

# MORRIS MONTHLY



Volume 49

Number 7

August 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)



# CLUB CONTACTS



# NOGGINS & NATTERS



# WHAT'S IT WORTH?

Please refer to your Morris Register Handbook, which you received with your membership card on renewal

**1938  
Morris 8  
4-door**



According to the eBay vendor:

“This is a 1938 Morris 8 Pre-series(!) that has been dry stored for many years. She has been running with fuel from a can, and the clutch is free. The body work is covered in surface rust, there are no floors in her as they were wood and have rotted. The front nearside door is the worst and there is corrosion in the main body on the driver’s side sill at the front. There is no V5. That will have to be applied for but she does have the registration number BBK 201. This a popular model of car from the

30s that does require work or could be a good source of spares.”



**The asking price?  
Answer on Page 35**



## The Morris Register Spares Service

**T**he 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)

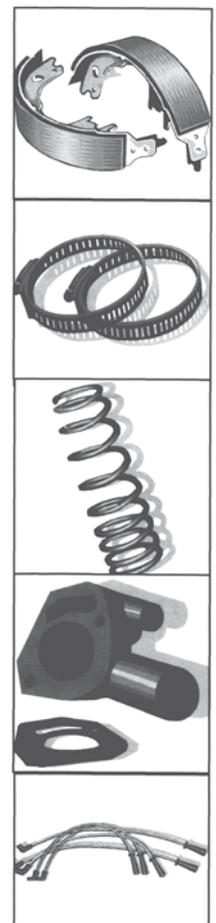
By e-mail: thespares@morrisregister.co.uk

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!



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## CHAIRMAN *Dave Harris* writes:

I have just returned from the Ardingly Show. Although Saturday was rather miserable, with very fine rain all day which kept the crowds away, Sunday was much better and drew in a large crowd. However, the Morrises were almost outnumbered by Austins!



Two Spitfires and a Pitts Special put on a fantastic flying display which lasted almost 45 minutes. A full report with pictures will follow in due course. Whilst talking about Ardingly, next year is the 50th anniversary of our Club and we need to put on a really special show of Morris cars, I would like each region to contribute to the display.

To celebrate our anniversary I would like you to let me have your ideas for special events, runs and shows for 2010. Please forward your ideas to me or Mike Brears, you can ask your chairman or secretary to do this on your behalf if you prefer.

We are looking at producing t-shirts, polo shirts, sweatshirts, etc. which will bear the Morris Register logo, and, as a special one-off for 2010, we are hoping that we will be able to produce clothing with the winning 50th anniversary logo, so get your entries in now - closing date is the end of August.

See you at Thoresby!

## EDITOR *Rob Symonds* writes:

Although, as ever, I welcome everyone to this month's edition, the warmest welcome is reserved for Harry Edwards, who, following the demise of the *The Journal*, has very kindly agreed to supply articles for *Morris Monthly*. Harry's unique knowledge of Morris cars and their history is not something the Register can easily survive without, so I am sure, like me, you will feel that a missing dimension is returning. As one of the members' letters suggests this month, there is always a shortage of good copy, but I feel that we have come a long way in a few months with *Morris Monthly* and I hope this bumper edition will stir one or two (or more) of you to put pen to paper or hands to computer and contribute to the variety of material which we would all like to see.



By next month's edition, Thoresby will be a memory and I hope as many members as possible will have managed, Morris or not, to have attended. The weather at time of writing this doesn't look too encouraging, but we live in hope. If you see me (or my not so mysterious reporter) on the Sunday, do say hello!

## CONTENTS

Chairman/Editorial	3
S.E. Mystery Run	4
Bulletin Board	5
Thoresby Thoughts	6,7
Insuring a Classic Car	8-10
Register Retro	11-19 and 22-28
Regional Round Up	20,21
Britain's Greatest Machines	29
MVS Morsels	30
The Parson & The Fiddler	31
Member's Morris	32,33
MoMo Mail	34,35
Membership Meanderings	
New Members	36
Morris Mechanicals	
Diary Dates	37
Overseas Offerings	38,39
Morris Mart	40
Foto Finish	

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# S. E. Mystery Run to Crossness 28th June

See Report in  
Regional Round-Up  
on Page 12



Joseph Bazalgette (above) lived from 1819 to 1891 and was one of the most distinguished Civil Engineers of the period. After considerable experience on railway projects he was appointed Chief Engineer of the Metropolitan Board of Works in 1855, having previously been in the employ of the Metropolitan Commission of Sewers.

The "Great Stink" of 1858, when the Houses of Parliament became so smelly that the members demanded action, was the starting point of the sewer system as we know it today. Bazalgette built 83 miles of 'interceptory' sewers that prevented raw sewage from running into the Thames and took it to the east of London where it could be put into the river with minimal effect on the population. This system involved three major pumping stations, at Abbey Mills (in the Lea Valley), at Deptford, and at Crossness on the Erith marshes. Whilst the building remains at Abbey Mills, the pumps and engines were removed earlier this century. However, at Crossness the spectacular building and the engines and pumps they contain remain as a monument to Bazalgette's genius in solving London's problems.

Photos:  
Sue and Jeff  
Anderson





from SECRETARY, *Mike Brears*

## SURPLUS ARCHIVE MATERIAL

One of the by-products of buying items at auction is that you can't always guarantee that you are not going to get duplicates of some things. Such is the case with some of the lots bought back in March. It has been decided that where we have multiple copies, any spares will be available for sale to members at a cost of £12.50 each including post and packing. For a copy of the list send an SAE or e-mail the Secretary. Orders will be treated on a first come first serve basis – so be quick.

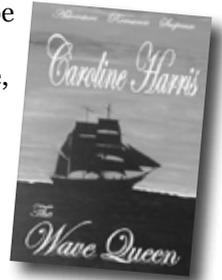
## JOURNAL BACK ISSUES

Following the item in May's "Morris Monthly" a list of all the spare copies of the Journal is now available either by post or e-mail from the Secretary. We can now provide original copies of some Journals dating back to 1971. Obviously some editions are very limited in number and therefore all applications will be treated on a first come first serve basis. There is a charge for this but if you supply a self addressed envelope the only cost will be postage.

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 [theseecretary@morrisregister.co.uk](mailto:theseecretary@morrisregister.co.uk)

## TREASURER'S TROVE

If you fancy some escapist reading than Morris Monthly provides, then take a look at [www.carolineharrisbooks.com](http://www.carolineharrisbooks.com) where you will get some idea of what Morris Register Treasurer Caroline Harris gets up to when not juggling with the MR's books.



## SAD NEWS

Peter Levett rang Ray and Audrey Frampton on the morning of 17th June to tell them that Jill Russell had died early that morning after a long fight with leukemia. We know all members will join us in sending our sincere condolences to Derek and the family as many will have known Jill back when Derek and Peter organised the Thoresby rallies or came on the Easter Breaks.

from JOINT NATIONAL RALLY ORGANISER, *Malcolm Dixon*

## THORESBY THOUGHTS



By the time you read this, Ken and I will be hunting through our respective garages, sheds, etc., making sure everything's ready to take to Thoresby Park to set up for the National Rally.

Hopefully all applicants should have received their entry passes by now but if not please ring me on 0113 267 0424 or e-mail [malcolmr Dixon@msn.com](mailto:malcolmr Dixon@msn.com) or if you want an application form. Some members reported not receiving one with the May Newsletter.

I've said it before and I'm going to say it again – the National Rally is provided free of charge to all members. Where could you get better value? You arrive on the Friday and pitch your tent or park your caravan, are entertained during the day and evening, enjoy seeking out spare parts at the autojumble, meet up with old and new friends and on the Sunday or Monday after a packed weekend make your way home, or wherever your fancy takes you.

A number of members have invited non-members to join us in their classic cars and we'll be pleased to welcome them. Non-members pay £5 per day to help defray costs to the club – still a bargain price. Several members of the Jowett Car Club from Bradford will be attending.

We're hoping for more entries in the Driving Games on the Saturday morning. John Millar and his team will test not just drivers' skills – but also passengers' navigational ability and judgement. Sounds difficult? Not really – it's as easy as judging whether you can throw a ball in a bucket!

On Friday evening in the Club marquee, Bog Oake (made up of members) are set to entertain with a mixture of folk and 60s music. Please let us know if you fancy "doing a turn". There's talent out there.

Not everyone who had registered turned up last year leaving me with a few spare 2008 commemorative plaques. If you're a collector, I'll be happy to sell one to you at the Rally for a £2.50 donation to Club funds. Please ask on arrival as it's first come first served. To help effect a speedy check-in at the gate, please remember to bring your membership card or at least your membership number in case you forget your entry pass.

Our next event is the Beaulieu Autojumble on 12/13th September where we'll have a Morris Register stand. You'll be most welcome to call and have a cuppa with us.

It's always good to end on an optimistic note as Ken and I have recently received several complimentary e-mails and letters from members on the work we do for the National Rally. Thank you to those who took the trouble to write as it's much appreciated. See you at the National Rally and drive safely!



# INSURING A CLASSIC CAR

## FROM GARY TYLER OF TOWERGATE INSURANCE

**W**e live in an age of call centre automation where personalisation goes out the window, where staff turnover is so high that it's impossible to speak to the same person twice and when you do, they're ill-informed. It's enough to make you want tear your hair out isn't it? And that's the problem. With our unique and bespoke classics, a one size fits all philosophy just isn't right – but that's increasingly what we're being forced to accept.

One Insurance Broker that seems to have resisted this unaccommodating trend is Towergate Classic Motor (TCM). As far back as 30 years ago it occurred to TCM that nobody seemed to cater for older or unusual cars. Since then, TCM's specialist motor schemes department has gone from strength to strength based on sound well-informed service and of course, competitive prices.

As well as insurance trained professionals, the company also retains ex-motor industry experts who concentrate on identifying and valuing specialist vehicles, so it's very likely they'll know what you're driving when most high street brokers will still be scratching their heads!

In fact, many staff members have unusual cars of their own; from a 1910 Renault, through a sixties Ford Consul, up to an eighties classic BMW, so they understand what's involved. That means being able to discuss things to resolution rather than leaving customers to get hot under the collar pressing 'star to return to the main menu' for the umpteenth time!

With such a comprehensive client list, there must have been some unusual cars on the books over the years? Department manager, Jon Mitchell thinks for a moment. "We've had them all", he chuckles; "such as the Hummer H1 still in military camouflage with the gun turret on top. Then there was an early Corvette originally owned by James Cagney; or how about a Bond Bug owned by a Mr Fleming?"

"We've even covered a 39 litre V12 Russian T-55 battle tank that was used in the Bond film, Goldeneye. But my favourite has to be the 1960s Cadillac Hearse featured in Ghostbusters, which our client actually used for the funeral of one of his relatives!"

It's obvious there's a real sense of purpose and professionalism at TCM, but instead of the half rim spectacles and quill pen that might be expected, there's an atmosphere of fun too. Let's face it, classic cars are a passion and these guys are passionate about protecting them, but not at the expense of the human touch.

The thing is, insurance is a necessary evil, but it needn't be a pain. There are lots of firms offering classic car policies, but there are many common misconceptions which can trip up the unwary. Bear these important points in mind when you're buying classic insurance:

### **When agreed value isn't**

It's common for classic car policies to agree a value at the outset rather than at the time of a claim. If there's a claim later on, then it can avoid any arguments over payout amounts. This agreement can be null and void, however, if you've not been honest with yourself (or the insurer) as to the car's condition on your proposal form. If it turns out to be condition 2 when you've said it's mint, then you'll only get what the insurer thinks it is worth, despite it being "agreed". And remember, agreed value doesn't mean you'll get more for your classic than it's actually worth – your assessment should be based on its current market value.

### **Why modifications could ruin you**

Many used cars these days have been modified in some way and insurers generally take a sympathetic line on these. Unfortunately many people fail to declare a modification, which means the policy can be invalidated. For example, by changing your 1972 Marina 1798 cc engine for a 1950 cc lump, it could mean no cover on the whole car unless you tell your insurer. Or if you add twin carbs and a sports exhaust to your Minor. If in doubt, declare it.

### **Why you're not covered driving someone else's car**

Some policies have an extension entitled Driving Other Cars. Don't get caught out by thinking it covers you to drive any car comprehensive. It gives Third Party Only cover, which means just that. Damage to third parties is covered but not to the car you're driving. Most classic car policies exclude it altogether, so if you borrow a mate's car, park it up and it gets stolen, there's no cover.

### **Why bending the truth will bite you back**

One of the reasons Classic insurance is cheaper is policyholders must usually be over 25 years of age. Saying your 17 year old is an occasional driver when they are in fact the main user, or choosing to overlook that accident a couple of years back is not a good idea. These are called 'Material Facts' and because insurance policies rely on honesty, or "Utmost Good Faith", they expect you to be completely straight from the outset. If these conditions are breached the insurer has the right to invalidate the policy.



### Why a policy "warranty" is so important to comply with

A Warranty on an insurance policy is something that must be complied with to the letter. If it isn't then the policy is invalid. Insurers price policies based on all the factors they know about and attach warranties to keep the risk down. A common warranty that some insurers use for expensive classics is the restriction of theft cover if the car is not kept in a garage at night. Breaching this will mean the car isn't insured and no amount of excuses will change that if it's nicked.

### Why excesses matter

You may find that there's a compulsory excess to go with the voluntary one you've just taken in order to get a discount - and it's not always pointed out. That could be painful. Also look for the different types of excess; the most common is an "accidental damage" excess which is applied to damage to your own car, you paying the first £X of any claim. There's also the Fire and Theft Excess, which is exactly what it says. The most pernicious is the "all sections" excess which means you'll be paying the first £X towards damage you do to someone else, too. This is quite rare on good quality policies but common on the cheaper ones. Beware.

### Why occupations make a difference to premiums

Many people fail to see why being a footballer is any different to being a sports teacher, but insurers are only too aware. While both professions do basically the same thing and the damage claims to the cars aren't too different, the main reason for insurers getting the wobbles about footballers and actors is the fact they have famous friends. That means if a pro takes Beckham, Giggs and Owen for a spin and crashes and injures them, a multi million pound liability claim won't be far away.

### Why an insurance broker is different from an insurance company

Many people get these two confused, but they couldn't be more different. An insurance company is the firm that actually takes on (writes) your risk. They are the ones that pay out if you have a claim. A broker is an agent for the insurance company, but will not actually pay your claim. They will, however, be able to give impartial advice aimed at your own specific circumstances and requirements, rather than their own.



