

# MORRIS MONTHLY



**Volume 50**

**Number 8**

**August 2010**



**NEWSLETTER OF THE MORRIS REGISTER**

*The world's biggest club for enthusiasts of  
vehicles designed before 1st January 1940*

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

**ARDINGLY  
IN COLOUR**



# MORRIS MONTHLY

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NEWSLETTER OF THE MORRIS REGISTER

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## EDITOR **Rob Symonds** writes:

Well, here we are again at Thoresby time and judging by the numbers which Malcolm Dixon has been quoting for entries, it looks like being a bumper turnout. By the time you get this Morris Monthly there will only be a few days to go, but remember, even if you haven't entered in advance you can still turn up on the day in either your Morris or a modern car, so there is still time to decide to come!



On a much more prosaic level, in these slightly taxing times for the Register, I'd like to reiterate my "vision" for Morris Monthly: it is plainly and simply to celebrate our mutual enjoyment of our cars, full stop. It is not to provide a forum for the disaffected and undemocratic. If any member has a beef about the running of the club, then the rules, recently available again in the Handbook, make it clear how the club is administered and what the appropriate channels are for raising issues. I have come under a little pressure lately for not printing some items with a political spin to them and some contributors have demanded that their submissions be printed unedited. I'm afraid it doesn't work like that, and I intend to continue to discharge responsibly the clearly independent rôle granted to the Editor. I'd like to take this opportunity to thank the Executive of the club for endorsing my recent actions in these respects.

Enjoy Thoresby, and send in your pictures!

Cover Picture: Series Es at Thoresby in 2009 with Brian Martin's 4 door sliding head saloon in the foreground



## The Morris Register

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

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

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

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



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The views expressed by the Editor, advertisers and other contributors are their own and do not necessarily reflect the policies of the Morris Register.

The Morris Register accepts no liability for the consequences of following contributors' advice.

**CHAIRMAN Dave Harris writes:**

This will be my penultimate "Chairman writes". I was given some good news recently - fortunately my eyesight is not as bad as first feared but I still have an underlying problem which could arise again.



Over the past few months I have been to a couple of the 50th Anniversary gatherings. The first one was at the Tramway Museum at Crich in Derbyshire which was a superb weekend, it was good to see so many Morris'es running up and down the main street in the tramway village, it was a shame that it was raining at the time.

The second event was the Ardingly Vintage and Classic Vehicle Show, this year the Morris Register had its own marquee which displayed the club van and the chrome Minor chassis, John and Jo Nagle had their display and "office" where non-members could join, also the club shop was present. We had a special members only area where they could partake in a glass of Nagle wine and rest their weary feet.

Unfortunately due to other commitments I was unable to attend the Transpennine event and the Oxford Bus Museum show clashed with the Crich event.

Gloria and I will be attending the 50th Anniversary Tour of Wales joining the members at Llangollen for the weekend and are very much looking forward to the event.

Before then, however, I look forward to seeing many of you at our 50th Anniversary National Rally at Thoresby.

**DEADLINE**

14th of the month prior to publication

**WEBSITE**

www.morrisregister.co.uk

Contact: Jim Riglar, Webmaster

jimriglar@blueyonder.co.uk

**PASSWORD** changes this month to **fenpaw**

**SMALL ADS**

Post/email 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.

**COMMERCIAL ADS**

Traders or commercial enterprises interested in advertising in Morris Monthly, please contact:

Dave Harris, 6 St. Cuthbert's Road, Lostock Hall, Preston, Lancs PR5 5TJ 01772 626 723  
 thechairman@morrisregister.co.uk

**NON ARRIVALS**

It is aimed to post out Morris Monthly on the 1st of every month. If, after a few days' grace, your copy has not arrived, then please contact the Membership Secretary, John Nagle (details at the top of the page).

**PRINTED BY**

PAGEFAST PRINT & PUBLISHING  
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# er Spares Service

**CONTACTS:**

By phone: 07950 972 401 (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!





A self-taught mechanic from West End has spent thousands of hours painstakingly restoring a 1934 Morris Minor and now he wants to trace the former owners.  
**SIMON CARR** reports.

**D**O YOU know this car? This is the appeal from a Hampshire granddad-cum-grease monkey who has lovingly restored a 75-year-old Morris Minor to the way it would have looked in its heyday after buying it as a pile of broken down rusty parts. Arthur Sainsbury's restoration mission started 15 years ago when he read an advert in the *Daily Echo*. After seeing the sorry remains of the old banger for sale he negotiated a price of £350.

Now after shelling out a further £1,500 and thousands of hours labour, the West End pensioner has realised his dream and transformed the old heap into a collector's item that he believes would fetch more than £5,000 at auction.

Having just finished rebuilding the car's body the 74-year-old retired ship worker wants to rebuild its history and is appealing to *Daily Echo* readers to help.

He said: "It has been a labour of love for me, I couldn't have done it otherwise."

"If I sold the car, with the time I've put in my pay would probably work out at tuppence an hour



## Minor's major feat

"I would love to find out what the car was used for in its heyday and hear from people who owned it or their families.

"I suppose it is sentimental, something to do with me being about the same age as the car.

"When I was younger there used to be loads of these on the road, you don't get them anymore, most of them have rusted away to nothing."

Confident that his pride and joy would be a veritable treasure trove of memories he tracked down previous owners,

but found some of them had died or were untraceable.

From those he could speak to he built up a sketchy history of the 1934 Morris Minor.

It was bought new for £127.50 by Edgar Forder, of Southampton, it was later owned by a Mr P Snook, of Totton, and then it passed to David Whettingsteel, also of Totton, who took it in exchange for some painting and decorating work he had carried out.

Later it was owned by a Mr

Brown, of Freemantle, and 'Eric', of Titchfield, before it ended up in the hands of Arthur who collected the pieces from a barn.

Over the years Arthur has already owned more than 30 vehicles including several vans and motorbikes with sidecars. Of these he has breathed life back into include an orange cheese-shaped Bond Bug and an Austin Big Seven.

He said: "I remember being in my garage holding a rusty part and thinking 'I know where that goes' and from that point on I was always in the garage and before I knew it I'd completely restored my first car.

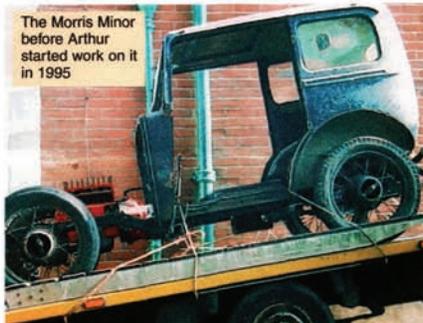
"I think it's good for the head, I go to bed thinking 'how the hell am I going to do that?' When I wake up in the morning I just go and do it." The self-taught mechanic believes he was able to restore the car thanks to the skills he learnt as an upholsterer travelling the world on the QE2 and military vessels and toiling at Southampton docks.

It is also possible that engine oil runs through his veins as his brothers both shared a

passion for restoring cars with Denis setting up Solent Bodybuilders, in Segensworth, and David taking on some of Arthur's projects.

The dad-of-one believes the car may have been off the road for a total of 40 years and he's going to take his first trip in it this summer, planning to use the vintage car to go for picnics in the New Forest with his wife Sylvia.

Despite having just completed the massive project Arthur admitted: "I went to see a lovely Trojan Heinkel bubble



The Morris Minor before Arthur started work on it in 1995



Arthur and his fully restored work of art

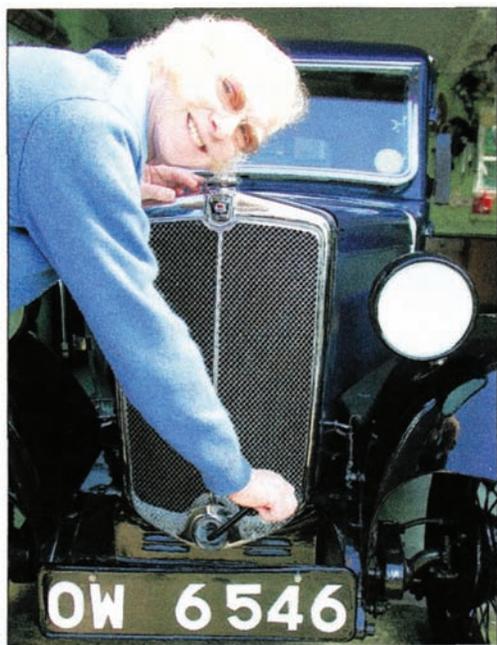
### TIMELINE

- 1934 - Model OW 6546 rolls off the production line in Oxford
- MARCH 1935 - A Mr Forder buys the car as new
- JULY 1936 - Arthur Sainsbury born.
- SEPTEMBER 1947 - A Mr Snook buys the vintage Morris Minor.
- 1951 - Arthur passes his driving test.
- JANUARY 1969 - A Mr Whettingsteel notices a rusty car in a shed and takes it in exchange for work done.
- JULY 1969 - A Mr Brown buys the car.
- LATE 1969 - A man known only as 'Eric' comes into possession of the car.
- 1995 - Arthur picks up the rusty remains of the car and a massive restoration project begins.
- APRIL 2010 - Arthur completes the project and becomes the proud owner of a beautifully restored Morris Minor.

Watch online at [dailyecho.co.uk](http://dailyecho.co.uk)

WATCH ONLINE [dailyecho.co.uk](http://dailyecho.co.uk)

car the other day, it was a bit rusty but I'm thinking about it, although it would take a long time. "My wife is horrified, but if someone shows me the right car I've got to have it." ■ If you or a family member know anything about a 1934 Morris Minor with the Southampton registration of OW 6546 email [simon.carr@dailyecho.co.uk](mailto:simon.carr@dailyecho.co.uk)



Member Arthur Sainsbury of Southampton sent in the above cutting from the Southern Daily Echo of May 8th, which featured the story of his 1934 Morris Minor's restoration and his request for local information about the car. Their website at [www.dailyecho.co.uk](http://www.dailyecho.co.uk) is also said to feature a video of the car, but I'm afraid your Editor couldn't locate it when he tried to find it.

Not content with this media success, Arthur managed to get a similar feature printed in the Hampshire Chronicle a few days later and the picture on the left was featured in their article.

If your Morris ever gets into the paper, please send details to the Editor!





from SECRETARY, **Mike Brears**

## EXECUTIVE COMMITTEE ISSUES

Whilst the minutes of the last Executive Meeting will not be available for a little while two important issues were raised at the meeting, the first is dealt with here and was a question from Bob Dean, a Midland Region member.

Bob's question was - **“What is the exact situation regarding the acquisition of the company name “Morris Register Limited” and what is being done to heal the rift between the Executive and Mr. Smith?”**

In view of the delicate nature and sensitivities from both sides on this issue we felt obliged to take professional advice on the matter and the following is a copy of the statement that was handed out at the meeting on Saturday 24th July 2010.

**The situation regarding the acquisition of the company name “Morris Register Limited” by the Club is as follows:**

1. For some time now the Executive Committee have been looking at protecting the members of the Morris Register from personal liability for the debts and obligations of the Morris Register as the Morris Register is what is known as an “unincorporated association”. While the assets of the Morris Register are held by MoClub Limited, this does not protect the individual members of the Morris Register from personal liability for the debts and obligations incurred by and on behalf of the Morris Register.

After taking professional advice, the Executive Committee were advised that it would be prudent for the assets of MoClub Limited and the Morris Register to be transferred to what is known as a “company limited by guarantee”. This would involve the setting up of a new limited company. The aim of which would be to ensure that the members of the new limited company would have what is known as limited liability, and would therefore be protected from personal liability, whilst still replicating the rules of the Morris Register so that each member of the new company would be entitled to 1 vote each, provided that they had paid their yearly subscription. The benefit of a company limited by guarantee, as opposed to a company limited by Shares (such as MoClub Limited) is that there are no shares, which means the administrative burden is far less, and also prevents members from transferring or selling their shares to each other or third parties, or requiring that the company be wound up and the remaining assets to be distributed to the shareholders. In addition a company limited by guarantee can be structured and operated as a club, yet still have the protection of limited liability for the members.

2. At that time, the Executive Committee were advised that it would be sensible for the new company to be called “Morris Register Limited”, which was a name which the Executive Committee were considering at the time adopting to remove the anomaly that the Club is called the Morris Register yet the limited company holding the Club's assets is called “MoClub Limited”. Given the potential costs of setting up a new company, and transferring the assets of MoClub Limited to the new company including legal and tax advice the Executive Committee decided to investigate other possible options. In the meantime it was agreed that it would be prudent to change the name of MoClub Limited to the Morris Register Limited to ensure that the name “Morris Register” could not be used by anyone else, as it is not possible to “reserve” a name at Companies House. The intention would then be, if it was decided by the Members of the Morris Register to proceed with incorporating a company limited by guarantee, that Morris Register Limited (formerly MoClub Limited) would change its name again, thereby ensuring that the name “Morris Register” would be available at Companies House for the new company limited by guarantee to be incorporated with. The change of name would be simultaneous with the incorporation of the new company.
3. To change the name of MoClub Limited, a resolution of the shareholders of MoClub Limited would need to be passed. The Executive Committee believe that it was common knowledge that it was the desire of the Executive Committee to use the name “Morris Register” and that it was intended that MoClub Limited would be changing its name to Morris Register Limited. (We understand that Mr Smith together with others was informed of this at the NEC in 2009). On the 24th of April 2010 the resolution of the shareholders of MoClub Limited to change the name of MoClub Limited to Morris Register was duly passed, and the resolution sent to Companies House for the Change of Name to be effected.

4. Unfortunately however the Club Secretary was advised by Companies House that the name “Morris Register” was already in use, and therefore MoClub Limited could not change its name to the Morris Register Limited. After making further investigations at Companies House it was discovered that a company was incorporated on the 25th of November 2009 under the name “Morris Register Limited”, the directors and shareholders of that company being Lionel Smith and Faye Pritchard.
5. On 10th May 2010 the Club Secretary wrote to Mr. Smith asking him why he registered a company with a name which he knew the Executive Committee were intending to use (Morris Register) and a request that he “hand over this company to the Club for the benefit of the members”.
6. On 24th May 2010 Mr. Smith issued a letter to the Executive Committee explaining his actions and that it was his intention to pass it (the name) to the Club when the membership have agreed to a new structure for the Club. The matters referred to by Mr. Smith included the management of the Club, the publication of the agenda for all meetings to be published in the Monthly Magazine prior to the meeting taking place, the publication of the minutes of all meeting in the next issue of the Monthly Magazine, and that all members should be equal shareholders in the limited company.
7. On 6th June 2010 the Club Secretary wrote to Mr. Smith answering his main points of dispute and invited him to the Executive Committee meeting on 24th July 2010 to explain to the Executive Committee why he acted as he did. We understand that Mr. Smith has declined to attend this meeting.
8. On at least two separate occasions Mr. Smith has been contacted by a committee member from the same region to establish if there was any common ground upon which negotiations could begin. On both occasions we understand that these entreaties were rejected.
9. Following the last attempt to negotiate the Chairman contacted the Club’s solicitors to establish the Club’s legal position and following advice from the solicitors a letter was issued to Mr. Smith on 1st July 2010 setting out the Club’s position. In the letter to Mr. Smith, it was stated that the Club and MoClub Limited would like to deal with matters amicably and that if Mr. Smith had any grievances with either MoClub Limited and/or the Executive of the Morris Register that these should be raised accordingly. The letter also requested that the directors of the Morris Register Limited sign an undertaking to agree to, on request by the Club, to change the name of Morris Register Limited to a name other than the Morris Register, so to enable MoClub Limited to change its name to the Morris Register Limited, and advised the directors of the Morris Register Limited that if the undertaking was not signed and returned within the 14 day time limit set out in the letter that the Club’s solicitors had been instructed to commence legal proceedings. To date, the Club’s solicitors have not received a response.
10. Subject to further discussions, the Executive Committee’s current position is that:-
  - a. It is still the desire of the Executive Committee to proceed with a company limited by guarantee, but at this time, the costs are prohibitive and therefore the Executive Committee are looking at alternative options before putting proposals to the members.
  - b. The rules of the Morris Register clearly state that each member is entitled to one vote each, and that it is the members who elect the Executive Committee, who in turn are the officers of MoClub Limited and who hold the shares in MoClub Limited on behalf of the Club.
  - c. The rules of the Morris Register are clear as to how a member may propose changes to the Club’s rules and procedure both at the AGM, and any EGM.
  - d. If Mr. Smith is unhappy in the way in which the Club is run, then the appropriate course of action is to follow the procedure set out in the Club’s rules and propose amendments to be voted on by the members, and that Mr Smith should not be seeking to impose change by making the transfer of the name “Morris Register” conditional upon certain actions being taken and/or amendments to the Club’s rules and procedures being made.
  - e. On the advice from the Club’s solicitors, the Club does have sufficient grounds to challenge the registration of the name “Morris Register Limited” as being what is known as an opportunistic registration at the Company Names Tribunal.

