice and jolly. We then enjoyed having prizes from the Len Plumbe bumper raffle. What a lovely afternoon – several friends commented they preferred it to our evening event. At the end of the event our Chairman Roger Clitheroe presented a cup for enthusiasm to Mike Rayson, and a cup to Stephen Shuttleworth for attending most of the Noggins and events during the year. Thanks are due to Len Plumbe for all his hard work in organising the afternoon's enjoyment and the raffle, to Charles Swain for the venue, and all who came. Here's looking forward to the next one in 2010.

*Graham Bushnell*



Steven Shuttleworth



Mick Rayson

## SHERBUCKS ANNUAL DINNER

On Friday 27th February 2009 at Chorleywood Golf Club the Sherbucks Annual Dinner took place. It was well attended by members and friends, with the sounds of excited talk and laughter filling the room. Once again the Golf Club's resident chef produced an excellent meal which was reflected in the contented faces of the diners. Doug Townsend started the proceedings with a few jokes and then said Grace. The evening progressed very well with a quiz organized by Terry Wigington. Brain cells were required to work hard to complete the quiz which was a challenge for all of us but table 'A' finally triumphed. The 'Piston Broke' trophy, awarded for the best breakdown of the past year was presented to Trevor Johnson. It brought a big smile to his face! The "New Plonker" trophy, awarded for the best faux pas was presented to Roger Knott who accepted it in the spirit it was given.

Pat Nethercott has finally joined the Wrinklies Club and was presented with his certificate of membership which was filled with interesting facts and photographs. The free raffle this year, organised by Sylvia and Brian, was a great success with many donated prizes and happy winners. As the evening drew to a close, Ray Bickerton, who once again successfully organised the event, brought a few more smiles to our faces with some of his handpicked jokes. May we say what a very enjoyable evening it was and once again this was due to everybody who attended and took part but especially to all concerned who organised a truly lovely evening.

*Bob and Angela Russell*



Brian and Trevor



Pat and Doug



Roger and Brian

## FRANCIS BIRTLES

I hope you enjoyed last month's article on the Sundowner Bean. Although the car is an amazing exhibit, its driver also commands an enormous amount of respect. He was an intrepid Australian named Francis Birtles who by his late thirties, had circumnavigated the globe twice, performed many courageous and at times foolhardy feats of endurance, first on a bicycle then by car. He was an accomplished aviator and completed 28 extended overland trips. In 1923 Bean cars in Staffordshire had established an office in Melbourne. Their products were robust and well made, if somewhat ponderous and lost the competition against Morris with the Bullnose, being out of business by 1929. In a red Bean 14 (2.9 litre four, 76 x 140 mm stroke) Birtles had successfully completed an epic journey in the Scarlet Runner as it was called (which I believe is a runner bean species) of a return trip from Sydney to Darwin, a 6250 mile overland trek that had never been attempted before. During a promotional tour in 1926 for the Bean lorry, to advertise its ability to overcome the harsh conditions in Australia at the time, another Bean 14, later dubbed Sundowner by Birtles, was prepared by the Bean works with a liberally drilled chassis and a specially made 2 seat body. It was successfully driven from Melbourne to Darwin and back in just over eight and a half days. The next trip undertaken was to drive 16000 miles from England to Australia in a Bean Imperial 6 with two co-drivers. The attempt was abandoned in Delhi due to illnesses and recurrent rear axle problems. The Sundowner was then pressed into service again when Birtles was to drive SINGLE HANDED as no one was prepared to accompany him. It was considered to be impossible. Undaunted, he left in October 1927 to arrive in Melbourne nine months later.

A lot more information on the car and Francis Birtles can be found in the Museum's book the SUNDOWNER BEAN CAR by John Clark (ISBN 187694419) which I received from my sister as a Christmas present, it makes very interesting reading.

*K.R.R. Suppards*

### Sherbucks Noggin

**Drive it Day 26th April**

Meet on right just before the  
Shop at Ashridge Estate  
Nr Berkhamstead  
for Picnic @ 12 noon  
Contact Doug Townsend

### **For Sale**

1970 Morris 1300 Mk 11

Excellent original condition, works reconditioned engine and gearbox, stainless steel exhaust, alternator, brake servo, 2 Pack paint respray. MOT Oct, 68000 miles.

£1650.00. Contact

Graham Bushnell 01685 451673

### Oxford Noggin

**Spring Run 10th May 2009**

Starting at 10am from Sturdy's Castle  
Country road run to the Sunday Lunch  
stop. Followed by short run to a place  
of interest. Contact

Tel Len Plumbe 01895 338512

or Graham Bushnell 01865 451673

Closing date 4th May 2009

## STOP PRESS

*Our Chairman, Roger Clitheroe, was taken into Basingstoke Hospital on Friday March 6th, with a burst appendix. He is doing well and was hoping to be home by the 14th. We wish Roger a speedy recovery and trust that he will soon be firing on all cylinders!*

## LETTER TO THE EDITOR

Dear Doug,

Many thanks for your welcome letter which was much appreciated. I have in fact been a member twice before, initially when I was 17 (in the late 70s) when I had a tourer but never quite managed to get it back on the road, then again in the early nineties when I had a roadworthy 2 seater which I ran for a couple of years. I sold the last Morris to pay for our honeymoon, a fact I had reason to remind my wife of following my recent purchase!! My latest acquisition was the result of a rash moment and was bought unseen off ebay!! Although it looks very presentable it needs a new hood and trim/seats to finish it off. It arrived with a new MoT but needs a few jobs doing to it before I dare venture out onto the open road. The engine has an unusual aluminium cylinder head with "Silvertop" on it. Unfortunately I will be unable to make the next Noggin, but hope to meet you at the following one.

