

MORRIS MONTHLY



Volume 49

Number 11

December 2009



NEWSLETTER OF THE MORRIS REGISTER

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

www.morrisregister.co.uk



CLUB CONTACTS



NOGGINS & NATTERS



WHAT'S IT WORTH?

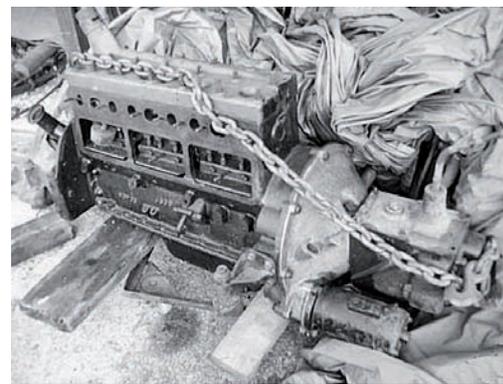
Please refer to your Morris Register Handbook, which you received with your membership card on renewal

1937
Morris 14/6



Recently on eBay. According to the vendor "This is a rare 1937 Morris 14/6 Saloon. There is no documentation at present, although it has been promised. It may need to have its reg.no. reinstated through the club. Chassis plate is on bulk head and the number plates say DMM 737. There is some new chrome and woodwork, including door tops. Mostly complete. Engine is out of car."

The asking price?
Answer on Page 29



The Morris Register Spares Service

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

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

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

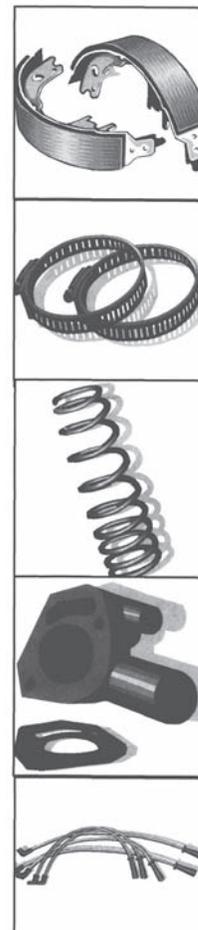
Given the limited capability of the service, it is preferable for members to enquire first before placing an order that we may be unable to fulfil. Some "out of stock" items can be sourced fairly quickly in cases where alternatives are not available, and the primary objective of the spares service is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

By phone: 07950 972401 (limited response hours)
By e-mail: thespares@morrisregister.co.uk
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!



MORRIS MONTHLY

Volume 49

Number 11

December

2009

NEWSLETTER OF THE MORRIS REGISTER



CHAIRMAN *Dave Harris* writes:

I would like to start by wishing everyone a Merry Christmas and a Happy and Prosperous New Year.

Some particularly good news is that the promised range of club clothing is now available and you can find the brochure and order form in the Members' Area on the club website. A full colour brochure of clothing, publications and other merchandise will be sent to every club member early in the New Year. We are very pleased with the range and quality of the garments which include items for ladies and children.

I note with interest that the MVS email system is still very very busy, whereas at the moment, the new forum is not. Once you get used to using the forum it is a lot easier than trawling through hundreds of emails to find the relevant thread that you are looking for. Also the more people that use the forum the higher the hit rate is on the MR website, which means that the website is more attractive to potential advertisers thinking about placing adverts with us. The revenue from these advertisements helps us to keep down the cost of running the club. In layman's terms this means we don't have to increase the membership fees as often to keep up with printing and postage costs.

It is probably a good idea to start using the forum now as the MVS email system will be closing down next year. The date will be announced after the January Executive Committee meeting. Have a great Christmas!



EDITOR *Rob Symonds* writes:

John Nagle was talking to member the Reverend Ted Spiller recently and thought it appropriate to ask him to write a few words for the Christmas edition, or as he puts it for his boss's birthday!

This is most certainly a blessing, as it spares you all having to read my drivel for another month!

“ SIGNIFICANT DATES AND A WELCOME BACK

We all have significant dates in our lives and also I am sure we all find times when we are “Welcomed back”.

Here are just a few of significant dates in my life: 3rd September 1961, then 1st August 2008 and of course every 25th December.

September 3rd back in 1961 was that wet day at Swynnerton near to Stoke-on-Trent when the “MORRIS 8 TOURER CLUB” was holding a driving test, with an entry fee was 2/6. There is a report in the M8TC Journal No. 6. At that time I was the 78th member of the club. But life, as they say, goes on and I parted with the Morris UB 4919 almost 50 years ago. I often thought about her and the happy motoring of those days. In fact when I retired I rebuilt an Austin 7 as a substitute for the Morris. Once I had completed that rebuild, guess what - I located my old Morris!

On August 1st 2008 I got “The Red Bomb” back again. I rejoined the club, now renamed “Morris Register”, and found the welcome home of once more belonging to the club. A great feeling back in the family, if you like.

My final date is December 25th EVERY year. If, in the same way that I and the Morris Club drifted apart, perhaps you and the real meaning of CHRISTmas have become separated, then why not pop into a carol service and let the words make sure that you really do have a Happy Christmas. Come back to the Christian Club, there is a welcome there for you. I often say “Eternity is a long time to be in the wrong place”.

Happy Morris Motoring and above all, a HAPPY CHRISTMAS to you all.” Rev. Ted.



CONTENTS

| | |
|-------|--|
| 3 | Chairman/Editorial |
| 4,5 | Rest and Be Thankful |
| 6 | Bulletin Board |
| 7 | FBHVC Reports Caption Comp |
| 8-11 | Register Retro 12-17 and 20-23 Regional Round Up |
| 18-19 | Cowley Classic Car Show |
| 24,25 | MoMo Mail Diary Dates |
| 26,27 | Tech Topics Services and Suppliers |
| 28,29 | Membership Meanderings New Members |
| 30 | The Parson & The Fiddler |
| 31 | Morris Mechanicals |
| 32,33 | Lord Nuffield's Wolseley |
| 34,35 | Morris Mart |
| 36 | Foto Finish |

EDITOR:

Rob Symonds, 49 Gorsy Road, Quinton, Birmingham B32 2SJ
☎ 0121 682 0640 or 07711 007 539 email: theeditor@morrisregister.co.uk

NATIONAL MEMBERSHIP SECRETARY:

John Nagle, Mole End, 2 Rushall Close, Lower Earley, Reading RG6 4BG
☎ 01189 866 834 email: membership@morrisregister.co.uk

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.

DEADLINE:

14th of the month
prior to publication

Printed by PAGEFAST
PRINT & PUBLISHING

01524 841010

www.pagefast.co.uk



MORRIS EIGHT DOES “THE REST AND BE THANKFUL”

Rest and be Thankful

G FORCE

RSAC
Motorsport

G FORCE
RSAC THREE LOCHS CLASSIC
THIS IS TO CERTIFY THAT
CAR 20 RONALD JOHNSTON
1938 MORRIS 8

SUCCESSFULLY CLIMBED THE OLD
REST AND BE THANKFUL ROAD
DURING THE COURSE OF THE
THREE LOCHS CLASSIC ON
SATURDAY 22 AUGUST 2009

Jonathan C. Lord
JONATHAN C. LORD,
CLERK OF THE COURSE.



Words and pictures from
Ronnie Johnston

A83



To enthusiasts of automobile history some places have become iconic of the early days of motoring. England has many of these: Brooklands, Pendine Sands and possibly even the Morgan factory at Malvern come to mind.

Scotland does not have as many but a few still remain and among these the old military road through Glen Coe referred to as “The Rest and be Thankful” is probably the best known. This was originally a simple drovers’ road where cattle from the highlands were brought to the lowland markets but it attained strategic importance during the Jacobite risings when the Hanoverian government improved it in an effort to keep us rebellious Scots under control. The soldiers charged with this task laboured over several years and, on reaching the top, placed a stone to mark their achievement. This was inscribed simply “Rest and be Thankful” and the name has stuck and the stone can still be seen today. In the early days, motoring pioneers quickly recognised this road with its steep inclines and hairpin bends as an excellent test of their vehicles and, although still a public road, it became a venue for sporting meetings. Indeed, the Argyle Car Company, whose factory was only about 20 miles away, used it to test every one of their new cars before they were delivered to the customer.

A new road was built through the glen in the 1930s and the old road fell into disuse and could have been lost had it not been for a group of enthusiasts who resumed hill climbs in the 1950s. In recent years the Royal Scottish Automobile Club have organised their “Three Lochs Run” for vintage and classic vehicles which includes an optional run up “The Rest”.

A drive over this road has been on my “to do” list for many years so I was delighted when Kath and I had our entries accepted for this event. My Two Seater was the only Morris 8 and Kath’s Singer Roadster was the only pre-Rootes car so perhaps we had some scarcity interest. We were the guests of the Royal Northern and Clyde Yacht Club and the cars gathered in the ground of their impressive club house at Rhu overlooking the Gareloch.

Our modest little cars were in illustrious company with many prestigious marques represented as a glance at the pictures will confirm. The earliest car was a magnificent Model T Ford of 1910 that looked like Henry had built it yesterday and it wasn’t black! There was an interesting air cooled Rover 8 of 1922 and a very pretty M Type MG with the OHC engine and distinctive vertical dynamo. There were more R.R.s and Bentleys than you could shake a stick at and every car was beautifully presented. Some participants wore period dress for the occasion and I particularly liked the “Liveried Chaffeur and Titled Lady” in an open R.R.

The route takes in some of the most dramatic scenery Scotland has to offer. The three lochs referred to are Gare Loch, Loch Long and Loch Lomond. The first two are narrow fjord-like sea lochs carved out by glaciers eons ago, the last is, of course, possibly Scotland’s best known inland loch. The road alongside Loch Long follows the shore line and, although the scenery is magnificent I am far too busy driving the car to admire it. The hills proved quite testing for some vintage entrants but everyone completed the run without mishap.

The run up “The Rest” was truly memorable and exceeded my expectations. I remembered all the photographs of fine Edwardian automobiles with their intrepid drivers in their greatcoats and goggles and felt privileged to be following in their tyre tracks. The approach road is in poor condition and required careful negotiation but the hill and bends are in good repair and I could open the car up to allow sufficient momentum to take the bend at the top at a respectable speed.

The weather, fickle as usual, turned from bright sunshine to a heavy downpour just as we started and we were soaked by the end but it was a small price to pay.

The route then continues through Hell’s Glen giving a glimpse of Loch Fyne and Inverarry in the distance. This proved very demanding and perhaps there was a small clue in the name! The return journey was a pleasant drive through Arrochar to Tarbet on Loch Lomondside where, in times past, Vikings dragged their longboats to harry the communities that had thought themselves safe on the islands of an inland loch. The only Viking to be seen today was the mascot on the little Rover.

At a picnic stop I had the pleasure of chatting with a car enthusiast from California who just happened to be in the area who was delighted by the cars he had seen.

The afternoon finished with the judging of the cars and the issue of certificates to all those who had braved The Rest. Judging this fine collection would not be easy and I did not envy the judges their task. For your information, the Model T was the overall winner. Not bad for a car only months short of 100 years old!





from SECRETARY, *Mike Brears*

NOTICE OF EXECUTIVE COMMITTEE MEETING

The next meeting will take place on Sunday 23rd January 2009 at King Edward's School, Birmingham B15 2UA.

THORESBY 2009 CONCOURS RESULTS: corrections

Some mistakes crept into the list printed in the September edition of Morris Monthly, so here are the correct results for the Classes involved, plus a list of other winners on the day which were not published previously.

CLASS 4: 8 SERIES E Silver Salver

| | | | |
|-----|------------|-----------|-----------------------|
| 1st | S Gant | Abingdon | 1948 Four-Door Saloon |
| 2nd | A Perkins | Margate | 1939 Tourer |
| 3rd | B Williams | Leicester | 1948 Saloon |

CLASS 11: ANY MAKE CLASSICS Tankard

| | | | |
|-----|----------------|-----------|-------------------------------|
| 1st | J Saville | Mansfield | 1963 Austin Healey BJ7 Sports |
| 2nd | K Winteringham | Gomersal | 1952 Jowett Jupiter Sports |
| 3rd | R Wilkins | Pinxton | 1961 Rover P4 100 Saloon |

DRIVING GAMES

| | | |
|----------|---------|-----------------------------|
| D Harris | Preston | 1935 Pre-Series 10/4 Tourer |
|----------|---------|-----------------------------|

LONG HAUL AWARD

| | | |
|----------|---------|-----------------------------|
| T Barrie | Glasgow | 1946 Series E 4 Door Saloon |
|----------|---------|-----------------------------|

PRESIDENT'S TROPHY WINNER

| | | |
|--------------|----------|-------------------------|
| P Stephenson | Ilkeston | 1953 Z Series Light Van |
|--------------|----------|-------------------------|

MIDLAND TROPHY

| | | |
|-------------------|-------|----------------------------|
| R & D Worthington | Corby | 1933 Minor 4 Seater Tourer |
|-------------------|-------|----------------------------|

PEELING CUP

| | | |
|----------|------------|-------------------------------|
| J Riglar | Trowbridge | 1936 10/4 Series 2 S/H Saloon |
|----------|------------|-------------------------------|

ROSE BOWL

| | | |
|----------|-------|--------------------|
| M Naylor | Leeds | 1924 Oxford Tourer |
|----------|-------|--------------------|

HISTORIC MORRIS INSURANCE

Lancaster Insurance Services has specialised in arranging Classic Car Insurance since 1984. The wealth of knowledge and experience we have gained over the past two decades has enabled us to provide you with Morris insurance which is individually tailored to meet your needs.



• Discounts, benefits and features offered vary amongst insurance schemes and are subject to underwriting criteria

- CAR CLUB MEMBER DISCOUNTS
- UP TO 65% INTRODUCTORY DISCOUNT
- LIMITED MILEAGE DISCOUNT
- GUARANTEED AGREED VALUATIONS - UP TO 3 YEARS
- LAID-UP COVER
- WINDSCREEN, PERSONAL EFFECTS & AUDIO COVER
- FREE FOREIGN USE COVER - UP TO 90 DAYS
- LOW COST BREAKDOWN RECOVERY INCLUDING HOME START AVAILABLE
- OPTIONAL LEGAL PROTECTION, INCLUDING UNINSURED LOSS RECOVERY
- COURTESY CAR
- APPROVED NETWORK OF REPAIRERS

For a great deal on Morris Insurance call

01480 484848

www.lancasterinsurance.co.uk/morris



Lancaster House, Meadow Lane, St. Ives, Cambs PE27 4ZB

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority

MR-VI-0709



No room for a new one this month, but the winning caption from an increased entry for last month came from Terry Fawlk: "I ASKED A FELLOW MEMBER TO KEEP A LOOKOUT FOR A SERIES 11 8 TOURER. HE SAID HE WOULD KEEP HIS EAR TO THE GROUND."

FBHVC REPORT (NEWLETTER No. 5 2009) from *Ken Johnson* CAR TRAILERS

The Retail Motor Industry Federation has warned its members that dealers risk being stung by an on-the-spot £200 fine if they are caught using a low-loader trailer behind their tow vehicle if it is not fitted with a tachograph.

The law states that a tow vehicle can have a gross vehicle weight (GVW) up to 3500 kg without a tachograph being required. However these vehicles will have a gross combination weight (GCW) in excess of 3500 kg when towing a trailer. Therefore the tow vehicle has to be fitted and operated with a tachograph. This regulation also covers heavy 4 x 4 cars as well as commercial vehicles that are towing trailers.