Statement Ends

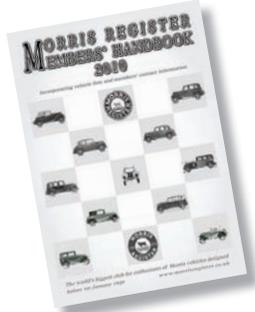
**In addition to this statement a summary prepared by the Club’s solicitors on the legal position of the Club/Limited Company is included as a separate flyer. Whilst a lot of what the summary contains is set in legal terms it sets out an explanation of the differences between what we have and what we would like – if we had the money!**

## JOHN PADDOCK

It is with much sadness and regret we have to announce the death of John Paddock who passed away on the 13th June.

John was a member who joined the club in the early 70s and attended many of the rallies such as Quexpo near Margate and Stanford Hall, and was one of the first members to attend the Manekin Piss Rally in Belgium with his wife Iris. In the latter years John and Iris spent many happy hours on their narrow boat. Our thoughts go out to Iris and his family.

*Beatrice Wisdom*



## HANDBOOK HORRORS

Two errors reported so far in the new Handbook:

1. Treasurer Philip Butland's phone number had the wrong dialling code. Correct number is 01323 843 080.
2. In the Vehicle List by Type Section, on page 22, the subheading should, of course, be Eight Series 2 and not Eight Series 1.

Any more to report? If so, contact the Membership Secretary to update an inaccurate record, or Morris Monthly Editor to correct a typo.

## AN APPEAL

Last month we had an appeal to find a particular car this month we have another one but for a different reason. Back in the 1980s a gentleman by the name of John Rowe spent ten years restoring a 1931 Oxford Six registration number JSV 727. In 1993 he took part in the Norwich Union Classic Run in the Oxford and having successfully completed the event received his finisher's medal.

When the car was sold, the then owner, a John Hinchcliffe asked John for the medal to go with the car as part of the sale, John refused on the basis that he had spent a considerable amount of time working on this car and the NU medal was the only tangible thing to remind him of 10 years labour. John is now 80 and wishes to pass the medal on to the current owner of JSV 727 before he dies.

As far as I can establish this particular registration number does not appear in the Club database so if anybody knows the whereabouts of a 1931 Morris Oxford Six, its registration number in 1993 was JSV 727, please would they like to contact John Rowe, 1 Moorland View, Birdsedge, Huddersfield, HD8 8XP, 01484 605 077. Oh and by the way the car was affectionately known to all as "Bessie".

from **WEBMASTER,**  
**Jim Riglar**

*Web  
Wise*



## 8MVS MAILING LIST

Alun Spillman, the 8MVS Co-ordinator, has obtained the services of a number of members to form a working party to explore options for taking the 8MVS forward. He has set a demanding timetable to identify and explore various electronic communication options before canvassing 8MVS members and presenting results to the Executive in October. I will be providing support to the working party. In preparation for that future work, in whatever form it might take, I have taken the opportunity during July to undertake some house-keeping of the 8MVS mailing list. As a result 40 registered e-mail accounts (a mix of non, lapsed, current and one unverified member) have been removed. In the case of current members, removal has been at their request. There are currently 153 email accounts registered on the system belonging to 147 Morris Register members (6 members use multiple e-mail accounts).

## FORUM

Use of the forum is steady, with 333 Posts on 120 topics having been made. Currently there are 161 registered members on the system. In order to avoid what may be nugatory work, changes to ease access to the forum are on hold until the 8MVS working party recommendations have been reviewed and a way ahead determined.

## ONLINE SHOP

Initial work on providing an on-line shop facility is underway. At this stage it is not possible to say when the "shop" will go live, but it is intended that this will be in phases – probably clothing followed by publications and spares.

## I'LL TUBE IF YOUTUBE

Follow these two links for videos of the recent Morris Register Anniversary events at Crich and Oxford Bus Museums in June:

<http://www.youtube.com/watch?v=KJdney1GGck>

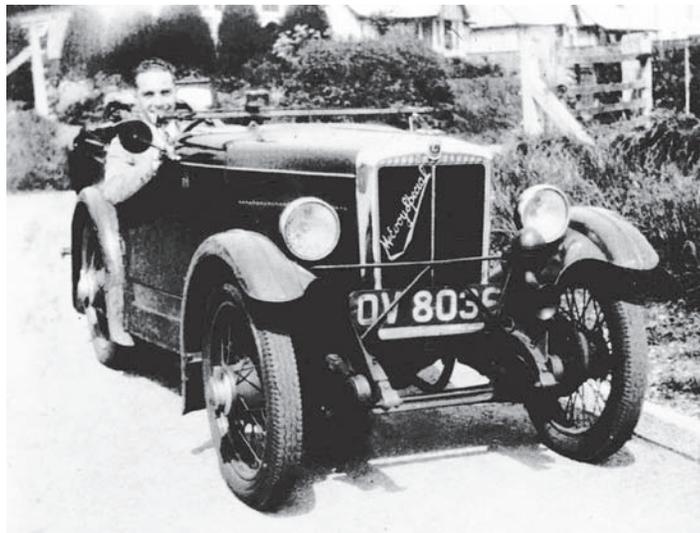
and <http://www.youtube.com/watch?v=1CHhzBevcr4>



## JENSEN and McEVOY MINOR NOTES

(Part 2)

Harry Edwards



**OV 8036:** The photograph of this McEvoy Minor Special was taken in 1935 when the car was owned by one A.A.Burgess, who lent me the photograph in February 1965. At the time he lived at Deeping St. James, Lincolnshire. As with a number of people who lent me photographs to copy, he may well not still be with us. He had no connection with Col. McEvoy.

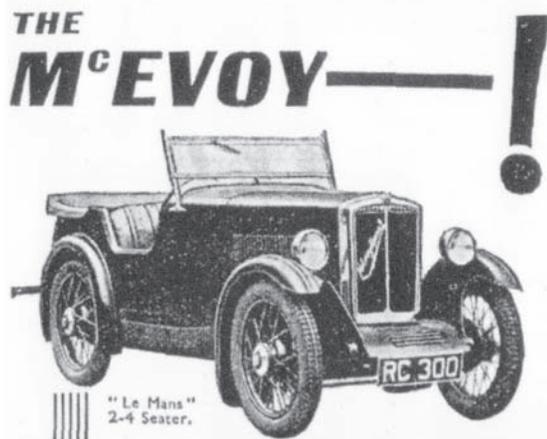
**YD 4198:** This in my estimation is a Jensen Minor Special, Chassis SV 13467, 1932 model. As mentioned in Part 1, McEvoy didn't make any of the Minor bodies himself.

Left: OV 8036 McEvoy Special, registered Birmingham 1932.  
[Photo: A.A. Burgess]

**RC 300:** This is a Jensen made body which went to Col. McEvoy to work his magic to the engine, etc. It then became the prototype McEvoy Minor Special. Chassis number SV 7012, Unfortunately it has lost its original registration (RC 300 is now on a 2.5 litre B.M.W.) and it now carries the Cheshire registration number "7360 TU". Had this number previously been issued it would date to about December 1963, in fact the reversed TU series were originally only issued up to number 5744 at that period. Higher numbers were subsequently used as "Age Related" numbers by the D.V.L.A. Of the car itself, as 7360 TU it was auctioned by Cristies at Beaulieu 10th July 1989, the buyer paid a total of £4,683 for it.



Right YD 4198, Somerset registered in 1943. As found by James Peacop. Chassis number 13467. Photo taken in 1964.



**RC 666 (not illustrated):** Another RC prefix registration. It would be nice to get a glimpse of the Derby B records which, for 1933, are held in the Derbyshire Records Office, County Hall, Matlock, and Derbyshire, to see how many of the Morris Specials are recorded for 1933. Also The Kithead Trust has records covering the RC series from 1932 onwards. RC 666 was/is on a McEvoy Minor Special according to R.M.Serjeatson in the Wolseley Hornet Special Club magazine of Spring 1991.

**EC 9783:** A Westmorland registration series issued right at the end of 1931, and because of its overhead valve engine etc. it could be something of a puzzle. However research by Ian Grace reveals that the car is a hybrid made by a chap called Jack Birkbeck who lived in the Lake District. The engine is an ohv unit (M 337971) taken from a 1931 5cwt van, while the chassis is later, coming from a side-valve Minor SV 31636.

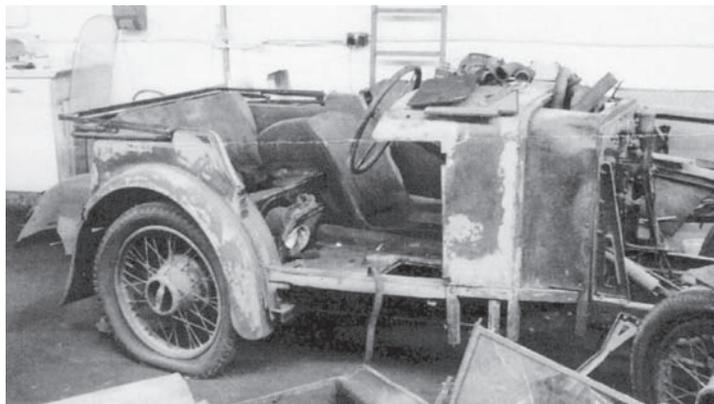
Right: EC 9783 is a Westmorland registration dating to December 1931. Photograph was taken at Morris Register National Rally at Stamford Hall in 1981, when the car was owned by Frank Turner of Shropshire.

[Photo: Harry Edwards]



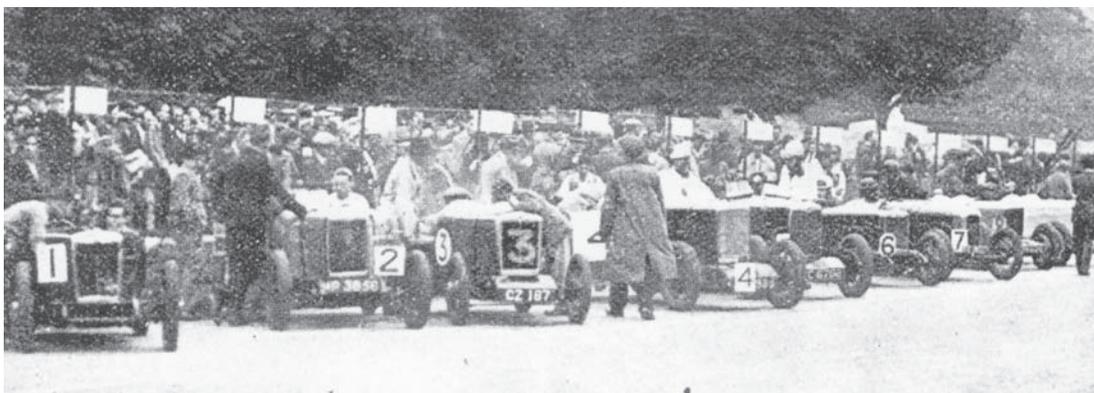
**NV 2803:** Chassis number 31897, engine 32543A. This appears to be a Jensen bodied Minor and was owned in June 1972 by Simon Charles Marriage who lived at the time near Ipswich, Suffolk.

Right: NV 2803, McEvoy Morris Minor Special, registered in Northamptonshire in 1933, presumably awaiting restoration. [Photo: Ian Grace of Vintage Minor Register]

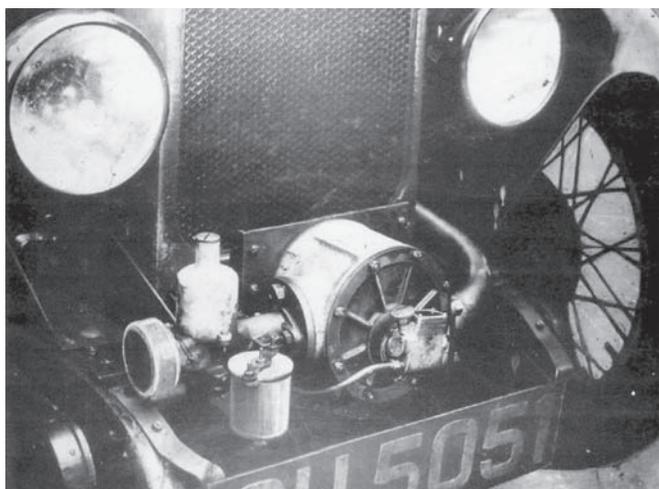


**EMY 834:** The picture (left) shows what was/is a Jensen bodied Minor, 1933. Re-registered EMY 834 in Middlesex in 1950, this Jensen body when new was described as a "Le Mans type 2-4 seater". Once owned by B.N.Marks of Middlesex. Original registration is unknown.

**CZ 187:** Jensen made the bodywork for the Sullivan Special Minor. This is the registration of one of at least two made. In the Ulster T.T. in September 1933, W Sullivan entered a Sullivan Morris Minor in the 750cc class and Richard A. Jensen himself also entered the same event in another Sullivan Morris Minor.

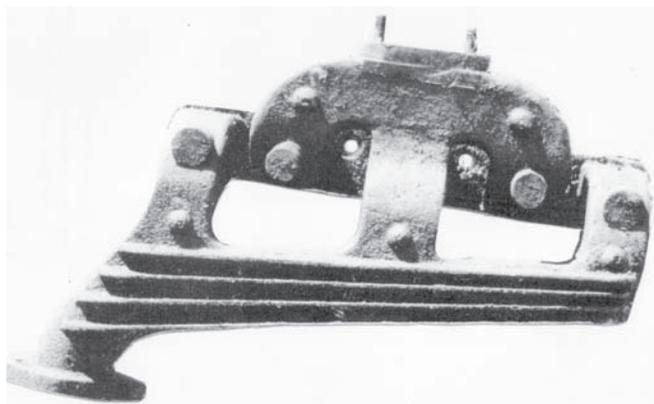


Above: CZ 187 (centre), one of 14 starters in the Phoenix Park Junior in Dublin, September 1932. Morris Minor McEvoy Special driven by W. Sullivan.



**OU 5051(?):** The picture (left) shows the Zoller Supercharger fitted by McEvoy on some vehicles. What would appear to be a Minor on this photograph is more likely to be a Triumph Seven. The registration number has the first letter with a rounded top, suggesting "CU" which would be too late, being 1948. "GU" from 1929 is not considered as the shock absorbers are later, "SU" series is 1948, "QU" is the series used for imported cars. By elimination, then, this vehicle would be "OU 5051", registered in Hampshire in 1930.