*David Palmer*



*Editor: We send out a welcome letter to all new members. This letter came in response to that. Great to hear from you!*

## FORTHCOMING EVENTS

**APRIL 1st:** **WRINKLIES LUNCH** contact Doug Townsend 01753 883547 for venue.

**APRIL 18th:** **FILM NIGHT** with fish & chip supper at Girl Guide Hall Chalfont St Giles.

Contact Chris Raine Tel 01494 872029 6.15 for 6.30 p.m. (Not to be missed Ed)

**APR 26th:** **DRIVE IT DAY** Sherbucks Noggin. Picnic at Ashridge. Meet @ 12 noon.

Contact Doug Townsend 01753 883547

Oxford Noggin: Contact Graham Bushnell 01865 451673

**MAY 10th:** **OXFORD NOGGIN SPRING RUN** Meet at Sturdy's Castle at 10 a.m. Contact Len Plumbe

01869 3385122 or Graham Bushnell 01865 451673 to register.

**JUN 7th:** **SHERBUCKS SUMMER RUN**

### from *Dave Lawton*, Eight headlamps and dipping

There was much debate this month generated by Ronnie Johnston whose Series II has the original "dip and switch" headlamps, which incidentally were still original fitment on the UK Series Es.

Although original fitment dip and switch will fail an MoT on any vehicle registered post January 1st 1931. Prior to this date vehicles can have a headlamp system where one dips and the other switches off.

#### Ronnie's original query:

*"I would greatly appreciate help with setting up the headlamps on my Series 2 two seater. The car is fitted with the dip and switch type headlamps but has been fitted with a new wiring loom and has been set up with both headlamps running on permanent dip which is adequate for the speed of the car and I have not had bother with MoTs. Although fitted with the solenoid dip on the nearside this is disconnected and both lights run in a permanently dipped position. I now have reflectors with double filament bulbs and am trying to connect these up to give me dip and main options."*

#### Bob Bryan commented:

It is simpler to do than to describe!

1. The two headlamps need to be connected together in parallel. i.e. dip filament to dip filament and main beam to main beam.
2. The shortened wire on your loom may be the feed (not required) to the solenoid dipping mechanism.
3. From memory, take off the horn push, ease out the dip switch. It has three terminals. The central one should have a purple cable with white tracer connected to it - this is the 6v feed from the PLC switch on the dash and is live when in the headlamp position.
4. One of the other three terminals should be connected via a cable along the steering column to the dipped beams (probably a blue wire in your case).
5. The other terminal connected to the main beams (blue with black tracer if possible).

#### Are the standard vehicle switches up to switching the additional loads?

There was some debate about whether the standard

electricians would be up to the job, whether the modification was to add a second dipping reflector and solenoid or changing to twin filament lamps, Mike Porter and Bob Bryan have run their 8s with a pair of dipping solenoids for some time, Dave Grace suggested adding a relay in the following:

*"If you are rewiring I would recommend the insertion of a relay to switch the lights from dip to main to protect the contacts on the steering switch. Quite a current is carried through the original contacts especially if you upgrade the bulbs and they are over 70 years old. I connected mine in the side ply fascia. It's a lot cheaper to renew a modern relay (about £1.50) rather than have to source a replacement original switch. The live is run as in Bob's comments to switch the lamps and the switching of the relay is controlled from existing switch."*

A suitable source and relay was identified; <http://www.autoelectricsupplies.co.uk/product/168>.

#### In Conclusion:

There certainly has been a lively interest in this topic. Ronnie concluded with the following:

*"I am inclined to agree that a relay may not be essential but it might be cheap insurance against premature failure of the switch. I have ordered a relay but the lamps are wired up directly at present. I don't see any arcing when I operate the switch which supports your opinion."*

*The reflectors I have fitted are modern products which are probably intended for motorcycles.*

*Incidentally, I had no trouble with the earth on the steering column switch although I can see the potential for this. I did have trouble earthing the headlamp reflectors themselves as they do not earth to the headlamp rim. There is a small clip within the headlamp shell and this provided a point for the earth wire. It remains to be seen how these lights work in the dark, they certainly look a lot better than the dull reflectors with Ford 8 lenses they replace. I hope to have the car at Thoresby this year so you will be able to judge for yourself."*

## Have you paid your subscription?



*This is the last Morris Monthly you will receive unless you hand over the money by the April 10th Hand over the money before it is too late.*



# THE PARSON and THE FIDDLER (Part 3)

## The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard



We were sorely tempted to stop at Colmar to see something of the city that had flourished in Roman times, but we had planned to cross the Rhine that day, and to spend the night in Germany. We now entered the flat green plain of the Rhine valley, and were immediately conscious of a strong French military presence. Long columns of infantry moved along the sides of the road, and we commented on the fact that they did not march in step, but slouched along in an easy casual manner like a crowd of schoolboys on a nature ramble. At one point, in a clearing in a wood, we passed an artillery “park”; neat lines of cannon which I recognised as the famous French “75s”, the “soixante-quinze” of the First World War. “Those”, I said to Shephard as we passed, “are the famous French 75mm guns, the Soixante-Quinze.” His reply is not recorded.

It must have been about 4 pm when we arrived on the bank of the Rhine. We had passed through a village named Neuf Breisach, and our map had led us to believe that at this point a bridge spanned the river connecting the village to Breisach on the German side, but to our surprise there was no sign of a bridge. Instead, a pontoon of boats extended from the shore to about a third of the way across, and as far as we could tell, a similar arrangement existed on the other side. The main river, which flowed between the two, was unspanned. It looked deep.

There was clearly no way across, but we saw no harm in asking the French authorities for information. The pontoon bridge was guarded by a military command post in the vicinity of which we could detect sentries and a number of army vehicles. As we approached, we were met by an officer who asked us what we wanted. I took no record of the conversation which followed, but it was conducted in French, and I retain a distinct impression that for a while little progress was made. The officer was joined by two other men, and we had become resigned to going up river in search of an alternative crossing. We thanked them, and were starting to move away when someone shouted, “Wait!” We waited, and for a long time nothing seemed to happen. Again we were on the point of turning away, when we noticed activity on the river. A small tug was towing the middle section of the bridge into place.

The manoeuvre took some time, and I remember wondering why

they should be going to so much trouble to accommodate us. I am, even now, with the benefit of hindsight, still unable to explain it. However, when the bridge was finally declared ready, we were told that we could cross.