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## A LOOK AT MINOR SPECIALS (Part 1) by Harry Edwards

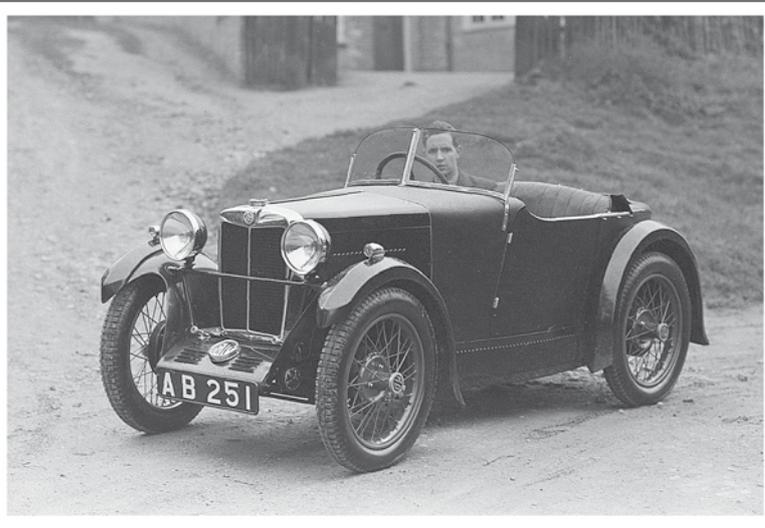
In the late 1920s and early 1930s there were a number of coachbuilders who catered for the less expensive end of the market and who would make use of the complete running chassis offered by motor manufacturers. A good example would be the popular Austin Seven. Then, the introduction of the Morris Minor in 1928 gave bodybuilders another good basis on which to build and offer their own version of the Morris Minor special. To this end Morris Motors Ltd. would supply very detailed dimensioned coachbuilders drawings.

Not surprisingly, Cecil Kimber, managing director of Morris Garages in Oxford, saw the potential of the Minor chassis with its lively little engine, resulting in the subsequently successful M.G. "M" type two-seater Midget. It made its debut together with the Morris Minor saloon at the 1928 Olympia Motor Show. These first few "M" type M.G.s were light boat-tailed bodies of plywood covered in fabric. Production didn't actually begin until April 1929 and later bodies were metal panelled. By the time these M.G.s ceased production in 1933, some 3,235 cars later, many modifications had been introduced to the "8/33 M.G. Midget". These included Hartford friction shock absorbers, new design of inlet

exhaust manifold, and a larger capacity sump with cooling ribs. By 1930 the Minor-type brake drums with anti-squeal bands had been replaced with ribbed cast aluminium drums with steel liners and a Bowden cable arrangement for the front brake operation. In addition, the transmission brake gave way to a system where the hand brake coupled all four wheels via the cross shaft.

That the first Midget chassis number was given the Morris Garages telephone number (0251) suggests that someone, possibly Cecil Kimber, had a sense of humour when it came to numbers. The "33" of the designation "8/33" meant nothing and if the prospective M.G. owners like to think that it referred to brake horsepower that was their business. Interestingly, the later Morris Eight was sold to the Australian market as the "8/40" and this cryptic designation appeared on the early radiator badges. Certainly the "40" was not brake horsepower, if anything it could have been 40 mph.

Morris Motors Ltd. announced their version of a two-seater Minor when the Semi-Sports model for the 1931 season was announced in August 1930.



*George Tuck, Publicity Manager for Morris Garages 1930 to 1939, with an M.G. "M" type.*

[Photo: G. Barnes]

Following the general lines of the M.G. were the two types of sports bodywork for the Morris Minor chassis produced by the Coventry Motor and Sundries Co. Ltd. of Spon End, Coventry. These were known as the C.M.S. Morris Sports and Super Sports.

The Sports model employed a standard Minor chassis with standard wings and running boards. The scuttle was V-shaped to take a sloping V windscreen similar to that on the M.G. An unusual arrangement of the instrument panel and cubby hole was formed of two panels, also V-shaped, to follow the lines of the scuttle. The instrument panel being mounted on the left side of the twin fascia board, the right side having a capacious cubby hole.

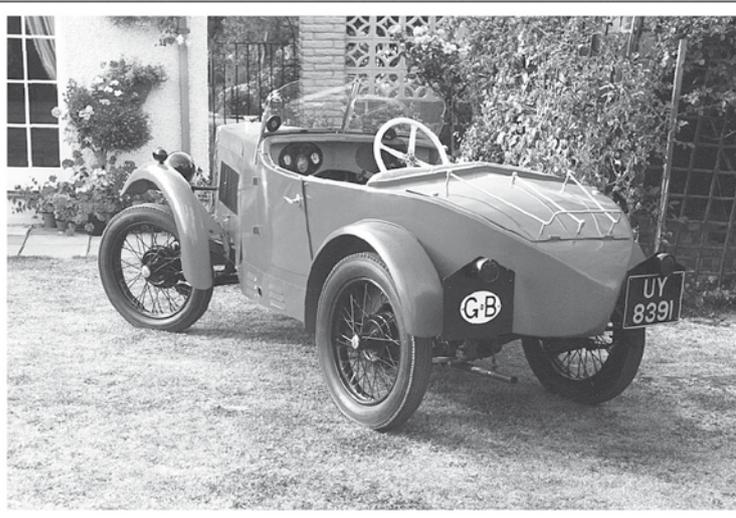
The C.M.S. Super Sports had a similar specification but differed in that cycle-type mudguards were used fore and aft and running boards dispensed with, the chassis side members being concealed by louvred valances.

Both the Sports and Super Sports cars were available either metal panel or fabric bodies, all external bright parts being chromium plated while the coachbuilt bodies were cellulosed in one of a wide range of colours listed.

Coventry Motor and Sundries Co. Ltd. are known to have offered a drop-head coupé bodywork on the 1931 Wolseley Hornet then the following year the Triumph Scorpion chassis could be supplied with the Peerless fixed-head coupé body and a similar four-seat coupe body was listed in 1933 on the 9 and 10 horsepower B.S.A. chassis.

The C.M.S. Company appear to have started in the mid-twenties, noted for the all-weather equipment supplied to Morris Motors Ltd. for their open models, at which time made claim to be the largest maker of complete motor hoods in Europe.

As with most of the Morris based specials, the C.M.S. was sold through Morris authorised distributors such as Stewart & Arden Ltd. in London. This main Morris distributor also listed their own offering by way of a



*C.M.S. Super Sports two-seater based on the 1930 Morris Minor chassis.*

[Photo: H. Edwards]

Calshot close-coupled four-seat tourer, based on the 1932 model Morris Family Eight, long wheelbase chassis, and bodied by their in-house coachbuilders The Cunard Motor and Carriage Co. Ltd. of Chase Road, Acton.

Cunard had been taken over by Stewart & Ardern about August 1931. The name chosen for their body designs was "Calshot", a very topical name and place at the time as Great Britain had just permanently won the Schneider Trophy, flying the Supermarine S6B at 340.08 mph. around the course at Calshot, Southampton Water.

The use of the Morris Family Eight chassis which was, basically, a longwheelbase version of the ohv Minor, and indeed carried the Morris Minor chassis numbering sequence, gave Stewart & Ardern the advantage of front and rear hydraulic brakes and a petrol tank at the rear of the chassis, making use of the S.U. electric Petrolift.

An example of the Calshot four-seater on the Morris Family Eight chassis was on Stand 90 of the Olympia Motor Show in October 1931. The description given of this exhibit was that it was "decidedly attractive but was also comfortable, and there is ample accommodation for four. The aluminium panels and wings have a frosted silver finish and are cellulosed, while the design of the seats has been carefully considered, and the upholstery is trimmed in blue leather. Adequate weather protection is provided, as side curtains and tonneau cover is included in the specification".

The modern description "convertible" generally refers to an open car with a soft top. The firm of Duple Bodies and Motors Ltd. used the term in its literal sense when marketing vehicles with two interchangeable bodies. Herbert White and a friend with premises in Fareham, Hampshire, developed the first dual purpose vehicle in 1914, using a single chassis with interchangeable bodies, to enable it to be used as a passenger car or as a goods vehicle. The product was named the "Bifort" but only eight such vehicles were produced before World War I broke out.

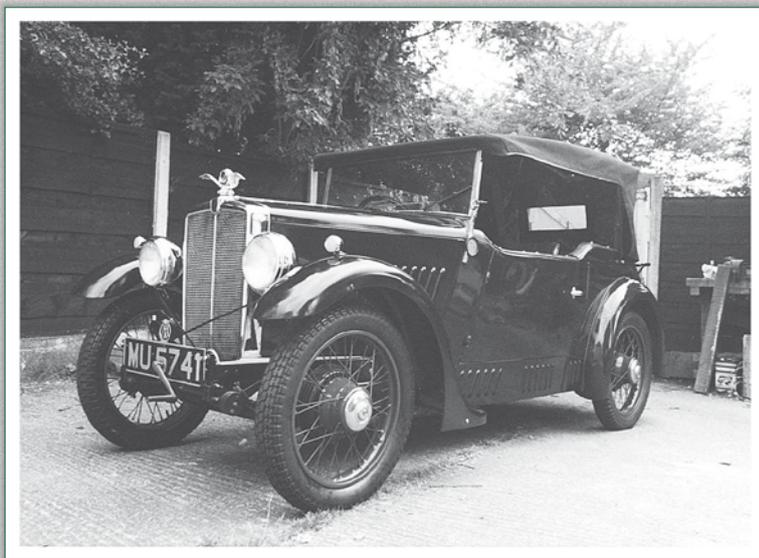
After the war, in 1919, Mr. White found the Bifort design had been patented so he formed his own company, Duple Bodies and Motors Ltd. with a factory at Hornsey, North London. The name "Duple" reflecting the dual purpose aspect of the company products which, at first, were made by acquiring a number of derelict Ford vehicles in France. The renovated chassis then given Duple convertible bodies.

In later years as the company expanded, the main business was in the production of long-distance coaches and other types of bodywork. Morris vehicles handled by the company included large contracts with the G.P.O. for Post Office vehicles of differing types, in particular, the small Morris Minor 5 cwt vans for both Telephone and Mail services.

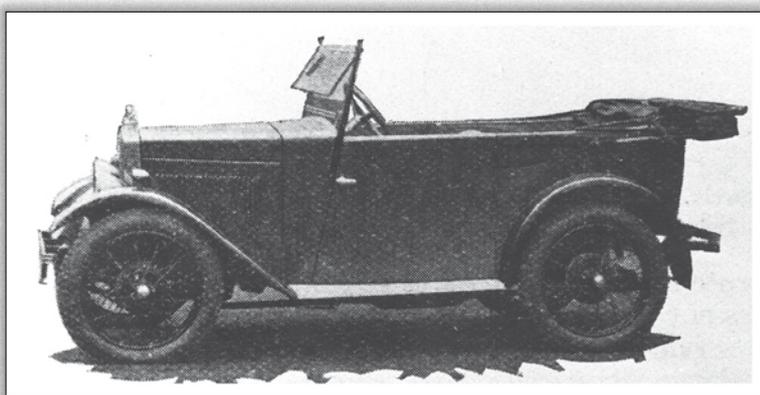
In 1930 Duple Bodies and Motors Ltd. of The Hyde, Hendon, offered the Duple Convertible Body on the Morris ohv Minor chassis. Two interchangeable bodies were supplied allowing the Morris to be adapted as a four-seat tourer or as a light van. Four bolts only were utilised in the conversion, two being special straining bolts and two more plain fixing bolts at the rear of the body. When these were released, the body in use could be easily lifted off and the alternative one substituted in a very short space of time.

At least one Duple Minor convertible ensemble exists: this was last recorded in the hands of a Morris enthusiast in Berkshire.

*to be continued next month*



*Stewart and Ardern Calshot close-coupled four-seater tourer based on the 1932 Morris Family Eight long-wheelbase chassis.  
[Photo: J. Seddon]*



*Duple Convertible on the Morris Minor ohv chassis.*

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07/09



## Letters to the Historian

Dear Sir,

A pretty long shot I guess, but if one of your members happened to have this car (pictured right), they may be interested in this photo which was taken in 1936. It shows my father on the right holding my brother. The location was Sutton, in Surrey.

Yours etc.,  
John Stubbs  
Tadley  
Hampshire.

*(Historian's note: "CMU 401" was registered in Middlesex about October 1935 and would be a Series I, 4 seater Tourer. It was probably supplied new by Stewart & Arden. Unfortunately we have no record of this car being in the past or present membership).*

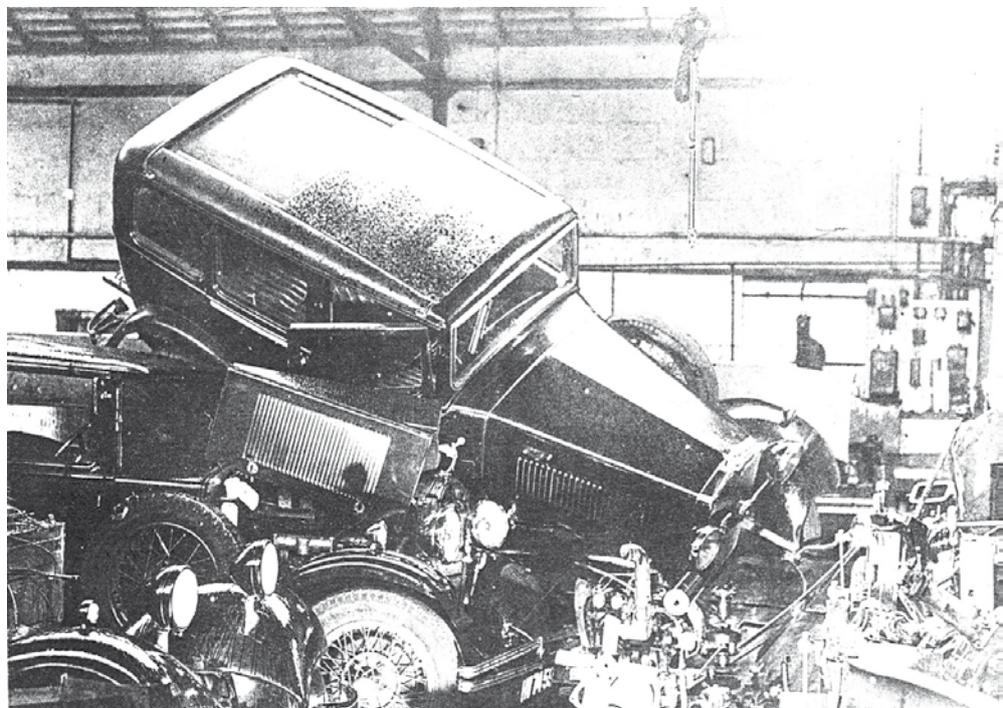
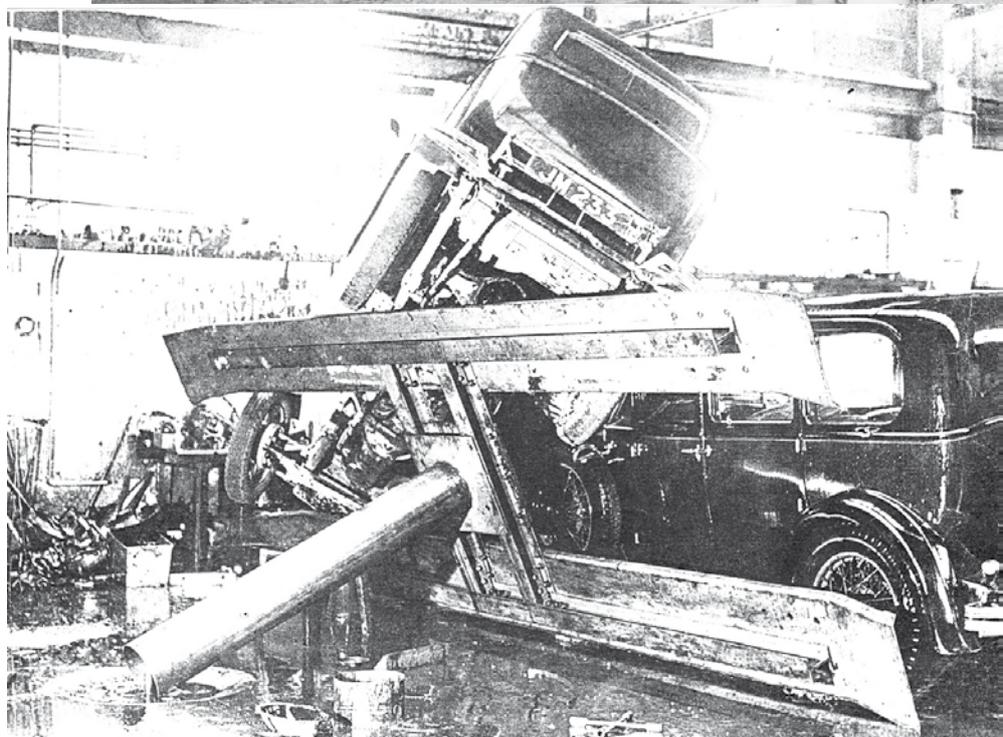


Dear Sir,

The scene is a Sunday morning about 1932 in Woolley's Garage in Windermere. The Morris Saloon (registered JM 233 in Westmorland) belonging to an employee, was being serviced on the lift when the hydraulic run came out of its housing. The result, as shown in the photograph, was that it landed on an adjacent Humber saloon.