Right: Special manifold by McEvoy, as used on the Model 90 McEvoy Special Morris Minor. [Photo: Ian Grace]



## Letters to the Historian

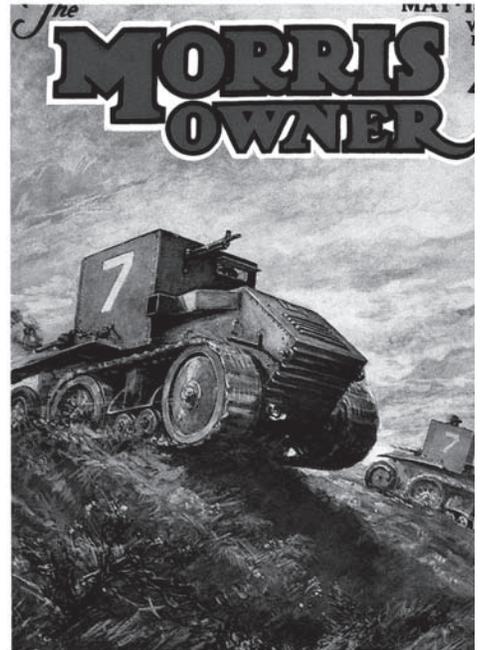


Dear Sir,  
I have recently taken over from Stephen Morris as Editor of 'Minor Matters' and as such I receive the Morris Register Magazine 'Morris Monthly' which you kindly send each month with a compliments slip.

One of our members sent me the attached photo of a postcard which, as you can see, shows a young lad reading the Morris Motors publication, 'The Morris Owner.' As this predates the Morris Minor I thought I would forward it to you in case you would be interested in printing it in your magazine. As our member Alice Wood says, the cover is unusual in that it appears to show a couple of tanks! Best regards and greetings from the Morris Minor Owners Club.

Yours etc.

Nicola Parkins  
Editor, Minor Matters  
Morris Minor Owners Club



*(Historian's note: The young boy had a copy of the Morris Owner for May 1927. The cover illustration shown here is an artists' impression of the Morris Martel tank. I covered the story of this vehicle in my "In Focus" articles in The Journal (now replaced by Morris Monthly) issue for Spring 1972 (Vol 6 No.5).)*

Dear Sir,

I am writing to you on behalf of my father, John Wray. I have heard from my good friend, Robin Wills, that you are the foremost expert with whom to pass and glean information to and from about pre-war Morris cars.

In about 1935 Hilda and Maisie Vickers bought a 1931 Tickford hooded Morris Oxford Tourer. It was deep blue with back mud guards. It was probably registered in their mother's name, Edith Vickers, of "The Raikes", Wells Promenade, Ilkley. The car was a Southport registered vehicle WM 6477 and we think the first owner had been chauffeur driven, but that is speculation, not fact. During the war, the car was commandeered by an ambulance company and was run all through the war as an ambulance for "sitting cases" in the West Riding, specifically Bradford and Leeds. My Great Aunt Hilda Vickers was an ambulance driver at this time and occasionally she would get her own car from the pool to drive the injured about in.

In 1952, possibly '53, my father became the owner/driver of the car although his mother was probably registered keeper. Her name was Bessie Wray of Heysham and she acquired it from her sisters, Hilda and Maisie Vickers. The car remained with the Wray family from Heysham Head days to Leck Villa near Kirby Lonsdale and on to Wray House, Wray. My father always regretted selling the car and now recalls it more as a steal than a sale. He believes it went without a log book to Colin Woods of Bentham. Not long after the sale, my father's sister, Ann Halstead, saw the car on a transporter heading towards Scotland on the M6. Would it be possible that one of the club members knows this car or its whereabouts?

Yours etc.

R W Gledhill  
Croxdale  
Durham

*(Historian's note: This 1931 Morris Oxford Six, chassis number LA 20612, engine number 24654, registered Southport 10th June 1931, WM 6477, with a Tickford Head Saloon Body, has figured in membership of the Morris Register since your father's sister saw it on the way to Scotland! The first name we have recorded is W. Horner, date not known, but in 1977 a John Stocks became a member of our club. The subsequent owner was member 3268, John Patterson of Dumfries (see picture top right) who had the car until it was owned by Tony Plowright, member from Chilwell, Nottingham. Here he is shown (picture bottom right) operating the hood mechanism. I have no details of the present owners).*

**Please send any items for REGISTER RETRO to  
HARRY EDWARDS, Wellwood Farm,  
Lower Stock Road, West Hanningfield, Chelmsford,  
Essex CM2 8UY**



*Left:  
The Tickford Morris Oxford when owned  
in 1979 by John Paterson of Dumfries.*

*Below:  
Tony Plowright with the Tickford  
bodied Oxford. WM 6477.*



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# THINGS COULD ONLY GET BETTER?

(Part 2)

Peter Sanders

The Minor went very well and had a top speed of about 60 mph. However, the cable brakes were appalling and no matter how much they were re-adjusted I could never get it to pull up in a straight line. The suspension was either rock hard in the dry or bouncy in the wet. Many years later I discovered that friction shock absorbers should be greased.

I could not stand that for long. I salvaged some telescopic and various lever arm shock absorbers from a scrap yard, ignoring a Hillman Aerominx sports car that was on offer for £40. After experimenting I got a reasonably good ride. I found a small dump of derelict cars in a copse hidden from public view and found a fairly complete 1933-

34 Morris Minor family saloon with hydraulic brakes. I removed the whole braking system and transferred them to CG2453. It was an easy job and transformed to match or even excel modern vehicles. Later I fitted it with a four-speed gearbox that bolted straight without any modifications. That boosted acceleration tremendously.

The Morris Minor served me well. If I could get an afternoon off I would belt down to Brighton in the summer. On return from one of these jaunts I ran a big end when driving flat out. A couple of miles further on at Pease Pottage was an MG specialist. I can't remember if I drove or pushed the car there. They repaired the big end and a few days later I collected the car and re-fitted the con-rod myself. Silly when you think about it now but it seemed the right thing to do at the time.

Apart from using the Minor as a day-to-day workhorse in my job it became a focal point outside various rendezvous in London. It's amazing to think about it now, I could park almost anywhere. Once

I got past security on the strength of Press Card and parked in the House of Commons car park. Several times I left the Minor in the police pound off Tottenham Court Road when I went to the nearby Spaghetti House. There was very little chance of vandalism which would be likely today. As I said

it was a different world.

I think it was around 1960 that I began to get notes left on my windscreen urging me to join the newly formed Morris Eight Tourer Club. I went to the next meeting at the Two Chairmen pub in Westminster, where I was warmly

welcomed. The members were very keen and most, like me, were using their cars as daily transport. Harry Edwards, Beverley Hicks, Roy Chasmar, Roy Hogg, Mike Turner, Cliff Pratt were among them. The girl who left the notes on my windscreen drove a white and black Minor the same year as mine. Unfortunately I have forgotten her name. There was also another founder member named Barry who I think was a pal of Beverley Hicks.

Harry Edwards was the link pin in the club, circulating a brief newsletter and by today's standards a crudely printed Journal as well as a very useful and informative manual for the Morris Eight. I still have to this day.

I went on one of the early Brighton runs which was in February in light snow. There was little formality and we finally lined up on the Brighton front for a fish and chip lunch. Harry filmed the event which was later screened with the Ride of the Valkeries as background music.

It was always good to meet fellow enthusiasts. The Minor was no longer just a means of transport that anyone could buy.

The Minor was a very versatile car. I now had a regular girl friend named Sue who now occupied the passenger seat. Sue was very slim and leggy and at a pinch we could get another passenger on the bench seat. Sue sat in the middle with the gear stick between her knees. This arrangement

gave a whole new frisson to the art of double de-clutching. The one occasion when we picked up a friend his girlfriend had to sit on his knee. We had only gone a few miles when we were pulled in by a motorcycle speed cop. "Of course I am in control of this car officer," I replied to his interrogation. He did not believe me but let me off with a caution. We continued on with three of us side by side but my



Peter and Sue on the banks of the Seine in 2004.



The Eight Jensen Special on the Autumn Amble in Brittany in 2009, where it won the "Spirit of the Rally" Trophy.

friend had to get a bus the rest of the way. Sue and I competed in driving tests held in sandpits and organised by Mike Turner who acted as the Essex events secretary. We also went on a club rally to Beaulieu. A memorable occasion as Roy Hogg, who on being presented with the rally prize, made an uncalled for remark which embarrassed Lord Montague. I don't think we have ever been invited back again.

Just before the MoT test was enforced the Ministry and Police set up a temporary road block on the A12 at Romford, stopping vehicles they thought were likely to fail. As I had to write the story I went as a sort of agent provocateur in the Minor. As I approached I sensed the testers eyes light up with glee as I was hauled. I had the last laugh. They were astounded that the Minor passed with flying colours.

At around this time I met a Frenchman who had a profound affect on me – Jacques Goudou. He was a cartoonist, artist, antique forger, womaniser, a loveable rogue – but very charismatic. He was enthusiastic about everything and moved around in a kind of ambitious dreamworld in cloud of Gauloise cigarette smoke. We got on like a house on fire.

Although he successfully published his cartoons in France he was keen to market them in England. Could I help? Well, I did my best. But translating French humour into English is well nigh impossible. Definitely unfunny and scores were rejected.

Jacques fell in love with the Minor. "I must have a car like yours," he said one day.

I had heard that there was a Morris 8 Jensen lying in the gutter at West Ealing. It was well-known in the club but no-one was interested. We went that very night to look at it.

Under the streetlights in the pouring rain it looked shiny. In actual fact it was another derelict – flat tyres, a rear mudguard falling off and the wiring like a burnt out bird's nest. I wanted to walk away, but Jacques insisted on finding the owner. After ten minutes of door knocking we found him... an Irishman who did not take a lot of persuading to come along to the nearest pub.

Several pints of Guinness later a deal was struck and Jacques handed over £10 for the car. Next morning

Jacques announced that he had to return to France and could I collect his car. Jacques was actually going back to collect his Social Security money as back home he had a wife from whom he was separated and four small children to support.

Harry Edwards and I collected the Jensen a few days later, the Morris Minor acting as tow car.

I have previously written in the Journal about the Jensen restoration and its rescue from destruction at our local council tip. I got the Jensen up and running so I laid up the Minor and continued to use the Jensen.

Sue and I continued to see Jacques and his family in Normandy where Jacques lived in a converted railway carriage or a medieval donjon where he exhibited his rather kitsch paintings of urchins and glamour girls.

He came to stay with us for a while and made the Jensen over to me – afraid that I would give him the bill for the restoration. In fact it was only a handbrushed "makeover" Jacques continued his Bohemian lifestyle. He appeared on my doorstep briefly one evening en route to the Dover with a brand new MG Midget outside. He said : "allo" with a beaming smile, grabbed a hasty coffee and roared off into the night. Half an hour later there was a hammering at the front door and a disraught lady demanded: "Where's Jacques – where's my MG?" She then roared off in hot pursuit.

I don't think she ever caught up because when we went over to see him the MG was in his front garden with a Triumph TR6.

Jacques had another girl half his age in his life and more children. It did not last. Neither did our friendship with Jacques.

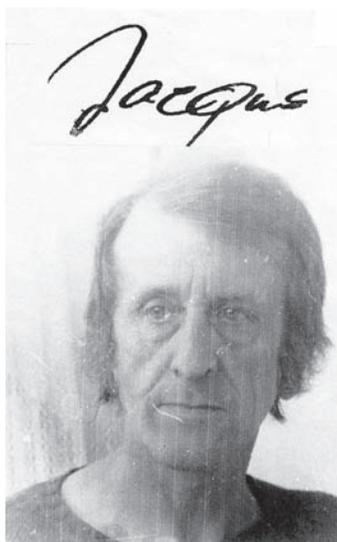
Unfortunately, I also parted with the Minor as I had bought a 1932 Alvis – but that's another story.

Sue and I got married and have lived happily ever after. We now make an annual trip to France in the Jensen. Somehow I feel another adventure coming on.

Footnote on Jacques:

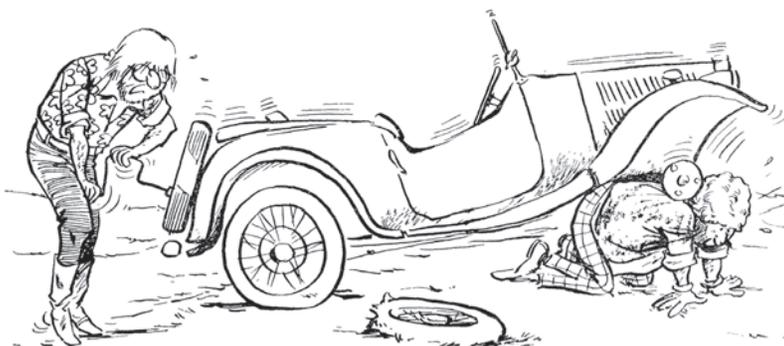
I do not know whether he is still alive as he would be pushing 90. His name has never been mentioned by his ex-girlfriend's family and I dare not raise the matter with them!

However, he has a habit of popping up unexpectedly - just be wary!



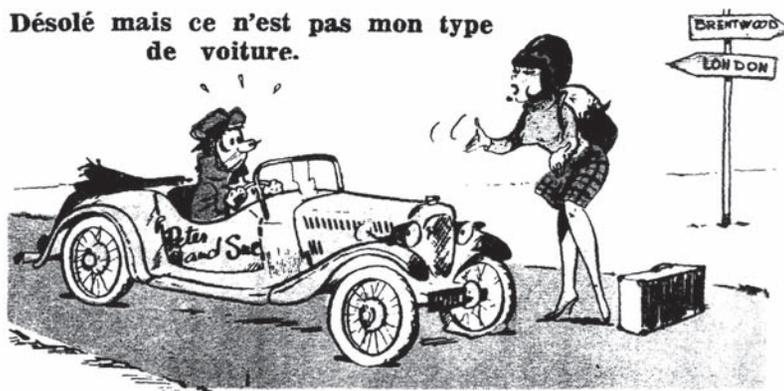
Jacques Goudou

Below: two of his cartoons featuring Peter's Jensen Special



— Ça peut arriver à tout le monde d'oublier son cric !

Anyone can forget the jack!



Désolé mais ce n'est pas mon type de voiture.

"Sorry, but it's not my kind of car."



# Regional Round Up



## WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



EDITOR: Tom Bourne M.B.E., 02920 703 482 [morris@tombourne.fsnet.co.uk](mailto:morris@tombourne.fsnet.co.uk)  
1 Clinton Road, Penarth, Vale of Glamorgan. CF64 3JB

### EDITORIAL



As usual, June was a good month for old Morrisies to venture out to the Noggin and Natter at the Aubrey Arms, and we were able to enjoy the open air as we chatted around the cars and reminisced over the previous weekend at Tredegar Park. Amongst the many topics discussed in depth was where the Calormeter needle should point to when the engine is fully warmed up. There seemed to be a consensus that it should be lined up with the "L" of "Normal", but we would be interested to know the experience of others in this respect, particularly how far the needle would have to move towards "Boil" before remedial action or panic is called for? There were also questions about the recent correspondence about

issues at the Executive, and I was able to explain the background to the best of my knowledge. As regional secretary I am also on the Executive Committee, and will be pleased to answer any questions from any members in Wales on what is happening at the Executive meetings, agendas, etc.

I hope that all who can have entered for the National Rally at Thoresby, and I look forward to seeing you there.

### THE ANNIVERSARY TREASURE HUNT

Early morning on Sunday 4th July saw us back in the Aubrey Arms car park, collecting our instructions for the special all-day treasure hunt. In view of the date we were asked to give our team a name with an American flavour before setting off up the A48 and taking the first turn right. The route mostly centred on the Hensol forest, and surrounding villages such as Welsh St Donats. The forest was a good place for clues, and we had to walk along some of the footpaths into the forest to find clues. Because the weeds had grown up since the design of the route, the organisers had been out early that morning trampling the grass down so that the clues were visible. The villages and farms were also good sources of clues, and we saw parts of the Vale that were totally new to us. There were also photo clues that we had to look for along the route.