A soldier gave a cursory glance at our passports and we proceeded tentatively on our way. The pontoon was just wide enough to take the car, and felt rather unsafe. We drove cautiously, and I think we were over half-way before we noticed what was facing us on the other side. The most obvious feature was a series of large banners or placards extending for some distance along the opposite bank. They bore in large black letters on a red background the worlds “EIN REICH, EIN FOLK, EIN FUHRER” suspended over what appeared to be a high and extremely forbidding iron fence. As we approached nearer, we detected signs of activity, groups of men watching our approach, and, even more sinister, the shape of heavy guns pointing in our direction. It became obvious that we were about to enter a military fortified zone, but it was, of course, at that stage, impossible to turn back. The pontoon ended on the German side at an iron gate rather like a level-crossing gate, which was opened to allow us to enter.

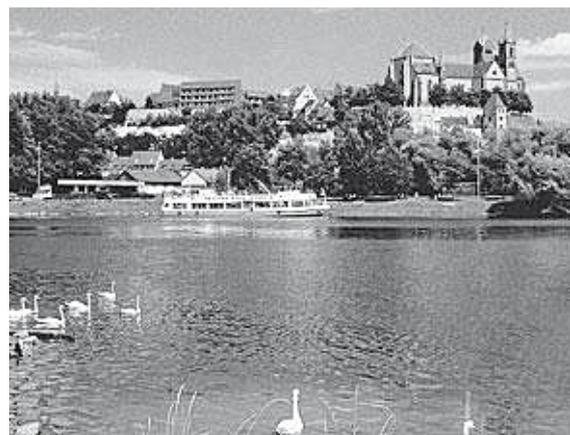
We were immediately surrounded by soldiers, ordered to stop, and told rather brusquely to get out. Our luggage was removed from the car and taken into the guard room, and we were commanded to follow. I remember the soldier in charge as a large unpleasant fellow with a loud voice, probably some kind of NCO, whose attitude was extremely hostile. Although we had told him that we did not understand German, he continued to shout at us, in the hope, presumably, that the noise would finally penetrate our thick skulls. Our lack of response seemed to infuriate him further, and he demonstrated his suspicious nature by ransacking our luggage and emptying the contents on a table. Newspapers that we had accumulated in the car were confiscated. While we waited, the NCO telephoned and barked orders to soldiers as they came and went. Around us the Germans stamped about, saluting and clicking their heels in the approved manner all too familiar later to those who went through the war, and, of course, to countless television viewers since.

*to be continued  
next month*



*Breisach am Rhein.*

*Left: then.*



*Right: today.*





Dear Editor  
The Secret Seven

**R**e the secretarial bulletin in last month's Newsletter, our Exec Committee seeks to obstruct members' wishes to communicate with each-other; something which they agree is one of the main aims of the Club.

In 2003, after a summer-long discussion in the newsletter, the Exec was given a clear AGM mandate, by 36 votes to 5, to distribute to members a register of members/vehicles. The then chairman (one of the five against) ignored offers to do the job and instead gave it to the then treasurer - another of the 5 against! It's hardly surprising then, that the resultant Register was a poor shadow of what it could and should have been - the take-up in other clubs is between 95% and 100%, the take-up in the MR was about 65%, with many querying why they weren't included. The absence of a simple cross-referencing, which had been proposed, also made it difficult to trawl through. It was also agreed by the AGM that the Register be re-printed every year, but it was quietly ditched after just one re-print, and the Exec now claim that re-printing was never agreed because this wasn't minuted.

I was astounded by the comment that "the Club reluctantly issued a Register of Members". Reluctantly??? The Club overwhelmingly wanted it - of the 5 who voted against, 3 or 4 were Exec members. The reluctance was, and evidently still is, from the Exec.

The Exec now wants information to be available only by

*Editor's Comment:*

*Members will recall that last month, when a letter questioning the actions of Harry Edwards was received, it seemed only appropriate for me to offer an opportunity to respond immediately. I thought this letter came into the same category, so, as last month, I sought the correspondent's permission to offer "a right to reply". Regrettably, Mr. Neal did not agree to my seeking such a response.*

*No doubt members will wish to respond to letters of this kind, and I am always prepared to publish, but my broader wish is that Morris Monthly is here to celebrate our shared interest in the cars and that there are other more appropriate forums, e.g. Noggins, on MVs, at regional meetings and at national AGMs for contentious issues to be raised for discussion. Ultimately, of course, the Exec is answerable to the membership, and can always be voted off! Your Editor is solely responsible for new members' addresses appearing in Morris Monthly, and you'll note that he has now corrected this oversight, giving only the first part of the postcode.*

Dear Editor,

**C**ongratulations! What a splendid new magazine you have produced: I sat down and read it as soon as it arrived and whilst reading February's Chiltern Chatter, I had a little chuckle to myself over the "feely bags".

I was first introduced to these in 1959 when I was invited to my new girlfriend's home on Boxing Day, where I met her extended family. They all played games in the afternoon and lo!, there were the bags. Over the years, as both our own and in-laws families grew, "the bags" kept coming out every Christmas and we would all say "Oh no! Not those b\*\*\*\*\* bags again", because we never could guess their contents. It was all in fun and we all enjoyed ourselves.

Another game we used to play was as follows. Someone would gather up objects from around the house, say a shoe, a potato, a frying pan, a spoon, a tin tray, etc., and from behind a closed door away from the rest of us, they would drop these items one at a time and we had to guess

written request, with proof of membership (doesn't the Exec know who its members are?) and details of their reason for knowing. This is the MR, not DVLA or the Register of Paedophiles for goodness sake. It was only the register of another club that enabled a member of the MR to phone me to tell me that the local Feb MR noggin was cancelled due to the weather - somehow I don't think that a request in writing for my phone number would have been quite quick enough. Yet the Exec is happy for full details of new members to be published. Can they explain this anomaly! Why is it suggested that even the Exec's laborious proposal might "go way too far for some members"? It gives members the right to be excluded. So it goes too far for absolutely nobody. The point was made that a register is only up-to-date on the day it goes to the printer. So are newspapers, magazines and phone books. And a year-old register that's 95% up-to-date is rather better than no register at all. Finally, no-one need be concerned that their details will be made available against their wishes; this has never been suggested and would be contrary to the Data Protection Act. Does anyone therefore have a valid reason why members shouldn't have straightforward easy access to other members?