Yours etc.,  
Martyn Nutland  
75020 Paris  
France

*(Historian's note: Presumably the photographs were taken at Woolley's Garage, Main Road, Windermere, although earlier they did have a garage at Woodlands Road, Windermere).*



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# REGIONAL ROUND UP



## Southeastern Newsletter 2009

ISSUE 465

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

### SOUTH OF ENGLAND SHOW 2009

Morris members had an enjoyable three days at this agricultural show which was treated to fine weather every day. The aim of our display was to advertise our own Ardingly Vintage and Classic Vehicle to the public for which we certainly did very well selling reduced rate tickets, and sales of our Shire books sold well too.

The Morris cars on display were Kent Thomas's Eight tourer and Tim Harris's Eight saloon. Other vehicles were an early Austin seven tourer, a Scamell and four motorcycles of various types which included ex-military, a solo grass track, a milk carrier and a sidecar outfit. The sound of a large stationary engine chuffed away each day drawing in the crowds, and inside the marquee we had Tony and Wendy D'Agostino's vermin traps, two mopeds, Tim Harris's model Thames barges display, Mike and Val Ayling's milking display, and the sales stall. There was a rare Dot milk delivery motorcycle and Mike and Val Ayling's vintage



milk cart complete with churns and measures. Advance ticket selling turned into quite a challenging game as Ken Thomas and the others would chat the public up outside then escort them inside to the sales table. There was never a dull moment as the public were very appreciative and many recalled when they used to own this and that, or lived where a milkman delivered daily. We were also very nosy when one of our team came back with shopping. If it was food it's a wonder they managed to keep hold of it for themselves! All in all a very enjoyable time was had by all and when Saturday evening came and the public went back to their cars carrying large plants, even trees. We hoped they were not in a Mini!



#### TIM'S CAR AMBLE 4th OCTOBER 2009

The starting point is at Tate's popular Paradise Park in Newhaven. The garden centre is open at 9.30 a.m. We will commence the run at 11 a.m.

See last month's Morris Monthly for more details.

If you are interested, please contact:

Tim Harris: Tel: 01273 510 474 before 15th September.



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See also photos on page 4



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The mystery run was a mystery to us all, because, due to an oversight, it had not been advertised!

Until Peter Levett phoned on the Friday evening to check up on the meet time, Sue and I didn't realise that the event had not been submitted to Morris Monthly.

Sue gallantly phoned around everyone we could think of and also contacted our Webmaster, Jim Riglar, who put the event on the website and e-mailed South East Members. "The wonders of the internet!"

The day arrived and Sue and I left, with 15 minutes spare to get to the meeting point. Everything appeared to be going well until we turned left out of our road and discovered "Livvy" had no drive!

In seconds few, the traffic built up in both directions and Sue got out to try to get some help from the Police, as we were just outside the Police Station. Wonderfully, some people got out to offer their assistance, I directed the traffic to enable our Morris to be pushed backwards and then forwards down our road to home. Our 'pushers' were fantastic!

We then changed to the MX5 and arrived at the venue 10 minutes late. We were pleased to see a good collection of vehicles and members, including a couple from Wimbledon who had received the e-mail from Jim, in a 1952 Minor.

Derek Russell (who had recently lost his Wife, Jill), was driving Peter Levett's Morris 8, with Peter and Molly as passengers. Also in attendance were Mike and Val Brears, Fred and Phyllis Newman.

We then had a 20 mile drive to Crossness, through the Kent countryside, which was lovely and the suburbs of London, not quite so nice!

It's rare in Britain to find any industrial heritage site outside an urban environment so the South East's Mystery Run on Sunday June 28th to The Crossness Engines Trust at Thamesmead was no exception. A glitch in the publicity department meant that Sue Anderson was phoning round on Friday night to drum up support unfortunately the late notification meant that a lot of the usual suspects were engaged elsewhere. Nevertheless, for the five cars and their occupants that did turn up Jeff and Sue's route provided an enjoyable run through the Kent countryside around Wrotham, Meopham and Longfield and a slightly less enjoyable passage through the streets of Dartford, Slade Green, Erith and Belvedere. Not that I've got anything against those particular places it's just not as green and

there is a lot more traffic about.

The Crossness Pumping Station on the then remote Erith Marshes was opened in 1865 as part of the grand scheme to provide London with a modern (well Victorian) sewage disposal scheme. To cope with the quantities of effluent generated by the population of south London a grand pumping station was built to house four huge steam powered rotative beam engines now considered to be the largest surviving examples in the world.

The impressive building housing the beam engines is 154 feet long, 53 feet wide, 72 feet to the top of the roof and the depth below ground is 32 feet. Built of brick and cast iron, the pumping station was in operational use for 92 years until the structure and engines were left to rust and decay after the boilers were removed in 1957. Fortunately, the Engine/Boiler house was given Grade 1 listed status in 1980 the trust which now looks after the property began the lengthy process of restoration in 1987.

The most striking aspect of the interior is the highly decorated central cast iron octagon although the upper beam floor of pierced cast iron gives an unpleasant sensation for anybody suffering from vertigo.

It is evident from the displays in the museum that the considerable amount of work over the 16 years since 1987 has gone into restoring the only engine working at present and if they are to restore the other three to the same standard it could well take another 50 years to complete the entire project.

All in all a fascinating piece of Victorian heritage and one that should certainly be on the agenda for anyone in the area wanting an interesting afternoon out. For further information on the Crossness Engines Trust go to [www.crossness.org.uk](http://www.crossness.org.uk) where you will find a lot more than we have space for here.

Hopefully you will enjoy the photographs and will want to visit yourself! We had a brilliant day, admiring the wonders of Victorian engineering and enjoying the displays and workshops, which used to keep the place running in the past.

P.S. "Livvy" is now repaired – it was a half-shaft – and is ready for Thoresby. Hope to see you there!

*Jeff and Sue Anderson  
with additional material from Mike Brears*

**MEMBERS' AREA  
PASSWORD**  
is currently  
**hayfog**



..... to design the LOGO for the 50th Anniversary of the Morris Register in 2010. Ideas/entries to the Editor, please. LAST CHANCE! Closing date 31st August



# North West Region Newsletter



EDITOR: Tom Taylor on 01772 316598 e-mail: t.taylo@o2.co.uk  
57 Clough Avenue, Walton-le-Dale, Preston, Lancashire, PR5 4LQ

## NORTH WEST REGION AT THE ANSON ENGINE MUSEUM

North to South, the North West Region extends for over 130 miles and not much less East to West. Although the Annual Gathering and former Concours Day event has been held in both the North and South of the Region in the past, it makes sense to find a venue somewhere in the centre of the Region. So it was for 2009 we converged on The Anson Engine Museum at Poynton near Stockport where Morris cars of the pre-war period were joined by other visiting classics including a 1950 Sunbeam Talbot 80 saloon, and a pair of MG Roadsters - B and Midget versions. A shiny Rover P5B Coupe stayed for only a few minutes, possibly embarrassed to be in the company of much older vehicles!

Our usual hard core of entrants comprised Messrs Walker, Johnson and Taylor in Series I Eight saloons, Messrs Clarke and Keeling in Series II Ten/Fours, Messrs Truslove, Schraibman and McClarence in Pre-Series Ten/Four saloon, 1928 Cowley Two Seater and Series III Twelve/Four saloon respectively. Having both Morris Ten/Four and Riley RM off the road, John and Kay Hopkins had to revert to MGB power for the day. We were joined by former Register member Rob Booth in Series I Two Seater, and prospective members Trevor Waring in his lovely Series E Two Door saloon and Chris Baines and his family with their charming 1929 OHV Minor

fabric bodied saloon. This car seems to have spent its early life in Huddersfield before moving to Cleveleys near Blackpool then back to Huddersfield before ending up at Knott End over the River Wyre from Fleetwood. It was at Knott End where Chris found it in a derelict state in 2001 and he spent the next five years getting it back on the road. The Minor aroused much interest but there was much more to see elsewhere in and around the museum. We enjoyed a guided tour of the premises and had a history lesson whilst looking at a scale model of an area of about 12 square miles surrounding Anson Colliery as it was at the turn of the 19th Century. Coal mines abounded in this area at the time reflecting the area's contribution to the industrial revolution's steam powered era. The museum is home to gas and diesel engine examples from the very earliest days of such means of power, mainly used in the manufacture and lifting of goods around the mills and factories of the time rather than propelling any form of vehicle, but Manchester was later at the heart of diesel engine production and there were displays from Crossley, Gardener, and Mirrlees amongst others. I was particularly pleased and delighted to see several artefacts from the Vulcan Foundry, later part of the English Electric Group, where I served my apprenticeship in the 1960s. Founded in the 1840s, Vulcan became "Ruston Diesels" when locomotive production ceased about 1980 and when the factory eventually closed for good, many items found their way to the Anson Engine Museum including the stained glass windows which once adorned the Boardroom there depicting Vulcan products over two centuries.

Glorious sunny weather meant picnicking outside for lunch where lots of discussion centred around matters Morris. Car of the Show was deemed to be Mike Walker's lovely Pre-Series Eight saloon and the Long Haul award was presented yet again to someone from the Preston area who managed to complete the round trip to Anson and back in spot on 98 miles. Many thanks to the friendly staff and volunteers at the museum for making us all feel so welcome.



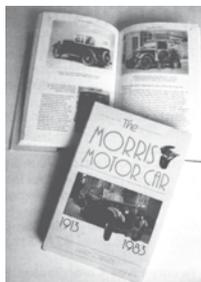
More recently, several North West members spent an enjoyable afternoon supporting the Lostek Hall Carnival Parade following which we decamped to the nearby "Anchor", our usual Monday evening Noggin venue. Bill Dyke with navigator Ken Hudson, Brian and Cheryl Moorcroft, Geoff and Reta Wright and Chris and Rachel Alty and myself provided five suitably decorated Morris cars for the procession, whilst Jeremy Parker joined us later at The Anchor with his Eight two seater. Jeremy's daughter Jane and her husband had a nice Riley Nine Monaco, Andrew and Sue Jolleys brought their Alvis Speed Twenty and Wilf Turley rode in on his son Jonathan's Alvis 12/50 Special. The City of Preston Pipe and Drum Band provided the music and the BBQ was well patronised throughout the afternoon. Thankfully, the oft threatening weather stayed sunny and bright until later in the evening by which time cars and drivers were all well and truly tucked up back home.

Later in July it's the Cumbria Steam Gathering whilst in August it's Thoresby and Knowsley Hall subject to "Maurice" passing the MoT! Happy Morris Motoring!



## Club Publications, Regalia and Commemoratives

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- THE FIRST 21 YEARS:** a history of the Morris Register .... **£2.10**
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Cheques/POs for the above items should be made out to **MOCLUB LIMITED** and sent to:

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# East Midlands and Yorkshire Region

## Local Page



*EDITOR: Ken Holden 01274-882574 email: kenneth@kennethholden.wanadoo.co.uk  
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### LE MANS 2009

As you will remember I told you I was going to watch the Le Mans 24 Hours, as Tony Plowright was the only person to send anything in (for which I apologise for not having it in last month but I had already set off before I received it). So you will have to suffer a little more of my drivel.

We set off down to Dover with the 4 of us and the caravan in tow, the weather was fine until we reached the Midlands, when we had a torrential downpour. I thought is this an omen? Last year we had to go on our own, the wife and I, as Ann the wife's sister was rushed into hospital. Luckily we ran out of the rain when we reached The Dartford Crossing from then on to Dover it was nice and sunny. We had booked a campsite so we would be ready for the early morning crossing.

The crossing was very good calm as a millpond. The run from Calais down to Le Mans was very good with only little traffic apart from the big towns. The tolls on the motorways had gone up a fair bit. We arrived at the Chateau Chanteloupe ok. We managed to set up our pitch and put up the awning just in time when the heavens opened up again, as most will know when it rains over there it comes down like stair rods. This continued on and off from the Monday right up to the Thursday night. We didn't watch the open practice on Wednesday night as we thought it wouldn't be up to much as the rain was on and off. Luckily on the Thursday night it was fine, being warm it didn't take long for the track to dry out. As we expected Peugeot set a blistering pace, which Audi (the previous winners for the last few years) could not match. Saturday arrived dry but with a fair bit of cloud, earlier in the week we had purchased our car parking ticket (18 Euros) and admittance ticket for the weekend (62 Euros).

We watched the Race of the Classics (cars from 60s to 70s), the type of cars you used to recognise, and at this point the sun came out with a vengeance. It was very hot for the start of the 24 Hours, the Peugeots as expected were running 1,2,3. Until one got a little bit exuberant and went off, he managed to get the car back to the pits for repairs.