There was a good turn out of Morrisies, together with the M\*zd\* MX5 of John and Irene Belgion – we thought perhaps that their lack of altitude would be a disadvantage in seeing clues, but this turned out not to be the case. The morning pit stop was at The Wild Fig Fruit Farm in Peterstone Super Ely, where we enjoyed cups of tea/coffee and delicious farm cakes and ice creams. The rain that had

been forecast started here; Cyril Ridley had made progress on the roof of his 8 2-seater, but the hood frame by itself without a covering didn't do much to keep the rain out. Fortunately the rain developed into no more than light drizzle.

Eventually we found ourselves back on the A48 and tantalisingly going past the Aubrey Arms, but lunch was not to be this early. More clues were to be found down the lanes past Llantrithid and back through Llancafarn. Having gained a much better knowledge of the geography of the Vale of Glamorgan, we were then able to relax over a late lunch at the Aubrey Arms while the marking took place. The marking was very close, and with the tensions of "reverse order" results, John and Irene Belgion came in third place, Tom and Catherine Bourne in second, and the winners by a margin were Cyril Ridley and Beryl, non the worse for working in the rain! The Morris Register Wooden Spoon, which had been specially designed and produced for the occasion, went to the tail enders.

Our thanks go to Bernard and Louise for all the work they put into planning and organising the event.

## The Morris Register

### 50<sup>th</sup> Anniversary

### Tour of Wales

15 - 20 September 2010

### Old Cars – New Friends

### Hen Geir - Ffrindiau Newydd



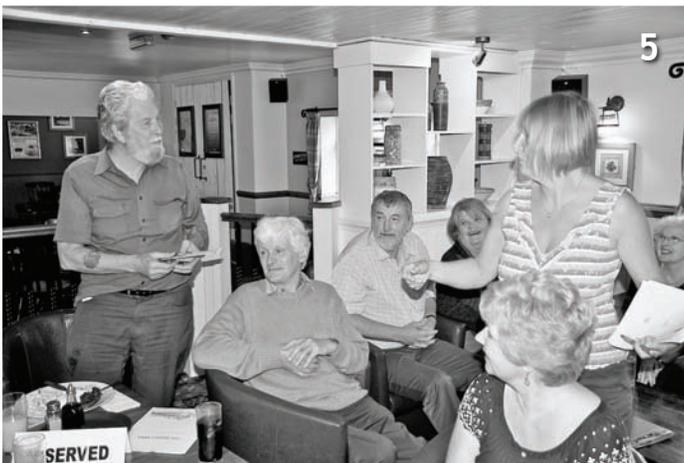


Photo 1 The first two teams read their instructions before setting off  
 Photo 2 "Will we ever see them again?" think the organisers  
 Photo 3 A committee meeting discusses the eligibility of cars without a roof!  
 Photo 4 Bernard and Louise announce the results  
 Photo 5 Prize for first place goes to Cyril Ridley  
 Photo 6 The Morris Register Wooden Spoon is proudly received by Dave and Ruth Hicks

Entries are coming in well for the Anniversary Tour of Wales, some for the whole route, and others for part only. This is a final reminder that if you want to stay in the overnight stops you need to book accommodation as soon as possible, as the provisional reservations we made can't be held any longer.

If you will be joining in the local events, particularly in Pembrokeshire, at the Great Orme, and in Llangollen, we do need to finalise the numbers by the end of August, so could you please let me have your entry form and details as soon as possible. We look forward to a really good turnout for these.

A provisional route has now been issued and is available on the website. This will be followed up closer to the date with a detailed route. Depending on the availability of local members, we will be able to plan meeting points along the route where we can stop for a chat/cup of tea/etc. Please let me know when and where you would like to join in as soon as possible.

Members taking part in at least half a day of the Tour will be eligible for Register Anniversary car badge.

Full details, including the provisional route, are on the Register web site, under "events" in the members' section, or by post from me.



## CHAIRMAN'S CHAT

This year has been busy but July 10/11th was the pinnacle for the South East Region. Our main event of the year is the Ardingly Classic and Vintage Vehicle Show. It is the largest show of its kind within our area as well as being the best and I'm not just saying that because our region runs in conjunction with Horsham Historics! We prayed for good weather. We got wall to wall sunshine...it was a real scorcher!

Wednesday, Caroline and I arrived to peg and rope up the Vintage motorcycle section where we anticipated the 195 bikes entered for Saturday and Sunday would be displayed. Colin Holden and Marion Kay joined us and got stuck in while I made sure that all was well at the Morris Register marquee which had been set up for Jeff Anderson.

As retired South East Chairman, this was also his last Ardingly show and 22nd year spent running the vintage car section and this year he arranged the special Morris display for our 50th anniversary. We were expecting Bob Beaumont, Dave Harris and Mike Brears. John Nagle arrived loaded down with equipment for his display which included a screen showing non-stop Morris pictures. He brought white round tables, some of which were put in a members' area, each one sporting a beautiful flower display, all in red, white, blue and gold flowers. All these were produced by yet another South East member, Liz

Thomas who also organizes our Noggin and Natter nights besides running the Craft Marquee for Ardingly along with her husband Ken.

Inside the tent we had the Morris Eight van together with the early chromed Morris minor chassis. It all looked very smart and welcoming. At least five new members signed along the dotted line! Outside Jeff had arranged the rest of the Morris including four from Holland adorned with orange regalia.

We must thank everyone who took part, the Saturday afternoon Jazz band from Kent who added so much to the atmosphere and especially all those who made it a success. Sunday afternoon Bob Beaumont our president kindly cut our celebratory cake and a few short speeches were made while masses of photographs were being taken.

Now we look forward to next year's show. As our marquee worked so well we hope to continue with it. We know already that Tony and Sarah Wiltshire are looking forward to displaying our favourite cars to advantage.

We are now searching for willing volunteers to help out at the Ardingly 2011, so please South East Region Members please contact me. My telephone number is on the top of the page and my email is: [timothyharris@talktalk.net](mailto:timothyharris@talktalk.net).

You will enjoy it, meet lots of new friends and have a super camping weekend.  
*Tim Harris*

## ARDINGLY SHOW SECRETARY'S VISIT FROM HER HOSPITAL BED

Just as planned, the ambulance arrived to take me along for my visit to the show at 2.00pm. Allison, our driver, arranged the special vehicle which takes wheelchairs.

We were soon passing the Exhibitors' entrance and could see the low-loads in their area and next we pulled in to the yellow gate where I was unloaded. First thing I saw was our painted mobile store looking excellent. Nearby was the Carters' Scammels, both looking good and especially their own trailer matching Christine's.

Everywhere I looked were fine displays of exhibits, included in the wood-working area the old HH Marquee used for displaying wood and tools, etc.. I looked in the Abergavenny Building, which was nearly full of cycles on display and the free flight planes all having a good time there.

After greetings from most of the Harris family at the Fair, it was over to CAMRA for a very welcome half of Harvey's - which went down well. Then a visit to HH Marquee and a good show of Austins where I got caught on camera by Joan Boyer.

Next marquee was the MR one as the 50th for the club had a special

display and even a jazz band. Then I went up to the motorcycles, moving on to see the commercials, steam, stationary engines, and back down and round to the car clubs stopping for a rest with Tony and Sarah (to give Ray a rest!).

Moving on past the street cars and the boats we went in to the model show and outside displays. I visited the Trade area and thanked Graham for his help. Down by the auto-jumble I found Rose and Arthur in their usual spot. We were just starting back when we heard on the handset, "Anybody seen Audrey?" - so couldn't escape! I was so pleased to see everything in its right place - as we planned - and thank you all for putting on a smashing show and again great thanks to Allison for arranging my trip. I was over the moon with everything.

Ray and I wish to thank everybody for all the hard work they have done with greatest thanks to Brian and Chris for taking all of Audrey's work, including the HH Newsletters. Finally, for all the best wishes and cards I have received I thank you.

*Audrey Frampton*

### ARDINGLY VINTAGE & CLASSIC VEHICLE SHOW

10/11th JULY 2010



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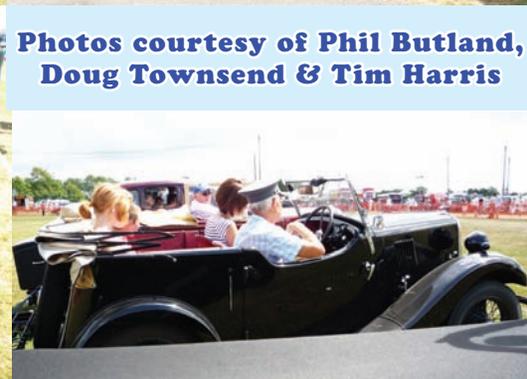
[www.ardinglyvcvshow.org.uk](http://www.ardinglyvcvshow.org.uk)



## ARDINGLY 2010



Photos courtesy of Phil Butland,  
Doug Townsend & Tim Harris





# THE RED ROSE



North West Region Newsletter

EDITOR: Tom Taylor on 01772 316 598 e-mail: t.taylo@o2.co.uk  
57 Clough Avenue, Walton-le-Dale, Preston, Lancashire, PR5 4LQ

If you read every word in your Morris Monthly, (and why ever would you not?) you will have seen the brief report of Ralph Winstanley's serious accident in Scotland which has resulted in him being hospitalised in Hamilton pending a move to special facilities in Glasgow. Ralph's daughter Katie keeps me informed of progress almost every day and I'm glad to say Ralph now seems to be making some signs of progress after three weeks in intensive care. Ralph is no longer reliant on dialysis although his kidneys are not yet functioning correctly, and he continues to be sedated at times to stabilise his breathing whilst a tracheotomy is pending to cope with his collapsed left lung. Katie tells me Ralph is slowly regaining consciousness and is now listed as 'stable' and no longer on the critical list. Katie has also asked me to pass on grateful thanks from the family for all the messages of concern and support they have received from Register members.

We spent a very enjoyable day last Saturday parading in the Lostock Hall Carnival, thanks to perfect weather and a highly enthusiastic crowd lining the whole processional route. Register Chairman Dave Harris and Gloria led the Morris contingent in their Ten/Four Tourer, with "Maurice" and I following on behind, complete, it seemed, with all the world's grandchildren hanging out of my windows waving to spectators. Jeremy Parker's re-fettled Two Seater Eight behaved impeccably now the misfiring has been traced to a faulty coil, whilst Mel and Millie Ashcroft's Series II Eight and Neil and Christine Trusloves Pre-Series Ten/Four made up the rest of our section of the parade. Alison's range of guest beers at The Anchor made our thirsty tour of the village worthwhile, and why is it that normally revolting hot dogs and burgers with onions taste heavenly when barbecued outside and washed down with one's favourite tittle?

The big event in the offing is of course the Register's National Rally at Thoresby Hall on the weekend of 7th and 8th August, which is just a day or so away depending on where and when you are reading this. I have just seen Rally Organiser Malcolm Dixon's e-mail to 8MVS members reporting that over sixty Morris Eights are booked in for the event, which suggests we will have another cracking weekend once again. I shall be staying as usual at my farmhouse B & B together with Ronnie Johnston and

Kath who will be driving the Eight Two Seater down from Glasgow as they did last year. No mean feat!

Just a reminder that the Welsh Region members are organising a 'Round Wales Tour' as their means of celebrating the Morris Register's Golden Anniversary. Running between 15th and 20th September, the Tour will be adjacent to the North West Region on Saturday 18th when the tourists travel between Llandudno and Llangollen where a Celebration Dinner will be held at The Chain Bridge Hotel. Chairman Dave Harris will be attending to present the commemorative badges and he is hoping that a few more of our North West members will be able to convoy their Morris cars to Llangollen to join in the celebration. Although I was originally intending to join them, it happens to be Kate's Dad's 80th Birthday that day and I dare not miss the family party having done just that last year to be at Thoresby when I should have been at Kate's stepmother's 70th birthday party! Also on the 19th September as a prelude to the 2011 North West Annual Gathering at the same venue, Gary Clarke is arranging a show of cars at Manchester Airport's Concorde Suite to promote the attraction which will include for participants a tour of the famous airliner now housed in the purpose built accommodation. Get in touch with Gary if you would like to join in, but you can also wait until next June if you prefer!

Finally, as you may have spotted in the Cars for Sale section, 'Maurice' the Morris Eight is having to make way for a Twelve/Four which at the moment I am keeping my fingers crossed will be taking his place. I will really miss the charm which the Morris Eight has and the attention you attract when out driving one or on display at a showground. How often do you hear someone say 'My dad had one of those' or 'I passed my driving test in a Morris Eight' I daresay you will all have heard something similar at sometime and know exactly what I mean.

I should really end by thanking Editor Rob Symonds for making such a good job of the Crich photographic report in the centre pages of the July issue of Mo Mo. I just fired off as many photographs to Rob as I could and he has managed to select a dozen which capture the setting and the occasion perfectly. Well Done Rob! - and Happy Morris Motoring to all.



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5/10





# The Yellow Pages

No.393



CONTACT: Norma Cook 01245 284 202 email: normaj.cook@googlemail.com

## EAST ANGLIA REGION AGM SATURDAY 15th MAY 2010

Once again the region's AGM was held at The Ship Inn Tiptree in Essex. I suppose from memory there were probably nearer 30 attendees. Whilst it is perhaps unfortunate that more members do not attend so that we can have the whole of the conservatory to ourselves, by the time the meeting actually started the other diners in the restaurant had fortunately left! My recollection was that included in those that did attend from the far corners of the region were David and Chris Illsley from North Norfolk, Jenny and Peter Brown from Cambridge and ourselves from Ipswich in the far East. That did mean there were representatives from all four counties comprising our region. I am surprised that more members did not attend. At a little under £14 per head it was very good value and apart from that it was an excellent meal. The coffee was subsidised from regions funds.

Reminiscing, the AGMs in the distant past were held in the middle of winter and the turnout was better than it is now. It was moved to May to get better weather, lighter nights but still the punters do not appear! Furthermore in the past we all ventured out in period cars as basically that is all we had although some still do! One must not dwell on the past and we must remember that times have changed but I would like to thank the committee for organising the event. Olive and I had a very pleasant evening.

Moving onto June my thoughts were definitely on Stock Village Hall some time in the mid 1960s as I turned into Stock Road, West Hanningfield, Essex and spotted the Telephone Engineer's van parked by the roadside. Olive then pointed out beyond the van was the Ship Public House venue for the East Anglia lunchtime gathering. There on the car park were parked some six or so Morris Eights with not a tourer, two seater or any other make to be seen! It was a gorgeous day and fortunately we were able to pull together several tables to seat the sixteen members in attendance. No 1 Harry was there, as he said he only lived round the corner so he had to make it. So were other regular members but it was nice to see Pauline and Jill Packman and grandson Cameron from Billericay. I was expecting higher numbers knowing how well the Essex Noggin is attended but we do belong to a purely voluntary organisation so if members show up, it is good to see them. If they do not it gives us another topic of conversation! Discuss matters of political importance we did, and other non political matters and then a bit about the club lorry! The lunch time event concluded by Tony Nathan producing a delicious mouth watering cake by Jane. Adorned it was as we would expect by a Morris car and the 50 year logo. A splendid get together. Thanks to the organisers and let's hope for a bumper turnout in Norfolk on Saturday 25 September 2010.

Ivan Rooke

## LET THEM EAT (MORE) CAKE

At their quarterly gathering, East Anglia Region members celebrated the 50th Anniversary of the Morris Register in now traditional style with a cake, seen here being cut by Historian Harry Edwards.