Sorry to introduce negativity into the new Newsletter, congratulations on a super publication.

*Chris Neal  
Member 07689/11*

what they were, and write down a list. The one with the most correct would win a prize of some sort from Ma-in-law's box of goodies. My wife, in particular, used to love that game and she would stand in the hall and drop things, laughing at the noises until the tears ran down her face!

I lost my wife twenty years ago this year, and last year we lost mother-in-law and her b\*\*\*\*\* feely bags, so now all that are left are memories and a chuckle from a very good new style magazine. Please keep it up - I loved the front cover!

*Gerry Stedman  
Member 10308/5*

*Editor's Comment:*

*Thanks, Gerry, for your kind comments and a touching account. It all goes to show that we can never guess how our words might resonate with others and the thoughts and memories they can evoke!*

Dear Editor,

Concerning the article by Barry Rogers warning of silicone brake fluid use, allow me to pass on the following.

It appears that Barry has some faulty rubbers or the fit of them in the cylinders is incorrect. I have used silicone brake fluid in both my Morris cars, and trucks, and have never had to change it or top it up.

Recently in our military vehicle club there was an article from an American U.S. Army journal stating that they now

Dear Editor,

I happen to be the General Manager of Bluestar Silicones UK Ltd as well as a member of the MR since 1973. I can comment as follows on the article on seal failure.

Silicone oil should not attack correctly cured seals made of organic (black) rubber. It will certainly cause seals made of silicone rubber to swell. It would have been relatively easy for someone to make a copy of an old Lockheed seal by casting it in a room-temperature curing silicone. It might have occurred to such a person that silicone fluid would require silicone seals and is one possible explanation for the failure described.

Silicone brake fluid consists of silicone oil plus additives. The effect of these additives really should be checked by immersing the seals in the fluid for some weeks or months. This is not entirely practical.

I feel that we should always aim at originality unless there are exceptional reasons not to. I can see no advantage in replacing conventional brake fluid by silicone in cars as slow as ours. Brake-drum temperatures are unlikely to develop to the extent that they would boil traces of water present in conventional brake fluid. If the silicone fluid were to bleed onto the brake linings I would expect it to be far more difficult to burn off and generally more detrimental to stopping power than conventional fluid.

Dear Editor,

Some two years ago, I had a cracked manifold, which I removed and had welded. During the removal I broke one of the manifold pins, which had not been touched since 1979.

I managed, with great difficulty, but after two or three small drills (which I broke), I followed through with a larger drill. The remainder I tapped into the block, where it remains.

Tom Taylor came to the rescue (thanks, Tom) with new studs, and a tap which was M8 x 1.001. Before this I was possibly going to put in another thread and pin. Anyway, it all worked and everything tightened up OK.

This led me to thinking that there are many different

Dear Editor,

I recently joined "Morris Register": see pages 7 and 8 of the December Newsletter.

Already I can see how the club has improved its magazine and I also have been impressed by the communications I have had with two of the clubs officials. Firstly John Nagle and then Harry Edwards. Both these club officials have been most helpful and encouraging.

Having had these first impressions of a very good friendly club I was a little saddened to read of the current dispute over THE HARRY EDWARDS COLLECTION sale.

I found Harry to be most helpful. He freely gave of his time and checked out details of my Morris and even reminded

use silicone fluid in all service vehicles as, particularly when they are taken out of storage, if ordinary fluid has been used they have had to completely strip the braking systems due to rust, etc. Apparently it was costing billions of dollars out of their national defence budget.

There are no special rubbers for this fluid, although care must be taken to use new proprietary makes and not copies or old stock. I hope this puts things right.

*Dave Ballard*  
Member 00420/3

However, silicone chemistry does bring a significant benefit in engine sealing. The main reason cars 10 years old or more seldom drip oil nowadays is that they are mostly sealed with silicones. The material remains out of sight and is not critical to the running of the vehicle; just the cleanliness of the drive.

I recommend Rhodorseal 5661 because it seals well without gripping too tightly and allows for easy removal of covers for inspection. The old cork or card gaskets are still needed to take up imperfections in surfaces but a layer of silicone applied to either side of the gasket, prior to bolting up, forms an oil-tight seal by curing "in place".

This particular silicone sealant is available from autoconnect.co.uk and other specialist vendors. A 100 gram tube will keep for several years with the cap on and costs about £10. Naturally, none of the above applies to head gaskets.

A good quality, black silicone sealant is excellent for sticking down leathercloth used on sun roofs and for sealing small gaps around it. It grips and flexes extremely well and is unaffected by sunlight or ozone and should last for 30+ years.

*Mike Kent*  
Member 02497/5

threads, AF American fine, metric, etc.. I know that Morris' are different (maybe from France?).

Someone with engineering skills should make a chart with information on taps and dies and the different threads: I am in my seventies and if one of my sons takes over the care of my Morris Ten (Series II, CAL 756), how will they know they are different?

*Ernie Keeling*  
Member 04416/7

*Editor's Comment:*

*If any member has such a chart, I'll be happy to print it in Morris Monthly.*

me of my original membership number of the Morris 8 Tourer Club. He also very kindly sent me a photocopy of the article when I won the driving test way back in 1961. I thought how amazing that he bothered to research that and be so helpful without charge.

I hope that any ill feeling/dispute is soon ended and the valuable work which Harry has obviously done over many years is remembered. In a club like this we need to encourage one another and appreciate their contribution. Happy Morris Motoring to all.

*Rev. Ted Spiller*  
Member 11985/11





from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

## WHAT'S IN A NAME?

There is nothing more appealing than the sound and sight of your own name, and from this standpoint when I designed the new Club data base and membership cards I paid particular attention to the provision of members' FULL NAMES, so that membership cards would look like the one to the right.

I was to be disappointed however, as by the time I went to print your cards I was not in possession of the information, so many of you have received membership cards that contain only your initial and surname with wives or partners names missing altogether.