Before any false rumours start to emerge, however, this should only apply to traders and would not apply to historic vehicles where the trailer is not being used for hire or reward and the driver is a private individual. So trailing an historic vehicle to a rally will still be in order.

FORTHCOMING CHANGES IN FUELS

At the risk of stating the obvious and making assumptions, it seems likely that there can be few people within the FBHVC who welcome change. We like our historic machines and vehicles just as they are and we would like the rest of the world to stay just as it is to fit in with us. Of course, the world is changing around us and sometimes it is inevitable that these changes will have an impact on us. We cannot run our cars without fuel, so any changes to fuel will inevitably have some potential effect. The EU has issued directives to mandate increased uptake of renewable fuels throughout Europe as part of the campaign to slow climate change. In addition, air quality concerns have been responsible for progressive reductions in sulphur in heavier fuels such as diesel. The net outcome of these EU directives is the inclusion of bio-ethanol in petrol, and inclusion of components such as vegetable oils in diesel fuels, in addition to the reduction in sulphur content. The DfT is charged with the job of turning the EU directives into workable laws which will be implemented in the UK in the near future. Some of the changes which are coming may be unwelcome to Federation members. Unfortunately, we cannot turn back the tide emanating from the EU, and underwritten by the UK Government. Furthermore, fuel production today is a very big business, with an ever-decreasing number of filling stations selling larger and larger volumes of fuel in order to stay competitive. The dream would be to have one pump on every forecourt selling specialist historic fuels for Federation members. However, the economics of distribution to a relatively small number of specialist users make it impossible to produce and supply bespoke fuel products which are freely and widely available in every town from Cornwall to the north of Scotland. In short, Federation members generally have to use the standard fuels produced by Big Oil for modern engines. Leaded four-star petrol is perhaps the exception which proves the rule; it is still available as the result of an earlier EU concession, but from only a handful of petrol sales outlets. Restricted sales volume resulting from poor availability forces up cost, which in turn limits demand. In fact, demand for leaded four-star has never even come close to the level of sales permitted, and probably envisaged, under the original EU concession. *Matthew Vincent*

PERMITTED ETHANOL CONTENT IN PETROL TO RISE FROM 5% TO 10%

Fuels containing above 5% ethanol will need to be labelled, but fuels containing less than 5% ethanol will continue to be sold unmarked. There will be a requirement to continue to offer fuels with a limit of 5% ethanol until 2013. (It is assumed that after this date such fuels will be harder to find and may disappear).

A number of difficulties have already been experienced by Federation members, most notably in respect of petrol tanks. Some types of sealing compounds react adversely to the presence of ethanol in the petrol, resulting in sticky deposits being washed through into the fuel system. While this is distressing for the victim, there are sealing compounds on the market which are compatible with petrol containing ethanol. It should be possible to re-seal the affected tank with a compatible product, after thorough cleaning to remove all traces of the non-compatible material.

STOP PRESS

After a very successful show at the NEC over the weekend of November 13th to 15th, Chairman Dave Harris wishes to record his sincere thanks to all those who supplied cars for the Morris Register stand and/or helped to man it. (Full Report in next month's edition)

A LOOK AT MINOR SPECIALS (Part 5) by Harry Edwards

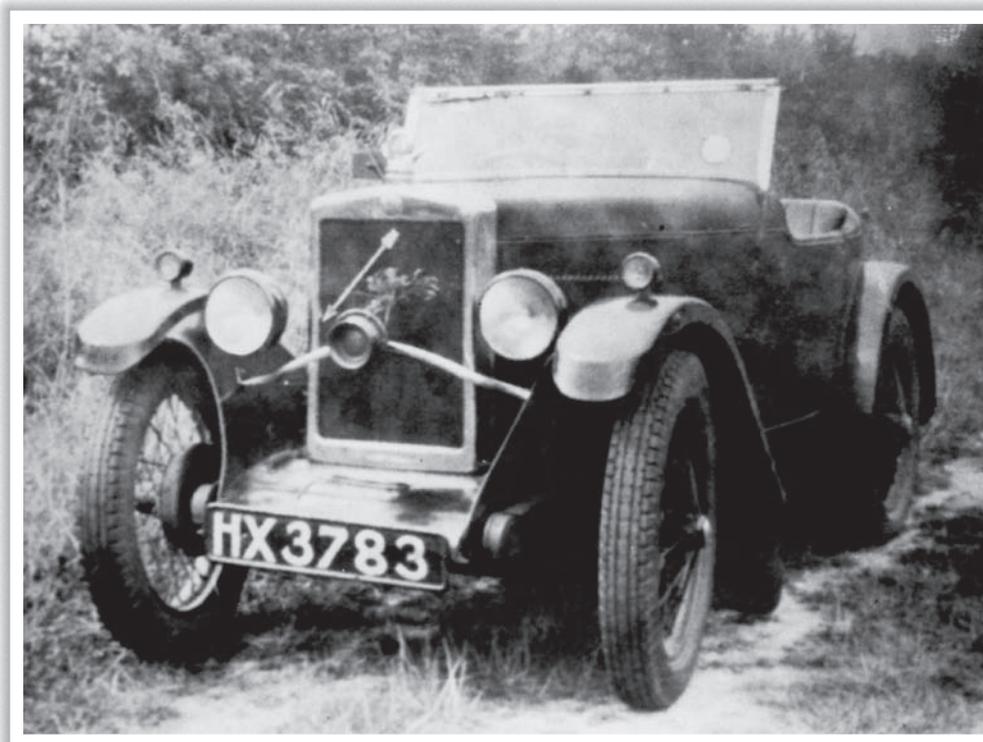
Jacob Bonallack, the founder of the company carrying his name, began in 1848 building horse-drawn vans and carts. His workshops were located in East London, not far from the City boundary, and his choice of location was due to the desire to be near the London docks so as to cater for the commercial horse-drawn traffic.

The business prospered and eventually moved into larger premises in Cable Street. With the advent of railways the commercial side expanded and in 1880 additional premises were acquired in Stratford Broadway. In turn, in 1904, the company moved to Forest Gate. The factory turned over from horse-drawn vehicles to commercial motor bodywork around about 1928.

From the Morris point of view many Morris and Morris Commercial chassis received Bonallack & Sons bodywork. One in particular, which is of interest to readers of this series of articles, was a publicity van based on the 1929 o.h.v. Minor chassis. This body was designed to represent a shop window of Messrs Diana de Paris, Shaftesbury Avenue, London. The "shop windows" on each side had mirrors at the back and sides in addition to parquet flooring. The lighting being effected by vacuum-tube lamps, with each window showing three model dresses or blouses on stands, sufficient space remaining for accommodation of 30 dress boxes.

The rear of the van represented part of the shop façade between the windows, whereon was mounted a clock. The spare wheel for the van was carried in a special compartment below the floor.

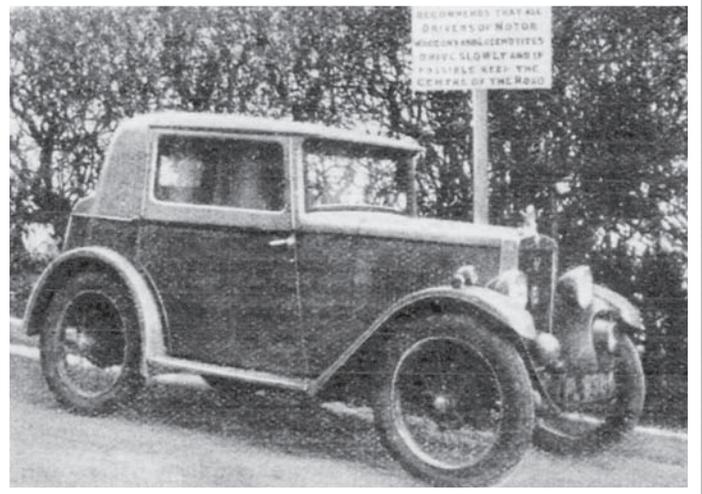
Arthur Percy Compton was responsible for a number of coachbuilding businesses during the 1920s and 1930s. From 1920 to mid 1925 he was principle of Compton & Herman Ltd. of Walton-on-Thames, located on Earl Cowley's estate. His next move saw him working, between June 1925 and early 1929, as general manager and designer for Jarvis. Then, in March 1929, Compton with his sons joined someone called Terry to form Compton Sons & Terry Ltd. located at High Path, Morden Road, Merton SW19. The partnership obviously did not last a year for, later in 1929, A.P. Compton & Co. Ltd., Arrow Coachworks, were trading from the same address in Morden Road. In 1930 Arrow Coachworks moved to 99 Boston Road, Hanwell, which was an old tram depot. The majority of Arrow bodied cars seem to have been made at that location over a period of



some four years. Unfortunately, a car accident, in which Compton was seriously injured, resulted in the company being put into voluntary liquidation in November 1933. Between 1934 and 1936 A.P. Compton & Co. still produced specialised bodies at Arrow Works in Thames Ditton. In addition to the various bodies for Austin, Wolseley Hornet, Jowett Standard 9, Singer Junior, and Triumph 7, Compton made good use of the Morris Minor chassis for the 1931 Morris Minor Arrow Coupe at £162, Morris Minor Arrow 2 Seater £150, and the Morris Minor Dart 2-Seater with a list price of £140. An example of the latter was included in A.P. Compton & Co. stand 127 at the Olympia Motor Show in 1930.

1931 Morris Arrow 2-Seater [Photo: E.A. Packer]

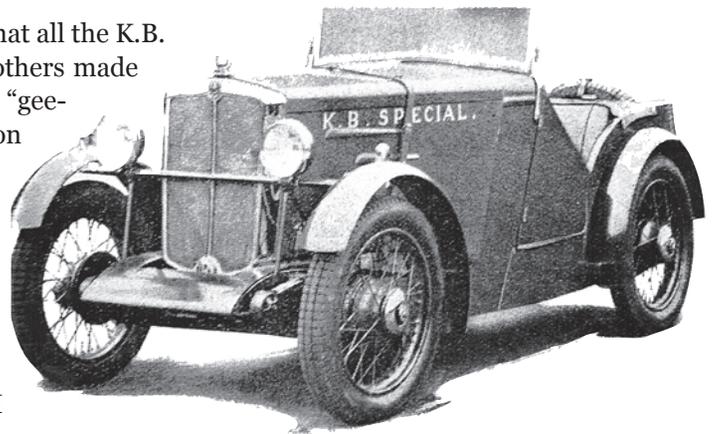
According to the company letterhead, Martin Walter Ltd. was established in 1773 as a saddlery business. What is well recorded is the fact that Martin Walter's brother-in-law, Spencer Apps, set up the firm's motorcycle business in 1910, extending to cars in 1912. The firm's move into coach building came a further four years later when the firm took over another Folkestone firm named Norrington. Car dealing and coach building then expanded side by side. Towards the end of the 1920s, the company decided to concentrate on contracts with major manufacturers including Daimler, Austin, Lanchester, and Vauxhall. Few Morris Minor chassis appear to have been bodied by Martin Walter in the early thirties although the photograph shown here of a 1931 Surrey registered coupé, PL 9386, was captioned as a Martin Walter coupé. Similar bodywork was also made for the contemporary Wolseley Hornet.



Later, in 1935, the backbone of Martin Walter's coach building programme was the introduction of the "Utilicon", best described as an all-steel station wagon, making use of the production Austin, Bedford and Ford 5 and 10 cwt and of course the ubiquitous Morris Eight Series Z and the Series Y vans. The company appears to have gone into voluntary liquidation in 1994.

King Brothers of Cross Green, Otley, were Morris agents from the 1920s. This Yorkshire garage offered their version of the Morris Minor as the K.B. Special Minor and around late 1933, writing in *The Light Car* at the time, Hon. Sec. of the Ilkley Motor Club, H. Sager, described the car as being made to stand up any amount of rough-stuff without disintegrating, the framework being of oak and ash and 22 swg aluminium everywhere, except the bonnet. Being based on the 1934 season Morris Minor it had hydraulic brakes and a four-speed gearbox. Price, including hood, side-screens and windscreen wiper, etc., £155.

In a letter to the writer, back in 1963, Mr. Sager recalled that all the K.B. Specials he had seen were painted red and that King Brothers made modifications to the side-valve engines to get a few more "gee-gees". The photograph shown here illustrates the car based on the 1934 Minor chassis. Other illustrations exist showing K.B. Special Minor based on a 1930 Minor chassis (registered WX 5594), with small centre wire wheels and a rear mounted slab tank which would suggest that such Specials were being made on the overhead camshaft engined chassis some years previously.



The writer does not know if "Kings" of Cross Green still exist. The British Army had the premises during W.W.II and the garage was still listed by the A.A. in 1965.

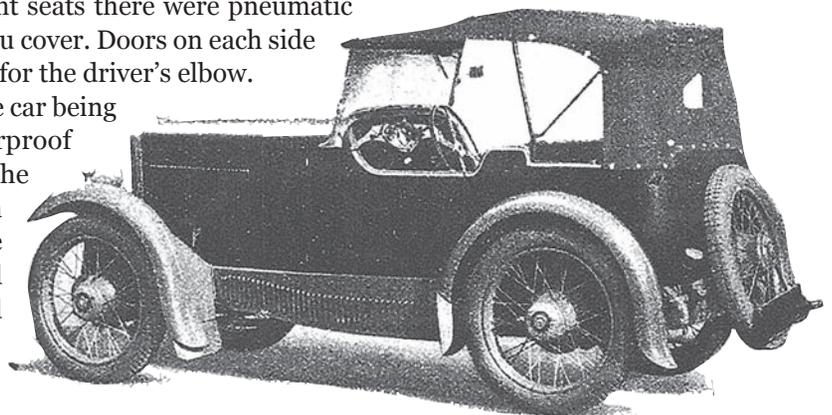
Elsewhere in this series I have described the McEvoy Morris Minor Special.

Not surprisingly the basic specification is the same as the Jensen Minor Specials, for in producing his Special, Michael A. McEvoy took the basic Jensen version and made modifications, in particular to the engine. The Jensen Special Morris Minor was described in 1933 as being a "pleasing Le Mans type 2-4 seater on the Morris Minor chassis". The price listed that year being £149.

The late Richard Jensen, in correspondence with me in 1963, revealed that the Jensen bodywork fitted to the Minor chassis cost in labour and overheads £20 per body, materials cost a further £20, leaving a profit of £5 per car.

Description of the Special went on to say that the designers had endeavoured to obtain a good driving position, together with ample room for the passengers. In the front seats there were pneumatic cushions, the rear seats were fitted with a tonneau cover. Doors on each side differed in that the off-side door had a cut-away for the driver's elbow.

Weather protection had not been overlooked, the car being equipped with a one-man hood and weatherproof sidescreens. Other points worthy of note are the helmet section wings, louvered valances on each side, a louvered bonnet, dumb iron fairing at the front, a neat spare wheel carrier at the back and last, but not least, a Brooklands spring spoked steering wheel.



The makers recommended a remote gear lever as an extra at the price of £2.

to be continued

ACKNOWLEDGEMENTS ARE MADE TO ERIC PRICE,
LEGENDARY FORMER EDITOR OF THE WESTERN DAILY
PRESS, FOR THE FOLLOWING EXTRACTS FROM HIS BOOK
“THE BOY IN THE BATH,
OR HOW TO WORK ON 13 NEWSPAPERS AND SURVIVE”.
PUBLISHED BY ABSON BOOKS OF BRISTOL, PRESUMABLY CIRCA 1960.