## EAST ANGLIA EVENTS

- 12/13 Sept:** Barleylands Essex Country Show, 01268 290 228
- 25 Sept:** Norfolk Saturday lunchtime meet - venue tba
- 26 Sept:** Battlesbridge Classic Vehicle Show: shows@battlesbridge.com, 01268 769 000
- 9 Oct:** East Anglia Committee Meeting Laurie or Norma Cook, 01245 284 202
- 10 Oct:** Castle Point Transport Museum Society 31st Annual Show, 01268 684 272 (answer phone)
- 11 Dec:** Christmas Noggin, Great Leighs Village Hall
- 2011**
- Feb:** East Anglia Committee Meeting Laurie or Norma Cook 01245 284202





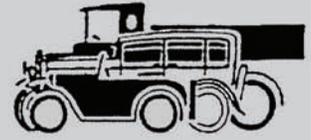
# ARDINGLY 2010







# GILTERN'S GATTER



EDITOR: Doug Townsend 01753 883 547 email: [bullnosemorris@tiscali.co.uk](mailto:bullnosemorris@tiscali.co.uk)  
"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL9 8LP

## OXFORD BUS MUSEUM (see also photos in last month's edition)

An amazing 67 cars were on Parade to celebrate the 50th Anniversary of the Clubs formation. From 10.00 onwards a steady stream of Morrisies poured in to The Oxford Bus Museum, At one point I wondered where we would put them all. Staff from the museum were on hand to park the cars, which they did with great care and patience. People came from quite long distances, like; Dorset, Herefordshire, Leicestershire, Somerset and Wilts, to name but a few. There were a lot of different models, predominated by the Eights, but with a great variety of others from Bullnoses/Flatnoses through to a Series M 10 of 1947. We had one calamity, which befell John Farrell, who brought along his Eight, which is under restoration by trailer. En route the sunshine roof was blown off and run over by a following car. Fortunately Frank Darby has one that is available as a pattern. We hit the high spots with Roger Needle being interviewed on Radio Oxford on Saturday June 12th which was good for publicity. We then had a BBC South Camera Crew arrive on the day. They took shots of the Cars and then interviewed Doug Townsend. The TV shots appeared on BBC South both on the 19.30 Local News and also on the 22.15 Local News. All good publicity for the Club. Members and the public enjoyed lots of conversations and there was great interest in all the cars, members also enjoyed going around the museum with special attention being paid to the Morris Museum, which if you have not been, is well worth a visit.

The day ended with the presentation by Mike Brears, Club Secretary, of the Cups for "the car I would like to take home" chosen by the members. The winner was Ray Blackwell with his 1934 Morris Oxford from Hazlemere Bucks, the runner-up was Colin Hall and his 1935 15/6 Coupé from Ware in Herts. Mike Brears then presented the Museum with a mounted copy of the Anniversary Badge to commemorate the day.

We also ran a competition for Children, the winners were invited to choose their own prize from the Museum Shop, which was a rather nice touch. The day ended with a stream of cars leaving the museum having collected the Anniversary badges. I think I can say a great day was had by all.

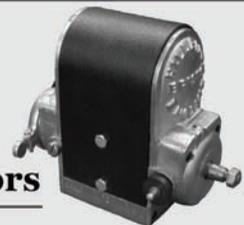
Doug Townsend  
Our thanks go to Roger Needle, Doug Townsend, John Powell, Terry Ponting (printing) and Terry Wigington (Children's Quiz) and all those who helped in anyway on the day.



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## EDITORIAL

What a great day we had at Oxford! Apart from that very brief shower the weather was superb. Thank you to everyone who booked and arrived on the day. We had 68 book-in and 64 came, one booking is still somewhere in the post as it never arrived, but thankfully Mike Rayson came on the day. As I write this I am reminded that I have to prepare the Series 2 10/4 for its trip to Ardingly and back on Saturday. I have not received any Noggin News, no doubt everyone is busy with holidays and events. Hope you are all pleased with your 50th Anniversary badges, I think they are great. What a super idea our Chairman had to issue them to everyone who attends an Anniversary Rally.

## MY RESTORATION

Emily or APO 906 is a March 1935 pre Series Morris 8, 2 door saloon with sliding head or sunroof. She was purchased by me 2 years ago from Preston in Lancashire. She required mainly a new loom and a complete re-upholstery job. I rebuilt the seats and then these were re-upholstered by Alan Geator of Goring on Thames, still to do are the door and rear panels, and the window trims, together with headlining and carpets. The door windows are still to be fitted. With regards to the electrics, I am indebted to Brian Spence of the Sherbucks Noggin who has been so helpful whenever I have pestered him with problems, and the electrical parts he has refurbished for me. I have also had lots of advice from other members of the Noggin for which I am most grateful. The main re-wire has been completed by Phil James of Wokingham. The tyres on the car are badly perished and these will need to be changed, since re-commissioning the engine and filling the radiator with water it has sprung quite a bad leak, so more expense to come!!!!

This has been written by me to celebrate the 50th year of the Morris Register Anniversary event at the Oxford Bus Museum on 13th June.

I now have a tale of woe to add to the above story of the restoration,

so far. I worked on the car over the previous week to get a lot of outstanding jobs completed, these included putting in the windscreen, fitting seats and doors. I picked up a hired trailer on Saturday and loaded the car on Sunday morning. My wife and I left in plenty of time aiming to arrive between 11 and 12 noon. We left the M4 at Junction 8/9 heading for the A404 to then join the M40. A motorist pulled alongside us, wound down his window and yelled "You have lost your roof". Yes, the sliding head which was temporarily held in awaiting a new headlining had blown off. As we were on a dual carriageway it took us 10 minutes to get back to it. As you can imagine a lot of traffic had passed over it, reducing it to kindling wood. Was I distraught or what!!! A friendly Biker and passenger took pity on me and managed to stop the traffic enabling me to retrieve the many pieces that it was now in. Had I put a cover over the car or indeed removed the sliding head this would never have happened. Because the doors had no windows fitted, the air blowing through the car just lifted it off. However after thanking the Biker we resumed our journey. On our later than planned arrival we explained to Reception our sad story and everyone was very sympathetic. We had a short shower of rain a few minutes later but fellow members helped me cover the car to protect the upholstery. Despite the setbacks we both enjoyed the rest of the day. I must thank Frank Darby for giving me a replacement sliding head that can be used to continue the restoration.

I cannot wait to get the car on the road, using it for shows and I look forward to the great pleasure I know I will have from using it.

My thanks to Brian Spence who along with myself took 20 minutes video footage of the Oxford Bus Event, this I have edited down to 10 minutes. This can be seen on YouTube. Just type into You Tube The Morris Register - 50th Anniversary and you will be able to view, trust you like it, it is a nice reminder of a great day.

My thanks to all of you who are sending in articles for the Chatter, please keep sending them, with photos if possible, if sending photos by email please do not reduce the size.

Request: can you let me have details of any events in your area? Many thanks.

*Doug Townsend*



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## WRINKLIES WITH A DIFFERENCE

Pat and Di Nethercott have opened their garden in the past for charitable purposes. However, health and safety raised its ugly head together with the need for very expensive Public Liability Insurance which would have wiped out any profit for a good cause. So Pat suggested we had a Wrinklies Lunch in their garden, Pat had sold some bits and raised enough money to meet the cost of providing the eats and drinks, someone suggested that all who attend paid just as if we were going to a Pub for our lunch and that was agreed.

Well, the day dawned absolutely perfect and 25 of us gathered at mid-day in Pat and Di's beautiful garden, it was so hot on June 2nd that the large sun umbrellas really came into their own and 25 of us sat down to a magnificent lunch all prepared by Di with some help from a relative.

Of course before and after the meal the blokes were in Pat's garage inspecting his current restoration a 1927 4 door Flatnose saloon, the garage without doubt is a mini museum with so much crammed in, you can just imagine all the chat that went on.

Afterlunch tea or coffee were served and a great day was had by all, as the chat went on late into the afternoon. Then a rush to buy from Di's plant stall, what a display and all home grown!

Of course the main purpose of the day was to raise money for the local Rotary and their support of Shelter Box who send boxes of goodies and equipment to disaster areas. When Pat rang and told me that we had raised £420.00 I was amazed, as were Rotary who added £80 to make up the £500.00 required for a set of boxes. So well done the Sherbuck's Noggin for your very generous giving. We anticipate this will become an annual event. *Seil Knirw*



## CHILTERN'S EVENTS

- 4 Aug:** Wrinklies Lunch then on to the event below:  
Classics on the Common at Croxley Green from 12 noon
- 15 Aug:** Ley Hill Common Village Show 12.00 - 16.00
- 30 Aug:** Littlewick Green Show
- 1 Sept:** WRINKLIES: contact Doug Townsend 01753 883 547
- 3 Sept:** Committee Meeting at Roger Clitheroe's home
- 4 Sept:** Cookham Regatta
- 12 Sept:** Amersham Heritage Day
- 19 Sept:** Classics on Croxley Green and Carters Steam Fair
- 25/26 Sept:** Kop Hill Event
- 20 Nov:** SKITTLES NIGHT with supper at Sturdy's Castle, Tackley at 7.30 pm to book call Roland or Edna Bradbury on 01865 730 730  
*Other events will be listed as information becomes available*

## HATFIELD CAR RALLY 6th JUNE

Just a few lines about the Hatfield Car Rally that was held on Sunday 6th June, The show is held on the sports ground behind Tesco's just off the A1M at Hatfield. There were some 144 vehicles booked into the show and quite a few turned up at the gate, but were still welcomed in.

The show is run by Hatfield Heritage Vehicle Society and this year they were supporting HELP THE HEROES. The weather was a bit overcast to begin with but later in the day the old sun came out and it turned into a very nice day. There was a very good collection of cars and commercials, etc. and three of us from the Morris boys BUT sad to say NOT in our Morrises. I was booked in with my Austin Cambridge and Colin Hall came with his very nice Triumph TR 4A (IRS) and Frank Darby and his wife Lou were there with their immaculate Austin A40. There was a small selection of autojumble stalls (very sparse) and a number of charity stalls. It does look as if the old eBay has killed a lot of the autojumble stalls off. What a shame as there's nothing quite like rummaging through the boxes to find that special part for which you've been looking for ages. Well back to the show and to finish off with what turned out to be a better day than was forecast, then to pick up three trophies, yes THREE. Colin Hall from the Hitchin Boys picked up Best Original in Class D and The John Burgess Memorial Cup for Best Original, and I came away with the Best Car in Group D and that's not bad when you consider there were over sixty cars in our group D. There were sixteen classes overall and some really nice trophies presented by Her Worship the Mayor of Hatfield, Cllr. L. Clark. To finish off the Best in Show Trophy, The Wenham Shield, went to a beautiful 1932 white Rolls Royce 20/25 Tourer and I really mean WHITE. In the sun it hurt your eyes to look at it! This is always a good show not only because it's over our way for a change but it's very well organised. You should try and make it sometime, may be even a Club Display. Who knows you might even like it? We come over to you, so what about you coming over to us for a change?

Pat Nethercott



## ARDINGLY

As I said in my Editorial I drove down here in our Series 2 10/4. When I left home at 7.30 the temperature was already high. We were concerned about overheating! When we took a comfort stop at Box Hill car park after covering 44 miles we checked and were amazed that the top of the rad was very hot, but the bottom was quite cool, this was good news. Our trip was 65 miles, we arrived in Ardingly at 0945, but had to queue quite a distance to get in the Show ground.

The Morris marquee and parking area had been joined together this year with the cars parked either side of the marquee, must say that with the new Morris Register flags displayed it looked very good outside. Inside there were displays of the Club Morris Eight van and the Minor Chassis, together with John Nagle's excellent display board set-up. Members could even get a glass of wine that John Nagle was offering, sadly I declined as I was driving home again

later. There were about 40 cars displayed around the tent, including 4 from our Dutch friends who had come across. There were actually 56 Morrises booked in for both days. There was a parade of cars at 12.30 with a very good knowledgeable commentary about each car.

There were of course the usual autojumble stands together with all the usual stands selling all manner of items. Again this year there was an acrobatic display by a rather nippy biplane, even more appreciated was the Jazz band that played outside the MR marquee several times during the day, they were really great.

Our journey home was still very warm, but amazingly we did not have any holdups and again the journey took us just two and a quarter hours, not bad for a 75 year old car. It was a good day but could have been just a little cooler.

Doug Townsend





SUMMER MOTORING

# WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



EDITOR: Jim Riglar 01225 754 981 email: jimriglar@blueyonder.co.uk  
70 Alderton Way, Trowbridge, Wiltshire BA14 0UH

## EDITORIAL

In the spirit of the Register's Golden Anniversary year, I determined to take part in as many of the bespoke and "badged" 50th anniversary events as I could. So far I've managed the Bristol Classic Car Show, Oxford Bus Museum and in July a pleasurable weekend at Ardingly. Unfortunately I couldn't make it to the Crich Tramway event. Next on my itinerary is Thoresby and the National Rally. If you are attending why not drop me a line. If you are making the run up in a Morris, you are most welcome to join the little convoy up and back and in which I and a couple of others will be travelling. In any event it would be a pleasure to meet many of you there. If you see me walking around sporting either a "Webmaster" or "West Region Secretary" badge, please come and have a chat. If you can't make Thoresby, why not give some consideration

to the Welsh Region's Tour of Wales event in September. That promises to be a few days of fun – unfortunately work commitments will prevent my attendance. However if you live in the Bristol or Gloucester areas of the region a dash across the border into Wales certainly looks tempting.

On the car front, this year I've been trying to make good use of the M8 SE Tourer I bought last Autumn. So far all seems to be going well. It is certainly a lighter car to drive and with a spritelier performance than my much loved M10 S2 Saloon. I'm keen to give the Ten (on which I need to service the leaking carburettor ready for MoT in a week or two) a run out and I am working towards using it on Simon Colledge's August Amble around the eastern end of the Mendip Hills. There are still places available for that run if anyone is interested.

Jim Riglar

## NEWS FROM THE GROUPS

### Somerset

As is usual the noggin attracted a good attendance, with the absence of a few regulars being countered by a number of our more occasional attendees. Given that it is high summer, it was surprising that only two Morris Eight Saloons were in attendance, with Dave Barden's Series 1 and Simon Colledge's Series 2 brightening up the car park. Much of the discussion on the evening was related to recent local events. Colin Baker reported that he and Justin attended a local Lydford-on-Fosse event on Sat 11th July (a couple of miles down the road from the noggin venue) in their M8 S2 2 seater, together with John Goodland (M8 SE Saloon), George Bryne (GPO minor van) Bev Marks (M8 S2 Saloon), Tony and Gloria Cressey (1933 Cowley 12) and Derek and Pearl Ayers in their Rover. Derek Ayers reported that on the following day he and Pearl attended the Castle Cary Cavalcade, again in their Rover, whilst Morris representation was provided by Tony and Sue Hale's M8 S1 2 seater, John and Celia Goodland's M8 Series E saloon

and Colin and Justin Baker's M8 S2 2 seater. Also in attendance was a 1925 Bullnose Cowley, owned by a non-member from the Yeovil area. Talk of cars centred on George Bryne's M8 Special, which is currently at Piper's Sparkford, having the upholstery completed. Once this has been done, the car (painted in MG Cream Cracker livery) will be put through MOT and should be on the road in time for the August Amble. Other cars under discussion included Chris Murray's M8 S1 tourer, which had suffered an engine knock on the Oxford Bus Museum trip. Chris fortunately had a spare engine,

which has now been fitted to the car and commissioned. If the replacement engine, as early indications seem to show, performs well, Chris will hold off stripping down of the removed engine until the winter. Bev Mark's M8 S2 saloon, which was suffering charging problems when attending the June noggin, required a replacement dynamo as the one fitted had suffered major failure. Until Bev can source a replacement, the car is running with a dynamo borrowed from Simon Colledge. One or two of the other noggin attendees were going to rummage amongst the piles of spares in the backs of their garages. Apart from cars, a few period magazines were doing the rounds and generating a degree of interest. On Register matters a number of members expressed their pleasure at the publication of the Members Handbook.