To correct this anomaly, your regional membership secretaries will be chasing you for personal and car information, so that we can be up to date, and I and your fellow members can address you with the sweetest sound of all:- your own name.

## REVISED MEMBERSHIP NUMBERS

You will notice that in most cases UK membership numbers now consist of THREE sections: the number, the region number and a suffix letter of 'D' or 'C' (see the sample card above).

The suffix is an indicator of how you pay your subscription, so that next year you have an automatic reminder. 'D' stands for direct debit, so you don't need to do anything. 'C' stands for Cheque/Credit card so you will have to act in order to pay. N.B. some of the earlier issued cards for direct debit payment have no suffix this year but will have next year. All Cheque/Credit card payments have the suffix 'C'.



**MEMBERSHIP CARD**  
valid until 31st March 2010

John Nagle  
Josephine Nagle

10971/1/D

Members signature

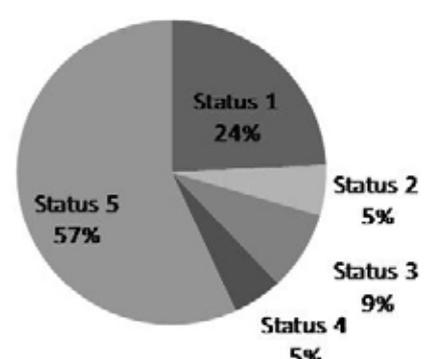
NOT TRANSFERABLE

Changes of member details should be notified to the National Membership Secretary  
e-mail membership@morrisregister.co.uk Tel. 0118 986 6834

## THERE ARE LIES, DAMNED LIES AND STATISTICS!!!!

Model	Total Number on Record	Status 1	Status 2	Status 3	Status 4	Status 5
TWENTY	9	1		2	1	5
TWELVE	51	10	3	8	2	28
TEN	331	82	21	24		204
SIXTEEN	5	3				2
OXFORD	74	21	5	9	5	34
MINOR	240	51	13	27	20	129
MAJOR	17	4	5	1		7
ISIS	24	4		3	2	15
FOURTEEN	11	1	1	1		8
FIFTEEN	5			1	1	3
EIGHTEEN	8	1			2	5
EIGHT (Unknown)	44			1	1	42
EIGHT Pre Series	99	28	7	11	3	50
EIGHT Series 1	524	145	15	43	30	291
EIGHT Series 2	205	63	14	15	15	98
EIGHT Series E	239	52	15	13	8	151
COWLEY	104	23	6	3	7	65
COMMERCIALS	92	18	4	13	13	44
MISC Unknown	6					6
<b>TOTALS</b>	<b>2088</b>	<b>507</b>	<b>109</b>	<b>175</b>	<b>110</b>	<b>1187</b>

### Car Status Analysis



Here's one for the anoraks:

The adjacent table and pie chart above gives the breakdown of cars in the Club data base as at 8th March. The big disappointment is the large number of members who have not sent in a return and hence the huge number of 'status 5' cars. Status 1 = Good Running Order  
Status 2 = Temporarily off the Road  
Status 3 = Undergoing restoration  
Status 4 = In need of restoration  
Status 5 = UNKNOWN

**PLEASE** would you send me your personal and car details, using the form from December, or download one from the Club website, or if all else fails please ask for another one from your Regional Membership secretary. As a last resort, call me!!

**Who are your fellow members and what cars do they own?**

The Club data base is now to the point where information can be accessed by you from your Regional Membership Secretaries or MVS Co-ordinators. It is available as a Microsoft Excel File ONLY, so if you want information and don't have a computer or e-mail, I suggest you enlist the help of a friend or fellow member of the Club to download the information you seek. There is no intention of making printed lists available, as the associated time and cost of doing so is too great. Please do not hesitate to contact me if you have any problems. Do bear in mind that until I have all the returns from members, the information will be incomplete. I will be updating the Regional Membership Secretaries with the information each month.

N.B. The few members who have 'opted out' will not be included in the information.

## Spring

This is the month to be blowing off the winter cobwebs and preparing your first love for adventures new (the car, not the wife!!!) or finding a bigger garage with a house attached. Happy Spring motoring.