“After much agonising, consideration and consultation, Uncle Willy finally decided to buy a car. Since there was only him and Aunt Ada, he decided a four-seater was unnecessary, so he bought a two-seater bullnose Morris Cowley with an elevated dickey seat at the rear. His decision to buy this car was criticised by my father, normally the most charitable of men, but who was disenchanted with Uncle Willy, an occasional customer, and the most difficult of all. I remember my father, told by my mother that Uncle Willy had finally decided to buy this car, saying: "What does he want a car for? He never goes anywhere." "He says they'll use it for shopping," said my mother. "Well, I hope he keeps away from our shop."

Uncle Willy and Aunt Ada lived in a house in Maple Grove, not far from the Bear Flat, with a caged parrot which was trained to say: "All the way from Peshawar to here." They had a son, Cecil, who was an Army officer, of whom we saw little, and who had been largely brought up by my parents during his parents' Indian sojourn.

The two-seater Morris Cowley with its hand-operated windscreen wiper, was kept in immaculate condition. It was not used in wet weather, and if caught in a shower Uncle Willy was described as being intent on dodging the raindrops. The car only ran in spring and summer. In the autumn it was put on wooden blocks in the garage.

Uncle Willy used to take Aunt Ada and my mother to visit an obscure relative or friend, I don't know which, in Lambridge.

The three adults would squeeze into the front, and John and I would ride aloft in the dickey, exposed to the elements.

He rarely exceeded 25 miles an hour in the Cowley, but one day when we went to Bristol he had an accident. My brother and I in the dickey watched him and another car, on the approach to Bath Bridge, drawn with lugubrious slowness towards each other in a magnetic force of mutual folly. Damage was slight, since at the time of the sideways impact neither car was going much faster than walking pace. We went to tea at the Berkeley Café in Queen's Road, where Uncle Willy met someone he knew and said his car had been hit "by a fool of a man."

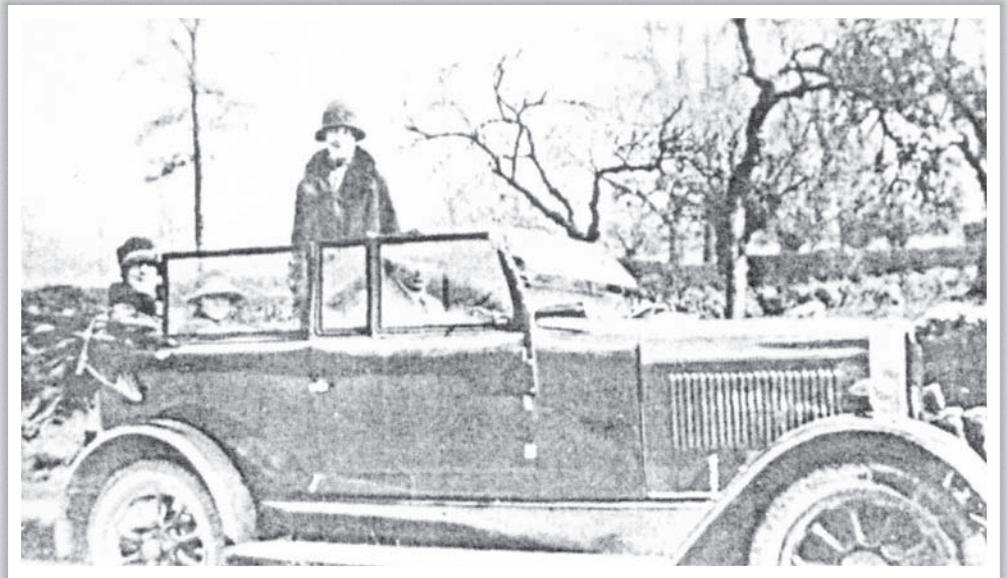
My father did not buy a car on his

own. He and Uncle Bert bought one of the first square-nose Morris Cowleys, and had driving lessons from a garage man every Thursday afternoon. The two brothers had left driving until somewhat late in life, my father being 42, and Uncle Bert 51. My father, who often rode a cycle kept in the Milton Avenue cellar, took to the driving lessons very well, but Uncle Bert did not. He could only turn the steering wheel on the instalment plan, jerking it round as if it was notched. I recall going on one of their Thursday afternoon lessons, and Uncle Bert only just avoiding a collision with another car, thanks to the instructor who pulled on the steering wheel in time.

The Morris was a two-door tourer with the new-fangled front bucket seats. Because it was blue, it was frequently referred to as The Bluebird. It lasted two years, for being a new model there were teething troubles, exacerbated, one fears, by the jerky driving of Uncle Bert.

It was succeeded by another Morris Cowley, this time with four instead of two doors, and fawn in colour. Its upholstery had a distinctive smell which I can recall to this day. Like its predecessor it was kept near our home in one of a number of lock-up garages, the entry to which carried the sign "Please Drive In". Neither of these Morrises was used in the winter. Apart from the very rare call on a distant customer, the car was considered to have been bought for pleasure. It was cheaper and just as convenient to use the wholly reliable penny tramcar for travel to work, with the added bonus that one could walk if one wished, and be in the centre of Bath in 15 minutes.

Uncle Ted's Ford, older than the Morrises, was erratic in performance. Uncle Ted would urge it up hills hunched over the steering wheel, jerking himself backwards and forward. The Ford finally performed so badly on the hills near Blagdon



The first, blue, Morris owned jointly by my father and his brother Bert. My father is at the wheel on Easter Sunday 1927. Aunt Elsie is standing and seated in the back are Aunt Alice and cousin Dorothy.

on a day excursion, that after nursing it home, Uncle Ted took it to the garage the next day, where it was condemned. That was the end of motoring for Uncle Ted. He was used to the Ford's pedal controls, and was not prepared to do battle with modern gear levers. The demise of the Ford marked the end of the joint excursions.

Sidelights were imposing, and headlights only just adequate. On the Cowleys the dipping device consisted of a compressed air plunger attached to the steering column, which rarely worked. But all cars had that most treasured device of all, a magneto, which meant the car would run without a battery.

The square-nose models had Morris's own engines. The Cowley had 12 horse power, and the Oxford 14. To drive one of these cars today is a strange experience. The engines turn over slowly, and cruising speed is attained very gradually. This rarely exceeded 40 mph, which meant that only in cold or rain was there discomfort in riding with the hood down. It was considered healthy to retain exposure to the elements as much as possible.

The office was becoming less interesting, even if my financial status had greatly improved. The weekly £2 10s. was a dramatic advance on the £1 I had been paid. My new affluence allowed me to indulge my great ambition of car ownership. In August 1937 I had broken the family syndrome of Morris Cowleys, and acquired an Oxford. It was one of the first square-shaped saloons, and it cost £5.

The car, christened The Hearse, did not run as it should, so with the help of a friendly garage man who lived nearby, we took off the engine's head and decarbonised it. The garage at the top of Gordon's garden was used by his friends for their various repairs and overhauls. One had reconditioned a very old tourer, whose make I cannot recall. Its owner, a trainee teacher, had to devise a cooling system when running it in while stationary. His solution was to flush the radiator straight through from a hosepipe connected to the garage tap. This flood of water ran out of the bottom of the radiator, through the back garden, down steps into the front garden, and out into the road below. It was an untidy arrangement.

”

Letters to the Historian

Dear Sir,

I took some time out at the quite recent club event at Thoresby Park to make some queries as to the availability of the much earlier released ex-Ministry units suitable for conversion for Morris Eights. The result I achieved was basically a blank with nobody aware where I might currently obtain one.

I am wondering whether you might have knowledge of the availability of any remaining units or might even have one yourself for sale. One comment I did receive was there could also be an option of a fairly similar unit used as original equipment on tractors. None of my colleagues on the Oxford Noggin are aware of this one and I wonder if you have any information relative to it and its availability.

Yours etc.

Roger Needle
Steeple Aston
Oxon.

(Historian's note: The ex-Ministry units to which you refer were used in British tanks such as the Centurion, as starter motors, and then continued to run to provide electrical current for the equipment. Some years ago the Swiss military were disposing of their spares for the British tanks they used, and many of the engines were bought by dealers in this country to be sold on eventually to Morris Owners, who converted them to use in the Morris 8. The 918 cc engines were either the type used in the Series E Eight or the post-war Minor MM.

You mention in your letter that similar engines were used in tractors and I suspect that you refer to the B.M.B. President tractor which used an s.v. engine of the type used in the Series E. Other units used the Morris 8 engine, such as the wartime A.R.P. fire pumps. Morris Motors also made a marinised version of the Morris 8 engine called The Vedette.)

Dear Sir,

I am very sorry to find you are retiring from producing the Journal, which made being a member of the Register really worthwhile. I have kept all the Journals I've received over the last 35 years (or is it longer? I can't remember) as being too good a publication of interest and usefulness to discard. I think one other member summed up what really interests members in last month's Newsletter when comparing the new style newsletter and the Journal along with the previous style regional newsletters. Well I suppose we all have to

face up to the fact we are getting older and can't restore ourselves in the way we can our cars.

Anyway, many thanks for sharing the knowledge through the Journal and other publications, much appreciated, hope the Register made it worthwhile.

Yours etc.

Edward Downes
Cheltenham
Glos.

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





REGIONAL ROUND UP



North West Region Newsletter

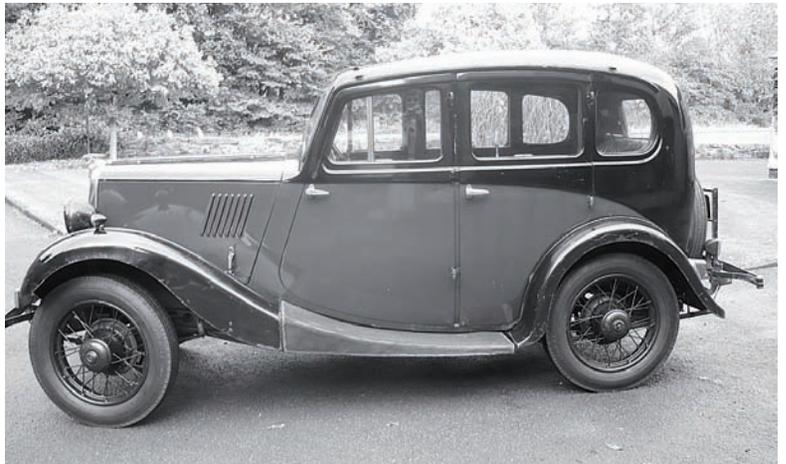


EDITOR: Tom Taylor on 01772 316598 e-mail: t.taylo@o2.co.uk
57 Clough Avenue, Walton-le-Dale, Preston, Lancashire, PR5 4LQ

Now that winter is just round the corner I will not have very much to report in these pages over the next few months so if you have any material I can use, do please let me have it. Even a telephone call with a few details will usually be enough for me to write up a feature for Morris Monthly on your behalf.

Talking of winter, our "Farewell to Summer Run" should have taken place on Sunday 25th October, the day on which the clocks turned back, but too many regulars were not available on this day so we ran on the following Sunday 1st November, which turned out to be the worst possible day for weather. All week long the forecasters were warning of severe gales and driving rain, and boy were they correct! I had visions of nobody turning up for the run and had cobbled up a Plan B just in case they did appear at the start but did not wish to venture very far. As it turned out, the weather was not quite as bad as forecast and seventeen members and guests enjoyed the breezy and sometimes wet forty mile run around the lanes of Leyland, Horwich, Rivington and Chorley before a late lunch back at The Anchor in Lostock Hall. I had planned another run on Sunday 29th November, but in view of the uncertainty of the weather, I think we should hold it over until next Spring.

I also intend next April to take a number of cars over to the Yorkshire Dales for a two night stay in the "Calendar Girls" village of Kettlewell. This could be either a weekend or midweek event, depending on the availability of accommodation, but our Bolton-by-Bowland venture this year was well supported and very enjoyable so we will try to do the same with Kettlewell.



I mentioned last month that Graham and June Naylor had been awarded The Mary Benfield Trophy for enthusiasm by the Register and you will have seen the photograph of the smiling couple on this page last month. I also mentioned that John and Jo Nagle have transformed the Register's database into a true "register" but not true enough it seems. There are still many members for whom we have little or no information about them or their cars and John has asked Regional Membership Secretaries to help to fill in the gaps. Consequently, you may receive a telephone call in the coming weeks from a member of the North West committee asking for your cooperation. The information we ask for is entirely voluntary and our records are subject to the provisions of the Data Protection legislation so will not be misused.

It might be a close call, but you may be reading this just before our Christmas Noggin at The Anchor on Monday 7th December, where Alison is serving us a hot pot and apple pie supper. There is a charge of £5 per person on this occasion and any surplus will be donated to "Help for Heroes". If you wish to come along to this special Noggin do let me know as soon as possible.

I'm off to the Classic Car Show at the NEC this coming Saturday having bought my entry and train tickets on-line today. The Morris Register's stand at last year's show was a splendid affair and you may recall seeing photographs in a previous MM even though the lighting within the NEC halls is not the best for photography. I believe the Register stand is going to be bigger and better this year and the Midlands members are to be congratulated on their efforts. It is not easy doing a three day show.

Some of you longer serving Register members reading this will probably remember Geoff and Sue Lott who were very active in the Region in the early days of the Morris Register. Geoff keeps in touch with me from time to time and in his latest e-mail he tells me that his Morris 8 four door saloon "Georgina" is back on the road (top) after an absence of seventeen years. Amazingly, next door to the garage doing Geoff's refurbishment was another garage with an even bigger job on their hands. AOX 721 does not appear in recent records and I wonder who it once belonged to and who owns it now. Any ideas anyone? Happy Morris Motoring until next month!





WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU

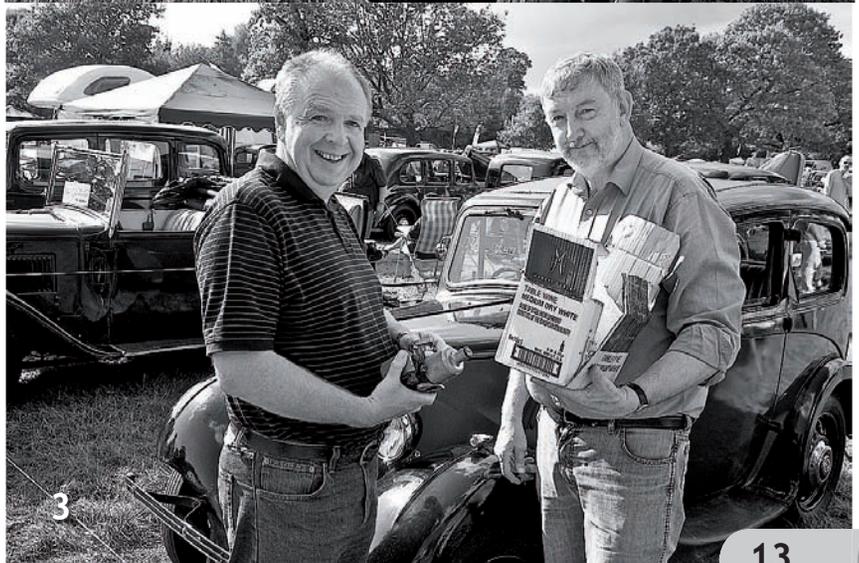


EDITOR: Tom Bourne M.B.E., 02920 703482 morris@tombourne.fsnet.co.uk
1 Clinton Road, Penarth, Vale of Glamorgan. CF64 3JB

TREDEGAR HOUSE VINTAGE AND SPECIALIST RALLY, 20TH SEPTEMBER (continued)

With winter on the way, we take another look back to the sunny days of autumn, and our excellent day out at Tredegar Park. With the setting up process complete, our restored Morris Dealership flag takes pride of place at the front of our display of cars (Photo 1). Events Secretary John Belgion is the keeper of the flags, bringing them along in the back of his splendid 1934 Morris Oxford Coupé (Photo 2). Our club stand is an excellent opportunity for members to get together, whether they have brought a Morris along or are just visiting, and to exchange news, views, or bits of Morris cars. Soon after the site was set up, Ryan Griffiths and Dave Hicks were seen standing alongside Dave's Morris 8 saloon debating whether an SU carburettor is a fair exchange for a crate of wine (Photo 3).