Colin Baker/Jim Riglar



**Get Well Josie** - Somerset Noggin regulars will be aware that Josie Harrison has just been into hospital for an operation. We wish her a speedy recovery and look forward to her and husband Peter's attendance at a noggin in a month or two.

**Charity Donations** - The collection held during the Dorset Coast Run rest halt on Weymouth sea front in April raised over £24 for the Somerset and Dorset Air Ambulance, whilst the sale of photos of cars on Tony Hale's 50 Villages Run in May raised a further £34 for charity.

#### **AUGUST AMBLE - 17th AUGUST**

By mid July Simon Colledge reported that 28 members (in about 16 vehicles) had declared for the event. This year's "Amble" features a 25 mile circuit of the eastern end of the Mendip Hills, with lunch at The White Hart Inn, Trudoxhill and a cream tea on-board a train on the East Somerset Railway. Simon advises us that there are places available for other attendees. For further details, to book a place on the run and/or to pre-book lunch, contact Simon Colledge 01460 75815 or [simoncolledge@hotmail.co.uk](mailto:simoncolledge@hotmail.co.uk)

#### **EXMOOR RUN - 28th SEPTEMBER**

Bev Marks, has started to explore a route across Exmoor for this late September Run. The Exmoor Run, which is about a 50 mile circuit, is always worth a go and features some stunning countryside in and around Exmoor. Even on the unusual occasion when much of Exmoor was fog bound, there were stunning views to be had on the coastal section of the run along the Porlock toll road. Contact Bev Marks 01823 412 328 or [bev.marks@openreach.co.uk](mailto:bev.marks@openreach.co.uk).

#### **22nd ARDINGLY VINTAGE AND CLASSIC VEHICLE SHOW**

Jim and Anne Riglar (M8 SE Tourer) attending on both Saturday and Sunday, and Richard and Sue Shrimpton (M8 S1 tourer) on Sunday only, were West Region attendees at this year's Ardingly Vintage and Classic Vehicle Show. Pictured below and flanked by South East Region members' Pre-Series 8 and 10 Saloons is the Shrimpton's tourer, resplendent in its all black livery.



#### **WEST REGION EVENTS**

- 7/8 Aug:** **Somerset:** WSR - Vintage Vehicle Rally – Bishop's Lydiard email: [info@wsra.org.uk](mailto:info@wsra.org.uk)  
**17 Aug:** **Regional:** August Amble (E Somerset) Contact Simon Colledge 01460 75815 or [simoncolledge@hotmail.co.uk](mailto:simoncolledge@hotmail.co.uk)  
**18 Aug:** **Devon:** Devon Coastal Run (Exeter Racecourse – Bovey Tracey) – Contact Historic Transport Club contact: Jonathan or Annette Bye 01803 843 094, email: [devoncoastalrun@hotmail.co.uk](mailto:devoncoastalrun@hotmail.co.uk)  
**22 Aug:** **Somerset:** Piper's Classic Car Show – Sparkford. In aid of S&D Air Ambulance (entry fee £4/car) Contact LA & RW Piper 01963 441 431  
**1-5 Sept:** **Dorset:** Great Dorset Steam Fayre, Tarrant Hinton (on A354 Blandford-Salisbury)  
**5 Sept:** **Somerset:** Rare Breeds Car Show – Haynes International Motor Museum Sparkford  
**10-12 Sept:** **Dorset:** Swanage Railway Steam Gala & Vintage Transport Rally, Harmans Cross 01929 425 800  
**11-12 Sept:** **Hants:** International Autojumble - Beaulieu Event Fields  
**28 Sept:** **Regional:** Exmoor Run (W Somerset/Devon) Contact Bev Marks 01823 412 328 or e-mail [bev.marks@openreach.co.uk](mailto:bev.marks@openreach.co.uk)  
**10 Oct:** **Devon:** Hatherleigh Autojumble (Devon Vintage C. C.) Contact Maurice Williams 01363 82867

Contributions for the September 2010 issue by 14th August 2010 please to:  
Jim Riglar, 70 Alderton Way Trowbridge, Wiltshire BA14 0UH  
Tel : 01225 754 981 email : [jimriglar@blueyonder.co.uk](mailto:jimriglar@blueyonder.co.uk)



# THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



## HEREFORD AND WORCESTER JULY ACTIVITIES

Several events/outings took place over the last month as follows:

Four members of Hereford and Worcester Noggin travelled in their Morris cars to take part in the Chilterns Chatter 50th Anniversary Event to the Oxford Bus Museum on Sunday, 13 June. There was an excellent display of 65 Morris cars with many members travelling very long distances to take part.

John and June Sargeant and Mark Lander travelled from Pershore, and Des and James Lewis from Hereford in their Morris cars (Des's being on the front cover of the May Morris Register). It turned out to be a lovely sunny day which gave everyone ample chance to look around and admire all of the cars on show. We were also able to go into the Bus Museum and the Morris Museum which proved to be very interesting. The day was rounded off by all entrants receiving a free 50th Anniversary Morris Register badge.

Many thanks to Davy Townsend and his helpers for a first class day out.

On Sunday, 4 July, John and June Sargeant took their Morris 8 car, and John and Alma Humphries took their Morris Minor and Wolseley cars to the Hartlebury Transport Show at Hartlebury Castle and Museum (see picture right). There was an impressive variety of cars, motor bikes and tractors on display which included a beautiful 1923 Rolls Royce. The weather was quite good and we were able to picnic and there was also BBQ food available and free drinks for the exhibitors. Free passes were given to go into the Museum which was very interesting, altogether a very good day.



## HEREFORD & WORCESTER NOGGIN - 6th JULY

Fifteen members and friends were present when Alec Elliott an ex sub-mariner gave a talk about his experiences on the HMS Submarine Repulse (S23) which was a ballistic Missile Submarine. This was one of four boats ordered as a result of the Nassau Agreement signed in December 1962, and built by Vickers Shipbuilding Ltd. The Repulse was launched by Lady Zuckerman (wife of the then Chief Scientific Officer of the Home Office) on 4 November 1967. Much embarrassment was caused at her launch as she ran aground. This was caused by CND protesters delaying the launch and the tide having subsequently dropped. She was also boycotted by the Dockyard workers over a pay freeze.

This was a Treaty negotiated between President John F. Kennedy for the USA and Prime Minister Harold Wilson for the UK after the US's cancellation of the AGM-48 Skybolt, the planned basis for the UK's entire nuclear deterrent in the 1960s. Alec joined the Navy in June 1972 as a Junior Marine Engineering Mechanic 2nd Class aged 16 and did basic training on HMS Raleigh in Plymouth followed by general marine engineering training on HMS Sultan in Gosport. After finishing the course he was told by his instructor that he would be drafted to an Aircraft Carrier, but said 'No thanks' and volunteered for the Submarines. Following basic training at HMS Dolphin, Nuclear Propulsion and HMS Sultan and Dounraey and finally SETT (Submarine Escape Tank Training) he was sent to HMS/M Repulse (Starboard Crew) in 1973 aged 17, the youngest member of the crew that had served on a Polaris submarine. He served on the Repulse (Starboard Crew) until he left the Navy in 1988 leaving the Navy as a Chief Artificer.

Repulse was built as part of the UK's Secret nuclear deterrent force consisting of four submarines (you might know that the 5th, the Ramilles was started but never finished and was the fictional Ranger featured in James Bond's "The Spy Who Loved Me").

It was with some sadness that in 1996 Alec learnt that the boat was to be decommissioned. The deterrent was handed over to the Trident submarines after a total of 229 Polaris patrols.

Alec talked about his life and experiences during the time he served on the submarine, and his wife who came along with him, gave her perspective as a sub-mariners wife.

## MIDLANDS AREA INVITATION TO ALL MEMBERS SATURDAY, 11th SEPTEMBER 2010 - PEOPLETON AUTUMN SHOW

The classic car section of the show is a great attraction for young and old alike and this is the second year we are organising this. Last year we had 52 cars on show and we would like to better that this year particularly with a good number of Morris cars, as it is the 50th Anniversary of the Morris Register. Please try to come along and support this, you would be made very welcome. Contact: John Sargeant 01905 840 155.



## THANKS, RON AND SANDRA

Heartiest thanks are extended to Ron and Sandra Jones (pictured right) for their great hospitality in hosting the Midland Region Barbeque at their farm in June.



## WARWICKS. NOGGIN

Our noggins seem to be expanding with each Month with 12 members supporting our monthly meet. We welcomed a visit from our editor Rob Symonds, with us for the first time. John Bates and his partner Val also turned out - we haven't seen them for some time. He is still having problems with his eBay bought Major which he bought in 2006 (see his report next month). Alwyn Jenkins managed to get his exhaust replaced for his 8 which fell off on his way home from an event ,although at nearly £300, it seemed a little pricey but needs must. We now have four cars going up in convoy to Thoresby plus maybe a mechanic with a bag of spanners behind! (We'll get there!) I will sort out a route shortly, The four concerned are Warwick Guck with his 8 tourer, Mark Walker with his air cooled Eight saloon, and one other plus myself. It should be fun. If anyone else from our region wants to come let me know asap. Our next meeting is on Tuesday Aug 10th. It's our noggin B-B-Q which is subsidised by the club, so bring your partner! We start at around 7.30. It should be an excellent evening. Email reminders will be sent out to all our noggin members shortly.

John Ford

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### HEREF. & WORCS NOGGIN

Every first Tuesday, 7.30 pm.  
The Duke of York,  
Leysters, Herefordshire HR6 0HW  
**Next meetings: Tues 3rd Aug/  
Tues 7th Sept**  
Michael Halls 01568 750 257

### LEICESTERSHIRE NOGGIN

Every first Tuesday, 7.30 pm.  
Foxton Locks Inn,  
Bottom Lock, Foxton, LE16 7RA  
**Next meetings: Tues 3rd Aug/  
Tues 7th Sept**  
Ken Johnson 0116 271 5933

### WARWICKSHIRE NOGGIN

Every second Tuesday, 7.30 pm.  
The Golden Cross,  
Bearley Cross,  
Wootton Wawen B95 6DR  
**Next meeting: Tues 10th Aug**  
John Ford on 01789 488 328

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# FORMER PRESIDENT IN MADCAP RE-ENACTMENT

Ken Martin

In the spring of 1930 someone thought it would be a good idea to climb a well known short but steep public track and motor trials hill 100 consecutive times in an MG Midget, to enable the manufacturer's publicity and sales departments to promote the attractive little car for its proven strength, reliability and durability at a modest cost. The remarkable solo feat was successfully completed and eighty years later someone else thought it would be a good idea to commemorate and repeat the achievement, this time with the original surviving car, supported by a team of similar cars in a relay. The Morris Register's first President and distinguished elder, Frank Ashley, volunteered to be part of this slightly mad endeavour. It is probable that he and some of his team mates as well, didn't know what a severe test of their bodies and little cars that they had let themselves in for...

Motor car trials involving long distance road runs incorporating special staged hill climbs were very popular both with competitive amateur sporting motorists and spectators in the 1920s and 30s. Immense crowds used to line the famous hills. Also, publicity stunts such as long distance trans-continental adventures, record breaking, endurance runs and one off spectaculars were regularly staged or sponsored by manufacturers to publicise and hopefully demonstrate the good attributes of their cars.

For the proposed 100 ascents in 1930, a team of MG Car Company specialists prepared a new MG Midget finished in blue for this stupendous exploit. However, the subsequent advertisements publicising the achievement claimed that the car was: 'A perfectly standard model with no special preparation!' The standard 1930 Midget has a very similar chassis, engine and running gear to the contemporary Morris Minor from which the model was conceived.

The chosen hill is called "Beggar's Roost"; a steep 950 yard track with a maximum gradient of 1 in 3.6, located near Barbrook and Lynton in North Devon. Beggar's Roost was, at the time, one of the most famous and popular of the many well known motor sport trials hills, featuring in nationally famous events such as the "London to Lands End Trial" organised each spring by the Motor Cycling Club for cars and motorcycles. In the April 1930 event, 31 MG

Midgets and 6 Morris Minors took part when the numbers of spectators beat all records. 'The Motor' reported that: 'By 6 o'clock in the morning every road near the hill was lined with cars, fields were filled with them, and parking places were most difficult to find'. None of the Minors, some of which were saloons, cleared Beggar's Roost, but 20 of the lighter Midgets with tuned engines did so.

The MG Midget solo endurance trial at Beggar's Roost took place soon after the Lands End Trial on 29th May 1930 and commenced in darkness at 02.15 hours, presumably in order to lessen the inconvenience to farmers and house

holders for which the hill provides access. After 7 hours and 15 minutes, 100 consecutive runs had been completed under official RAC observation. The little MG's 847cc overhead camshaft engine was kept running throughout and the car was only stopped for oiling and refuelling, and for other watering needs of the machine and the driver - Kenneth Marsh - an amateur motoring enthusiast. Soon afterwards, the car - registered RX6795 - completed the 'London to Edinburgh Trial' winning a Gold Medal in the hands of The Autocar's staff writer, Mr H S Linfield. It continued to have an active sporting life as a works supported car until it was sold on in 1932.

As the eightieth anniversary of the amazing feat approached, Alan Grassam of the The MG Car Club (S.W. Centre) decided to organise an historic re-

enactment, prompted partly by the recent emergence from a 40 year slumber and eventual extensive and sporadic rebuild, of the same blue MG that made the 100 climbs all those years ago. This car had continued in daily use until 1959 when vandals set fire to it. Mike Boulton bought the burnt out wreck for £10 in 1960 and remains the owner to this day. Alan Grassam owns an M-Type Midget and one of the famous 1934/35 'Cream Cracker' works team MG PA Type Midgets, which he has trialled.

Accordingly announcements were made and willing participants with MG M Type Midgets called for. A distorted story circulated in old car circles suggesting that 'RX 6795' was to try to carry out the 100 ascents solo again. This seemed to represent extreme cruelty to a venerable little motor car! However the truth was that a team of ten Midgets were to re-enact the climbs in relay formation in



## One Hundred Consecutive Ascents of Beggar's Roost!



### The M.G. Midget

A perfectly standard model with no special preparation, ascended Beggar's Roost 100 times in succession on 29th May, 1930, under official R.A.C. observation. The engine was not stopped once during the test which took about seven hours and the car was admirably handled by Mr. Kenneth Marsh, an amateur driver.

Two Seater £185

Sportsman's Coupé £245

ISSUED BY THE PUBLICITY DEPT. OF THE M.G. CAR COMPANY, PAVLOVA WORKS, ABINGDON-ON-THAMES

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar."

two sessions when the hill was under pre-arranged occupation: the first one in the afternoon of Saturday 29th May and the second during the morning of the following day.

Those people who had climbed the hill on foot in recent years were left wondering if some of the Midget owners who had agreed to form the trial team were in for a shock. Although the lower and upper parts of the hill forming accesses to houses - equating to approximately half the total length - have been surfaced with smooth tar macadam since 1930, the central section is in places very rough with rock outcrops in the track surface. It is probable that the hill today presents a more difficult climb than it did in 1930, due to the condition of the short lower middle section.

The first session started in dull wet weather more or less on time at 2.00pm on the Saturday. Most of the ten-strong team of Midgets made climbs on each of the two days; the original plan being that each would make ten climbs. The cars worked a relay, each one starting at The Beggar's Roost Inn near the top of the hill; travelling down the A39 by-passing Beggar's Roost to the petrol station in Barbrook where they were held before being flagged off back up the A39, a short distance before turning right onto Beggars' Roost to immediately start the climb.