## New and returning members

**WARM WELCOME**



MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS
<b>Patrick &amp; Rose Corr</b>	Limavady, BT49	028777 62449	info@patrickcorr.com	1936 Eight Series 1 Saloon
<b>Troy Kirkby</b>	Windsor, Nova Scotia, BON 2TO, Canada		troy_kirkby@beer.com	1938 Eight Series 2 4 Seater Tourer
<b>David Anderson</b>	Clathy, Findo Gask, Crieff, PH7	01738 730257	david.anderson@camerons.volkswagen.co.uk	1935 Ten Four Series 2 Saloon
<b>Dennis &amp; Suzanne Poole (rejoined)</b>	Glenshee, Blairgowrie, PH10	01250 885334	suzannesidmouth@yahoo.co.uk	1934 Eight 4 Seter Tourer
<b>Peter &amp; Penelope Wiltshire</b>	By Laurence-kirk, Aberdeenshire, AB30	01561 340503	stanneryhaugh@aol.com	1935 Eight Series 1 2 Door Saloon
<b>Alan Ingleton</b>	Bishops Nympton, Sth Molton, Devon, EX36	01769 550797	smingleton@hotmail.co.uk	1939 Eight Series E 4 Door Saloon
<b>Nigel Mathews</b>	Hook Norton, Banbury, OX15			1935 Commercial Fire Engine
<b>Richard Cox &amp; Irene Lomas</b>	Brackley, Northants, NN13	01280 704403	dickcox50@hotmail.com	1933 Minor SV 2 Seater Tourer
<b>Phil Godden</b>	Rugby, CV22	01788 576237	philgodden@btinternet.com	Eight 4 Door Saloon
<b>Wayne &amp; Erika Thickett</b>	Aberaman, Aberdare, CF44	01685 884340	wthickett1804@aol.com	1936 Fourteen Series 2 Saloon
<b>Edwin &amp; Dianne Treguno</b>	Maidstone, ME14	01622 754518	deecetee@hotmail.com	1935 Eight Pre Series 4 Door Saloon
<b>John &amp; Jackie Mason</b>	Sevenoaks, TN14	01689 858546	johnmichaelmason01@talktalk.net	1933 Minor SV 2 Door Saloon
<b>Graham &amp; Gill Williams</b>	Pen y Lan, Cardiff, CF23	02920 493498		1932 Cowley 14hp 5 Door Saloon 1935 Eight Series 1 2 Seater
<b>John Nettle &amp; Murray Tait</b>	South Harting, Petersfield, GU31	01730 825026	john.nettle@james-son.co.uk	
<b>Rod Yates</b>	Heathfield, TN21	01435 813609		1935 Eight Pre Series 2 Door sliding head Saloon
<b>David &amp; Heather Stonehouse</b>	Millfield, Sunderland, SR4	0191 565 7356	photostonehouse@yahoo.co.uk	1937 Eight Series 2 2 Door sliding head Saloon
<b>John &amp; Sue Valentine</b>	Bedford, MK41	01234 363336	sue.valentine@ntlworld.com	1934 Commercial Ten Four Pre Series Van
<b>Svein &amp; Anne Saetervik</b>	5532 Haugesund, Norway	+47 52726894	minerva1329lasalle@hotmail.com	1933 Isis Saloon
<b>Tim &amp; Sally Bassett</b>	Chichester, PO19	01243 528294	tim.bassett@mci-group.com	1938 Eight Series 2 4 Seater Tourer
<b>Richard Chillingford</b>	Old Newton, Stowmarket, IP14	01449 673112	erchill@aol.com	1935 Oxford 20 4 Door sliding head Saloon
<b>Karl Wheeldon &amp; Elaine Bagshaw</b>	Thringstone, Coalville, LE67	01530 459343	karlwheeldon@hotmail.co.uk	1932 Major Six Saloon
<b>John &amp; Susan Overton</b>	Barnby Dun, Doncaster, DN3	01302 884082	susan.overton@live.co.uk	1935 Eight Series 1 2 Door Saloon
<b>David &amp; Patricia Harper</b>	Ston Easton, Radstock, BA3	01761 241428	david.harper22@btinternet.com	1937 Eight 4 Seater Tourer

What's it worth? (See p2): Asking price is £11950 - repeat £11950!  
Is this the most expensive Eight ever offered for sale?





## Mike Porter, DAILY EIGHT DRIVER, ignites discussion

**Y**ou will notice that all my reports in this section refer to Eights. I'm afraid it's "Sorry, folks" to owners of other models, but I will endeavour to import reports on other Morris'es from relevant owners. However, some discussion items are universal, such as ignition problems.

At our last West Midlands Noggin there was some debate regarding ignition coils, with two Eights reported as not running well after starting, losing power and not firing correctly (both had recent replacement coils). Steven Parkes indicated he had had problems with a recently purchased coil which he passed to a friend to have it tested on a cathode ray oscilloscope, the result was dire and the coil had to be replaced by a better one.

I ran my recently restored Eight at the weekend (still to be put back on the road) and found the same problem manifested itself, easy starting, but after 10 minutes running as the coil warmed up, the firing broke up when revving, but was alright on tick over. Remembering the conversation at the Noggin, I swapped the HT coil of from my other Eight (see cover of March issue) and the car was immediately cured of all symptoms. I am now going through my stock of coils and will run them on my Eight that is on the road to prove they are fit for use and then throw out the ones that have failed and if necessary buy a new one for the restored car, after seeking the advice of Steven as to where to purchase a good one! I will advise the outcome in a future issue.

On the same subject, regular readers will note, I support my articles with photos, not sketches, as I am not good at sketching and have always marvelled at Harry Edwards' capacity to produce accurate and meaningful sketches. So this month, I have included an exploded view of a coil, (no not a sketch) which quite literally "exploded". The moral of the tale is don't leave your ignition on overnight especially if you have attached a 12 volt

feed to a 6 volt coil!  
It was not me folks, but I know a good few who will guess who it was.



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## Even Ytterhus on near Arctic Morris Motoring

My 1936 Morris Eight tourer was bought new in 1936 by a Norwegian resident Mr Odd Eriksen, who lived in the small town of Steinkjer near the middle of Norway about 100 miles from Trondheim. The local Morris agent sold at least one other Morris Eight in Steinkjer during 1936, also a tourer, and amazingly this car has also survived and has been restored. You can ask yourself the question as to why someone back in 1936 would even consider buying an open car living in the middle of Norway where the average temperature hardly rises above 10 degrees Celsius, although the summer temperature can reach +30 C on a lucky day. However, buying an open car would be seen as something to demonstrate your wealth to your neighbours in a small town which had seen increasing industrialisation during the 1930s.

The car as shown in the pictures lived all its life around Steinkjer up until 1961. During this period there had been three owners, and in 1961 the car was ready for either restoration or turning into scrap.

A man in Trondheim, Norway's third largest city, bought the Morris in 1961 and started to dismantle the car. After losing interest, he sold it to two other people in Trondheim who took over the restoration project, but nothing really happened until a certain Trond Nielsen swapped the car for a washing machine on 17th September 1977. The car was at that point in the derelict condition you can see in the picture. The restoration Nielsen started went on for four years. Most of the parts were present, but the wooden framework was beyond rescue. That was a serious problem as the Series I and II Eights were the last Morris cars with a wooden body frame. I still have a list of all the work done by Nielsen, and practically all the parts have either been restored or bought as new parts. The intention was to bring the car back to good usable condition. To save money during the restoration, the upholstery both on the front seat, and inside the car was replaced in leather, but unfortunately in the wrong colour. The seats are black leather, while the door cards are trimmed in grey leather. I have learned subsequently that a green car should have



green Karhyde upholstery, but although incorrect, the leather work has been nicely done, and I have no thoughts of changing it all just yet.

After the restoration Nielsen kept and drove the car until 1986. A friend of my father, Per Brattset, who at the time owned a car dealership in Trondheim, bought the Morris from Nielson. Brattset owned several vintage and veterans, all English cars. He had a 1926 Austin Seven, a 1956 MG Magnette, a Morris Minor from the 50s and several other cars and motorcycles.