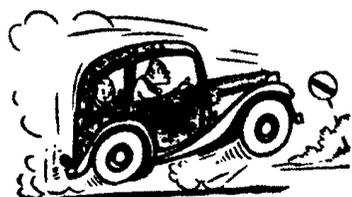
Our Chairman John Howells brought along his recently acquired 1935 Morris Twelve Four saloon (Photo 4), quite a rare model, similar in many ways to my Cowley Four, but differing in many aspects of detail. It was while having a good look over the car that we noticed that one of the wheels had a broken spoke. As soon as word got around that John was going to need to change the wheel, the Morris Register's trusty Black Hand Gang gathered around, rolled their sleeves up, and got seriously to the task of watching and offering advice whilst John changed the wheel! With the added responsibility of guarding the changed wheel, Honey, the Twelve Four's canine defender, decided it was too hot to bother, so cracked open a new bowl of water to celebrate (Photo 5). Exerted by all this effort, your Secretary had to sit down with a flask of tea, making the excuse that he must read the programme (Photo 6). Eventually, it was time to bring the flags down, pack up all our stuff back into the Morris, and make our way home. Our thanks go to John Belgion for taking the lead on the club stand, and to all members who attended, for making it such a successful day.



See overleaf for Photos 4, 5 and 6



EDITORIAL



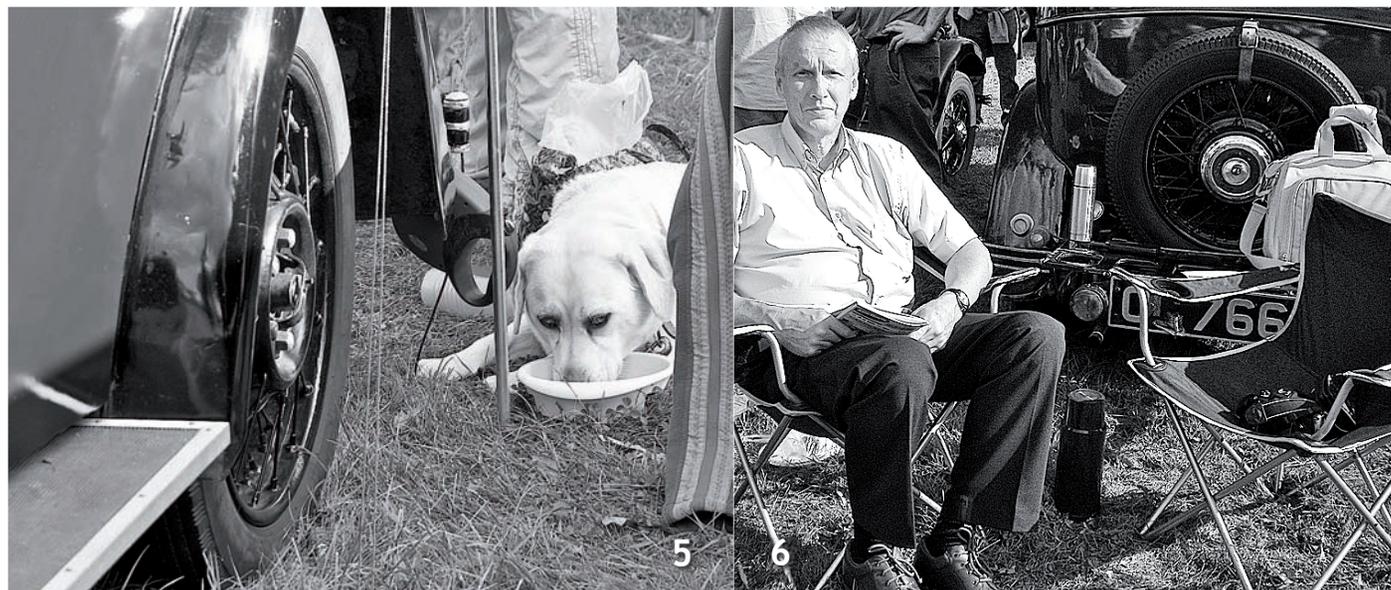
A final reminder that our Annual Dinner will be on Saturday 5th December at the Aubrey Arms, Bonvilston. Late entries will be welcome; if you have not already booked, please get in touch with John Belgion on 01446 793038. We look forward to a good turn out and a pleasant evening together. New members will be particularly welcome. Start time 7.30 p.m. for 8.

Our regional AGM will be held on Thursday 21st January

2010 at the Aubrey Arms, Bonvilston, and, as usual, will form part of our regular meeting. One particular point for discussion will be to do with events in Wales to contribute to the celebration of the 50th anniversary of the Register. Please come with ideas. Please also consider nominations for the regional committee – new volunteers are needed! On behalf of the Welsh Region Committee, best wishes to all our members for Christmas and the New Year.



4



5

6

Morris Parts & Restoration Service

RESTORATION . PARTS . SERVICE

VETERAN & VINTAGE CARS (Established 1950)

Facilities include

Complete or part rebuilds . Fault finding and rectification . Servicing and MoT . Engine Rebuilds
Wingmaking, panelling, spraywork and accident repairs. Patternmaking and foundry facilities for
aluminium and bronze castings with fully equipped machine shop.

' Bullnose & Flatnose Morris Specialists '

Morris 8 Panels:- Wings, Running Boards, Valances, Sills, etc. stocked.

The Cooke Group

West Avenue, Wigston, Leicester LE18 2FB

Tel: (0116) 288 1234 Fax: (0116) 288 1238





The Yellow Pages

No.386



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

WALTON HALL RUSTY AND RUNNING RALLY SUNDAY 25th OCTOBER

Following a week of varied weather we set off with Sylvester and the Eight Pickup just after 9 a.m., driving via Billericay to Walton Hall near Stanford Lea Hope without problems. This is a very late Rally for Sylvester to be out as there is no bad weather protection. With open sides and a gap of nearly a foot between the top of the screen and the roof, the weather has to be just right at this time of year. We arrived just after 10 a.m. and found our way on to the rally field behind the museum buildings. Walton Hall is a museum of Memorabilia from times past set in restored barns as well as being the home of the National Motor Roller museum. There were a variety of vehicles: a few commercials, many 50 and 60s cars, stationary engines and a number of miniature steam vehicles and we walked up and down the site several times always seeing different things. We also caught up with several people in the old car movement that we had not seen for a few years. The museum itself in the old barn has an extremely wide variety of ephemera from the past and has a fully restored traditional gypsy wagon on show. There is also a cafeteria where hot food and drink is served. The old outbuildings connected to the barn have a number of themed displays a bakery, wheelwrights, saddle makers, and printers. There was also a display of Fire Brigade ephemera and barn full of old farming equipment. In another hard standing area there were a number of old road rollers from many different manufacturers and countries, each with an information board detailing its history where known. There was even one Morris Commercial roller though I do not know if this was as manufactured or whether modified in its life.

The actual weather was dry but quite blustery so we made several trips for hot drinks, and visits round the barn. We set off for home around four and arrived back in Chelmsford nice and dry.

This is a brilliant venue and hopefully there will be details for next year's rally in the Yellow Pages.

Kevin and Peter Bailey



MORRIS EIGHT JENSEN TEAM WIN RALLY AWARD

Peter and Sue Sanders returned on 8th October with a top award after taking part in the Autumn Amble to southern Brittany in their 1935 Morris Eight Jensen.

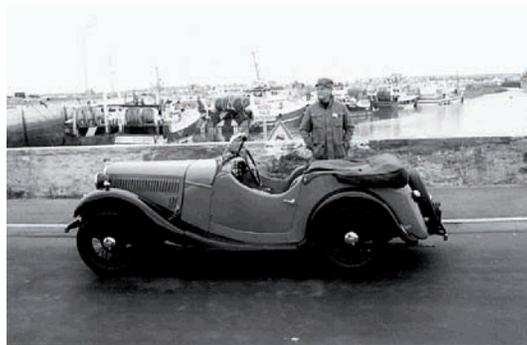
The trophy, a mounted clockwork model of the 1927 Sunbeam 1,000 hp record breaker was awarded to them at the final tour dinner at Ouistreham, Normandy. During the week's tour they did a round trip of 860 miles visiting the Atlantic coast of Brittany and picturesque parts of really rural France.

The trophy is for "The Spirit of the Rally" and is held for a year.

"It came as complete surprise to us," said Peter. "The rally is not a competition and we were probably the most underpowered vehicle amongst the 30 cars that took part. We found it quite hard going at times considering that some of the others were driving Jaguars, Aston Martins, Bentleys and even a 1999 Bentley Arnage. We've enjoyed this rally several times before, but this time the roads were not so good and we were unlucky with the weather. It was good to be with like minded enthusiasts who helped us when we had one or two problems."

The Autumn Amble is organised by Stephen Brown of European Routes for Leisure whom some members will remember was largely responsible for the rallies to Geraardberg in Belgium some years ago.

Peter Sanders



Many thanks Peter. Also for the information that the freehold of the Duck Inn (the Essex Noggin venue) is up for sale. Note to Region's treasurer: Dave, do we have enough in the coffers please? Half a million will do.

CHRISTMAS NOGGIN

The Christmas Noggin again takes place at the Village Hall in Great Leighs on Saturday the 12th December from 7.30.

There will be a buffet and tea/coffee provided. Please bring alternative beverages if required. As always guests and children are most welcome. A prize for the raffle would also be appreciated.



If anyone has anything for inclusion in The Yellow Pages, I usually try to attend the Essex noggin each month and you can see me there or I can be contacted by phone on 01621 856 687, by email at KANDA.BAILEY@TESCO.NET or by post at 16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT. Items need to be with me before the 1st of each month to be in time for inclusion. I email the Newsletter off on the 12th of each month.

Lee B.



TRANS - PENNINE GAZETTE

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

JANUARY LUNCH

Our New Year lunch will be at the Bellsfield Hotwl at Windermere on Sunday 17th January at 12.30. It is a £9.50 for a 3 course carvery lunch and is highly recommended. If you would like to join us here please email us or ring us on 01229 584 972. Please let us know before 10th January.

MORRIS REGISTER 50TH ANNIVERSARY

Next year will be the 50th Anniversary of the Morris Register. We are hoping to arrange a road run in our region and possibly ending up at the newly opened Lakeland Car Museum who at the moment are moving from their long time home of Holker Hall. With larger premises to house this great collection it should be a good day out. This will be on Sunday 6th June.

Please let us know if you think you might join us so that we could have a good display of Morrisises on the day.

Please ring or email us at the same numbers as above.

East Midlands and Yorkshire Region

Local Page

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

REFLECTIONS OF 2009

This will be the last newsletter this year: I hope you have all had a good one. This year seems to have passed very quickly to me. It doesn't seem two minutes since we had the Drive-it Day at the beginning of the year. That was virtually one of my first times out with the old car. Luckily it was a brilliant sunny day. National Rally weekend was very sunny too, since when I have had the good fortune to help a friend with their wedding. What happened? I know now how they got the name for the Song "The day that the rains came down".

I haven't received a reply yet about the Annual Dinner and Dance, as to whether more people would like a meal with no big band and cheaper, or the same as usual with the band.

In my request for articles, I was fortunate one member sent me some information about The Barrington car. I had never heard of it before, so I hope this will educate us all. I thank John Green for sending in the article, which will feature in next month's Morris Monthly.

thanks for organising the National Rally at Thoresby Hall. They are very much appreciated by Malcolm and me!



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk

Mike Porter 01384 376961 email: mike.j.porter@btinternet.com

LEICESTERSHIRE NOGGIN

It is always good to hear of another Morris being purchased for a new project starting. Last month we had had Derek Eastwood's purchase of his Eight, this month it was a case of "and now for something completely different". John Underwood announced that he had obtained a unique vehicle, a van-come-pickup. At the Noggin I couldn't quite grasp or help him to identify just what it was and suggested I that Harry Edwards would, I was sure, in view of his book Morris Commercials, sort it out for him. And help he did with a prompt reply to John's enquiry. It turned out to be a PV van 1950 chassis, some of which were purchased by the GPO. Some of these were made up as GPO vans and some as pickups. I believe John said there was a brass GPO plate on it. Somehow there appeared to be to be some sort of mix up or a delay and it finished up a cross between a PV van and an LC pick-up. We look forward to seeing this unique vehicle on the road. I wouldn't think there are too many around like it. Most of the regulars, thirteen of us, turned up for the November Noggin and Natter but there is still plenty of room at the Foxton Locks Inn for many more.

Ken Johnson

WEST MIDLANDS NOGGIN

Hi folks, I just cannot believe the speed with which this year has passed by, when you read this report the Classic Motor Show at the NEC will have come and gone for another year, an event our Noggin has organised for the last 3 years, and managed to expand in terms of variety and quantity of cars displayed. My thanks to all who have supported us at this event. Our Noggin for October was well attended, in fact we will soon outgrow the capacity of the room, Rob Symonds gave a brief report on the Annual AGM and set a date for the Midland Region AGM, I gave a small presentation with reference to the NEC event and confirmed details with the members attending with their vehicles /manning the stand, thanks again. Although the Kingswinford Noggin is very much in the North West of the region we now have 3 to 4 members who travel from Sutton Coldfield to be with us (and others from farther a field), we think it may be a take over bid! So folks, please don't let a few miles stop you from coming along for a good evening every month on the 3rd Tuesday.

Happy Christmas to all and we look forward to 2010 being a splendid year for you and your Morris in the 50th year of our club!

Mike Porter

MIDLAND REGION A.G.M.

Will all members, and especially committee members, please note that the Regional AGM will take place, as last year, at King Edward's School, Birmingham B15 2UA on Sunday 17th January 2010, starting at 2 p.m. Refreshments provided.

Items for the agenda, and any nominations for office to Rob Symonds, Midland Secretary, 49 Gorsy Road, Birmingham B32 2SJ a.s.a.p, and by 31st December at the latest.

HEREFORDS & WORCS NOGGIN

A good attendance of 20 people turned up to our November Noggin Quiz Night - although somewhat daunted by the 45 questions it proved to be good fun with prizes for the winning team and for the one with the least correct answers.

Our Christmas lunch will be held on Sunday, 10th January at Cadmore Lodge, same venue as last year, at St. Michaels, between Tenbury and Leysters.

Please contact Clare Halls on 01568 750 257 or email: leystershalls@aol.com for details re menu, time, number, price, etc. Hope to see you there.





COWLEY CLASSIC CAR SHOW AUGUST 2009



The Cowley Classic Car Show, on Sunday 16th August, was due to be held for the second year running at the Lord Nuffield Club, in Cowley, Oxford, until it was taken into receivership.