Our participant - Frank Ashley - has campaigned his 1929 MG M Type, PG 1045, for many years in MGCC and VSCC sporting events, but this was to be a departure for him, as he is used to competing on proper surfaced hill climb and sprint venues. He was unexpectedly the first one to climb the hill, followed by the original 'works' car RX 6795. Frank was only able to take part on the Saturday due to a commitment at Prescott the following day. He managed a very creditable five climbs in the time available, before packing up his MG on a trailer and heading for home to clean the mud off and prepare for competition at the big "La Vie



en Bleu" event organised by the Bugatti Owner's Club - this time on clean smooth tarmac.

There were few spectators, but fortunately most of them were at the most difficult section of the climb where they were regularly called upon to push stalled cars. Eventually most of the drivers gained experience and managed to clear the hill unassisted at least once, but the failures caused the schedule to slip and it soon became clear that there would not be the intended 50 climbs that day in spite of an extension to the session time. In fact only 28 climbs were made.

Unfortunately RX 6795 failed on its first attempt with clutch slip soon after leaving the tarmac bottom section of the hill and took no further part in Saturday's endeavours. However, adjustments were made overnight and it did manage to make two 'clean' climbs during the Sunday session which cheered all the participants.

Sunday was an altogether better day and 38 climbs were completed in bright sunny weather bringing the total number of climbs to 66 - well short of the target - but nevertheless a fine and gloriously mad effort. The cars sounded absolutely wonderful when going strongly on the hill. Perhaps they were developing slightly more power than in 1930...

The son of the driver who made the 100 climbs in 1930 - Jem Marsh - who is also the 'Mar' of Marcos Cars fame, was a spectator on the hill to witness the re-enactment. He, like all of the participants and spectators, must have gone away realising that his father's achievement with the little blue MG Midget eighty years ago was indeed truly astounding.

As for Frank: he summed the experience by saying: "Now I know why trials have never appealed, and it is not just the mud. I'm afraid my back was telling me to stop after my one successful climb out of five attempts. Still I hope I helped fly the flag".

### SWISS MORRIS IN THE ALPS

Dear Editor,

Once again the annual OiO Rally (Oldtime in Obwalden) took place on the 22nd to the 24th May. During three days, our three stations were Sarnen, Stans and Engleberg (1050 metres above sea level). Amongst the large number of entries, our Morris 10/4 was the only car of this make. It was amazing how bravely he managed all the steep hills.

Heinz and Silvia Surber  
1043/E



*oiO*  
Oldtimer in Obwalden

#### Editor's Comment

It is always good to hear from our European members, so many thanks for sending in these pictures. They are particularly evocative for me as in the early 50s my father suddenly decided, long before the era of package holidays, and at great expense, to take the family on holiday from smokey Birmingham to Beckenreid on Lake Lucerne. Stans is only a few miles from there, and of course, we took an excursion on the train to Engleberg. I've never been to Switzerland in a Morris - the best I can claim is in a Vauxhall Viva in the mid 1960s!

### TWO FAR FROM DISAPPOINTED MEMBERS

Dear Editor,

Thank you for the monthly Morris magazine, much appreciated, I can tell you. I enjoyed the adventures of the Vicar and his violin-playing friend (Parson and the Fiddler), two brave young Englishmen, in a piece full of the flavour of the time. I also want to congratulate Mr Mike Porter on his photograph of his Tourer restoration project. It's nothing to do with what he was writing about, but I have to congratulate him on the way his passenger door fits so snugly to the bulk-head (scuttle?). On mine, the front lower curve sails away from the rest of the body a good half an inch. Shame. Get it fixed!

One of the joys of reading Morris Monthly are the occasional glimpses in photos of other rare cars in the corners of parades. Did you see it? I am sure you did - the white split-screen Vauxhall - wow! - and a 1940s Buick Saloon.

This is just to say that I almost read the print off the paper - excellent read all round.

Seth Cardew  
8706/E

Dear Editor,

Having just rejoined in November '09 for the 4th or 5th (and definitely the last!) time, I must say all this bickering about the magazine is pathetic. It is a superb magazine, far better than the ones from two other huge clubs I am in, and a joy to receive only second in pleasure to The Automobile. Keep up the good work with more stories from the past, my favourite part.

I have just restored a 1938 Series 2 which I purchased from the mag. I would like to say a few words of gratitude to Graham and Tom who have never failed to help me with my spares requests or info about bits which I had forgotten went where, etc., etc..

Graham Tempest  
12204/12

#### Editor's Comment

Many thanks, Graham and Seth for your encouragement. Comments like these are certainly welcome. It can be a lonely life sitting at a keyboard producing the mag every month! As you know, when criticism is constructive it is always welcome and often useful, but it does not always come in that form! All I can say is we do our best!

### WE MADE IT TO CRICH!

Dear Editor,

On a beautiful warm day we finally came to Crich. We parked up in our Land Rover and moved towards the entrance. We saw a few Morris 10/4s by the entrance. I thought that they were there because they could not afford the entrance fee! Crossing the tram tracks, we moved up towards the bandstand where members of the Club were putting out bunting. I sat down and wine was poured out which I had from a glass. My driver Paul did not partake as he was driving. We met Mr. and Mrs. Nagle and as we left, we mingled among the various cars that had arrived. We walked down into town where we saw a number of Morris cars. I was looking for an Oxford or a larger car as I am disabled. We wandered up the line on a tram from Sheffield and got off at the bandstands on the way back. More cars had arrived by then. Paul tried to get in a 10/4 from Sheffield. Yes, it was a tight squeeze! He had a job to get out, but the tin-opener came in handy. Paul is more used to driving fire engines, having owned a few of them years ago. We left after a good three hours, having learned with interest about the Morris cars. We are hoping to be at Thoresby in August. This will be my second trip. The first trip was with my Daimler.

Graham A. Harrison  
12325/6

#### Editor's Comment

I'm pleased you enjoyed your day out at Crich, Graham, and I can promise you that Thoresby Park will be just as good!

Please send items of a humorous nature to the Editor

# Morris Mirth



You say it's a rare car beginning with the letter 'M' ...  
I can only think of Maserati...

Many thanks to Mike Beare for this month's offering.

Why not try your hand at a cartoon or humorous anecdote of a motoring nature, suitable for a family audience?

All efforts will be greatly received by the Editor.

## Caption Comp



Please submit a humorous caption for this picture (kindly submitted by Mark Walker of Southam, Warwickshire), either by email or in writing to the Editor. Unless someone offers a prize there isn't one, other than the cachet of being the wittiest member of the Morris Register...

The winner will be announced next month.

IF YOU HAVE A SUITABLE PICTURE FOR USE IN THIS SECTION, THEN PLEASE SEND IT TO THE EDITOR.



1935  
Morris Eight  
Tourer

## What's it Worth?



Currently on eBay. The vendor writes: "The original owner of the car lived at the end of Glen Coe and as he had to drive the car up and down the Glen in the dark, he ordered bigger headlights on the car and it was delivered from the factory with the lights that the car still has.

After only 6 months, the owner decided he also needed a more powerful car to cope with the local mountains, at which point he traded the car in. Having covered only 88000 miles, it is basically in good sound condition, but has suffered from years of neglect. The steelwork is in basically good condition, with very few perforations, but a lot of surface rust. The engine has had the ancillaries removed, but appear to be inside the car. We have a spare engine and gearbox, and these will be included with the car, although we have no idea of the condition of either engines or 'boxes. The previous owner assured me the car ran really well when it was driven into storage, but that was 45 years ago!

The interior of the car appears to be complete, but the seat leather is in poor condition and will need recovering. All side panels and door trims are present, and appear presentable, but that would be up to the new owner whether to restore or replace. The hood frame is damaged from the falling garage, but should straighten without too much difficulty. There are a few scraps of the original hood remaining, but these are readily available. The side screens for the doors are present. What looks like an additional luggage rack is present and included.

The original number is still on the car (YS 4006) and it is transferable. The car itself should be a straightforward restoration as it has never been messed with, being essentially one owner/driver and stored for 45 years!

Answer on Page 36





# Warm Welcome

## New and returning members

### B

MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS		
Peter & Sheila Roberts	New Buckenham NR16	01953 861 165	peteandsheila1@btinternet.com			
Matthew & Sarah Chambers	Cardiff CF11		mattychambers@hotmail.com	1934	Minor	2 Seater Tourer
Christopher Cox	Pinner HA5	0208 868 0364	cjpcox@btinternet.com			
Kenny & Shona Robertson				1938	Eight Series 2	4Door sliding head Saloon
Peter Pringle	Reigate RH2	01737 761 619	peter.pringle@theict.org		Eight Series 1	4 Seater Tourer
Anantharamkrishnan Sivasailam						
Maurice Rapley	Winkleigh EX19	01837 83437	mauricevanman@aol.com	1951	Commercial Series Z	Van
David & Linda Smith	Workington CA14	01946 831 421	linda.davidg@googlemail.com	1936	Eight Series E	2 Door Saloon
Graham Skinner	Rustington BN16	01903 786 514				
Peter & Ann Riley	Towcester NN12	01327 860 273	peter.kirbygrounds@byte-it.net			
David & Margaret Hopwood	Stoke-on-Trent ST7	01782 722354	cats-whisker@tiscali.co.uk	1936	Eight Series 1	Pick-up
Adeney Pooler	Bude EX23	01288 354 587	bagbury@yahoo.co.uk	1937	Eight Series 1	4 Seater Tourer
John & Chris Evans				1948	Eight Series E	Saloon
Phil & Marion Barclay	Worthing BN12	01903 536 841	pjbarclay@ntlworld.com	1936	Eight Series 1	2 Door Saloon
John & Jane Burrows	Alfreton DE55	01773 873 020	fusebox@hotmail.co.uk	1932	Minor SV	4 Seater Tourer
Robert & Diane Naylor	Leicester LE3	0116 289 5614		1937	Eight Series 1	4 Door sliding head Saloon
Denis & Brenda Dunstan	Goole DN14	01430 430 355	denis.dunstan@btinternet.com	1932 1946	Cowley 14/32 Eight Series E	4 Door Saloon 2 Door Saloon
Lionel Jones	Bromstead TF10	01952 691 421	l.c.jones@btconnect.com			
Michael Elkins	Cambridge CB2	01223 845 645	cdeey@hotmail.com	1932	Isis	Saloon
Michael & Marjorie Burns	Market Drayton TF9	01630 672 725	mfburns21@btinternet.com	1932	Minor SV	2 Seater Special
Donald & Liz utler	Redhill RH1	01737 823 375	donaldbutler@dba-aviation.com	1926	Oxford Bullnose	Saloon
Hugh & Stella Manning	Bognor Regis PO21	01243 861 606	hugh.manning@tiscali.co.uk			
Dan Witcher	Pulborough RH20	01903 892 956	dan.witcher@hotmail.co.uk	1932	Minor SV	2 Seater Tourer
Colin & Jenny Mansfield	Middleton-on-Sea PO22	01243 582 639				
Christopher Wilkes	Buxted TN22	01825 733 182	cgwwilkes@hotmail.com			
Philip & Wendy Stevenson	Southampton SO31	02380 456 868	pstevenson@hotmail.com	1936	Eight Series 1	2 Seater Tourer
Simon & Angels Stallard	York YO42	01759 318 707	simon.stallard@btinternet.com	1936	Eight Series 1	2 Door sliding head Saloon
Michael & Mary Datson	Chippenham SN15	01249 720 675		1938	Eight Series 2	4 Seater Tourer
Simon & Hülya Valentine	Bedford MK42	01234 273 083	simon_hulya@btinternet.com	1932	Ten Four Pre-Series	Special 2 Door Saloon
Robert & Alix Atkinson	Dipton DH9	01207 571 509	robertw.atkinson@virgin.net	1926	Oxford Bullnose	4 Seater Tourer
Paul Redshaw	Blandford DT11	01258 837 373	toadies2@googlemail.com	1927	Cowley	2 Seater with Dickey

Don't forget that an extended version of Membership Meanderings is published on the Membership page of the Website



DATE	REGION	EVENT	CONTACT
4 Aug	CH	Classics on the Common at Croxley Green, Rickmansworth, Herts	
<b>7/8 Aug</b>		<b>NATIONAL RALLY, Thoresby Park, Notts</b>	<b>www.morrisregister.co.uk</b>
7/8 Aug	W	WSR - Vintage Vehicle Rally, Bishop's Lydiard	info@wsra.org.uk
13/15 Aug	M	Stratford-upon-Avon Country Steam Show, Stratford-upon-Avon	01527 575 003
15 Aug	CH	Cowley Classic Car Show, Marsh Lane, Marston, Oxford	
15 Aug	CH	Ley Hill Common Village Show, Chesham, Bucks	
30 Aug	W	Rustic Fayre, Potterne Park, Verwood, Somerset (booking essential)	Mike Westrop 07946 854 314
30 Aug	CH	Littlewick Green Show, Berkshire	
30 Aug	M	Pershore Plum Festival, Worcestershire	
5 Sep	W	Frankie Howerd's OBE Trust Classic Vehicle Run, Bath	
10/11 Sep	W	BPPC and Swanage Railway Steam Gala - Harman's Cross nr Swanage	Paul Nunn 01202 528 470
11 Sep	M	Peopleton Show, Peopleton, nr. Pershore	01905 840 155
12/13 Sep	EA	Barleylands Essex Country Show	01268 290 228
<b>15-20 Sep</b>	<b>Wal</b>	<b>50th ANNIVERSARY TOUR OF WALES</b>	<b>02920 703 482</b>
17/19 Sep	M	Hanbury Steam Rally, Stoke Prior, nr. Bromsgrove	01527 575 003
28 Sep	EA	Battlesbridge Classic Vehicle Show	01268 769 000
28 Sep	W	Exmoor Run (from Taunton)	01823 412 328
<b>2 Oct</b>		<b>MORRIS REGISTER AGM, Swindon</b>	
10 Oct	EA	Castle Point Transport Museum Society 31st Annual Show,	01268 684 272 (answer phone)

EDITOR'S NOTE: **Events in Bold** are major Morris Register events, in particular 50th Anniversary events and the National Rally. Other events are from info supplied by regional editors. The region column shows either the originators of the information, or the region in which the event takes place (usually the same).

At present, some regions are under-represented due to lack of information. If you wish to include an event in your area which may be of interest to other MR members, then please send details to me or to your regional editor.

Some of these events are also listed in the regional sections of Morris Monthly, but after the initial publicity for an event in these sections, the Editor cannot guarantee that they will appear other than in the Diary Dates section, due to pressure for space in the magazine.



## Thoresby Thoughts



from **CO-ORGANISER, Malcolm Dixon**

Although the official closing date for entries for the National Rally has passed and you decide at the last minute to attend, you can still turn up at Thoresby Park in either your classic or modern car with proof of membership to gain free entry. Please be aware that as a late arrival your classic vehicle cannot be judged although you are most welcome to enter the line-up on Sunday's concours. There's also the possibility of us running out of programmes and plaques before you arrive. For those with SatNav, enter postcode NG22 9EF or NG22 9EH.

Ken and I are very pleased with the response from home and abroad for our 50th Anniversary Year. We have a record number of entries and a full programme of events that you are sure to enjoy. On Friday evening please come to Perlethorpe Village Hall and spend an informal social evening that includes music by Bog Oake, who were a roaring success last year and we can accommodate any other talent who'd like to do a turn. There's a reasonably priced licensed bar and plenty of seats.

Donations of tombola prizes for Saturday night's entertainment in the Riding School will be appreciated with all money going to club funds.

Last month a member asked me if I could identify the owner of a Morris Minor Family 8 with a distinctive overseas number plate. There was no trace of it having appeared at the National Rally since Ken and I took over the organisation so I reluctantly had to admit defeat. However, shortly after that, an application form arrived from the owner and he is bringing the car to Thoresby Park. Now that's what I term a happy coincidence!

Thinking ahead to next year – "Already?" you may say – the application form will be published on the Club website and available for download if yours is missing from the Morris Monthly and you have a computer.