We watched the race going up to 12 o'clock then left to go back to the site for some sleep. How some people sleep at the circuit I do not know, the noise is horrendous. Next morning not a cloud in the sky although we heard it had rained during the night. On returning to the track we heard that the Audi driven



by Tom Kristensen, (8 times winner), Allan McNish (who drove the wheels off the car during the night and in the rain got it up to 2nd position) and Rinaldo Capello. They eventually finished in third place as the Peugeot's overhauled them in the dry conditions, which continued to the 3 o'clock finish. 1st and 2nd were the Peugeot's 3rd was the Audi and 4th was an Aston Martin 5th an Oreca with the last of the team Peugeot's (the one that went off when leading). Overall a very pleasing result for Peugeot. It made a change to the usual procession of Audis. The Aston Martin DB9 came 3rd in class a good result after the sister car went out when leading the class with gearbox problems. After the Race finish and prize presentation we quickly returned back to camp to chill out with a glass or two. Christine told me a lot had stayed at the Chateau watching the race on the big screens they put up. They were mostly the same people who entered their cars in the Car competition which they always hold on the Friday night when there is not a lot going on. At the show they receive very nice glass trophies and everyone attending receives drinks and nibbles. A very enjoyable evening. On the Monday a lot of people leave, this year more stayed until the Tuesday, we were given a couple of just opened bottles, one of whisky and the other Pernod. We have camped next door to the same people for the last few years and got to know them quite well, they come and borrow utensils when they have forgotten them until they can purchase one from the supermarket, which is about 5 miles away. (That's the beauty of having a caravan instead of a tent; you usually leave all your things you use in).

In the next couple of days I did a bit of fishing and caught a 10 lbs carp and a 4 pounder, plus about 300 smaller ones. As you can gather there is a lot of fish in the lake.

On the Thursday we packed up and set off back towards Calais, we stopped at Ardres, a place about 15 miles from Calais, a place we have stayed before. The weather was very nice and sunny for the few remaining days but with a cold breeze. We use this site, as it is not far from the supermarkets where we can purchase our booze, etc.

On the day of our sailing we arrive at the port early, we booked in and were told to board the earlier ferry, which suited us very well. On landing we had a trouble free run home. All in all a very good holiday although a little expensive.





# 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 lovely sunny evening in June saw Register members once again setting off to seek treasure and fortune in the Vale of Glamorgan. On arrival at the Aubrey Arms, participants were briefed on the route and instructions, and asked to give themselves a Team Name before setting off. Keeping off any main roads, the hunt was focussed on the two historic villages of Llantrithyd and Llancaf, in which participants were able to park their cars and seek some of the more detailed clues on foot. St. Illtyd's Church in Llantrithyd was the first stopping point, where the church, phone box and adjacent ruin of Llantrithyd Place are all Grade II listed

buildings, the church having 12th century origins. The ruin formed the tie-breaker question "Who lived in the ruin?", but at the time of setting the route I could not find a clue for this at the site, and expected hunters to come up with an inspired guess. The winning team, "The Escorts", actually got the right answer. Delving into history, I found that "John Basset built ye house of Llantrithyd in ye yeare 1546". John Basset was a lawyer and King's Attorney in Glamorgan and the property later passed by marriage into the Aubrey family. The Aubreys were a wealthy and influential family and continued to live at Llantrithyd Place until the late 18th century. At the beginning of the 19th century they moved to an inherited property in Buckinghamshire after which Llantrithyd Place was finally abandoned and fell into ruin. That long explanation leads to the fortuitous link to our Noggin venue, the Aubrey Arms.

Participants then gained first-hand experience of the impacts of the budget cut backs in the Vale Council's highways department, and of course it's to be expected that such narrow and little used lanes should be at the bottom of the maintenance list, but they were very rough and made the poor old Morris suspension complain a bit. This then took us to the ancient settlement of Llancaf in its secluded valley. A listed landscape, this is one of the best surviving and most complete, typical example of the historic landscape of the Vale of Glamorgan as a whole. First stop here was at the phone box, (also a listed building!), and the adjacent village hall. The nearby church owes its foundation to Cadog ap Gwynllw, one of the most famous of the 6th century Welsh saints and contemporary of St David. Setting off from here to return to the Aubrey Arms, the route passed through a ford, which formed the irresistible basis of the final clue!

After tucking into the copious sandwiches and chips, the results were announced and prizes awarded. First prize went to Bernard Cotty and Louise Carter (The Escorts) with full marks, second equal were John and Geraint Howells (Heads Gone) and Cyril and Beryl Ridley (Bugatti) and in fourth place were Bob Colley and Dave Hicks (Ever Hopeful). The Organiser's Baton now passes to Bernard and Louise!

**Events Update:**  
**The Tredegar Park Rally in on Sun. 20 Sept, please make this the best turnout ever for our club stand.**

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# Vale of Glamorgan Treasure Hunt 18th June



- 1: *St Illtyd's Church in Llantrithyd*
- 2: *"Ever Hopeful", Bob Colley and Dave Hicks*
- 3: *John and Geraint Howells*
- 4: *The Escorts – Bernard Cotty and Louise Carter*
- 5: *"Bugatti", Cyril and Beryl Ridley*
- 6: *Louise Carter receives the first prize*
- 7: *John receives a prize*
- 8: *Bob Colley receives a prize*
- 9: *Cyril receives a prize*
- 10: *The ruins of Llantrithyd Place*





## SUMMER MOTORING

# 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

**W**ell Thoresby is drawing nigh and I hope that many of you will be able to make it to the National Rally. I reported a couple of months ago that my Ten would be on the road in time for the event, and hopefully by the time you read this that will be the case. By mid-July all of the work had been done and it was just awaiting an MoT. My car having been off the road for the best part of 11 months, I'm looking forward to making good use of it through the remainder of the Summer and into the Autumn. Hopefully I'll get to meet some of you at the many events happening across the region in the latter half of the season.

*Jim Riglar*

### NEWS FROM THE GROUPS

#### NE WILTS

**N**oggin regular Paul James was unable to provide a report from the June Noggin as he and Celia, and other noggin regulars, Malcolm and Carole Randall, were gallivanting around the country taking in various Historic Caravan Club and Morris Register events. Part of their two and a half week sojourn included a stop at the East Anglia Region's Rendlesham Forest camping weekend.

#### SOMERSET

**T**he noggin attracted a good attendance, with new member Keith Jenkins (Yeovil) attending for the first time. Keith bought a Morris 8 Series 1 4 door Saloon a couple of months ago for just £700. The blue on black sliding head saloon, which is in largely original condition and had been laid up for a considerable number of years, needed about an further £1000 (including the expense of new tyres) to make it road worthy and to get it through an MOT. Keith is no stranger to Morris' cars, having been a member of the Register about 25 years ago when he previously owned a Morris. Keith's car, which was one of seven Morris' in the car park, certainly attracted a lot of attention.

Colin Baker's recently restored Morris 8E Saloon is deservedly attracting a lot of attention and was awarded "Best Post Vintage Classic vehicle" at the Castle Cary Cavalcade on 12th July. George Bryne (Morris Minor GPO Van) and Colin Baker (aforementioned 8E Saloon), took their vehicles to Shapwick School, a specialist dyslexic school, in early July for a charitable event. They report that the children were extremely well behaved, enjoyed climbing into the vehicles, didn't touch anything that they weren't supposed to. The children did however get excited when Colin tooted the klaxon horn on his 8 and they wanted to have a go for themselves. Colin and George's efforts were rewarded by a free lunch provided by the school!

*Jim Riglar*

### GET WELL PEARL

**M**any Somerset Noggin regulars will be aware that Pearl Ayers has just been into the regional service agency for an engine rebuild. As a re-bore was deemed inappropriate, some additional pipework was installed instead. On a less flippant note, the regulars wish Pearl a full and speedy recovery following her heart bypass operation at the Bristol Royal Infirmary and look forward to her and husband Derek's attendance at a noggin in a month or two.



## SUPPORTING THE ARMY! WARMINSTER, WILTSHIRE - 30th JUNE

In response to a request from Series Z owner, John Pomeroy (Chairman of Commercial Transport In Preservation), Chris Murray (Frome), Tony Hale (Westbury) and Colin Baker (Shepton Mallet) took their Morris 8s (respectively tourer, 2 seater and Series E saloon), to the Officer's Mess at the Army's Warminster Barracks to provide some period atmosphere for a 1920s/1930s themed fancy dress event. Apart from the Register presence, John Pomeroy had his Series Z and Austin 10 vans in attendance and Tony Hale's next door neighbour a 1937 Alvis Saloon. As can be seen from Chris Murray's photo, the cars attracted quite a bit of interest from some of the "flappers". One of the army officers managed to persuade Chris Murray to allow him to drive his 8 tourer around the site. To give the officer due credit, he didn't treat the car like one of the Land Rovers or Challenger tanks that they normally drive around in for the day job!



### MORRIS 8 SPECIAL

George Bryne has acquired a reputation as a restorer of Morris Minors, having re-built a number of examples in recent years. Last autumn, he ran out of Minor projects and having failed to find yet another Minor, decided to tackle a Morris 8 special that was offered for sale and turned out to be in bits in the back of a garage somewhere. A restoration normally takes George about a year to complete. However the Morris 8 Special looks as if it's going to be a somewhat more involved project and likely to take two years to complete. The basis of the car is a Series 1 Eight, however apart from the chassis and radiator cowl, that's where

the comparison ends! In modern terms the car has at some stage been "chopped" by a previous owner (body reduced in height). George is now making steady progress on what initially appeared to be a complete "basket case". Much of the mechanical work is complete, including the Morris MM derivative of the 8E engine wedged to a Pre Series/Series 1 sump. The front end of the body with its elongated bonnet is nearing completion. Work on the doors, which have been skinned, is progressing well. The next task is to fettle the rear mudguards. Shaping the rear end of the car will require some imagination as there was next to nothing original left from which to work. A progress report will be provided as the car nears completion.

### AUTUMN AMBLE - THURSDAY 17th SEPTEMBER 2009

Simon Colledge has finalised arrangements for this year's Autumn Amble. The "amble" will feature a relatively short run of just over 40 miles. The start of the run will be from the Windwhistle Inn on the A30 adjacent to Cricket St. Thomas, feature a lunch stop at the Squirrel Inn, Laymore and finish at Perrys Cidermill, Dowlish Wake for a tour of the cider making facilities and a tea stop. The route will take in a mix of South Somerset and East Devon (Axminster area). For further details, to book a place on the run and/or to pre-book lunch, contact Simon Colledge: tel. 0146 075 815 or e-mail [simoncolledge@hotmail.co.uk](mailto:simoncolledge@hotmail.co.uk)

#### Events Update for August/September:

- 22 August:** Somerset: West Huntspill Classic & Vintage Vehicle Show (11 am-4 pm) Contact Rev. Geoff Walsh 01278 793 950
- 23 August:** Somerset: Pipers Classic Car Show – Sparkford. In aid of S & D Air Ambulance (entry fee circa £4/car – including driver and passenger). Contact Piper's on 01963 441 431 for further details.
- 2-6 Sept:** Dorset: Great Dorset Steam Fayre, Tarrant Hinton (on A354 Blandford-Salisbury)



## Britain's Great

TV icon and vintage machine enthusiast, Chris Harris, presents an exclusive new series on the National Geographic Channel. From the Spitfire to the Mini Cooper, Chris saluted over the years, revealing how these mechanical icons helped shape the modern process.

In the 1930s programme Chris took a trip down the road in a two-seater and these are some still pictures from the series. If you didn't catch it, it is sure to be repeated.





## Test Machines

Barrie, served up a big dose of nostalgia in this series on the British Channel celebrating British design. From the last fifty years of world-beating British know-how, the series shows how they shape Britain and changed peoples' lives in the

last memory lane with Alun Spillman's Eight two-wheeled machines. The day spent filming. The series aired in June, 2011, and is well worth viewing.





# THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk  
Mike Porter 01384 376961 email: mike.j.porter@btinternet.com

## WARWICKSHIRE NOGGIN

Our new venue at "The Golden Cross" in Bearley seems to be a popular choice for a meet with 10 members turning up for a meal and a chat. John Bates and his Major were back in action at last although he is experiencing starting problems when engine is hot. My own Eight still gets very hot despite flushing the rad and adjusting the timing. After hearing about this water additive from Mike Porter and Bob Bryan's ideas I'm confused as what to try next!

Member Martin Nicholls came this month. He has a very nice Morris Eight which he has restored himself to a very high standard but on talking to him, he seems afraid to drive it much in case it breaks down and he gets stuck, so this begs the question "are we becoming too paranoid about driving our cars too far or at all?" Morris cars have always been very robust and fairly reliable, if you have the right breakdown cover and a few tools for minor tweaking, and in the age of mobile phones you should be fine. I think your thoughts on using our cars more frequently would be interesting. Our next Noggin Tuesday 11th August - see you there!

*John Ford*

## WEST MIDLANDS NOGGIN

June found a small gathering at The Bridge, but we still had a good display of 3 green Morris cars on the car park. The new appearance being Martin Hanson's Morris 10M on its first trip out. Martin has restored this vehicle in 18 months to a very high standard and now has what must be one of the best 10 Ms that you could find, a job well done.

In July we hope to see for the first time the 8 of Karen and Steve Peters. After a bit of technical help and testing their dynamo, I have heard their 8 is on the road, they are new

members and came to the Noggin upon joining, and also met up with us at the Marches event in Ludlow. I think they have benefited greatly from joining the Register and attending the Noggin, so to any other Midland members who we don't see at the Noggin come along for help, advice, sometimes parts and services, but always a laugh!

Conversation at the Noggin turned to organising more events, road runs, etc. I can see there will be an expansion of our activities in the future. Next meeting is Tuesday 18th August.

*Mike Porter*



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# CHILTERN CHATTER



EDITOR: Doug Townsend 01753-883547 email: [bullnosemorris@tiscali.co.uk](mailto:bullnosemorris@tiscali.co.uk)  
"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL9 8LP

## EDITORIAL

Firstly, I trust that you are enjoying the new Morris Monthly, and the Chiltern Chatter section. So far nobody has thrown a brick through our window, or even complained via email. There was one letter from the USA to the Editor, complaining about Trevor Johnson's excellent article about his visit to Cuba, but there, you cannot please all the people all the time.

So far I have been well supplied by the Sherbucks Noggin with articles, and some from Oxford. It would be great to hear from others about their cars, or events that they have attended. Come on chaps and chapesses, please put pen to paper, you mustn't let me down. I have to keep up Graham's standards!

Your Regional Committee went into the wilds of Hampshire on Friday evening 3rd July for a committee meeting at our Chairman's home at Tadley. The Chairman in his comments said that at present due to his father's health he was unable to do what he would like, but was delighted how the committee was keeping things rolling in the Region. John Powell, Regional Secretary, reported he would be attending the National Executive at the end of

July. The Membership Secretary apologised that welcome letters to new members were not being sent at present due to a breakdown in the system. Our Treasurer Ray Bickerton reported that the Region finances were in good shape,

You will have read in the Morris Monthly that the National Chairman Dave Harris has requested Regions to consider events to Celebrate 50 years of the Register. The Committee considered this and are looking at running an event for the whole Region in either June or July 2010. The plan would be to get at least 50 cars present for what we plan to be a Fun Day. Roger Needle has been requested to look at a proposed venue and report back to the Committee. Reports from the 4 Noggins were all very encouraging with two reporting average attendances of 18 and over, which is excellent. The Hants (Reading) Noggin is moving to the George and Dragon, Wolverton Townsend, near Kingsclere Hants. Please note this change.

Enjoy your Morrising over the next 2/3 months.