Malcolm Fearn, of organisers Isis Rotary Club, said the receivers wanted a “four-figure sum” for the use of the field at the club, which, as a charity, they were not prepared to pay. After contacting Oxford City Council, it offered the use of Court Place Farm, in Marston. Mr. Fearn said: “We are disappointed that the Cowley Show is not in Cowley, but extremely grateful to the City Council for finding us a new home. The exhibitors will be extremely pleased.

“They really enjoyed last year’s event, being able to talk about and look around each other’s vehicles.

In addition to a wide range of cars - most built locally - the event included Bletchington Silver Band, a range of children’s entertainment, and refreshments.





Pictures by Doug Townsend
and Robin Stevens





CHILTERN CHATTER



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

EDITORIAL

Having had a few days away with my wife, I came home with a chest infection. This has cramped my style and I missed the Honors Yard Steam up on 24th October. I have a problem with my Bullnose Oxford brake lights, so that is my next job, as I hope to attend the Boxing Day event at Sarratt Common later in the month. Will report on the Region AGM next month, but hope to see you there. It does not seem possible that by the time you read this it will be nearly Christmas. May I wish you all a Very Happy Christmas and a good Morrising year for 2010 and trust you will all have really great Christmas Noggins. The Kop Hill report has been held over until January due to space not being available this month.

REMEMBERING LYN BUSHNELL 1947-2009

Our thoughts go out to Graham Bushnell at this very sad time. Graham's lovely wife Lyn passed away on 12th October 2009. Lyn and Graham met while working at Morris Radiators, Woodstock Road, Oxford. Lyn hosted many Regional Committee meetings at their house and until December 2008 was part of the team producing the Chiltern Chatter. Lyn also supported Graham in his many involvements in the Morris Register. Lyn will be sadly missed by us all.



Roger Clitheroe

JERSEY HOLIDAY- CONTINUED (AT THE AIR SHOW)

Whilst we were there many visitors passed by and admired the cars. One lady said to Ray "Do you actually drive these cars?" For once, Ray was lost for words! Later a child looked at the starting handle of our car and said "Look Mummy, this is a wind-up car!" We all agreed it was a memorable day.

Later in the week members of the Old Jersey Club joined us for dinner at the hotel. It was most enjoyable to meet them and gave us an opportunity to find out a little bit more about the island and its traditions. Of course, inevitably, the conversation drifted to the subject of old cars and we swapped many stories.

On Sylvia's birthday the hotel presented her with a delicious cake, which she shared with us all later in the evening. It was our last evening together and we all concluded that we had enjoyed a good holiday.

Whilst Mary and Ray were visiting a Jersey National Trust property they came across another Morris 8 which was owned by one of the locals. They struck up a conversation and arranged to meet at the hotel the next morning. When Roger arrived at the hotel Ray and Brian spent some happy moments exchanging views on their cars and we then adjourned to the hotel for coffee. It was our last day and although some of the group stayed on for a few more days, they still drove down to the ferry with us to say goodbye.

We had a good crossing and the next day an easy, trouble free journey home. A few days later, Mary, Ray, Sylvia and Brian didn't fare so well as the crossing was very rough but after that they also had a good journey home. Ray and Brian's



Morris Eights behaved impeccably the whole holiday. The holiday was a great success and enjoyed by all!

Angela and Bob Russell



M35A 6 VOLT STARTER MAINTENANCE for MORRIS 8 PRE-SERIES AND SERIES 1

This article is a follow up on my previous report on improving the M35G starters. With this starter the end plate is a pressed steel plate with the brush support pillars fitted to the end plate by riveting. The earth brush lead is again soldered to a brass or copper plate that is held in contact to the end plate by the riveted brush support pillars. After testing this, electrically in the same way as the M35G end plate, I again found that this connection was a very poor joint and needed to be improved.

It would be a very difficult job to remove the connection plate to clean the surfaces as this could possibly mean constructing new brush support pillars. I then decided to thoroughly clean the back plate around the earth connection plate and the edge of the brass or copper earth connection plate and solder completely around the edge of the earth plate to the steel back plate. You will require a very powerful soldering iron to complete this together with a decent flux (i.e. Bakers), which you MUST wash off with water after completion to stop any corrosion.

After rebuilding the starter the difference was very noticeable almost like a 12 volt starter. Don't forget to check or re-solder the earth brush lead/earth plate joint.

I have carried this out on the same starter as fitted to an Austin 7 and the owner was amazed at the difference.

Hope this helps members with slow starters.

Sherspark

THE LEN PLUMBE AUTUMN RUN 4th OCTOBER

Sunday 4th October saw a very pleasing number of eighteen cars gathering at Sturdy's Castle on the A4260 in very clear and bright sky conditions. Whilst not all the cars reporting to the rendezvous were true Morris Register thoroughbreds and even a Ford rebuild were welcomed, the wide mixture present included 8 Saloons and Tourers and Es.

The run of about 35 miles took a route through some picturesque Cotswold countryside passing through Bladon, Long Hanborough, Finstock, Leafield, Chilson, Churchill, Bledington, Stow, Lower Swell and the Slaughters, ending at

Bourton on the Water. With kind permission of the British Legion, sixteen successfully finishing cars parked by their hall which enabled the car occupants to avail themselves of a visit to several local eating establishments, shops and also the very interesting Motor Museum before returning homeward.

Special thanks are due to member Rodney Hayward who kindly organised the reproduction of all the route and permit documentation.

Roger Needle

LETTER TO THE EDITOR



I go to Classic Car Shows with my son who has a 1972 2000 GTV Alfa Romeo Coupé in Concours condition. Having worked at the Cowley car factory as a Technical Artist in the Publications Dept for over 35 years beginning in 1957, I am interested in all the cars I worked with. At Kemble Airfield Show on Aug.2nd, I bought a Morris Eight Series E. It is a 2-door saloon with a sliding-head (an £11 option) which was loaded onto the Cowley production line on Tuesday Nov 12th 1946. The finished car came off the line on Friday 16th, was dispatched the following day and registered in London on Tuesday 19th 1946. The current mileage is 123,500. The previous engine was replaced some time ago but retained along with many other parts. I am including a photograph.

Jack Morris (New member)

EVENTS 2009/10

- 8th Dec:** SHERBUCKS Christmas Noggin at Martin Baker Sports Club (big hall) at 7.15 p.m.
10th Dec: HANTS (Reading) Christmas Noggin
16th Dec: OXFORD Christmas Noggin
2010
5th Feb: Committee Meeting 7 for 7.30 p.m. Roger Needle's home
21st Feb: OXFORD LUNCH: Banbury Masonic Hall. 12 for 12.30 p.m. Park at rear
26th Feb: SHERBUCKS DINNER at Chorleywood Golf Club 7pm for 7.30 p.m.
13th Mar: FILM NIGHT Girl Guide Hall Chalfont St Giles 5.30 for 6 p.m.
13th June: OXFORD BUS MUSEUM RALLY (details available January)



CHRISTMAS MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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



EXMOOR RUN 29th SEPTEMBER



At last a fine day for the Exmoor Run! Ten cars started in sunshine at the Taunton Garden Centre; these included two Morris 10/4 saloons, a 10/4 Tourer, a Morris 18 saloon, an Austin 12/4 Light saloon, an MG YB saloon, a M8 Series E Tourer, a M8 S2 Saloon, M8 S1 Tourer and a Minor Telephone Van.

The cars were divided into 2 groups and the first group left expertly guided by Rob Yandle in the MG YB, I led the 2nd group with the 18.

The first challenging hill came at Elworthy, with the Eights needing first gear for the ascent. My repaired and retuned 18, with 4 up, cruised up in second (I've only got 3 gears), followed by George Byrne's GPO Minor Van which I thought performed exceeding well with 2 people on board.

Stopping at Winsford for a break on route we then went through a shallow ford, onto Exford and over the moor to our lunch date at Culbone Stables. After a hearty lunch it was down the Toll Road to Porlock and onto Minehead. From there we followed the coast to Blue Anchor Seafront, where we all parked up and those with bigger appetites than me, had an ice cream. After this stop we travelled on to Triscombe for a cream tea in the garden overlooking the Quantocks at The Stables Tearoom. 21 people had a very enjoyable day out, with all cars performing excellently.

Report and Photos(right and above) Bev Marks



INFORMAL TOUR OF WEST WILTSHIRE - 1st OCTOBER

Another of Tony Hale's informal tours took place on 1st October in sunshine and was enjoyed by the occupants of ten Morris cars. These comprised three Eight Tourers with Tony & Sue Hale, Chris and Elaine Murray and Reg Wilson; two Series E Eight saloons with the regional chairman Colin Baker and his son Justin, and John Goodland; two Minor saloons with Ken and Kate Martin and Andrew Marx; plus single examples of the Eight, Oxford and Ten Four saloons with Peter and Linda Maslen, Paul and Celia James and Roger Perry. Having two ohc engined Minor saloons on a Morris Register road event is quite rare in any period of the club's history and these examples were built just three weeks apart.

The main start was at Plank's Farm Shop and café at Lydeaway near Devizes, a location that attracted participants from a considerable



EDITORIAL

Well, as another year draws towards a close, I hope that all West Region members have had a successful and enjoyable motoring year. The year has seen some churn in membership, but it is heartening to note that the influx of new members joining over the course of the year, has kept our overall numbers steady.

I remain concerned that the number of monthly noggins has declined over the past few years, with only Somerset and North East Wilts regularly reporting on their activities. At the start of the year the Solent noggin opted to move to a joint noggin with another car club. I hope it has proved to be successful, but I don't know, as there has been silence ever since! Is someone willing to report? – I'd love to hear from you. A year or two ago some members in Devon and Cornwall were suggesting noggins, but nothing developed. With new members spread across the region, why not try again? I would also be interested to hear from those in Gloucestershire and whether noggins in that area or "cross border" noggins with the Midlands or Wales Regions are viable.

Finally, let me take this opportunity to wish everyone a Merry Christmas, Happy New Year and an enjoyable and active year of Morris Motoring in 2010, the Register's Golden Jubilee year.

Jim Riglar

NEWS FROM THE GROUPS - SOMERSET

A well attended November noggin was treated to a show of colour slides taken by Peter Harrison over a 41 year period (1958 to present). The slide show featured a multitude of vehicles, snapped by Peter on an opportunity basis on various sojourns during his working life and latterly at myriad southwest classic vehicle shows. Of particular note were a few shots of what appeared to be a Yorkshire equivalent of the London-Brighton Veteran Car Run! Peter also betrayed a foible - his liking for steam lorries. Having provided a break from the normal noggin chit chat with the show, Peter was also offering after show entertainment at no cost – he was giving away a range of books and motoring magazines, all of which found new homes.

As usual, the group has decided to hold a "post Christmas Dinner" in January, however this will be in addition to and not a replacement for the January noggin, which will take place a usual on Tuesday 14th at the Traveller's Rest, Stone.

Colin Baker/Jim Riglar

SOMERSET GROUP

POST CHRISTMAS DINNER, SPARKFORD - TUES 5TH JAN 2010

The Somerset Group's "post-Christmas Dinner" will be held at the Sparkford Inn, Sparkford, Somerset.

The 3 courses, followed by coffee, is £12.99 per person. Contact Colin Baker 01749-344115.

Choices for each course are:

- Starter - Tomato & Basil Soup, Chicken Liver Pate with Redcurrants, Prawn Cocktail, Breaded Mushrooms.
- Main - Roast Turkey, Roast Rib of Beef, Sea Bass with Orange & Chilli, Parsnip & Cranberry Roast.
- Sweet - Christmas Pudding with Brandy Sauce, Festive Chocolate Heaven, Yuletide Crumble, Raspberry Trifle Cheesecake.

radius. Some pre-assembled in Westbury and others in Marlborough, whilst a lone Minor travelled just a few miles from near Upavon. All passed through beautiful countryside to the rendezvous point.

Not long after the start in the delightful village of Urchfont, Tony lined the cars up beside the village pond for photographs. Then we all meandered behind Tony and Sue's Eight until we reached Potterne where the convoy unintentionally split! It frequently proves to be a mistake to follow the organiser and not the instructions for the proposed route. It was on this occasion. Tony missed the correct turn to Worton and was followed by two others. However, Andrew – the fourth in line and without a navigator – took the correct route and the rest followed him. Tony recovered from his error by doing a loop, which at least had the advantage of a glimpse of an old railway underbridge and embankment for the long derelict Devizes railway.

Meanwhile on the road through Worton, Bulkington and Keevil, Andrew's Minor gulped air as the gravity fed petrol dipped below the supply pipe indicating that a switch over to reserve was needed. His convoy came to a halt and the driver-member of the party, in a modern car at the rear, put the hazard lights on until the Minor was running happily again.

Tony brought his hapless followers back on track and the whole group reassembled in Steeple Ashton by the green on which stand the market cross and a small lock-up built in 1773. Lunch and drinks were taken at Earlstoke Golf Club and afterwards the party split up: some going home and others driving and climbing to the Westbury White Horse where para and hang gliders were in action. The view was very clear and good and it was interesting to try to work out the names of points on the horizon.

The final small group were treated to tea and some of Sue's first-prize winning cake in Westbury. What a good day out! Tony already has outline plans for a 50 village circular tour of the region for next spring to mark two anniversaries: his wedding to Sue and the club's 50th. Watch out for it.

Report and Photo(left) Ken Martin

MYSTERY ITEMS

Dear Editor,

Thought you would like these photos, which I have not been able to find anything about. First, the round Morris discs (below, left), which are 6" in diameter, and has a stainless screw holding them together. I took this item to a noggin to see if the Morris men could throw any light on it. To be quite honest, I was surprised to find no one knew which car it belonged to. They suggested I show other members, and maybe we will get an answer! I have shown this to many people but they all say "Never seen one".



Secondly, the Lucas Petroleum Motor Lamp (right, top and bottom). What do you know of this? The lamp is 9" high and shows red to the rear at the centre of the Lucas ring. This does seem a very dangerous type of lamp! Of course if there is any interest in purchasing these items, I am happy to be contacted. Perhaps members would have items of interest to send in and then maybe have a monthly competition! Just a thought...

Arthur Sainsbury
9603/3



Editor's Comment:

I'm afraid I'm no help in identifying these, so let's hope that someone out there can come up with the answers. I'll gladly forward any answers I am unable to print.

 **towergate classic motor**

Insurance as it should be

www.towergateclassicmotor.co.uk

phone: 0870 990 6060



First class features include:

- ✓ Modern classics over ten years old
- ✓ Free agreed valuations
- ✓ Salvage retention

Towergate Classic Motor is a trading name of Towergate Underwriting Group Limited
Registered Office: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN.
Authorised and regulated by the Financial Services Authority

MILITARY MAIN SEALS

Dear Editor,

I was experiencing an oil leak from the clutch end of my Series E. The engine is ex MOD and what I found is probably down to them! On examining the rear main bearing cap I found it had been machined out to take a split oil seal (on investigation I found that a split oil for inaccessible locations is quite normal). The reverse screw thread on the crankshaft had also been machined off.

Where was I going to get a replacement oil seal? Some detective work led me to a relatively local manufacturer of oil seals, "O" rings, hydraulic seals and the like. They were able to make a replacement oil seal given the old seal and the diameter of crank shaft at a modest price of £7.50 + vat.

Other members may find this Company a useful contact. Their details are as follows:

Rhondama Ltd, Units 5-6 Windmill Rd Ind. Est, Loughborough, Leicestershire, LE11 1RA, tel 01509 218 149, email enquires@rhondamaltd.com

Patrick Stacey
9431/6

Editor's Comment:

Thanks, Patrick. I am always happy to print useful contact information.