During Brattset's ownership the car had received new paint, in original British Racing Green with black wings. The engine was overhauled with new pistons, and the cylinder head was skimmed. The brakes were overhauled and the dynamo was rewired. Sadly, Per died in 2005 and I was lucky enough to inherit the Morris. The car came with full documentation from 1936 and up until 2005. I have all the registration papers from all of the car's owners, and much more information related to the car's history.

During my ownership part of the electric wiring has had to be replaced. There have been no major problems with the car, and I usually drive around 20 Norwegian miles every summer. I have purchased a 1930's gentleman's outfit of the period to wear when I am out in the Morris, with tweed short pants, tweed jacket and matching caps. I also take with me a wind up gramophone and other articles from the 1930s in an old leather suitcase stored behind the front seats. It's most relaxing to drive to a small lake near where I live, wind up the gramophone and play an old waltz and drink a cup or two of coffee. I have been given the registration number U-800 for the



Morris. U is the letter for the Trondheim Region in Norway, and 800 refers to the Eight in Morris Eight.

Unfortunately the dynamo failed in the summer of 2008 due I suspect to a faulty cut-out and the car is currently off the road. Thankfully, it seems the Morris Register is able to help me to get the Morris back on the road for the summer of 2009. I am most grateful for all the help I have received from Tom and Graham at the Register's Spares Service.



### Car for Sale

Eight 2 Seater Tourer Series I 1936. Partially rebuilt. Sand-blasted and repaired chassis with most mechanicals built up including reconditioned Series E engine mated to three speed box. Stainless exhaust, new battery, wiring loom etc, etc!! and new ash frame fitted. Virtually all parts to finish except tyres and a few odds and ends. House move forces a very reluctant sale. Car is in Argyll but can send pictures as required. Offers around £2800  
Dave Bertin 07825 296496 or 01360 850095 or davebertin@aol.com (Argyll)

### Car for Sale

1934/5 Pre-Series 10/4 4-door sliding roof saloon. Very original, for full restoration. History from new with original reg.no. (JU 5166) and plates. Stored under cover for many years. Doors shut like a railway carriage. Many minor new and used spares. Body and wings good but paintwork poor. To include original calormeter, Sirrom oil can and holder, Morris and Morris register publications, photos, info folders, heritage cert. and video, axle stands and industrial electric sewing machine, etc, etc. £1850 or ono.  
M. Mills 01733 571763 (Peterborough)

### Car Wanted

1930 Pre-Series saloon. Must be in good to excellent condition. Up to £8k waiting.  
David French 01394 283179(home) 01394 283082(work) (Felixstowe)

### Car Wanted

Series E Tourer: condition not important. Quick payment. Any distance.  
Lionel Smith 01902 780607 or 07730 309288

### Cars for Sale

1936 Series II 14/6. MoT and tax. Extremely good condition (museum piece!), totally original, one previous owner.  
Offers over £7850.  
1938 Series III 12/4. Mot and tax. V.g.c. Lots of work done.  
Offers over £3750.  
Roger Oliver  
01638 718137 or 07796 794778 (Mildenhall, Suffolk)

### Parts for Sale

For those members with commercial vehicles: Recently obtained: 30x5, 32x6, 600x20 and 650x20 tyres.  
Tony Etheridge 01923 231699 (24 hr ansaphone (Watford))

### Parts for Sale

Rebuilt rolling chassis for '29/'30s MG Midget/Morris Minor. Consisting of: Chassis frame, front/rear axles, springs, shockers, diff, finned brake drums, new brake shoes and brake pipes, brake cross shaft, firewall and 19" knock-on outer laced spoked wheels with tyres. All blast cleaned and repainted apart from wheels. Also, Reliant 850cc OHV Engine/gearbox with all ancillaries, suitable for installation in the chassis. Can also supply plans to build Minor 2 or 4 seater Tourer body. £1,500.  
Darren & Brian Shufflebotham 01782 515802 (Stoke-on-Trent)

### Spares Wanted

For 1946 Morris 10 Series M: A 12v trafficator, a halfshaft, door sills or information as to where I can get these cheaply.  
Paul 01903 739410 (Sussex)

### Spares Wanted

For Series 1 Morris Eight: 5 (or less) wheel studs & nuts for a front near side wheel.  
Anne Downes 02392 876742 (Hampshire)

### Car for Sale

Morris 8 Maroon and Black Tourer (UJ 4292). Purchased 5 years ago and has honestly travelled no more than 500 miles in that time, although it has been kept in a centrally heated garage throughout my ownership. It has recently been serviced and MOT. She drives lovely and turns heads wherever you go. See page 29 in the last Morris Monthly, looks just like that one! (except wire wheels). I can email pictures so please contact me. I paid £5,000 for it when purchased but am open to reasonable offers.  
David Thewless 07974 407831 (Redhill)

### Parts for Sale

For a good bottle of wine. For Morris 8 E two-door: Glass, including windscreen.  
Dave Matcias 01432 272230 (Hereford)

### Parts for Sale

Pre-Series 10/4 fan £15  
Pre-Series 10/4 gearbox £25 (Possibly) Pre-Series 10/4 fly-wheel housing £325  
Paul Jackson 07968 367438 paul@jacksonsite.co.uk (Aycliffe, Co.Durham)

### Parts for Sale

For 1937 Morris 8: five easiclean wheels. For 1934 Morris 10: honeycombe chrome rad surround complete with starting handle hole cap.  
For further details, contact Bob Browning 01761418174 (Midsummer Norton) BOBELAINE1@hotmail.co.uk

### Box Trailer for Sale

Midland Region box trailer, in decent running order, is now surplus to requirements and in need of a good home.  
Lionel Smith 01902 780607 or 07730 309288 (Wolverhampton)

### Vehicle for Sale



1948 Morris 10 cwt Y van. ex-GPO radio detector. Rare opportunity: only 3 or 4 of these are known to be left. It has been restored with new springs and shock absorbers, wiring loom, tyres and much more. Chassis is sound and non-metallic rear body panels mean no rust. Engine runs well with new clutch. Spares are available. Taxed and tested. £5,500. For more information/viewing, contact Mike Bates 01332 873207 or 07935 223587 (Derby) Transportation can be arranged.