*Doug Townsend*

## SHERBUCKS OPEN DAY AT MARTIN BAKER SOCIAL CLUB

This was held on the field behind the club on Saturday afternoon 20th June at 2 p.m. It is run by the Sherbucks Noggin and the Austin and Bristol Clubs are invited. Once again we were very lucky with the weather as during the whole afternoon the hot sun would be obscured at times by dark storm clouds on the horizon which caused the organiser of the raffle to bring it forward 15 minutes. I had only a short distance to travel and encountered some flash flooding, my partner's Neighbourhood Watch garden show having a short cloud burst. I hope all the entrants got home dry.

The Wally Waller Cup (Wally having started this Noggin many years ago and still very sadly missed) and a bottle of wine were presented to Mr Ray Blackwell for the best Morris, a 1934 Oxford. All entrants were given the opportunity to nominate what they thought was the best guest car as well. This was presented to Frank Darby, who left his Morris at home and came in his 1927 Standard 13.9 h.p. Park Lane saloon, a very rare and immaculately presented vehicle. He was also presented with a bottle of wine.

It was nice to see our ex-editor of the Chatter turn up in his M.G. Y type saloon all the way from Oxford. He got held up in a traffic jam which was a shame.

30 vehicles turned out: 18 Morrisises, from Bullnose, Flatnose, 10/6 Cunard, 1934 Oxford, 8 saloons and tourers, 12/4, 8 Van, and 1000s. We had 12 visitors from 1926 Bentley, Austins, Bristol, through to TR4.

Our thanks to Brian and Sylvia Spence, ably assisted by grandsons, for organising and running the gathering; Ray Bickerton for meet and greet; Gary and Helen Cordell for the raffle Ticket selling and draw; the donors for the raffle and Doug Townsend for the parking arrangements and providing the gazebo. The afternoon was, once again, very pleasant and relaxing.

*Richard Suppards*





# The Yellow Pages

No. 382



EDITOR: Kevin Bailey 01621 856687 email: [kanda.bailey@tesco.net](mailto:kanda.bailey@tesco.net)  
16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT

## HAVERHILL HCVS RALLY 12th JULY



We set off for Haverhill at 8 a.m., meeting former members Bryan and Nora Wilson in their AEC Matador (Sylvester looks so small beside it!). The journey went without problems and we arrived before the 10 a.m. deadline. This is the first Rally at Haverhill (with it replacing the Ridgewell, formally Millbank rally). It was the turn of Rhiannon, my 10 year old daughter, to come to this rally. She was up at 5.30 excitedly asking when we would leave.



The rally site is all hard standing being a car park in normal use. It was extremely well marshalled and we were directed to the appropriate display areas. The event was advertised in the Morris Monthly but only after the closing date for applications to enter. There were not as many stalls as there were at the Millbank venue but I feel that this will improve as the rally grows. There were old transport films on show in the council buildings and indoor areas for stalls. There was a cafeteria that remained open all day for hot drinks, etc. We met up with Laurie, Alan, Pat, Bill, Peter and Jenny and Dave who all arrived at various times. This is an event arranged by the HCVS East Anglia area that many in our club have attended before. The new venue is a great improvement on the fields the rally has used for the last few years and hopefully it will go from strength to strength.



A motley crew



## ENFIELD PAGEANT OF MOTORING

On the Sunday morning we set off for Enfield in the 8 pickup and Sylvester, with the promise of good weather for the day. Given the rain of the last three years this was a blessing. The journey from Chelmsford to Enfield took around 1 hour and we found ourselves parked next to the club's lorry on the stand. Three priorities then presented themselves - toilet, breakfast and Autojumble, and with no one else in sight we set off. With the first two objectives achieved we started the trek around the stalls. The early morning sun already had quite a lot of strength to it and with the alleys between the stalls cutting down the breeze we knew we were in for a very hot day. By mid day with regular stops for refreshment we had covered a third of the stalls. We returned to the vans to find Laurie Cooke, Rose and Arthur Peeling, and Ian Harris.

After a short break and a great deal of chatting we returned to the Autojumble for the second stint. This process we repeated throughout the day mixing in breaks to look at the other vehicles on display. By the time it came to leave we had caught up with many friends and acquaintances made over the years. We set off for home, my turn to drive Sylvester. Having driven a very wide range of vehicles manufactured from the 50s onwards and motorcycles with straight cut crash gearboxes, plus the drive from Brighton earlier this year I was looking forward to this trip and with only a couple of missed downshifts I was not disappointed. The oil bath cork clutch in the Snubnose van is so smooth. If you have never been to Enfield before, it's a visit you need to make next year.

*Kev Bailey*



## STOCK FLOWER SHOW

The notice for this show this year was short as the promoters forgot to advertise it to clubs until very late. Following Laurie's instructions we turned up at 10 a.m. in the 8 pickup and Sylvester only to find the congregation in the church in full flow. We beat a hasty retreat and returned to Gt. Baddow, aiming to return again at mid day. Garin, my 7 year old son, was not disappointed as this meant that he had an extra two rides in the vans to follow. This show is an old fashion village fete with many different stalls to have a go at. Garin's favourite was the Strongman Ring the Bell, although the Smash the Crockery came a close second. There were about a dozen vehicles of different makes. There were three pre-war Morris vehicles the 8 pickup, Sylvester the snub nose van and a black 10/4 saloon that I have not seen before (I didn't manage to speak to the owners either). A really relaxed visit, recommended for next year.

*Kev Bailey*

## NOGGIN NEWS

The next **Essex Noggin** at the Duck Inn, Newney Green, Writtle, will be on the 3rd Tuesday in August.

The **Suffolk Noggin** is held on the second Friday of each month at the Oyster Reach Travel Inn at Bourne Bridge, Ipswich. For information contact either Julian Cordwell, 01206 395 103 or Ivan Rooke, 01473 747 459.

For more details of the **Norfolk Noggin** please contact John Dewar on 01553 674 092 or e-mail at johndewar161@btinternet.com

If anyone has anything for inclusion in The Yellow Pages, I usually try to attend the Essex Noggin each month and you can see me there or I can be contacted as above. Items need to be with me before the 1st of each month to be in time for inclusion, as I email the Newsletter off on the 14th of each month.



**PAUL FINN VINTAGE &  
CLASSIC RALLY  
and BEN LYNWOOD FETE  
27th JUNE**

Over 200 vehicles had entered. I think nearly all turned up on the day. It is billed as a Touring Assembly rather than a rally. All sorts of vehicles were there from Aston Martin to Vespa. Just looking round the assembly point was quite something.

One of our members even turned up in a Jowett Curlew Special, didn't you Ian Thompson of Datchet! There were a lot of Singers, about 20. Didn't get a decent tune out of any of them though. Assembly was in Ascot Racecourse coach park No 10. We all clocked the sign of the £70 daily parking charge!

The Crown Estate allowed us a double loop through Windsor Great Park this year. The plan was to leave Ascot, enter the Park at Blacknest Gate and pass the Polo Grounds, Deer Park, down the Long Walk towards Windsor Castle and exit onto the Village along Dukes Lane and exiting via Ascot Gate and thence to Lynwood the BEN Home at Sunninghill for their Fete.

Eamonn Galligan (rally organiser) arranged for vehicles to leave Ascot in groups of 10 at 4 minute intervals. It worked very well although the nine cars behind us did not realise how handicapped they had suddenly become-until later. Now here's a funny (couple) of things. If anyone was to breakdown on the Long Walk (as if a Morris would!) the Crown Wardens insist we pull off onto the grass, as no oil



Brian and Sylvia Spence's  
Series 2 Eight



Chris and Marion Andrew's  
Series E

**CHILTERN STEAM RALLY  
4th-5th JULY**

The Chiltern Steam Rally has been running for a number of years. It is a very well organised and attended event. Three years ago we were invited to have a Sherbucks Noggin stand, through our member Den Jarrott. Last year the weather was awful and the Sunday was virtually washed out. This year we were blessed with excellent weather and a very good turn out of cars with eleven cars on the stand each day.

On both of the days we paraded in the ring and most of the drivers were interviewed by the MC and the conversation broadcast to the public. We plugged the 50th Anniversary of the Register when we could.

Some good contacts were made with people, including one man who had a number of spares, which is always useful. The cars on display were a 1926 Bullnose Oxford, 2 Series 1, 2 seat Tourers. 1 Series E Tourer. 1 Series E 4 dr Saloon. 4 Series 1 4 dr 8 Saloons 1 Series 1, 2 dr Saloon, 1 Series 2, 2 dr Saloon. Pre Series 10. Series 2/12. Series 3/12. So the public had a very good range of pre war Morris' to look at and study and believe me they did.

We also had a Bampton Caravan belonging to Register member Brian Gregory on show, again this created a lot of public interest.

Our thanks go to Den and Barbara Jarrott for all their hard work in making this such a successful event.

*Sherbucks Roving Reporter*

The Stand



Den and  
grandchildren

In the ring



would be tolerated on the roadway. It's part of the route Her Maj takes to Ascot, so assumptions were made. Strangely we seem to have been given an extended version of the route. Explain if you can how we seemed to traverse one road 4 times, meet the head of the Assembly in so doing and then arrive at Lynwood after some cars that left the start some time after us. Spooky! There was an up side, as all the way through the Park we did not see another vehicle. It was so hot we also did not see any deer, polo ponies or any other wildlife. The three marquees at Smith's Lawn were obviously for a wedding; we wondered what that might have cost? But what a setting.

Brian and Sylvia Spence got a 3rd rosette and prize in Class 2. Congratulations as their 8 certainly is one of the best around. I did however recall Brian pointing out rather loudly that my Road fund tax discs were not level when my 12/4 was being judged. Parked up in Lynwood under the trees on a baking hot afternoon we enjoyed the company of the Spences and Chris and Marion Andrew (Series E Tourer). The Fête is always an interesting one, perhaps because BEN is the automotive industries own charity. Everyone is interested in the vehicles. At about 4.30 p.m. however, we paid for the hot weather. The heavens opened. Apparently four inches fell in about thirty minutes. We decided to make for home. With Dorris in full flight mode (wipers going, lights on full beam) we set off through roads awash with so much water they had become rivers. Even had a car flash me as I was on full beam. Not really my day!!!

*Terry & Pauline Ponting  
& Dorris Twelfefour (a family retainer)*



*The Morris Register flag flies  
proudly at  
The Chiltern Steam Rally*



## EVENTS

- 16 August:** OXFORD CLASSIC CAR SHOW at The Lord Nuffield Club, Barracks Lane, Cowley
- 22 August:** Herts (Hitchin) Noggin Celebration of 40 years at the Bucks Head, Little Wymondeley Herts. 12 noon onwards
- 20 Sept:** MILTON KEYNES MUSEUM RUN
- 4th October:** OXFORD NOGGIN AUTUMN RUN
- 14th Nov:** CHILTERNS AGM, Girl Guide Hall, Church Lane, Chalfont St Giles Bucks
- December:** CHRISTMAS NOGGINS
- 2010**
- 21st Feb:** OXFORD LUNCH

**HERTS (HITCHIN) NOGGIN CELEBRATION  
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## FROM NORTH OF THE BORDER

### MORRIS IN MOFFAT

A few Scottish members had a day out at the Annual Rootes Enthusiasts' Rally at Moffat in Dumfriesshire at the weekend.

I drove the two seater which has not had a full test since blowing the head gasket on Drive it Day. Mindful that I possibly brought this on by trying to keep up with Kath in her Singer I let her go ahead and ambled down at a steady 40 in the company of Tommy Jardine in his S2 saloon.

I find motorway driving in an oldie tiresome and we used the old A74 which runs parallel with the busy M74 but is virtually deserted now. I felt strangely smug watching the traffic rushing along the motorway while I could take my ease and enjoy the scenery.

Moffat is a lovely town and its location just minutes from the M74 makes it a popular stopping place for tour buses. Visitors to the town were treated to a magnificent parade of old machinery and many appreciated it as cameras were snapping all over the place.

Although targeted principally at Rootes cars the event is open to all makes and there was a substantial entry of 900 vehicles of all ages and types. There was even a well preserved 1914 Arrol Johnston which was very appropriate as it had been built in Dumfries, only a few miles away.

There were three pre-war Morris Eights all belonging to club members, Ian Johnston of Annan, Tommy Jardine of Carluke and myself. There was a substantial entry of Moggies of all varieties including a couple of well presented split screens but no low-lights.

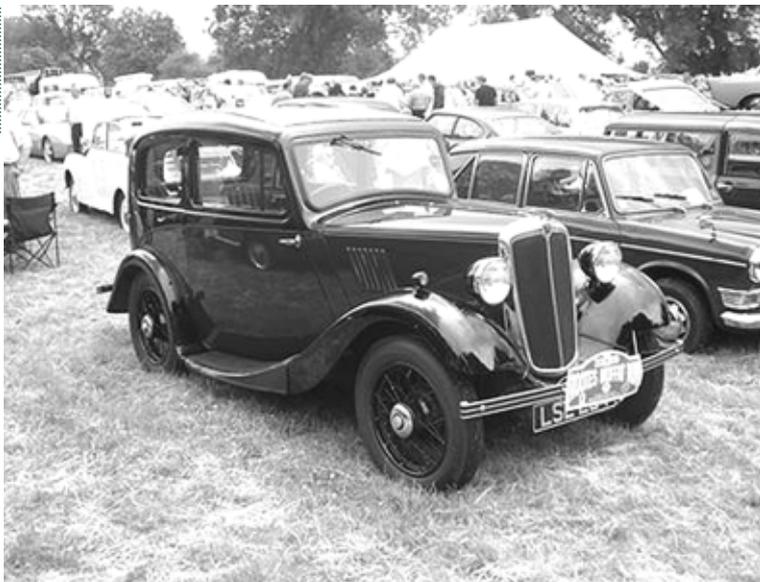
As you would expect, the Rootes entries included some magnificent cars with all marques in the Rootes stable represented. Strangely, the only Singer Roadster entered was Kath's and this met with great interest.

All told, a great day out and a great venue in a little Scottish town that is steeped in history with lots of things to see and do if you want to get away from the cars for a while.

If you live in the north of England it should be within easy reach. Why not put it on your "to do" list for next year?

I am sure you will not be disappointed.

*Ronnie Johnston*



*Above: Ian Johnston's Eight, from Annan*

*Below: Tommy Jardine and his daughter*



## ATTENTION SCOTTISH MEMBERS

Particularly those living in Glasgow or the central belt.

I feel we are not getting the full benefit of our club membership.

I would like to encourage a social scene similar to that enjoyed by our friends south of the border.

It would be nice to have the odd "Noggin and Natter" over the winter months although being Scottish perhaps "Bevvy and Banter" would be the more appropriate expression.

I would also enjoy meeting other members and seeing their cars or projects.

If anyone is of a like mind, please get in touch, either by letter, phone or email.

Please note: my email address DOESN'T have a "t" in its "johnson"!

*Ronnie Johnston*

*52 Holeburn Rd*

*Newlands,*

*Glasgow, G43 2XW*

*0141 577 1980 ronald.johnson4@ntlworld.com*



## Fuel for Thought, from *Dave Lawton*

### **John Calvert had a fuel problem that a few members helped out with:**

His Series E Morris (pictured) was to go for MoT but it let him down so never made it. There was a distinct lack of fuel at the carb. He first thought it was the fuel pump but he tested it and it was ok, so he considered taking the petrol tank and the fuel line off and replacing the line with rubber hose. He was wondering if the pipe inside the tank has broken, or if something was stuck in it, or was there a blockage that kept occurring in the system? The fuel pump filter was clean and the fuel pipe ok, so was only problem with the petrol tank?