EIGHT TOURER BUV 473

Dear Editor,

With reference to your appeal for information by ex-member John Cook about his once ownership of a 1935 Morris Eight Tourer, BUV 473. (Nov. 2009 Morris Monthly, page 5, I can help with the following information.

I can tell you that this car subsequently figured in ownership of two further members before being owned by member 9482 Mrs. Eaglestone, of Beacon Beech House, Hutton Hill, Lingfield, Surrey RH7 6NP, circa 1995.

I am able to quote this information simply because I referred to the April 1995 issue of the Newsletter. Unfortunately, because we don't list members' details by registration number, any future reference to Morris Monthly would not reveal such information.

Harry Edwards
101/4

Editor's Comment:

Fair point, Harry. I suspect that the omission of registration number details arose out of Data Protection concerns, but now that Membership Secretary John Nagle has sorted this out, maybe we can begin to include them again. Perhaps we could find the space to include all the missing registration numbers so far this year. Enquiries will be made.

DIARY DATES



| DATE | REGION | EVENT | CONTACT |
|--------|--------|---|---------------|
| 1 Jan | W | Merlin Events Meet and Classic Car Run. Fleet Air Arm Museum, Yeovilton | 01935 474 630 |
| 17 Jan | M | Midland Region AGM, King Edward's School, Bham B15 2UA at 2 p.m. | 0121 682 0640 |
| 21 Jan | Wal | Welsh Region AGM, Aubrey Arms, Bonvilston. | |
| 23 Jan | M | Morris Register Executive Committee, King Edward's School, Bham B15 2UA | |

thesecretary@morrisregister.co.uk

VINTAGE CARRIAGES - Coach Builders

Specialising in MORRIS 8 2 & 4 seater tourers

Complete rebuilds or repairs to panels

Wings, running boards and other panels made for all types of
MORRIS VEHICLES

Tel: Day 01457 820299 Eve & Fax 01706 845331

VISIT OUR WEBSITE @ www.vintagecarriages.net

e-mail : assistance@vintagecarriages.net

07/09



A GREAT LEAP SIDWAYS from Mike Kent

Now, I have owned and driven my Cowley Four since 1973. It had never reacted like this before. I was driving to the MoT test when suddenly the steering went wild and with a sudden jerk the car leapt slightly, but unnervingly, sideways. I had just hit a rough piece of road and assumed this must be the reason for the anomaly. Then it happened again. Really odd. Still, they would find out if I have a problem during the test.

As usual I was asked to drive the car on to the power-lift and the tester went off with my old certificate to punch in the details. I took a moment to look at the front axle and pushed one of the wheels sideways. To my surprise the track rod running between the two brake back-plates was loose.

Quickly I found the correct ring spanner and tried as best as I could to tighten the external nuts. This only worked to a degree since to get a really good purchase it is necessary to lock the end of the fulcrum pin on the inside of the brake drum. However, it was good enough to pass the test.

Back in the garage I was amazed to find that all four nuts had come loose to some extent; a thing that had never happened before in over 11,000 miles of driving. Admittedly, it is odd that such nuts were never fitted with anything better than a shake-proof washer. The washers I had fitted about 12 months earlier were new so ought to have been fine.

Of course, the greater puzzle is why in 1934 it was considered a good idea to run the track-rod from the back of fairly flimsy back-plates. In addition, perhaps to make matters worse, then choose to make the brake shoes of aluminium. I have often seen cracked back-plates and welded aluminium brake shoes from this era. It must have had something to do with lowering the height of the track-rod in order to clear the new "not really a Cowley" engine. Maybe, Harry knows. This design was also used on the 10/4 but not on the larger models such as the Oxford or the Isis.

Anyway, to make sure that your 1934 model is unlikely to suffer from this problem it is necessary to get a good grip on the flats at the end of the fulcrum pin within the brake drum. In order to do this, I have found that a slim open-ended spanner can be arranged so that it is clamped by the adjacent bolt as shown in the illustration (right). It is doubtful if they can be over-tightened by hand so if in doubt, exert a little more pressure on that ring spanner on the nut at the other end of the pin.



SERVICES & SUPPLIERS

| | |
|----------------------|--|
| SPARES SERVICE | The <u>only</u> Official Morris Register spares service 07950 972 401 |
| TOWERGATE INSURANCE | Classic Motor Insurance 0870 990 6060, www.towergateclassicmotor.co.uk |
| LANCASTER INSURANCE | Historic Morris Insurance 01480 484 484, www.lancasterinsurance.co.uk/morrisr |
| JEL BEARINGS | White Metal Bearings 01904 780 000, www.jelbearings.co.uk |
| THE COOKE GROUP | Morris Parts and Restoration Service 0116 288 1234 |
| TONY ETHERIDGE TYRES | Tyres for Vintage and Collectors' Vehicles 01923 231 699 |
| VINTAGE CARRIAGES | Specialising in Morris Eight 2-seaters and tourers 01457 830 299 www.vintagecarriages.net |

This new section summarises all existing advertisers, but we would be happy to place a simple entry for you just in this list. Please contact:

Lionel Smith, Commercial Advertising Manager, 01902 780 607/07730 309 288
lionel.p@homecall.co.uk

GEARING UP FOR SUCCESS from Doug Smith

I own a 1935 Pre-Series Morris Eight Two-Seater. Originally it had the three speed gearbox, but on hearing tales of how much better the four speed box was, I decided to find one and fit it to my car. This was last winter's project, and when the box was fitted, with all the little 'mods' taken care of, I was very pleased with the result. No more screaming in second up hill, only to put it into top and almost stop, and revert to screaming second again.

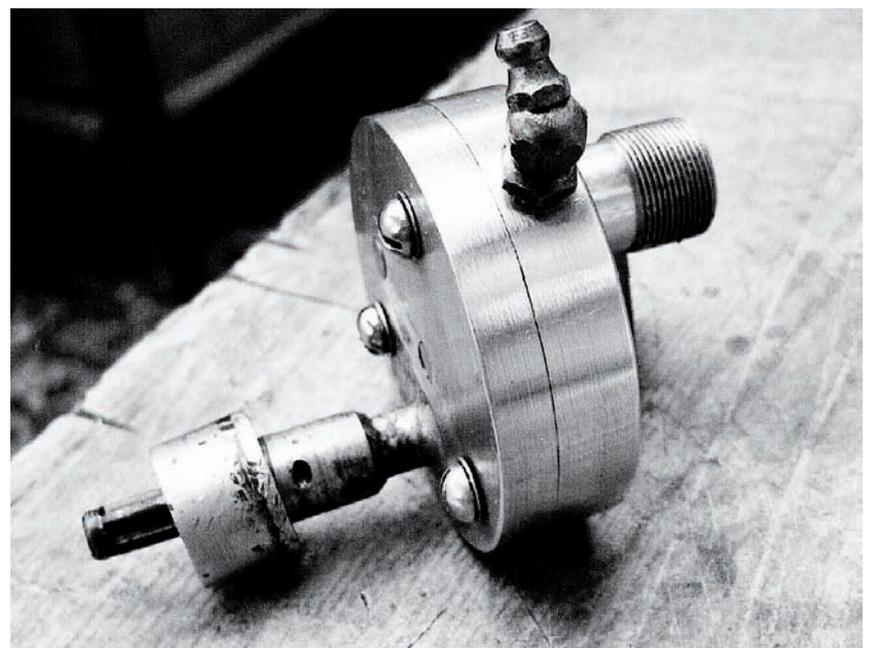
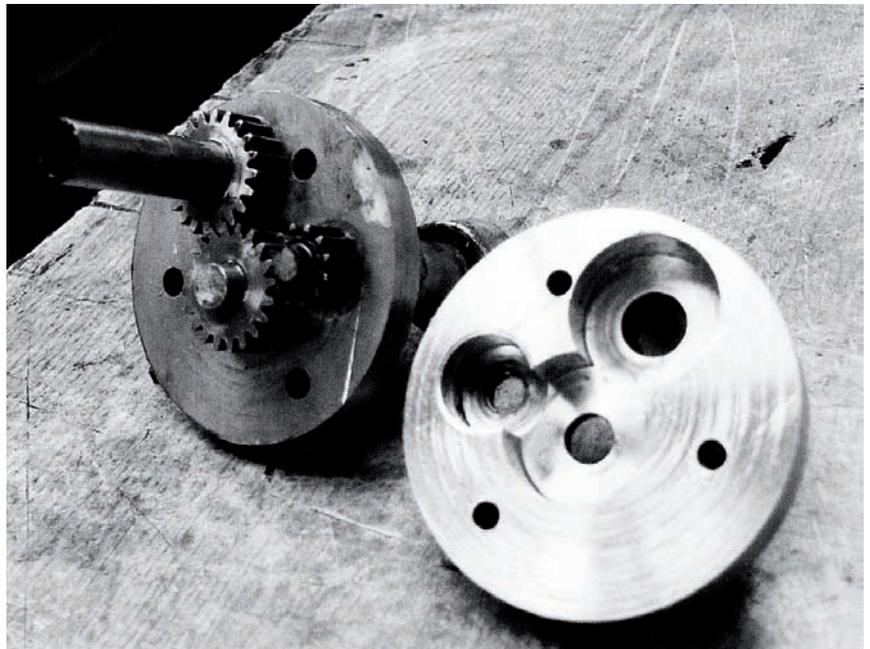
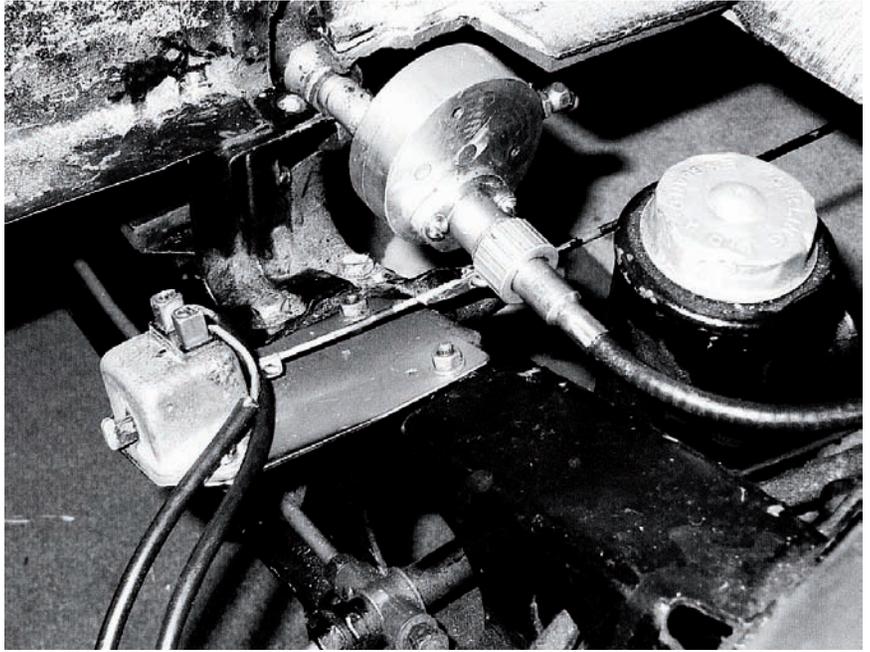
All was going well until one day when following John Patten in his Austin Seven, I noticed I was approaching seventy one miles an hour! I know Morris are quick, but...

Now, I have a "numbers past the window" speedo which is correct for the car, so I was going to have it calibrated. I enquired about this and was told "can't be done mate, you will have to change the speedo for a later type and have that calibrated." Well as it happened I had a spare "window" speedo, albeit incomplete, so I stripped it to see what could be done.

The bloke was right, the speedo mechanism is a direct drive off the speedo cable without any gears, and drives a bar magnet which in turn spins the disc which registers the speed. What was to be done? I did not want to change the speedo, so I decided to have a go at producing a small gearbox, which would slow the speedo down. By attaching a marker into the speedo cable out let on the 3 speed gearbox, I ascertained that for twelve revolutions of the prop shaft coupling on the gearbox, I got exactly three revolutions of the speedo drive.

I now did this for the four speed box and found that I only needed seven revolutions of the prop shaft to give me three revolutions of the speedo drive, a ratio of seven to twelve or approx 1.7 : 1.

I sourced some small steel gears, 14 tooth and 24 tooth, which gives a ratio of 1.71 : 1 (near enough) and built the small gearbox shown, with the spare speedo housing off the now redundant three speed box, and the end off a speedo cable which I bought at Beaulieu. The fitting was simple enough; I just had to cut a little out of the floor board. The result is I now know how fast I am going!





from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

THE PUBLIC FACE OF THE CLUB

Your Executive have been aware for some time of the shortcomings of the Club's public image. We had no up to date flags, exhibition stands or even a uniform letterhead and logo for our printed matter. We are now in the process of rectifying the situation. Some splendid new feather flags have been purchased, along with a new exhibition stand for which I have prepared a range of display material that can be used at National and Regional events. Both will have seen their first public outing at the NEC, at the Classic Car Show in November, and there will be some pictures so that you can see them in next month's edition. A new publicity leaflet (bottom pictures) has been written and printed and supplies will be distributed to the Regions. In addition, after much thought, we have come up with a new house style which will be carried through on paperwork and display material (top picture). This is all in addition to the 50th Anniversary Logo for next year.

Last December saw the start of the gathering of information for the new database. The task has been a great success, but as I keep on saying we have still a way to go, so if you are in any doubt as to whether or not you have submitted your current details, please go to the website and download a form to send to me. This brings me to two more points:

1. Over the years, members have filled in details of their cars and personal details annually. I am sorry to say that this information was not comprehensive and was not saved, hence I have been nagging you to let me have your full details. There is no excuse for the fact that records had not been kept in the past, but I assure you that once I have all your details you will not be pestered again. It will only remain for you to inform me of any changes of cars, addresses, etc. If you are uncertain as to whether or not your details are up to date, I will send you a Membership list so that you can check for yourself.
2. I am sure that many members do not appreciate what a lot of information is on the Club website, as for instance I am frequently asked for Membership forms, which I am only too happy to provide, but they are available in the Membership section of the website. In addition, there is a mass of information and interesting reading. Make a date to visit www.morrisregister.co.uk and if you don't have a computer go to a friend who has one, or to the local library who will help you to find the site.

In reply to my request for information on radiator badges in last month's magazine, I received the following from Tom Bourne and thought it worth passing on:

I note with interest your appeal concerning radiator badges on page 32 of November's MM. Not sure about the expert bit, my Mum used to define an expert as "an ordinary man 50 miles from home". So as I am at home now I can't possibly qualify on that score!

When you look closely you will find the variety of detail in Morris badges quite fascinating, and I did a detailed study of this many years ago – written up in Journal of Autumn 1986.

To summarise, all Morris car radiator badges up to 1930 were round. For 1930 and 31, the Minor badge remained round, whilst the Cowley, Major, Oxford and Isis badges went different ways and sprouted elaborate wings.

For 1932 someone on high must have clipped the ears of the radiator badge department, and the new shield shape was harmonised over all car models, and remained to the end of our era (with the exception of the Series III 12/4 and the later series M 10/4). It is this shield shape that Register members will be most familiar with. The variations within this shield shape were that for 1932 and 1933, the enamel for the background, the ox and the ford was all black, and for 1934 onwards the ox became red and the ford blue. There's always an exception though, and the Cowley Four for 1934 has been seen with both coloured and all black badges. The other main change was at the end of the 1935 pre-series models, when the model designation on the badge changed from words to numbers, e.g. "Morris Ten Four" changed to "Morris 10" and "Morris Twelve Four" became "Morris 12" etc for all the Series models.