### Car for Sale

1934 Morris Minor Saloon. A pretty little car in delightful condition requiring minor cosmetic attention. Ground up restoration 15 years ago, finished in black with discrete dark blue coach lines. A real head turner. I purchased this car on a whim only to find I am too big to drive it! (6' 4"). New MoT. £6,350 ono. Graham Sands 01832 226925 (nr. Peterborough) gmsandcls@tiscali.co.uk

### ADVERTISERS WANTED

*If you know of any trader or commercial enterprise that might be interested in advertising in Morris Monthly, please contact:*

**Lionel Smith**  
**Advertising Manager**  
**01902 780607**  
**07730309288**  
**lionel.p@homecall.co.uk**

### Literature etc. for Sale

Morris Motors Information Sheets for Series 10/4, from May 36 to Nov 38 (sheets TTF/1 to 26) and series 10M from Mar 39 to May 39 (sheets SMT/1 to 21) Sheets clean, cover well used. £15 + £6 p&p.

Morris Motors Information for Pre-Series 10 & 10/4, from Mar 33 to Mar 35 (sheets T/1 to 12) and series 10M from Mar 39 to May 39 (sheets SMT/1 to 21) Sheets and cover clean. £15 + £3 p and p.

Morris 10 Operation Manual 1933 ed, very clean condition, £10 + £3 p&p.

Morris 12/4 Series III Operation Manual, very clean but cover a little tatty. £7 + £3 p&p.

Morris 14/6 Series II Operation Manual, very clean but corners a little dog-eared. £7 + £3 p&p.

Morris 10/4 Series M Operation Manual, very clean but cover detached and torn. £3 + £3 p&p. Also: 1 par. frosted headlamp glasses 200mm diam. £10 + £6 p&p.

Richard Buckles 01428 713870 (between 2.30 and 8.30 p.m.) (Bordon, Hants.)

### Literature for Sale

Original Morris Motors Service Information book for the Oxford Six 15 & 16 hp with LA engine, so covers Cowley Six as well: engine, gearbox and Wiring. Cover scruffy but inside good. £18. Also Morris 10-6 handbook vgc £14.

Jeffrey Bridges 01424 772 535 (Battle, W. Sussex)

### Car Wanted

Pre-Series Morris 10/4 Four Door Saloon. Condition One.

Ready for Showing.

Please contact:

Colin Thompson 01733 204980 (Peterborough)

### Car Wanted

Wanted, a Series 1 or 2, Two Seater Tourer, must be in good order with out any major restoration required.

Graham Sands 01832 226925 (nr. Peterborough) gmsandcls@tiscali.co.uk

### Car for Sale



1935 Series II 10/4 2-door saloon. Chassis S2-TN55484, engine no. 46483. Black with red leather trim. 2 owners from new. 86000 miles. Original reg. documents and handbook, along with other detailed information. Not MoTd or taxed since 2000. Requiring minor attention. Would ideally wish to retain the reg. no. GS 5517, so any buyer would be required to return the number after MoT. Price without reg. no. £5000

David Anderson 01738 730257 (Crieff, Perthshire)

### Parts for Sale

Differential for Morris Minor or early Eight

Dave Ballard 01329 833619 (Southampton)

### Parts for Sale

For Morris 8: Original Shelley wheel brace £15. The rest are new old stock: Pair of pork pie stop/tail lamps, black painted body with red plastic lens, £30. Another pair of these, chrome, never been fitted, £70. All plus p&p.

Phill Robins 01792 587337 (Swansea)

### Parts for Sale

For Eight Ser. 2:

Steel radiator shell in very good condition, and associated radiator suitable for reconditioning but with missing tap. £15.

Windscreen with chrome surround £5. Two wheels, each with a very small rust hole on inside of outside rim. Free. Ken Thomas 01444 241511 (West Sussex)



**RIGHT:**

I took the attached photo of an E in a field in Thame. I first found a Series II there 34 years ago but got nowhere in my efforts to buy it. I could not see the E at that time. The field can be seen from a motorway, but I obviously had to approach from another road.

*Mike Porter*



**BELOW:**

Three red Eights in Aberdeen, Oct. 2008.

*Sandy Shirras*



## The Morris Register Spares Service

The Morris Register operates a spares service that could help you to keep your Morris on the road. The Service is run by a few dedicated volunteers in their own free time.

Stock items mainly comprise small engine, transmission, electrical and brake parts for the '8' and '10' models with a limited stock of similar parts for other Morris models. Body and trim parts are not stocked and it is not possible, given the voluntary nature of the service, to stock any of the larger and heavier components. We cannot, and do not, carry every conceivable spare part, but our service often includes the knowledge of where parts can be obtained, and we can generally point members in the right direction.

The service does not include any second-hand items, although we do know of a number of dealers and traders (some of whom are Register members) who specialise in used spares and we can redirect members to them where appropriate. We no longer produce a catalogue, but a stock list is in the course of preparation.

Given the limited capability of the service, it is preferable for members to enquire first before placing an order that we may be unable to fulfil. Some "out of stock" items can be sourced fairly quickly in cases where alternatives are not available, and the primary objective of the spares service is to assist members to get what they want as quickly as possible, even if it means redirecting them to other sources.

- By phone: 07950 972401 (limited response hours)
- By e-mail: [thespares@morrisregister.co.uk](mailto:thespares@morrisregister.co.uk)
- By post to: The Spares Service  
Hey Cottage,  
Heyside Royton  
OLDHAM OL2 6LW

Payments to "MoClub Ltd" by: Cheque or Credit Card - No cash please.  
Please remember the Service is run by members for the benefit of other members in their own time amidst many other family and personal priorities. Much as we would like, we cannot provide an overnight service or be expected to deal with orders by return of post.  
What we can, and will do, is our utmost to make sure you get the parts you need!