### **Tony Fielding commented:**

Not sure where you have got to in this but there are ways to check components for blockages without too much dismantling: the rubber braided pipe between the fuel pump and the carburettor can collapse inside and become totally blocked. Remove this outlet pipe from the pump and then see if the pump pumps fuel. If so, the problem is the rubber pipe or the float valve in the carb - most likely the latter. If not, remove the inlet pipe from the pump and blow back down the fuel line with an airline (or, as someone suggested, a bicycle pump). This may remove any blockages.

Whilst the inlet pipe is disconnected, see if the pump operates. With the ignition on, it should pump very fast as it will just be sucking in air. Be very careful of fuel fumes and any sparks. You don't want an explosion or fire.

Tony went on to say that he would be very wary of replacing on a permanent basis the metal fuel line with a rubber hose. Rubber over this length is not suitable as it is not stiff and can sag and potentially could catch on something. Modern cars use special stiff plastic pipes.

### **Dave Lawton had spotted a filter in his Series E tank, could this be the root of the problem:**

Having just "restored" the tank on my Series E, the pick up pipe in the tank (which you can see via the drain plug) was fitted with a fine bronze conical mesh filter, very similar to the filters that are fitted in spray gun pick ups. The filter was about 75% bunged up. This never caused a problem with the car but I guess at some point it would have! Was this original or an after market fitment?

### **Mike Porter confirmed the origins of these tank filter:**

Series 1 and 2 also have the filter in the tank: if you have not found one in yours it may have been removed or sheared off when removing the drain plug.

The members concluded that this additional filter would be more likely to cause a problem than prevent one! A number of members confirmed high mileages without one, the recommendation was to remove it, which can be quite easily done as it sits just above the tank drain plug.



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# THE PARSON and THE FIDDLER (Part 7)

## The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard

*The S.S. interrogation begins, and telling the truth pays off for the two Morris Eight travellers*

“Are you a Herr Pastor?” asked the S.S. Officer. I said that I was a priest of the Church of England. He gave a strange halfsmile and shook his head slightly in a gesture of disbelief. He then got down to the business of interrogation. He began at the beginning, asking us where we were born and who our parents were, and where we went to school. He had papers before him on the desk, which he would consult from time to time, and make a note of our answers.

Having obtained information about our background and occupations, he asked, with a sudden change of tone, why we had come to Germany. I said that we were travelling in Europe and anxious to see Germany. Shephard told me afterwards that he was on the point of saying that we had come to Germany because we had been told that the Germans were a friendly and hospitable people, but I think we were wise not to appear to treat the matter too lightly. Although our interrogator was polite, there was a steely look in the eyes, and I sensed that it behoved us to give plain and straight answers.

“Where did you cross into Germany?” he asked.

“We crossed the Rhine at Breisach.” I said.

“Why did you cross there?” he asked.

“We thought that there was a bridge there.” I replied.

“Did you know that it was forbidden to cross at that point?” he asked.

“No.” I said. Shephard said that the French had raised no objection, and in fact, helped us to cross.

“Did you know that Breisach is a German military defence post and forbidden to all strangers?”

“We did not,” I said. “The French did not tell us.”

He made no reply, and sat for a while contemplating us.

“What happened,” he said, “when you arrived in the German garrison?”

We told him. I said that they seemed surprised to see us, and were not very friendly, and that I expected them to send us back.

“Did you see anything in the fort?” he asked. “Did you notice anything in particular?”

I said that we had noticed very little apart from the heavy barbed-wire defences. Again there was a period of silence while he wrote in the book on the desk in front of him.

“How long were you detained in the camp?” he asked.

“About 40 minutes.” I said.

“What happened when you left?”

I told him that we were escorted through the fortifications and out of the gate on the other side, and took the road to Freiburg.

“Did you stop anywhere before you got to Freiburg?”

“Yes.”

“Where did you stop?” he asked.

“We stopped outside the camp.” I said.

“Why did you stop?”

“Because we wanted to have another look at the fortifications.”

“Why did you do that?”

I told him the facts: that we had climbed for a short distance up the grassy slope and looked back at the fortifications through our binoculars. We had been seen by a sentry.

“Why did you do that?” he asked.

“Because we thought we might see something of interest.” I replied.

“What did you see?” he asked.

“Not very much,” I said, “mostly barbed-wire fences.”

“Gun emplacement?”

“No.”

“Buildings of any kind?”

“Yes, we saw the roofs of buildings.”

“Did you recognise what they were?” he asked.

“No.” I said.

“Did you take any photographs?”

I said that we had been warned by the officer at the camp not to take any photographs, and that we had obeyed his instructions. There was another long period of silence while he leafed through the pages of his book. He put down his pen, and leaned back in his chair. For what seemed several minutes, he sat and regarded us in silence. It was a direct, steely gaze, as though he were trying to read our minds. We returned his stare with the innocent gaze of two men who had nothing to hide. It was, in modern jargon, an eye-ball to eye-ball confrontation. When he spoke, his voice had a chilly ring.

“It is very lucky for you,” he said, “very lucky indeed, that you have been telling me the truth.”

We said nothing.

“If you had not told me the truth,” he went on, “you would now be in deep trouble. As it is, you could still be in trouble. It is not for me to decide.” He then went on to say that the police took a serious view of currency infringements, and that there were severe penalties.

Shephard said that we did not know about the rule, and that in any case, only a relatively small sum was involved. That, he replied, made no difference to the offence committed. I think we muttered some sort of apology, and I said something about the difficulty we had at the railway station being due to the problem of language. He made no reply.

At this stage in the proceedings, there is a curious blank in my memory. All I can say with certainty is that he gave us strict orders. We were free to return to our hotel, but we had to leave the country within the next two days.

“It is very lucky for you that you have been telling me the truth”

*to be continued next month*

## Salute the Sargeants by Barbara Symonds

June Sargeant answered the phone when I rang, which was a couple of weeks after meeting her and John with their 1937 4-seater tourer during a lovely Morris day out at Worfield, Nr. Bridgnorth.

"I'll get John to talk to you about the car," June said, "and I'll get some photos sorted out." I've always admired Morris Register members for their sheer enthusiasm and commitment; this is why the Club is such a success.

John told me he had had the car, DYV 570, for 37 years. He had seen it in a field in Wolverhampton where it had lain at the mercy of nature for two years, minus the top.

Everything was rotten and/or rusty but nevertheless deemed a bargain at £20. When June's Dad saw it, he suggested John, "put it on a scrap heap" but he didn't, and popped it into a corner for 30 years while he and June concentrated on working, paying bills and bringing up a family.

And so in 2004, John decided it was time to begin restoring his Morris. As a panel beater for Morgan Cars, he set about the body work. The day came when his son, David, who worked in the trade, loaded the body on to a trailer and took it away to begin the task of painting all its parts separately.

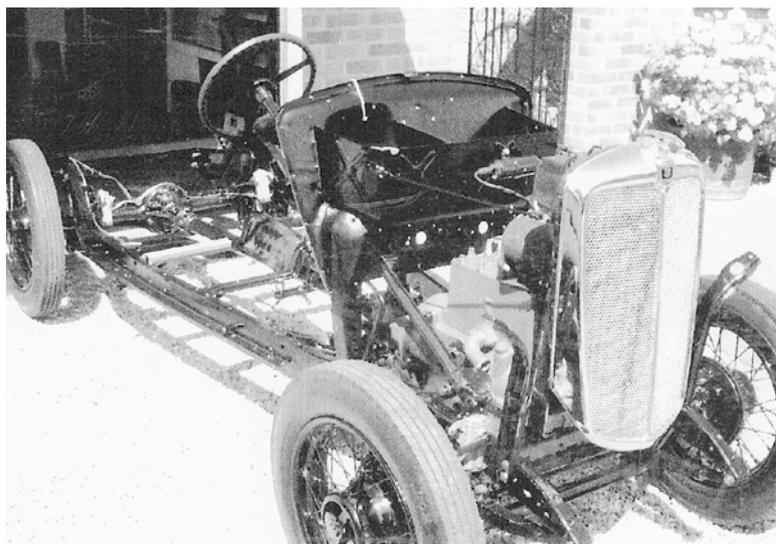
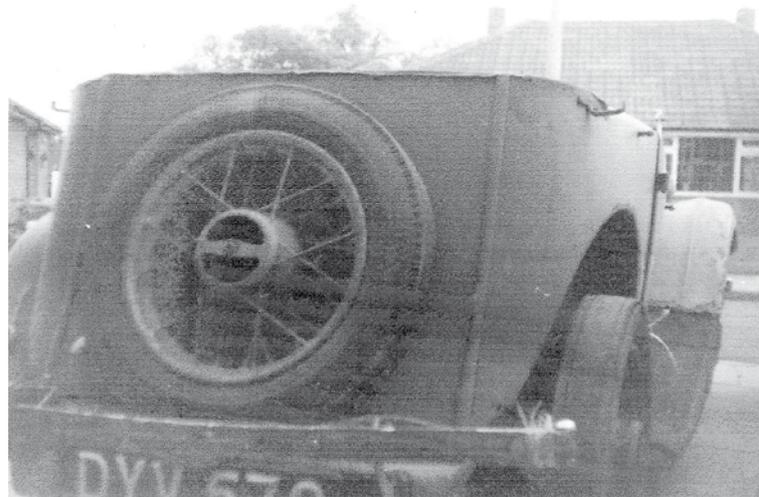
He listed the jobs he had completed at that stage quicker than I could think, which included having the chassis and wheels shotblasted and the chromework done, "bit by bit," every nut and bolt tweaked, and a new battery was installed, leaving the car awaiting replacement of the freshly painted body. Surprisingly, the gear box had survived which was the only component that did not need too much attention!

"An expert upholstery job" was done by Morgan Cars, where John had worked for the past 16 years, and the hood and side screens were entrusted to Don Trimming where "Mark and John did a brilliant job."

John told me the car is an important part of the family and David enjoys driving it too whenever he can, confessing, "I don't know how you managed to drive cars like this day in and day out." What spirit the cars and their proud drivers had in those days! And indeed still have – June and John, who regularly attend the H & W Noggin, use their car as often as possible and friends from Australia who again are spending some time with them in July are looking forward to more outings in the car. They enjoy going to as many shows and events as they can in the car and effortlessly covered the 110 mile return trip on our outing to Worfield. "We meet so many nice people when we are out in the car," said June, "they admire the car and say things like 'My Dad had one of these,' and stop to chat, reminiscing about their childhood."

I wondered what had drawn John to the sad and rusty old Morris in a field all those years ago and he told me that when he left the army in 1955, he bought a 1935 Morris 8 4-seater for £75. He sold it to a friend at work five years later and wonders if it is still around. Sad to have to report that CKK 964 does not appear in the Morris Register records, nor in the DVLA listings but the car served the very useful purpose of enticing John towards his current car.

Lovingly restored and driven, we hope that DYV provides June and John with many more miles of happy Morris motoring.



**MORRIS REGISTER PUBLICATIONS**

Dear Editor,

I note with interest the comments made by Harry Edwards regarding the demise of the "Journal". Having been a member for a couple of years I have looked forward to the informative articles within the Journal and found the publication first class.

However I must confess that I now find that the "Morris Monthly" does not, in my eyes, have any where near the same interest. A huge amount of space is given to the various regions, which, by their very nature, are mainly of interest to the particular region in question. There also appears to be an ever increasing number of photographs, which, whilst being of excellent quality, are not as interesting as good editorial. I would also add that whilst a very good yarn "The Parson and the Fiddler" is hardly about Morris Cars.

**UPPER CYLINDER LUBRICANTS**

Dear Editor,

With reference to Phillip Jane's letter regarding the U.S. 'Marvel' product, may I suggest that products available this side of the pond, and probably cheaper, can do the job just as well, at least they do for me across the range of cars and motorcycles that are in regular use.

The two universally available products are 2T and Comma Two Stroke Mineral Oil. These products have three functions, one is to lubricate the inlet valve and bore on the way in and also provide some lubrication to both valve seats on overlap. Two is to burn smoke-free and leave no carbon fingerprints! Three is to reduce the octane rating of modern petrol containing ethanol and thus reduce the volatility to accord with our long stroke slow revving engines and thus reduce the stress of an over-advanced combustion process.

The letter from Dr. M. W. Vincent, the Fuels Specialist, for FBHVC, printed last month, fully explains the situation in answer to the problems I have experienced with modern petrol.

In answer to the continued use of smokeless two stroke oil, I have used it over the past four years and all my engines run smoother on a 50/60:1 ratio of petrol/oil and appear to retain good compression pressure as a result. The Wolseley and Jowett manuals state that upper cylinder lubricants can be employed to advantage. If there is a long-term disadvantage, we will have to wait and see, after all, I am into only the first seventy years of my vehicles' lives.

Manufacturers understood the need for top end lubrication

**COWLEY CARB CONCERNS**

Dear Editor,

I have an intractable problem with my 1930 Cowley 11.9 h.p. The plugs sputter badly - I have to clean them after every trip. A friend advised replacing the needle and seat in the SU carb, which was accomplished with his help, but did not solve the problem. I have screwed the mixture

In conclusion, please do not get me wrong, the Morris Monthly is a very welcome newsletter but I do not see it as a replacement for the Journal. Perhaps we could ask Harry if he would consider returning to his desk.

Ken Goodchild  
11771/5

**Editor's Comment**

*I never did think it was possible to please everyone! You'll note, however, that from this month onwards, Harry will be making some very welcome contributions to Morris Monthly. I'll leave the final word to Abraham Lincoln: "He has a right to criticise, who has a heart to help." In other words, copy doesn't write itself and as Editor, I'm only printing what folks send me, so I'd be more than happy to print your contributions, Ken!*

and built it into their engine designs, as best they could. That is the way pre-war cars are expected to run their oil at 1000 miles to a gallon or 150-200 miles to a pint and that is why they provided tins of oil under the bonnet when the cars were new. It was the expected consumption.

Unfortunately today, owners have their cars rebored to a standard where they expect to achieve 1000 miles to a pint and run smoke free.

This can be achieved with the considerable gains in the quality of modern oils in preventing piston seizure and overheating, but this advantage is at the expense of oil passing the piston and its improved quality of rings. The pre-war engine is a lead-free design as leaded petrol was not available, although experiments were in progress to ensure a higher grade of aviation fuel was possible with both lead and ethyl, mainly brought about by the antics of a Mr. A. Hitler who was being a nuisance in pinching countries from their rightful owners and messing up the classroom maps.

Inevitably there is a need to introduce what now doesn't reach the parts if used to, so the way in is with the fuel. Hope this explains why and is a help.

If you don't believe oil consumption was 1000 miles to a gallon, look at old films of cars being run around the manufacturers' premises and they were new ones.