Now for the Morris Eight or 8 badges you have seen, and it is here that there are the most traps for those seeking "Cowley Fresh" originality. It is likely that changes will have been made during the car's life, either to give an "updated" appearance,



The front and back panels of the folding publicity leaflet

or more simply damaged components being replaced by something from the nearest car in the scrap yard. Restoration also plays its part – the metal on the original badges was a dull satin chrome finish, which is actually quite easy to polish off. Badges that have been restored are almost always in shiny chrome.

So, in conclusion, I would expect the Morris Family Eight of 1932 to have the all black “Morris Eight” badge shown on the right at the bottom of page 32 in MM. The Morris 8 Pre-series of 1934 – 35 would also have the “Morris Eight” badge, but with red ox and blue “ford”, and the series I and II would have “Morris 8”. However the change from “Morris Eight” to “Morris 8” may not have coincided exactly with the change from pre-series to Series I, as there was probably old stock to use up. The parts list doesn’t help here.

This means that the badge on the left on page 32 would have originated on a series I or II Morris 8. It also looks shiny, which would suggest that it has been restored at some time. This doesn’t imply any criticism, but only a degree of certainty that whatever radiator badge the Calshot Special started off life with has been replaced with a badge from a later Morris 8 at some time in its life! Hope this helps to shed light on the issue!

(The more eagle-eyed amongst you will have noticed that we got the badges reversed in last month’s article!)

On the subject of “Old cars - New Friends”, I am delighted to tell you that over the last 12 months the Club has provided me with just that. At the events I have attended I have been welcomed and had fun. I have received friendly and cheerful phone calls, letters and emails from round the world from fellow members. I recommend you to seek out your fellows in the New Year, and enjoy the fellowship the Club has to offer.

If there is not a Noggin in your area, either I or your Regional Membership secretary will furnish you with a Membership list so that you can start one of your own. You only have to pick up the phone. Let me know if you do, and I will pay for the first round of drinks - that’s a promise!

Thank you all for the fellowship you have shown me in my first 12 months. I look forward to next year with the Club.

I wish you a very Happy Christmas and Many Morris Motoring Moments in the New Year.

John

New and returning members

WARM WELCOME



| MEMBER | LOCATION | PHONE | e-MAIL | CAR DETAILS |
|------------------------------------|-------------------------|-----------------|---------------------------------------|---|
| John & Stephanie Williams | Papworth Everard CB23 | 01480 839 092 | john@gingertops.net | 1938 Ten Four Series 3 Saloon |
| Brian & Inez Weston | Rochdale OL12 | 01706 353 966 | westonrstg@yahoo.co.uk | 1937 Eight Series 1 2 Seater Tourer |
| John & Lyn Webb | Periers, France | +33 233 468965 | landjwebb@hotmail.com | 1936 Twelve Four Series 2 Saloon |
| Ole & Jytte Nordlund | Hedehusene, Denmark | +45 4656 0229 | jonordlund@mail.dk | 1938 Eight Series 2 Saloon |
| David & Elizabeth Sheldon | Peterborough PE2 | 01733 391 057 | d.sheldon@inter-gradedsolutions.co.uk | 1933 Ten Four Pre-Series Saloon |
| Richard & Ann Mayer | South Brent TQ10 | 01364 72611 | r.mayer@virgin.net | 1935 Eight Series 1 4 Seater Tourer |
| Timothy Briggs | Monchy-Humières, France | +33 344 856 696 | timbriggs@hotmail.fr | 1935 Eight Pre-Series 2 Seater Tourer |
| John & Mary Hogarth | Whitby YO21 | 01947 893 256 | | 1948 Eight Series E Saloon |
| George Gosling & Sue Addison | Hythe SO45 | 02380 849 284 | goss799@tiscali.co.uk | 1939 Eight Series E 4 Door Saloon |
| Colin & Barbara Hall | Ware SG12 | 01920 461 463 | mayhall68@yahoo.co.uk | 1935 Fifteen Six 4 Seater Coupé |
| Michael Busk & Peter Flemming | Hyde SK14 | 01457 763 706 | rexyman1@aol.com | 1934 Ten Four Pre-Series Saloon |
| Terry & Elva Fawlk | Bishops Cleeve GL52 | 01242 674 553 | eltelfawlk@taktalk.net | 1938 Eight Series 2 2 Seater Tourer |
| Mark & Joanne Bell | Grimsby DN37 | 01472 507 365 | mark@davis engineering.co.uk | 1939 Eight Series E Saloon |
| Michael & Bassie Ashlee | Ashford TN26 | 01233 732 496 | | 1932 Cowley Sliding head Saloon |
| Paul & Sandra Merryweather | Saffron Walden CB11 | 01799 541 995 | paul_merryweather@btinternet.com | |
| Gerry & Jayne Wimsey | Birmingham B24 | 0121 240 4739 | gerrywimsey@yahoo.co.uk | 1938 Eight Series 2 Sliding head Saloon |
| Andrew Stansfield & Wendy Stirling | Blackpool FY3 | 1253838 973 | andy.hebdenautos@blueyonder.co.uk | 1939 Eight Series E 4 Door Saloon |
| Tony Payne | Lancaster LA2 | 01524 823 162 | tonypayne28@tiscali.co.uk | 1932 Minor SV 2 Seater Tourer |
| Brian & Gwen Brokenshire | Helston TR13 | 01326 561 486 | | 1938 Ten Series 3 Saloon |
| Samuel Stephens-Merrifield | West Stour SP8 | | | |
| Scott & Anita Brown | Bury BL8 | 0161 764 7432 | scott.brown98@yahoo.co.uk | 1937 Eight Series 2 2 Door Saloon |
| Even Ytterhus & Jayne Kringen | Hommelvic, Norway | +47 952 63 621 | Even.ytterhus@trondheim.kommune.no | 1936 Eight Series 1 2 Seater Tourer |

What’s it worth? (See p2): Didn’t meet reserve on 2 attempts (£1220 and then £1020)





THE PARSON and THE FIDDLER (Part 11)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard

The duo are undergoing an inspection at the Germany-Switzerland border

We had some difficulty concealing our amusement at this farcical episode, but almost immediately we were told that we could take our cases back to the car. We did so, and waited for the next move. The frontier crossing did not seem to be used very much, as I cannot remember seeing any other vehicles. In the meantime, the guards stomped in and out of the guard-room in a purposeful manner, every now and then giving us the Hitler Salute. It seemed almost a kind of reflex action. We had become very familiar with it during our stay in Freiburg, where, to quote Patrick Fermor, it “flickered about the pavement like a tic douloureux”.

One heard of uninitiated strangers like ourselves who did not respond in like manner, being beaten up by Nazi zealots. We felt, however, that we had already responded with a courteous “Guten Tag”, and we certainly had no intention of saying Heil Hitler. While we continued to wait, we noticed that two other guards in a different uniform had appeared on the other side of the gate. We decided that they were Swiss guards who, we thought, had strolled over to see what was causing the delay. A conversation ensued between them and one of the guards, and we walked over to join them. Hoping that one of them spoke English, I asked in a clear voice, why we could not go through. There was no reply, and for a while, no one took any notice of us. Then, quite unexpectedly, the German guard turned to us and said, “Heraus; you can go.” At last we were free.

We were soon through the Swiss checkpoint and heading for Schaffhausen. I can still recall the strong feeling of relief we both felt at leaving Germany behind; the sense of liberation as we breathed the free air of Switzerland. Many times since that memorable day I have tried to identify the place where we crossed. The diary records that it was “near Waldshut”, presumably somewhere between Waldshut and Schaffhausen; possibly Kaiserstuhl or Huntwangen. In any case it was but a short distance from Schaffhausen, for we were there soon enough to obtain lunch at a restaurant in the town. We were hungry, and I note that we ordered “large rum omelettes”.

After lunch, we sat around for a while enjoying the opportunity to relax after a morning fraught with unpleasant possibilities. We both confessed to having felt, at one point, pessimistic about our chances of being allowed through, and we considered ourselves fortunate. By the time we reached the border, German Intelligence would have known of our departure, and one would have expected them to have alerted all frontier posts. The attitude and general behaviour of the guards suggested that they knew something about us, for one may assume that ordinary travellers would have received somewhat better treatment. It is also reasonable to assume that they had received orders to detain us. Why then were we suddenly released? It is conceivable of course that at the last moment, caution prevailed. We may have been highly suspicious characters, but we were, after all, British subjects, and in spite of the tense situation that existed at the time, Germany was not yet at war with Britain. However imminent war may have seemed, the Fuhrer, it was believed,

hoped that the British would stay out. Any incident at that time involving the mysterious disappearance of British subjects might not have served the Fuhrer’s purpose. To be successful it would have had to be plausible, in the sense that it could be explained as an unfortunate accident. Success would also depend on absolute secrecy, which by this stage was by no means assured. From the German point of view we had succeeded in slipping through their fingers, and for a time our whereabouts were unknown. During that time we would have had ample opportunity of communicating with friends, and once we had presented ourselves at the frontier of a neutral country, Switzerland in particular, other authorities might have become aware of us. Taking into consideration all these factors, one is inclined to take the view that German Intelligence may have decided that the opportunity of doing something about Shephard and James may have passed.

We took the road to Winterthur, hoping to get as far as Schwyz before nightfall. As we approached the Zurich See we got our first sight of the Alps, and we stopped by the roadside to look in wonder and astonishment at the majestic view of the snow-clad mountains. We drove on. The air was cold and invigorating, and the great back-drop of the High Alps grew ever more awesome as we climbed the valley. A few miles beyond Pfaffikon we were suddenly aware of the sound of distant gunfire. It came from heavy calibre guns, and as it grew in intensity, it reverberated like thunder among the mountains. Shephard remarked that it sounded as though war had been declared, and

“
Heraus;
you can go.
At last we
were free
”

as we passed through the next village, our fears were in no way allayed by the sight of crowds of people gathering in the streets. There was a general sense of urgency. “What’s going on?” Shephard asked someone through the car window. “Mobilisation.” Shouted the stranger as he hurried by. “That’s it then,” said Shephard, “it’s mobilisation.” They wouldn’t attack Switzerland, we said. We were safe enough here, and as we drove on we discussed our prospects of getting home. The sound of heavy firing continued, and as we entered the little town of Schwyz we found the main square full of troops, some drawn up in ranks, and others hurrying towards some meeting point. We parked the car, and made for the Hotel Russli. The whole hotel seemed to have been commandeered by the military, but we succeeded in finding somebody who spoke English, and we were given a room on the top floor. He explained that most of the rooms had been taken over by officers. “Was it mobilisation?” I asked. He said that it was a practice mobilisation on a big scale, involving not only the regular army, but reservists and the militia. They kept their uniforms and rifles at home. I asked him about the gunfire. “Manoeuvres,” he said, and as he slipped away, we were relieved to know that it was only a practice mobilisation. Meanwhile, dinner would be served, we were told, in the main dining room, and a table was reserved for us. We found it full of soldiers, mainly officers I think, and we sat down feeling conspicuous as the only civilians in a sea of soldiery. *to be continued*





Mike Porter, DAILY EIGHT DRIVER, looks in his rear view mirror

This month has to be a reflection on times past as my activities are restricted care of the NHS. I gained the “Daily Eight Driver” title as that is what I did for 12 years from 1978 to 1990 in my first 8 saloon BUY 630, which made its first visit to Thoresby this year after its second rebuild in my ownership. The first 12 years I was travelling to work in the car every day and used it for family holidays complete with camping trailer. One year I weighed the trailer when loaded: 5 cwt gross + 4 adult passengers and a toddler. We travelled from the Midlands down the M5 at 55 mph, then crossed Exmoor to Westwood Ho! in Devon, all without AA or RAC cover! Our first day trip was to Somerset to view the new purchase (our Z van). I had only put 17 miles on the clock and was running the engine in. It was supposed to be a day trip, but due to my wife’s advanced state of pregnancy we had to seek refuge at the Cross Hand Hotel Old Sodbury (a year before the Queen also did so in a blizzard). Our son was born a month early 3 days later!

I love restoring 8s but hate regular upkeep so after 12 years the car was like any other 12 year old car, I had some criticism with regards to letting the old car get in such a state, but my reply was it will never be as bad again as it was when found in Lutley Brook and I can always restore it again, which some 31 years later I have done.

Now to the interesting bit, how reliable is a Morris 8 that sees such abuse? Well, I will recall the failures I can remember. On day one the petrol pump missed a beat, but it was very hot and I think it was vaporisation. The diaphragm had to be changed after a couple of years. One day the performance seemed down a little and I found a broken half shaft that was still driving but caused the brake drum to rest on the top brake shoe, thus slowing me down. The diff had to be changed: no surprise as living in the brook had rusted half of the crown wheel.

I also had to change the dynamo on one occasion. The back axle broke, when the weld between the casing and axle housing failed, so I re-welded it and had no further problems. The used engine did very well for about 20,000 miles but gave notice on the way back from Westwood Ho!. I knew it was not happy as on the M5 coolant was hitting the windscreen, but as 8s never give in I still ran it for another 4 months! I lost charge once due to the connection on the back of the cut out box failing. This took years to occur, with a better charge occurring in damp weather and the red light coming on dimly at 30 mph in second gear whilst the ammeter still showed charge! Trafficators needed servicing regularly as the wire feeding the bulb used to fracture every 12 months due to work hardening. The main regular problem was the starter motor, the brushes would wear and debris caused a short/leak of power so every 6 months I would clean the inside around the brushes with methylated spirits and the speed of the motor would double! I have since replaced it, fitted the highest output battery that will fit in the battery box and most importantly added an extra earth strap between the bulkhead and starter motor - a most essential modification! Oh, the original engine developed a crack down by the water outlet. This I had arc welded with a low temperature nickel/chrome rod, which held the block together but Holts Blockweld was required due to surrounding porosity (22 years ago and still OK).



In case the owner of a Morris Minor has a good memory, I did loose a hub cap on the way to the national at Stanford Hall one year. He stopped to assist and I was embarrassed to confess the reason for stopping (rear near side, I also find the wheel nuts in this position tend to work loose!)

So, now restored to become a 3d prize winner at Thoresby this summer, I will not be subjecting the car to daily use as I have AUY 912 for that purpose at present. I do like having an Eight for all seasons so no, I am not a reformed character, just fortunate to have more than one Eight on the road!



WHITE METAL BEARINGS
 CASTING AND PRECISION MACHINING OF CONNECTING RODS,
 CASTING AND LINE BORING OF MAIN BEARINGS
 speak to: IAN BURLINGHAM ~ YORK (01904) 780000
www.jelbearings.co.uk



LORD NUFFIELD'S WOLSELEY 8 (Part 1)

by Ian Thompson

I have been undertaking research of Morris Coupé car production at Gaydon Motor Museum in Warwickshire, the current home of Lord Nuffield's Wolseley 8, a car which is interwoven with Morris products mainly in relation to the Model E, MM Minor and the MG Y Type and as we currently we own and run a 1948 Wolseley 8 as a second car, the opportunity to see a 1939 prototype example could not be missed.

The Gaydon staff were most helpful and accommodating and allowed access to the car, especially beneath the bonnet, to which I just happened to have a bonnet lock key about my person! They could not find the door keys but this did not matter as clear photos could be obtained through the window of the interior details.