Finally, many thanks to those who have already volunteered to help on site in whatever capacity. It makes our job so much easier. Here's to fine weather and drive safely.



from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**



## THE NEW HANDBOOK

I have been overwhelmed by the praise I have received from Members on the receipt of their new Club Handbook. It has been a labour of love to get the information onto the data base from which it has been produced, involving the input of approximately 131,000 items of information. If there are errors please let me know, and I apologise if any are my fault although I am sure I will be forgiven in view of the magnitude of the task. The following letter from Derek Ayers is typical of the praise I have received. It is nice to be appreciated.

*Dear John, Many thanks for the Morris Register Handbook. This is a really useful thing to have, and beautifully set out - many congratulations! With kind regards, Yours sincerely,*

The Club is now in a position to produce this book every year now with very little effort.

## GIPSIES JOHN AND JOSEPHINE AGAIN!

At the beginning of the month we departed to the New Forest for a week in the caravan. Needless to say we could not resist the opportunity to visit some "Minor Men" in the Area. We were greeted with kind hospitality and it was good to spread the word from the Register.

Right:

Reginald Rendall in his workshop where restoration of a '34 Minor 2 Seater Tourer is well underway. He looks happy with the progress to date!!!



Below:

Roy Kitcher seated at the wheel of his well restored and much modified '34 Two Seater Tourer. It boasts an Eight engine and gearbox, and the car is a composite of two cars, the second of which (a saloon) was rescued from an orchard in Newbury many years ago. The tree that was growing through it had to be cut down before the car could be taken away!!!



Below left and right:

Toby and Linda Sears in their Aladdin's cave of a garage that includes among many things a 4 Seater Tourer that definitely qualifies for the Concours de Negligence trophy!! A goodly bit of work is needed to bring this old lady back to her old shiny self.



What's it worth? (See p33): Starting at £2500, no bids so far!

## THEN OFF TO ARDINGLY!

We took off yet again in the caravan complete with the Club exhibition stand, the membership office and further mountains of kit to Ardingly show. Suffice to say it was hot and sunny, we signed up some new Members and a great time was had by all.



Above left:  
The Club's chromium-plated 1932 Motor Show Chassis was there.

Above right:  
The girls were there — Caroline Harris in a fetching high viz orange outfit with Val Brears!!

Left;  
Cars with patina were there. A stunning two tone rust finish on an Eight Saloon.



Above Right;  
The new 50th anniversary badges were on view on several Members' cars.



Left:  
President Bob Beaumont cut yet another cake, ably assisted by Tim Harris and Chairman Dave Harris.



# TYRES



## TONY ETHERIDGE

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04/10

### Car for Sale

1929 Flat Nosed Morris Cowley, 2 Seat with Dickey.



Reg. MW 4517; Car No. 303275; Engine No. 281149. Death of owner forces reluctant sale of this cherished vehicle. Purchased in 2001, maintained in good running order and used for family weddings. Previous owner from 1980 fully restored it in 1985. MoT expired July 2010 and is currently SORN. Various spares and a documented history. £10,000 ono. For further information contact: Annie Palmer 01438 820 842 (Welwyn, Herts)

### Parts for Sale

For Morris 8  
 Half shafts £7.50, lever arm dampers £5, chrome radiator surrounds (no mascots) need rechrome £15, pair adapter plates for rear shock absorbers £10, wire wheels £20. All plus post or collect from Thoresby. can email photos if required. Wanted pair S1 rear wings  
 Andy Moore  
 01603 400 841 (Norwich)

### Parts Wanted

For Morris 8 Series E  
 Radiator muff.  
 Michael Povall  
 01643 705 011 (Somerset)

### Parts for Sale

For 1937 Morris 8 Series 1  
 Gearboxes, grill surround, ammeter, petrol gauge, chrome interior stalk, Morris Register badge blue back ground, dynamo three brush, prop shaft, exhaust box and pipe, brake pedal, exhaust manifold, armstrong shock absorbers, starter motor switch, vintage dome top trunk with lift out tray inside, 27 inch wide, 17 deep, 20 high, ex condition.  
 Colin Lazenbury  
 01733 707 725 (Peterborough)

### Parts for Sale

For Morris 8 Series Z  
 Chassis. Good condition, needs some minor work. Dry Stored. £150.  
 Bob Chaplin 01787 469 600/07795 170 644 (N. Essex)

### Car for Sale

1937 Morris 8 Saloon



Four door, in black and blue. Nicely restored inside and out, Has done 500 miles since restoration. 1 year's MoT and road tax. £4500  
 Dave Seaden  
 01206 823 764 (Colchester, Essex)

### Car for Sale

1938 Morris 8 four-door saloon. Price reduced to £3000.  
 Reg Wilson  
 01488 71635  
 (Lambourn, Berks)

### Car for Sale

Morris 8 Series 1  
 With buff log book. Complete car (less wheels). Dismantled 20 years ago. Much work needed. Would like to sell the complete lot to young enthusiast to rebuild, or for use as donor car.  
 Richard Garner (Exeter)  
 01392 461 381 or 07814 533 028

### Parts Wanted

For 1931/2 Sidevalve Minor  
 Friction shock absorbers either the original friction ones or André Hartford type. I need a full set as mine have just rusted to a point that is unrestorable.  
 Chris Healey  
 01526 399 610 (Lincolnshire)

### Parts Wanted

For Eight Series E  
 Steering drop arm for adjustable steering box with tapered spline.  
 Dave Bottomley  
 07962 103 261  
 (Braintree, Essex)

### Parts Wanted

For 1935 Morris 10/4 Pre Series Saloon  
 One original Sender unit in working order. A pair of trafficators (semaphores) in working order with arms which are in one piece, together with orange bakelite covers. I have a working set BUT the monkey metal arms are broken beyond repair. Must be specifically for the Pre Series saloon, because the arms are VERY different!  
 Charles Isdell-Carpenter  
 01823 601 396 (Somerset)  
 kerlynfinancial@onetel.net

### Car for Sale

1940, Morris 12/4 Series 3



Available after Thoresby. Green/Black wings, Saloon, Sliding Head. 4 new tyres and tubes fitted just prior to 2010, Did Run. 12 Months MoT, Recent full service. National Rally Class awards:- Winner, 1997,98,99. Seconds:- 1995,96, 2002, 03, Thirds:- 2004, 07, 09. Sale due to deteriorating health and lack of mobility. Spare engine block and limited spares included. £6,000.  
 Ken Johnson  
 0116 271 5933 (Oadby, Leics)  
 kenjohnson19@talktalk

### Car for Sale

1934 Morris 8 Pre-Series  
 Restoration project, needs putting back together and painting. 2 door sliding head saloon, chassis solid and painted. Seats and trim reupholstered. Replaced springs, rear brakes and radiator. Later series E engine fitted in 1971 with 4 speed gear box. New tyres, others good. Wire wheel refurbished. Boxes of parts and spares. Original buff log book. Offers in the region of £1650.  
 Steve Abernethy  
 01759 380 69 (East Yorkshire)

### Parts for Sale

Minor flywheel bearing extractor, M8 collet fitting tool, valve spring compressor, 57mm piston ring compressor, M8 steering wheel stalk/switches, MM Minor head gasket, M10 brake lining set. AA badge chrome/yellow  
 Roger Payn 01367 241 153 (ex-member)  
 (Faringdon, Oxon)

### Parts for Sale

For post war Ten "M"  
 Pair of bonnet badges in mint condition - possibly never been on a car. £30. Cheaper than having yours rechromed.  
 Mike Thomas  
 01435 810 133 (Sussex)

### Parts for Sale

Two pocket sized tyre gauges, model No.9, 10-110 lbs, both stamped GPO. May be of interest to owners of GPO/Telephone vans. Available for the cost of postage, plus a small donation to Tools with a Mission, a registered charity.  
 Fred Garwood  
 0208 989 6859 (London E11)

### Car for Sale

1932 SV Minor saloon



Chassis no SV12498, Engine no V13012A One owner since 1960 but off road and garaged since 1962 Requires total restoration but is virtually complete. With spares including engine block. Has V5C and original reg. no. WV 864 (similar WV numbers cost over £1000) Buff log books and many original manuals and service sheets included. £1000 or offers. Malcolm Halliday 01480 890 125 (Huntingdon) Malcolm.halliday@virgin.net

### Parts for Sale

For Morris 8 Series I & II: Unused 3 speed gearbox, new/factory rebuilt, still in factory grey paint, looks perfect inside, shop soiled on outside. £95 ono + carriage. Can deliver to Thoresby. For GPO Vehicles: "Pyrene" fire extinguisher embossed "GPO", with bracket. £10 ono. Morris Valve Spring Compressor, small, probably for the 8. Make Jenbro 641, embossed "Morris". £10 ono. For the Tool Box: set of old Whitworth/BSF spanners, open end and ring, from 3/16 to 9/16. £10 or more, contribution to charity. Also a few very large ones. Can deliver to Thoresby. Tom Bourne 02920 730 482 (Vale of Glamorgan) tom@tombourne.fsnet.co.uk

### Cars for Sale

Series II Ten Four and Twelve Four Saloons and a Twelve Four Coupe Plus a large barnful of useable spares for these cars, and three similar model restoration projects. On behalf of a member with failing health. Trevor Knowles (Non-member) 01444 239 417 or t.knowles1@sky.com (Cuckfield, W. Sussex)

### Parts for Sale

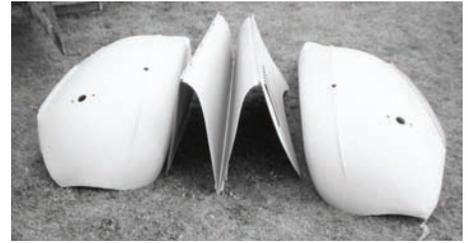
For Morris 8 2 New Brake hoses. Pair of trafficator signals - look later than M8 if Morris. 2 6v petrol pumps. 2 Flexible (wired) inlet pipes to carb. 2 petrol pump points and 1 diaphragm. 1 rear broke cable. 5 valve springs. 8 new track rod ends. 2 king pin sets. 1 king pin set with odd extra bushes. Pair new door catches with striker plates. 7 used trafficators - some incomplete. 8 bonnet catches - 1 chrome and some bits. Various headlight rims. 1 track rod. 2 half shafts. 1 clutch plate. Pair of brackets which face the parcel shelves each side of the instrument panel. 2 differentials. 4 wire wheels - 1 easy clean. 1 pair headlamps. Pair of big "King of the Road" chrome headlamps - original but not M8. 6 v dynamo. 1 rear axle casing. 1 windscreen surround. 2 steering columns with boxes. 1 chrome radiator surround. Rod Carrol (Non-member) 01227 7513389 (Faversham, Kent)

### Parts for Sale

For 1966 Morris Minor Traveller New heated rear window for nearside door. £25. Pair of rear wings, genuine BMC never fitted £100. Pair of 8 inch Front brake drums, as new, £25. Differential in excellent condition, £50. Chris Osborne 01622 861 222 (Maidstone, Kent)

### Parts for Sale

For Morris 8 series 1/2



Front wings and bonnet for sale, sandblasted and 2 coat primed. £220 the lot or will sell separately for £80 each item. Buyer to collect. Chris Budden 01962 714 098 (Winchester, Hants)

### Parts for Sale

For Morris 12 Series 3 Radiator surround in fairly good condition, but mascot very rough. £20 Dudley Hedge 01223 882 057 (Cambridge)

### Parts Wanted

For Morris 8 Series E Horn button and tube. Dave Harris 01772 626 723 (Preston, Lancs)

### Parts for Sale

For Morris 8 Series E Trafficator arm-assembly (complete), £45. Shock absorbers (front)/ offside and nearside, £15 each. SU carburettor, £95. Brake-pedal lever rod, £15, Accelerator lever-rod, £15. Tappet cover (unused), £30. Front, metal floor pan, £25. Engine, complete with clutch assembly, £150. Two sumps, complete with drain plugs, £20 each. Denis Kelly 01803 329 167 (Torquay, Devon)

**PLEASE NOTE: Inclusion of adverts in the next month's mag cannot be guaranteed: they are dealt with in order of arrival. When submitting adverts, you must supply your full name, membership number and location, and the full contact details you wish to appear in your ad. Email addresses are not normally included in the ad, unless you specify this in addition to your telephone numbers.**

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Tony and Sue Hale lead the way in their Morris Eight Tourer. Paul and Celia James, just behind, found the pace not to the liking of their lively 1924 Morris Cowley which has a high final drive ratio, and so they soon overtook and disappeared into the distance.



The oldest car on the tour was Paul and Celia James's 1924 Morris Cowley, which had travelled to the start from Purton and is here seen here passing through village number 33 Ablington.



The organiser Tony Hale managed to keep on the correct route on this occasion, his inimitable carefully written out instructions being under the critical eye of his navigator and wife of 50 years - Sue. Here they are caught on camera, passing through village number 33, Ablington, in their Morris Eight Two Seat Tourer.

No one knows how long the club will thrive from now on, but for it to have lasted 50 years in such good fettle is a cause for celebrations and accordingly on 20 May, Tony Hale organised an appropriate tour of 50 Wiltshire villages for the attendees of the Somerset and North Wiltshire monthly Pub Meets.

Sixteen pre-war Morris cars were entered, but due to some problems the owners of two had to use their modern cars instead. In addition there was a 1948 Alvis, and from the 1970s, an MGB and a Rover 3.5 V8. The Morris cars comprised a Bullnose Cowley, two Minors, an Oxford, four Eight Tourers, two Eight Saloons, two Eight E Tourers, an Eight E saloon and a Ten. The fact that such a group of old cars can gather for an event on a Thursday is an indication of the ageing membership although some entrants had to take leave from work.

The 50 villages of the 75 mile tour were counted off from the start point - Tony and Sue's house in Westbury - where the main contingent assembled. Another group of three cars met in Marlborough and others made their own way to the general assembly point and mid-morning coffee stop at 'Planks' farm shop and café in Lydeaway - which was village number eleven.

As usual with events organised by Tony, this informal social event attracted members from a wide area stretching from Shepton Mallet and Midsomer Norton in the west, Gillingham and Shaftesbury in the south, Andover and Lambourne in the east and Purton near Swindon in the north. In accordance with the informal nature of the event, the neat hand written instructions in Tony's inimitable style, which he handed out to the final grouping at Lydeaway for the ongoing tour covering the remaining 39 villages, were for a "Suggested Route". It was therefore interesting to hear that on at least one occasion some old Morris cars were seen passing in opposite directions!

The pre-arranged lunch stop was at "The Woodbridge Inn" at North Newton near Upavon and the concluding tea stop was at "The Ginger Piggery" farm shop, studios and café at the final village - Boyton near Warminster.

Tony managed to gain publicity for the Club through a live interview about the tour with BBC Wiltshire Radio and reports with photographs in two local papers including the "Western Daily Press", which has a wide circulation across the West Country.

Once again all entrants were grateful for the work Tony and Sue had done in the organisation of another very enjoyable Morris get together. Coincidentally they will be celebrating their 50th wedding anniversary later in the year and so we offer our congratulations and wish them a wonderful day of celebrations.



Roger Perry of Westbury and his brother Richard passing through village number 33 Ablington in their Morris Ten Series Three.



Organiser Tony Hale and his wife Sue (right) pose with their Morris Eight at "The Ginger Piggery" farm shop alongside Paul and Celia James with their Morris Cowley. A similar picture to this one was published in The Western Daily Press newspaper on Saturday 22nd May.



Peter and Linda Maslin from Melksham, were in their much used Morris Eight saloon in its glorious unrestored, but nevertheless sound and very presentable state. It is always a delight to see this old car captured on camera here in Ablington.



The Tour Party line up at the concluding tea stop at "The Ginger Piggery" farm shop, studios and café at village number 50 - Boyton near Warminster. Two participants and one Morris are absent - Tony Jordan and his wife Margaret had already left for home in Shaftesbury in their Morris Minor saloon.