Ian Thompson  
10833/1

**Editor's Comment**

*Do other members have experience of using additives successfully, I wonder?*

screw almost to the top (weakest setting). Could anyone suggest a solution, please?

Ivor Schraibman  
10017/7

**Editor's Comment**

*Please send in your suggestions.*

## WHAT A POSER!

Dear Editor,

This is me with my first car in 1963 – a series 1, two door Morris 8 with sliding head that didn't. Like many at the time, the roof was sealed down to deal with leaking drain tubes.

I bought Jezebel the previous year from a local garage for £25, hand painted her and kitted her out with essential extras like the nodding dog, a ship's bell, a toilet roll dispenser and a large collection of 45 rpm records that adorned the interior. The doors bore the coat of arms for Keswick Hall College of Education where I was training to be a teacher.

Maintenance, apart from appearance, was never a priority, and servicing non-existent. When it went wrong was the time to fix it – eventually! Engine oil was obtained free from the local garage after it had been removed from the cars of more conscientious owners, and was poured down the throat of the beast in almost the same quantities as petrol at 4s 10d a gallon. Tyres, too, came from the same recycling source and often had canvas showing through. The radiator leaked like a sieve and copious amounts of water had to be carried in reserve. In winter she had to be drained down each night and refilled the following morning. Even so, I recall one very cold morning when the rad froze and she boiled up. Windscreen washers consisted of a hand held plastic water bottle aimed out of the driver's window when visibility was nil. She was treated very roughly, always driven flat out and often across open ground, and naturally suffered broken half shafts and springs. The hydraulic brakes leaked from almost everywhere possible, often resulting in failure, and when, on one occasion a track rod end dropped off, I simply tied it back on with a piece of wire and continued using this death trap until I managed to locate a secondhand replacement. There were several broken or missing spokes, a slipping clutch, and a leaking petrol tank. At least two wheel bearings were shot, the exhaust riddled with holes, and the chassis was made almost entirely of ferrous oxide. The battery was well past its best and was transported each night to the college science lab where it was recharged. When eventually the dynamo failed too, I had to be sure not to require lights or wiper, and only travel short distances! The most important tool carried was a hammer with which to tap the petrol pump or belt the starter when either was stuck.

Jezebel was often adorned with flowers, foliage, unmentionable garments and such when out with the lads. On one such occasion she was covered in rhubarb leaves

## KOP HILL CLIMB

Dear Editor,

I am organising a revival of the Kop Hill Climb, which was famous in the 1920s. The event website gives all the info at [www.kophillclimb.org.uk](http://www.kophillclimb.org.uk) and has recently been updated. Oxford Motor Club was involved in organizing hill climbs at Kop Hill in the 1920s and I am hopeful that they will be helping us with the revival over weekend of 26/27 September 2009 as they are affiliated to the MSA and the event would be run under their rules.

There was a commemorative run up Kop Hill in 1999 and six vintage Morris cars came along with Mr Beech and his Bullnose 1925 and there were two Cowleys including a 1916 with an 8 Tourer 1935 and a Morris Minor 1930. I have written to Malcolm McKay of the Bullnose Morris Club



and

thrashed down to

Hunstanton. Inexplicably she cut out on the way and, being a real expert in mechanical matters, I decreed to my friends that it must be electrical. Thus I held the HT lead against a plug to check for sparks while a friend pulled the starter. Seconds later I was standing several yards back still holding the detached lead. After reassembly she started and we continued on our way. Looking back, I guess it was a case of vaporisation.

Despite all her failings, Jezebel was the four wheeled love of my life – she has since had serious competition from two wheeled beasts and even women – but I have never enjoyed another car as much.

I went on to own two more Morris Eights in the Sixties (one was acquired in exchange for an old black and white TV set), before being seduced by a Triumph Mayflower. It was not until 1988 that I was to own another Eight, and this I fully restored and still maintain to an acceptable standard. And yes, these days this one has an MOT certificate. It has just been polished and serviced in readiness for next month's National Rally at Thoresby.

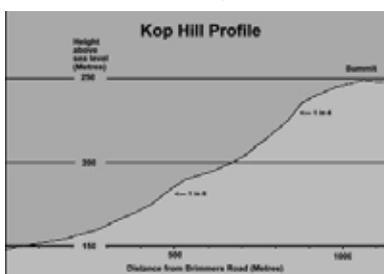
By the time this is included in the Journal the rally will be history, but you may remember me as the singer with Bog Oake - if we manage to complete the journey without incident.

*Nev Morley*  
8031/4

### Editor's Comment

*Actually, Nev, I've beaten you to it, as this is appearing BEFORE Thoresby, so I guess it serves as free advertising for Bog Oake - you can buy me a drink when we meet up!*

but I would be grateful if you could publicise our revival meeting at Kop Hill to members of the Morris Register. I can be reached by email as below. Many thanks.



*Tony Davies*  
Kop Hill Climb Organiser  
Old Rose Cottage,  
Askett Lane,  
Askett.  
Bucks.  
HP27 9LU  
01844 346 903  
[www.kophillclimb.org.uk](http://www.kophillclimb.org.uk)  
[organiser@kophillclimb.org.uk](mailto:organiser@kophillclimb.org.uk)





from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

## HOORAY - HENLEY ROYAL REGATTA

Fine weather ensured Josephine and I enjoyed a good few days of vintage car spotting, some delicious picnics and above all a splendid programme of rowing at Henley Royal Regatta this July. We did our best for the Morris cause by taking JN 1617, who upheld the Club honour in spite of a large contingent of exotica.



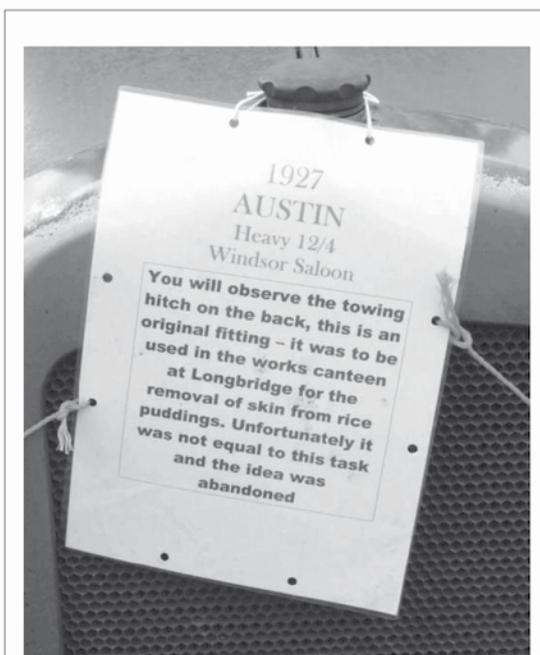
## ARDINGLY - THE CLUB'S HIDDEN JEWEL

I took time out to visit Ardingly Show on Sunday 12th July as I wanted to see what sort of show the Club were involved in running. I had always assumed that it was a modest local affair. Imagine my surprise when I discovered that it is a MEGA event!! It has to be essential viewing for all Members and I would recommend you put 10-11th July in your 2010 diary for a splendid day out. I will return to the subject at a future date but in the mean time here are some fellow Members I met, who were attending with their cars.

Philip and Julia Redman enjoy a picnic in the sunshine with their 1936 Series 1 Eight. They are the second owners of the car, which they rescued in 1975 after it had spent 8 years in a garden in Brighton, after its owner deserted it after purchasing a new car. Having spent 12 years rebuilding it, they took its original owner, by now a very elderly lady, for a drive to reacquaint her with her old and faithful friend! OW's survival is now assured after its adventures in bomb-torn Portsmouth during World War 2, and being abandoned in Brighton.



A happy Richard Buckles in his very smart Ten Four Tourer which he purchased in 1992 and spent the next nine months restoring to its present pristine condition.



This picture only goes to show the superiority of the Morris brand. I have it on good authority that the Morris Minor engaged in a similar task at Cowley was so successful that the canteen became world famous for its skinless rice puddings!

**NEW**

An extended version of Membership Meanderings, in colour, is available on the Membership section of [www.morrisregister.co.uk](http://www.morrisregister.co.uk)

## NOT A LOT OF PEOPLE KNOW THAT

You may be interested to know that as at 7th July 2009 the Club membership stands at 1438. 1293 UK and 145 overseas members. Thank you, all 790 members who are now on direct debit. If you paid by cheque this year **PLEASE** fill in a direct debit form **NOW** for your 2010 subscription, as it saves both you and the Club money and me a lot of work. You can get a copy from the Members' page on the Club website or from me.

We have at present a total of 2204 cars on record, the majority of which belong to Members. A breakdown of models is shown in the table below. There is a lot of work to do on the car data, and I do not have the requisite knowledge to complete it. Do you? If so I would appreciate your help.

COMMERCIALS	101	FOURTEEN	11	TEN (Unspecified) Series 2	30	TEN SIX Pre Series	8
COWLEY	121	ISIS	22	TEN (Unspecified) Series 3	7	TEN SIX Special Sports	4
EIGHT (Unspecified)	51	MAJOR	16	TEN FOUR (Unspecified)	25	TWELVE (Unspecified)	5
EIGHT Pre Series	108	MINOR OHC	57	TEN FOUR Pre Series	100	TWELVE Pre Series	7
EIGHT (Series 1)	552	MINOR SV	194	TEN FOUR Series 1	8	TWELVE Series 1	1
EIGHT (Series 2)	225	OXFORD	75	TEN FOUR Series 2	21	TWELVE Series 2	17
EIGHT (Series E)	248	SIXTEEN	3	TEN FOUR Series 3	4	TWELVE Series 3	23
EIGHTEEN	10	TEN (Unspec) Pre Series	60	TEN Series M	45	TWENTY	2
FIFTEEN SIX	7	TEN (Unspec) Series 1	1	TEN SIX (Unspecified)	14	TWENTY FIVE	8

## THORESBY THOUGHTS

The Membership office will decamp for the duration to the National Rally. Josephine and I will bring a computer system and large screen, plus a small exhibition of details of the Club data base and other items. Please come and see us at the caravan, where we will invite you to inspect your particulars!!!

Members with a fully correct entry in the data base will qualify for a glass of wine. Those with details missing or incomplete can treat me to one!!! We look forward to a great event and to meeting you all. Do come, even if you can't bring your Morris.

## New and returning members

# WARM WELCOME



MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS
<b>Brian Mortimer</b>	Trowbridge BA14	01225 782 654	brian_m_holt@yahoo.co.uk	1936 Eight Series 1 4 Seater Tourer
<b>David Parry</b>	Deganwy LL31	01352 700 228	david.parry@sp-projects.com	1932 Minor SV 2 Seater Tourer
<b>Richard Hankinson</b>	Llanfyllin SY22	01691 648 713	richard@rhankinson.orangehome.co.uk	1937 Ten Four Series 2 Sliding Head Saloon
<b>Keith &amp; Marie Potts</b>	Lincoln LN4	01522 887 805	kcpotts@aol.com	1935 Eight Pre-Series 4 Door Saloon
<b>Julian Meredith</b>	Sully CF64	02920 530 004	julianmeredith@yahoo.co.uk	1937 Eight Series 2 2 Door Saloon
<b>Stephen &amp; Sally Coop</b>	Northwood HA6	01923 829 989	sallycoop@yahoo.com.au	1936 Eight Series 1 2 Seater Tourer
<b>Andrew Scarrott &amp; Wen-Pin Hung</b>	Dulverton TA22	01398 320 064	andy.scarrott@gmail.com	1948 Eight Series E Saloon
<b>Roy Rogers</b>	Saxmundham IP17	01728 660 239	roysr@hotmail.co.uk	
<b>Calvin &amp; Tracy Tompkins</b>	Winchester SO21	01962 760 725	tracytompkins1@aol.com	1937 Eight Series 2 Saloon
<b>Albert Tew</b>	Uxbridge UB8	01895 237 820		1935 Ten Four Pre-Series Saloon
<b>Ronald &amp; Margaret Crabb</b>	Blandford Forum DT11	01258 454 263	maron19@yahoo.com	1937 Eight Series 1 Saloon
<b>Jonathan Jefferies</b>	Wells BA5	01749 677 141	jefferies.jon@gmail.com	1933 Minor SV 2 Door Saloon
<b>David &amp; Janice Hopkins</b>	Swansea SA2	01792 538 344		1937 Eight Series 1 Saloon
<b>Eric &amp; Margaret Johnson</b>	Balsall Common CV7	01676 531 995	ericjohnson43@msn.com	1936 Eight Series 1 2 Door Saloon
<b>Peter Clarkson</b>	Meopham DA13	01732 824 268	pjjcl@tiscali.co.uk	1935 Eight Pre-Series Saloon
<b>Ron Moore</b>	Dorking RH5	01306 711 083		
<b>Andrew &amp; Catherine Murphy</b>	Sittingbourne ME10	01795 410 858	andrewmurphy6@sky.com	1936 Eight Series 1 4 Seater Tourer
<b>Brian &amp; Sandra Walton</b>	Old Coulsdon CR5	02086 450 809	walton819@btinternet.com	1935 Ten Four Pre-Series Saloon
<b>Stephan Bilger</b>	Mettlen, Switzerland	+41 71 630 0733	spitboy@sunrise.ch	1947 Eight Series E 2 Door Saloon 1935 Ten Four Series 1 Saloon
<b>Peter &amp; Helen Willows</b>	Bath BA1	01225 312 013		1931 Minor SV 2 Seater Tourer
<b>Thomas Gibson</b>	Workington CA14	01946 830 670	handhstores@btinternet.com	1937 Eight Series 1 4 Seater Tourer
<b>Derek &amp; Hilary Leyshon-James</b>	Eaton Bishop HR2	01981 250 441		
<b>Robert &amp; Julie Harrison</b>	Lincoln LN1	01522 822 366	roseberyhouse@ntlworld.com	
<b>Peter &amp; Helen Willows</b>	Sheffield S7	0114 255 0952	helandpete2@hotmail.com	1937 Ten Series 2 Saloon
<b>Peter &amp; Dorothy James</b>	Sutton Coldfield B75	0121 378 4316	midgrdsmain@yahoo.co.uk	1938 Eight Series 2 4 Door sliding head Saloon

What's it worth? (See p2): You'll have to carry on guessing, as the car was withdrawn





## Mike Porter, DAILY EIGHT DRIVER, suffering with his pins

July sees me obliged to take a third Morris 8 for MoT this year, my everyday 8 – AUY 912. To my surprise I found a small amount of play in the nearside kingpin, the vehicle has covered 6500 miles since rebuild and fitting of new pins and bushes back in 1987 whilst in the ownership of the late Bob Clarke. The movement was so slight that I am sure I would only have an advise on MOT, however this would not do, so I decided to change the pin. I have found the pins wear more than the bushes so changed only the pin. To my further surprise I found the reason for the failure and persistent tight steering. I always felt it was difficult to grease the lower bush, the reason was it had been fitted in the wrong position with the lubrication hole misaligned thus preventing any lubrication reaching the pin and bush! So if you fail to lubricate your kingpins you can expect them to wear out in 6500 miles!