The history of FOF 112 prior to and at the time war was declared, is well documented. The car was on extended road test in Scotland and early September 1939, Mr Chamberlain's Declaration sent the team from the Nuffield Organisation scurrying south as fast as they could go. The intention to commence production of this model in September 1939 was cancelled and the production area at Wolseleys, Old Common Lane Works, Ward End, Washwood Heath, Birmingham was re-allocated for war production – mines and Horsa glider sections being some of the mainstream wartime Wolseley production.

The production parts already in the order pipeline were put into storage, whether at Wolseley's or at their suppliers is a matter of conjecture, but they were available for assembly into vehicles in 1945-6. Our car has a number of pre-war manufactured items within its build, so the parts were stored somewhere for the duration.

The immediacy of the production cessation left FOF 112, as far as can be ascertained, as the only pre-war running production complete car. However there is talk that another pre-production model was made. This would be logical for tooling and styling testing, but it is not recorded as on the road. The ohv engine could be tested in a Model E, therefore there was no need to wait for a complete Wolseley 8 body to be produced to effectively check test the first ohv motors.

It would appear that FOF 112 was indeed the actual first production test car and the aborted road test in Scotland was undertaken the initial road test on this new model.

Proof that instrument based data was being gathered is

evidenced in the under-bonnet photographs. These show a welded-in threaded connection to the base of the air filter box directly above the carburettor inlet and a similar size threaded connection set into the radiator fuel cap. Both are currently blanked off, however, these connections do provide a facility for measuring vacuum and water temperature.

Additionally, the car has a Tapley Inclinator attached to the driver's side dashboard fascia. Together with the speedometer, the amount of analytical testing that could be undertaken with this range of instrumentation is quite comprehensive.

The testers would know the engine revolutions, at whatever speed and gear is being run, from a hand chart calculated from the revolutions to overall output gearing designed, there being no requirement for a rev

counter to be fitted, even the intermediate gear ratios to road speed to engine revs can be easily ascertained.

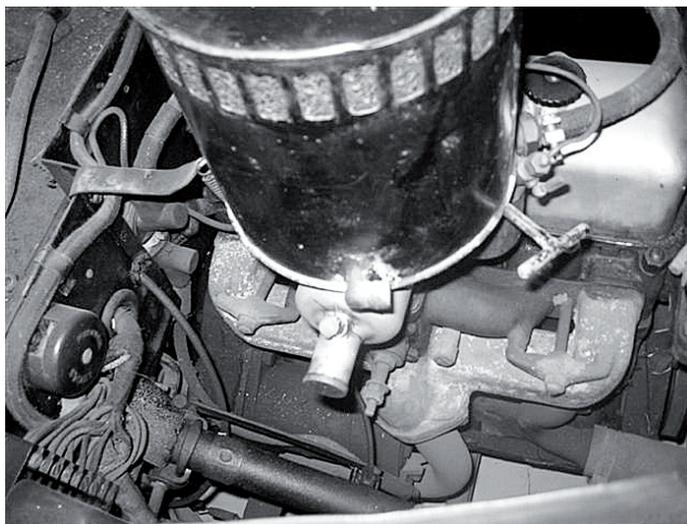
The instrumentation will give a very comprehensive feed back of accurate performance data, especially as to hill climbing, as vacuum dropped, water temperature increased, speed dropped, revs dropped, until a lower gear was selected, all against the recorded slope of any hill or incline. This will quickly show the useable torque range of the engine and overground performance of the car. Fuel consumption can be accurately recorded by attaching a measured container directly to the petrol pump independently of the main tank feed.

A surprising under bonnet addition was the installation of an additional and extremely large coil which is independently switched between itself and the standard coil. This is no after market or later fitting as the switch is a pre-war item and

the wiring is identical in colour specification to the original wiring harness, and all covered with the same quality of under bonnet dirt. There is only one coil to the distributor lead which can be attached to either coil dependent on switching. Why fit such a large coil? Clearly there was some specific test requirement to drive this now standard modification. The only reason I can think is based upon our own



*Lord Nuffield's 1939 Wolseley 8
at Gaydon Motor Museum*



Vacuum connection on airbox

fuel development work with the Brooklands 40M engine, and that is to determine the lowest quality of fuel that the engine will start and run without detriment to itself. So were Wolseley and Lord Nuffield embarking on their own fuel evaluation programme as the large coil should provide a long and high intensity spark, possibly to start and run the engine on paraffin or coal gas as a wartime substitute for petrol? Lord Nuffield had all the opportunity to experiment with the car when he took it over in 1939 as his personal transport. Bearing in mind that fuel in wartime was poor quality, ie pool petrol of 70 octane at most, and the car was fitted with 6 volt electrics where handle starting is recommended in the instruction book. Therefore if you want a first-pull start, a good spark is essential and being the Guv'nor, technology was available to ensure this happened without fail.

During and after the war where petrol shortages occurred, many cars were run on paraffin and petrol/paraffin mixtures of dubious percentages, our Jowett Curlew being one of them. The way to start the engine with a standard coil ignition system was to remove the plugs, clean them of paraffin sooting by giving them a wipe, then prime each bore with petrol from an oil can, replace the plugs and the engine would start and then run on the resulting mixture. You did not stall the engine! But when you got home and switched off the ignition, it would not stop running. Other than using this method of commencement, the only other way an engine can start on a low calorific value fuel is to use a high intensity spark, prolonged use of this can damage the points and condenser, not a worry for Lord Nuffield.

It is a total surprise to find that the car is not fitted with a water pump and fan assembly and probably does not have a thermostat. The water outlet casting sets across to the right to align with the radiator top hose connection pipe. The water system is solely thermosyphon, similar to the Morris 8 E models, and the block outlet casting is devoid of the nose projection for housing the water pump bearings drive pulley and fan as fitted to production cars.

The engine is devoid of a fan, the side mounted dynamo is directly driven from the crankshaft pulley on about 1:1 gearing by a short V-belt. The question then; is a fan, pump and thermostat essential? Certainly for marketing purposes, as all other Wolseley engines had these as standard in 1939 but are they necessary? The Model E had a 15:5 pint water capacity aided by a two blade cooling fan, no pump, no thermostat, the engine being side valve will inevitably run hotter than its capacity equivalent ohv.

The Morris and Wolseley 8 engines were 918 cc and the twin cylinder Jowett 7 hp was 907 cc and did not require a fan or pump. Neither was a fan fitted to their 8hp twin and later post war Bradford Van engines, all were side valves with a cooling water capacity of around 16 pints and again no thermostats were fitted. The conclusion drawn is that the water capacity of the Wolseley was sufficient for it to run successfully without the need for a fan using the Morris Model E radiator unit of similar proportions to other fanless cars of similar engine capacity.

Having proven the Wolseley engine can perform successfully without a fan and pump assembly, does this unit when fitted then cause problems? The answer is yes, as the engine tends to run too cool and produces condensation within the rocker cover evidenced by 'mayonnaise'. This effect can be eliminated by blocking the outlet pipe from the rocker box to the air filter box. This then prevents hot air exiting the engine thus retaining heat at high level. This is not detrimental to engine breathing as this second breather is ancillary only, the original Morris E crankcase breather is retained.

The resulting performance gains by FOF 112 by not having a fan and pump will be noticeable as up to two brake horse can be lost due to running resistance. Anyone removing their Morris 8 fan during the winter months will understand this.

to be continued



Interior and dashboard



The duplicated coil system



Fanless and pumpless front water casing



Temperature gauge connection on filler cap

Car For Sale

1934 15/6 Special Coupé



Complete for restoration. This is the rare model with a window behind the doors, not pramirons, and was only produced in 1934. The body metalwork is all good and it comes with a full set of new steel wings, front vallance and also the steel spare wheel cover. A chance to own this rare car for £3600 ono. (Can deliver at cost), G.Booth 01931 714 624 (Cumbria)

Parts Wanted

For Eight Series E. Head gasket. Must be copper-asbestos new old stock, repeat must contain asbestos (it's the one that works).
Nick Kent
01763 247 639 (North Herts)

Car Wanted

Member rejoining after many years now retired wishes to recreate youth with Pre-Series/Series I 2 door Saloon with sunroof. Mint perfectly restored car or totally original preferred - W.H.Y. A loving home guaranteed and a companion to my 1946 MG TC so among friends!
Gerry Tempest 01423 863 427 (Harrogate, N. Yorks)

Parts For Sale

For Morris Eight series 1 1937. 2 brush dynamo, distributor top new, distributor complete, coil, wiper motor, 3 speed gearbox, exhaust manifold, door handles and hinges, prop shaft, brake pedal, voltage regulator, klaxon horn, petrol pump, bonnet catches (4 of), back & front axles, radiator grille, Morris spares parts list 1939 rare, back rack with brackets, vintage trunk/boot box
Please ring for prices.
Colin Lazenbury
01733 707 725 (Peterborough)
bethlazenbury@ntlworld.com

Car For Sale

Morris 8, series 1, Two-Seater 1936
Owned for 10 years and in running order. Been off the road for 2 years and I don't have time to take her out these days. Needs cosmetic restoration to restore but can be used as a running restoration project. Some spares available. £3800 ono.
Jim Panormo
01189788 409
or 07798894687 (Berks)

Car For Sale

Morris Eight Pre-Series 1935.
Total photographic rebuild. 600 miles since completion. Buff logbook. MoT until October 2010. Blue over black. Sunroof. New battery. £5250 ono
Roger Brown
01604 890 925 (Northampton)

Car For Sale

Morris 8 Series E, 1947. Fully restored with numerous replacements and resprayed Oxford Blue/Black. MoT and Tax, £2500 or acceptable offer
Peter Sluce
01379 644 339 (Norfolk)

Car Wanted

New member seeks an OHC Minor restoration project as a basis for a special, so a body is not required. Alternatively, a reasonable collection of 1928 to 1931 OHC Minor parts could be of interest.
Chris Warman
02920 513 993 (Cardiff)
chriswarman@talktalk.net

Car Wanted

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

Car Wanted

Morris 10/4. I am looking for a condition 1 car. I live in the Northeast of England but am willing to travel for the right car.
Ted Prest (Non-member)
tedprest@yahoo.co.uk

Car For Sale

1947 Morris 10M Series



Totally restored inside and out including new head lining, carpets sets and door trims. Rechromed and resprayed. New clutch assembly. New brake shoes. New petrol pump. waxoyled. All MoTs since 1996. Heritage Certificate. MoT and taxed. Excellent condition. £4995
Colin Dixon
tel/fax ~~0191 416 0074~~
(Tyne and Wear)

Car Wanted

Morris 10/4 Series M with 4 doors. Can be in any condition running or non runner. Also looking for our old one Reg. no. 763 UXR, If any one has this car now and would like to sell it then do let us know. Please send any info or photos.
Mike and Helen Paulley
01384 221 029 (West Midlands)
shillingstone11a@btinternet.com

Car Wanted

Morris 8 Pre-Series or Series I, 4 seater tourer only. In good working condition.
Catherine Lawrence
0208 527 2692 (Walthamstow)

Parts For Sale

For all Eight models: New stainless steel exhaust. A direct replacement for the existing system made to original specification (including the correct size "pea shooter" tail pipe) from high quality thick gauge stainless steel. Does not include brackets. £160 plus postage at cost or collect from Leeds.
Malcolm Dixon
~~0113 267 424~~
(Leeds)

Items For Sale

Morris 10/6 Operation Manual vgc £10. Service information Manual for Oxford Six 15/6 hp with LA engine, covers engine, gearbox and wiring, very informative. Cover scruffy, pages good £12. 2 Notek lamps, 1 x fogmaster, 1 x driving, chrome bezel £25 each. Instrument panel c/w guages from 1935 Pre-Series 12/4: offers.

Jeffrey Bridges (ex-member)
01424 772 535 (E.Sussex)

Parts For Sale

For Morris Cowley: radiator shell



Also set of wheel studs for Austin 12/4 c1930

Terry Howlett (Non-member)
01255 502 544
(N.Essex)

Items For Sale

Morris Eight Sales brochure + original handbook + Pitmans Book of the Morris Eight. Any reasonable offers. David Iles (non-member)
01394 386 175 (Suffolk)

Parts for Sale

As a former Vintage Morris Minor owner I have the following available: 4 Dunlop Gold Seal Cross-ply tyres 4.50 x 18. Practically new condition £30 each. Bargain! Rims if you want them. Could deliver 10p/mile from Birmingham.

Peter Burrows (Non-member)
07733 363 499

Parts Wanted

For 1937 Morris Eight Series 1:
2 wire wheels
Rae Matheson
01280 82 1587 (Buckingham)

Parts Wanted

For Morris 10/4 Pre-Series:
Cylinder head or complete engine, luggage rack, any condition but restorable.
For questions, please call
Stephan Bilger +41 71 630 07 33 after 8 p.m. (Switzerland)
spitboy@sunrise.ch

Parts for Sale

For Morris Eight Series 2:
SU carburettor, as new £85. Also 3 speed gearbox £125.
Colin Lazenbury
01733 707 725 (Peterborough)

Parts For Sale

Pair ex GPO side lights, brand new old stock. 2" diameter, 2 and 7/8" long, frosted glass, black painted finish. Stamped "GPO" on body and rim. Ready to fit. Offer around £25 the pair + post.

Tom Bourne
02920 703 482 (Penarth, Glams)
tom@tombourne.fsnet.co.uk

Parts For Sale

Boxed set of 8 original type Duron brake linings and rivets for Minor ohv or sv, 1929-33. Set £40.

Boxed main bearing set for Eight Series I/II, 1935-38, size 3/32". 2 pairs GS.3978.3, 1 pair GS.3979.3. Glacier set M:3146. £40.

Boxed set of 4 wellworthy pistons, ref 2133, for Eight, 1935/Series I/II, etc, Size +.030. Condition commensurate with period of shelf life.

All items collect or carriage extra.
Harry Edwards
01277 840 697 (Essex)

SMALL ADS

should be posted/emailed to:

**Rob Symonds, 49 Gorsy Road,
Quinton,**

B'ham B32 2SJ

0121 682 0640

theeditor@morrisregister.co.uk

Free for members (max 1 car per month)

Non-members:

please contact for charges.

COMMERCIAL ADS

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

Lionel Smith

Commercial Ad. Manager

01902 780 607

07730 309 288

lionel.p@homecall.co.uk



TYRES

TONY ETHERIDGE



(Club Member)

SPECIALISTS IN TYRES FOR VINTAGE AND COLLECTORS VEHICLES

**118 Oaklands Avenue, Oxhey Hall,
Watford, Hertfordshire, WD19 4LW**

**Telephone: 01923 231699
(24hr Ansafone)**

MAIL ORDER ONLY

04/10



FOTO FINISH

Please submit pictures of interest to the Editor



Below and left: "This is the 1938 Japanese Datsun 17 which is the nearest design to a Morris Eight. Surprisingly, it has a wooden frame."

Takuji Yabe



Left: "This is a genuine Japanese Morris Eight - the 15th in my list. She is an actress! I have found a specialist company which is renting cars for old setting movies and transport. Unfortunately, I could not find the movie in which Morris appeared."

Takuji Yabe

Right: Closer to home and another Morris Eight with dramatic pretensions!

"My Series 1 which was pressed into service to create a publicity shot for the juniors in The Graffham Rustics, (www.graffhamrustics.co.uk) for their forthcoming production of Buggy Malone. "The Morris Eight is the perfect size to look like a large American gangster's car when diminutive actors - all under 12 are climbing all over her. They were very careful with their splurge guns - the paintwork didn't suffer!"

Neil Castle