The correct thing of course is to fit new bushes and pins. I may have mentioned previously how I do this using a hand reamer, fitting one at a time and first reaming through the old into the new and subsequently through the first new finished bush into the 2nd, thus the reamer is kept inline and when I reach the second bush I am reaming the bronze not the steel lining which misalignment can cause. This happened to me once, before I determined the above method, and I ended up with one slack bush and another reamed off centre with steel to steel rubbing on one side of the bore.

I note Bob Bryan's contribution in the July edition of Morris Monthly. I would not advise anyone to use mole grips on brake pipes, I know opinion varies from don't compress them at all, to using round spacers to take away any sharpness when applying pressure, I do also know that mole grips have been used without detriment. I bow to Bob's advice and will abstain from the practice in future!

The other matter Bob referred to was the head gasket issue, indicated his correctly fitted one has covered 11000 miles without failure. I, too, have also travelled many miles without head gasket failure. 20,000 in fact. The engine failed due to overheating, but not the head gasket. I had 4 adults a child and trailer with 5 cwt gross load, and I knew things were not too good when boiling water started to hit the windscreen on the M5! However as eight engines are so durable I had a further 6 months daily use from it before a rebuild was necessary! This was in the days of 2 star petrol and I note with some interest the FBHVC report by Dr Matt Vincent in the July Morris Monthly on the subject of modern petrol and its volatility. Whenever I have suffered head gasket problems it has been on the Thoresby run on hot summer days with my Z van fully loaded and being driven at a silly speed, i.e. 55 mph with 5 cwt load. On the second occasion I was being followed by Lionel Smith whose Jeep clocked me at 62 mph! I am sure Bob shows his superb 8 saloon a lot more respect and is rewarded with reliability.

**Note: As per the July Edition of Morris Mechanicals, neither I nor the Morris Register are offering technical advice. The above is simply a diary of my experiences and no liability is accepted for anyone doing as I have done!**



## DIARY DATES

DATE	REGION	EVENT	CONTACT
<b>8-9 Aug</b>		<b>MORRIS REGISTER NATIONAL RALLY, Thoresby Park</b>	
9 Aug		Morris Day at Nuffield Place, nr. Henley-on-Thames RG9 5RY	
16 Aug		Oxford Classic Car Show, at the Lord Nuffield Club, Barracks Lane, Cowley OX4 2JX	
22 Aug	CH	Herts/Hitchin Noggin 40 Years at The Bucks Head Celebration	
22 Aug	W	West Huntspill Show, Somerset	01278 793 950
23 Aug	W	Pipers Classic Car Show, Sparkford	
29-31 Aug	SE	Rudgwick Steam And Country Show, Rudgwick, Nr. Horsham RH12 3DF	
29-31 Aug		Earls Barton Rally and Country Fayre	Mr. M.Higham 01604 811633, 07929 612397
2-6 Sep	SE	Great Dorset Steam Fair, Tarrant Hinton, Blandford Forum DT11 8HX	
6 Sep	M	Dudley Classic Car Show, Himley Hall, Nr. Dudley DY3 4DF	
12-13 Sep		Beaulieu International Autojumble	
12-13 Sep	SE	Laughton Country Show, Lewes BN8 6BN	
16 Sep	CH	Oxford Classic Car Show, at the Lord Nuffield Club, Barracks Lane, Cowley OX4 2JX	
<b>17 Sep</b>	<b>W</b>	<b>Autumn Amble</b> , starting at Cricket St. Thomas	<b>0146 075 815</b>
<b>20 Sep</b>	<b>CH</b>	<b>Milton Keynes Museum Run</b>	
20 Sep	WAL	Tredegar Park Rally	
26-27 Sep	SE	Sussex and Kent Weald Stationary Engine Group Rally, Kingsfold, Horsham RH12 3SD	
26-27 Sep		Kop Hill Climb, Princes Risborough, Bucks	01844 346 903
3 Oct		<b>MORRIS REGISTER A.G.M.</b>	



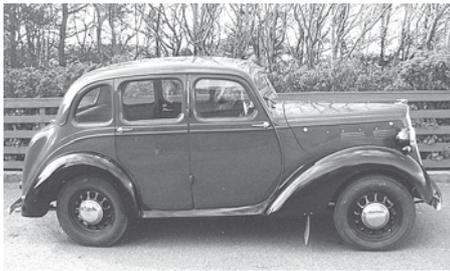
# Morris Eight in Japan



Via Harry Edwards we have received details of some Morris Eights in distant Japan. This information came to Harry via Brian Jackson in Australia but originates from Eight owner Tajuki Yabe. The fine 1936 two door example shown here is currently on sale in Tokyo, if you are tempted. Luckily I have a Japanese pupil, Kentaro Ueshima, in one of my classes, and I bribed him to phone Japan to enquire about the car. It is from a Japanese owner but was previously in a New Zealand museum. The price? 2.6 million Yen, which is about £16800. Looks like we just broke our record for the most expensive Eight!



### Car for Sale



1938 Morris 10/4 Series M  
Mileage under 50,000, used daily in summer months. 9.9 hp overhead valve, 2 litre. Maroon with black wings. Full restoration nine years ago. Original reg. book, showing 3 owners.

J. H. Nicolson  
01595 810 241 (Shetland)

### Car for Sale

1934 Minor 2 seat tourer with V5, KV6992. Part restored, rebuilt engine and rolling chassis. Body work fair condition. Many spares. Hood re-covered. Seats original. Nearly complete. £1500

David Norrington  
02476 329 988 (Nuneaton Warks)  
davenorri@tiscali.co.uk

### Parts for Sale

For Minor - all parts used. Distributor DJ4 complete, good condition £25, Carburettor vgc £70, Coil c/w steering column mounting bracket £10, 1933 style radiator surround c/w mesh. Good condition £60. 2 x 1930-31 (round badge) style radiators c/w surrounds, condition unknown, will need attention. £40 each. Steering box c/w steering wheel £35, 2 x 18 inch wire wheels. Good condition £20.

R. T. Edwards (non-member)  
01642 658 052 (N. Yorks)

### COMMERCIAL ADS

*Traders or commercial enterprises who might be interested in advertising in Morris Monthly, please contact:*

**Lionel Smith**  
**Commercial Ad. Manager**  
**01902 780 607**  
**07730 309 288**  
**lionel.p@homecall.co.uk**

### Car for Sale

1948 Morris 10 Series M  
Brown/yellow. New tyres(5), braking and steering systems, etc. Overhauled. Over £1000 spent in last two years. No rust. 11 months MoT. £300 ono (Looking for a Z van).  
Derek Tilehurst  
01323 842 935 (E. Sussex)

### Car for Sale

Morris 8 Series 1, two seater, 1936. Owned for 10 years and in running order. Off the road for 2 years and don't have time to take her out these days. Needs cosmetic restoration to restore but can be used as a running restoration project. Some spares available. £3800 ono.

Jim Panormo  
01189 788 409 (Wokingham)  
07798894687

### Car for Sale

1935 Morris 8 series 1 two door saloon, sliding head. Black/blue, blue interior, full nut/bolt restoration undertaken 30 years ago. Stored for the past 25 years until recently overhauled and now has a full 1 year's MoT. Overhauled components include: brakes, starter motor, dynamo, fuel pump and a new core radiator. This car had a new replacement (Morris) engine at time of restoration and has only covered some 4000 miles since. Original registration document present, this car has been owned by us for the past 30 years and was used daily until being placed in storage. General condition is good but some deterioration to paintwork as you would expect over the years. A very solid car. Photos can be emailed. £4250

A. Thorold  
01775 710 806 (Spalding)

### Parts Wanted

Pair of rear springs for Series 1 (1937) Morris 8. New condition needed.  
Rob Lea  
01934 838 203 (Somerset)  
robinlea@tiscali.co.uk

### Car for Sale

1946 Morris 8 Series E  
Very good condition, 12 volt conversion. Loads of spares, new and secondhand. MoT 5/8/09.  
A. Mallard  
01285 860 359 (Cirencester)

### Car for Sale

1938 Morris 8 Series 2 with sliding head. Has been the subject of a full restoration and respray in the past. Very good condition. Original log books available. 22,200 miles. £4,500ono.

The car is in Southern Ireland and I am also selling a fully equipped single axle car trailer. £1,000 ono.

Don Bolger  
00353 879151140 (mob)  
00353 529153840 (home)  
breedabolger@eircom.net

### Parts for Sale

Gearbox 4 speed from Series 3 Ten appears to be in good condition. £40.

All following parts are new:

Pr Track Rod ends pre-series Ten £20  
Pr Track Rod ends Series 2 Ten £15  
Pr Track Rod ends Series Y van £15  
Pr Track Rod ends Wolseley 10 and 12, 1936-37 £20

Kingpin set Morris S2 Ten £20  
Timing chain Morris/Wolseley 21 and 25 hp, Series 2 and 3 £10

Timing Chain 58 links 12/4 S2 & 3, 14/6 S3, 16/6 & 18/6 S2

Rear wings Ten and Twelve S2 & 3 £40 ea. 1 offside, 2 n/s  
2 n/s/f wings Ten and Twelve S2 & 3 £40 ea.

Radiator surround Ten S3 £15  
Radiator surround post-war M10 £15  
R. T. Edwards (non-member)  
01642 658 052 (N. Yorks)

### SMALL ADS

*should be posted/emailed to:*

**Rob Symonds, 49 Gorsy Road, Quinton, B'ham B32 2SJ 0121 682 0640**

**theeditor@morrisregister.co.uk**

*Free for members (max 1 car per month) Non-members: please contact for charges.*

#### Parts Wanted

For 1934 Ten Four: 2 Rear shock absorber link arms, nearside front running board bracket  
The 2 round hand nuts that hold down air cleaner/silencer, 1 long brass wheel nut, rear shock absorber adjuster screw and nut, HT plug lead insulated support bracket that holds leads away from silencer and attaches to cylinder head studs, 2 rear handbrake cable adjustment wing nuts, N/S and O/S rear hub nuts, 2 front shock absorber link arms, 2 front pear shaped shock absorbers, 2 rear rubber bump stop metal surrounds, 6 rear brake drum screws, front hub washer the first one that goes on stub axle and supports felt seal, gearbox drain plug.

Bob Nash  
01485 520 476  
(King's Lynn)

#### Parts Wanted

For 1931 Morris Minor:  
Rear hub & axle shaft (near side), Part No: 35344.  
Ted Spiller  
01845 522 811  
(Thirsk, N. Yorks)

#### Parts for Sale

For Morris 8 Series 1 & 2: head gaskets (new old stock), £28 each. Wheelbrace for Morris 8 Series 1 & 2, & E, £4. Morris 8 Series 1 & 2 bonnet, £20. Also various engine bits and window winding mechanisms.  
Bev Marks  
01823 412 328  
07885627186  
(Taunton)

#### Parts Wanted

My Ying Yang is broken! Does anyone have a spare Ying Yang radiator mascot for my 1934 Pre Series Morris 8 Tourer?  
Mike Capper  
01722 716 845  
(Nr. Salisbury)  
mjcaps.capper@virgin.net

#### Car Wanted

Morris 8 pre Series or Series I, two or 4 seater tourer in good working condition.  
Bernard Lawrence  
0208 527 269  
(Walthamstow) 1/2

#### Parts Offered

Morris 8: Shortly available for free to anyone who will collect by appointment: engine block, crankshaft and conrods (dated Dec. 1937), rear seat squab and cushion in blue leather for 1938 saloon, tatty but useable.  
Nick Kent  
01763 247 639  
(North Herts)

#### Parts Wanted

Pair of rear springs for Series 1 (1937) Morris 8. New condition needed.  
Rob Lea  
01934 838 203  
robinlea@tiscali.co.uk  
(Somerset)

#### Car Wanted

Morris 10/4 in any condition running or non runner.  
Michael and Helen Paulley  
tndrt@btinternet.com  
01384 221 029  
W.Mids)

#### Car Wanted

Series E Tourer: condition not important. Quick payment. Any distance.  
Lionel Smith  
01902 780 607  
07730 309 288  
(Wolverhampton)

#### Parts Wanted

For 1933 Minor: brake pedal.  
John Mason  
01689 858 546 (Sevenoaks)

#### Parts Wanted

For 1935-6 Morris 8 saloon: petrol filler neck and cap (must be original with angled grommet), pair headlamps (early type), dynamo pulley, steering box and column for reconditioning, wiper motor, spindle type, in good condition.  
Nick Kent  
01763 247 639  
(North Herts)

#### Parts for Sale

For those members with commercial vehicles: Recently obtained: 30x5, 32x6, 600x20 and 650x20 tyres.  
Tony Etheridge 01923 231 699  
24 hr ansaphone.  
(Watford)

#### Parts Wanted

For Morris 8 Four seater tourer: side screens, front and back, any condition, but frames must be good. If not, does anyone have any patterns I could borrow, please?  
Chris Rodgers  
01246 590 015  
(Chesterfield)

#### Parts for Sale

For Morris 8: 3 gearboxes, 8 halfshafts, diffs, propshaft, hubs, steering + axle, steering box + shaft, master cylinder, sumps, cyl heads, 2 speedos, pet guage, ammeter, clutches, p plates. Job lot £350.  
R. W. Osborne  
01473 710 405  
07923 46686  
(Ipswich)

#### Items for Sale

Operation Manual for Morris Twelve-Four Series 111. Well thumbed cover but good internals £12-50 incl p&p.  
Morris 10 1935 onwards Pickavent King Pin Reamer, also suitable for Austin 10 hp from 1937. Still boxed with spare cutter. £17.50 incl p&p.  
Mike Capper  
01722 716 845  
(Nr. Salisbury)  
mjcaps.capper@virgin.net



# TYRES

## TONY ETHERIDGE



(Club Member)

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04/10

Please submit pictures of interest to the Editor



This rare 1932 Minor 4 seater recently surfaced near Guildford. It is one of only three known to the Vintage Minor Register and came to light via the executors of the previous owner, Sid O'Connell. Being reluctant to scrap the car they made contact with the Register. It was auctioned in the annual summer online minor parts auction and I was lucky enough to become the car's new guardian. With help from fellow Morris Register member Simon Hodgins the car finally hit the road after more than 40 years of storage, albeit by trailer! The body is rough and the chassis has some light bending to the front leg but is otherwise sound, there is extensive wood worm to all plywood parts but it is complete. Harry Edwards is helping to recover the original reg. no. for me and with the car came two 1935 tax discs, a 1962 tax disc, the buff logbook and also an oil painting of the car which apparently toured Europe in the 1950s. It was last used when the owner lived in London and evidence suggests the car spent some time outside before being dry stored at the Guildford address, where it was midway through a bowdenex cable conversion on the brakes using family 8 hydraulic brake parts and a rewire! My best guess is that it was taxed just before the MoT was introduced in 1961 but the new MoT system saw it taken off the road for repairs/restoration. The previous owner also applied to the Morris 8 Tourer Club for membership but never took it up as I have the unreturned application forms and letter from honorary treasurer C. J. Weeds, a sample Journal with leaflet heralding the final publishing of Harry's 8 information manual, plus 1966 newsletter. Perhaps if the club had been joined the car would have made it on to the register and would have then been known to the club. A long restoration is anticipated!

*Toby Sears*

