

MORRIS MONTHLY



Volume 50

Number 12

December 2010



**NEWSLETTER OF
THE MORRIS REGISTER**
*The world's biggest club for enthusiasts of
vehicles designed before 1st January 1940*
www.morrisregister.co.uk





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NEWSLETTER OF THE MORRIS REGISTER

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EDITOR **Rob Symonds** writes:

It has been a pretty hectic few days here in darkest Quinton and for about the first time since I decided that I was going to retire at the end of the next academic year in July 2011, I've been wishing I'd gone earlier!



Judging by the comments of members who came on the NEC stand, our efforts were genuinely appreciated, and we were certainly well organised by Herr Nagle, in particular.

The highlight of Sunday came when I jokingly challenged Dave Harris to approach a nearby bevy of rather under dressed young ladies and ask them to be photographed on our stand. I now hold the record for the most young women with the least amount of clothing ever to occupy a Morris Eight Two Seater. It was amazing how popular our stand proved for a few minutes. Don't worry if you missed it, as photographs should appear next month, assuming they get past the censor (aka Barbara).

All this, of course, was the icing on the considerable cake of Morris Monthly winning the C and SC award for the "Most Improved Club Magazine". I had my speech prepared, but wisely, perhaps, the organisers weren't allowing winners speeches, so I'll just say it here. Our success couldn't have been achieved without the contributions of you, the members. In particular, those unsung heroes, the regional editors and noggin reporters. So, a big thank you to all who have contributed over the last two years or so, and keep up the good work, especially as there isn't much in the pending tray at the moment!

Happy Christmas, everyone!

Cover Picture: Does anyone know this car?

The Morris Register



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

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

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

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



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

CHAIRMAN Dave Harris writes:

I would like to thank all club members who worked on the Club stand at the Classic Motor Show at the NEC, a special thanks goes out to John Ford and John Nagle for managing to resurrect the stand on our behalf. Also thanks to Jo Nagle, Paul and Celia James for helping with the setting up of the stand and then dismantling it after a very long weekend, and not forgetting Ben Gadsby for bringing his chassis along with 200 extremely delicious mince pies.



Special congratulations go to Rob Symonds, our Editor, for receiving the award from Classic and Sports Car magazine and Lancaster Insurance for the "Most Improved Car Club Magazine 2010".

A very big thanks to all those members who were involved in organising and attending the 50th Anniversary events up and down the country. I feel that this has been a positive year for the club and we need to be looking to bigger and better celebrations of 100 years of Morris cars in 2013. Look out in the New Year for more details about what is planned, plus the launch of the 2013 Centenary logo. I think I feel another badge coming on!

Finally, Gloria and I would like to wish you all a Happy Christmas and a prosperous New Year! All the best for the festive season and thank you for all your support during the year.

DEADLINE

14th of the month prior to publication

WEBSITE

www.morrisregister.co.uk

Contact: Jim Riglar, Webmaster

jimriglar@blueyonder.co.uk

PASSWORD changes this month to **oldrum**

SMALL ADS

Post/email to:

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

theeditor@morrisregister.co.uk

Free for members (max 1 car per month)

Non-members: please contact for charges.

COMMERCIAL ADS

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

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

thechairman@morrisregister.co.uk

NON ARRIVALS

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

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er Spares Service

CONTACTS:

By phone: 07950 972 401 (limited response hours)

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

By post to: The Spares Service
 Hey Cottage,
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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!



Caption Comp



No new caption this month, but October's (left), seemed to appeal more to overseas members. Offerings included:

"Mom, Mom! Take a look! See, an old-fashioned shopping cart!!"

(Knud Jakobsen, Denmark)

"Jim was always thrilled when he got to ride in the Bullnose shopping cart at Tesco's"

(Glen and Gabriella Donaldson, Canada)

What's it Worth?

1936
Series 2
Fourteen



Recently on eBay, the vendor said: "You are bidding on a 1936 Morris 14 in original mint condition. The car has had only one previous owner and was in a garage most of its life. This car has never been restored and shows no signs of ageing. The interior, which is leather, is in perfect condition with all wooden trimming intact. The exterior is the original factory finish which is a dark blue with black mud guards and is completely rust free. It has the original 18" spoke wheels. The engine which is a 6 cylinder side valve starts every time and is in beautiful condition."

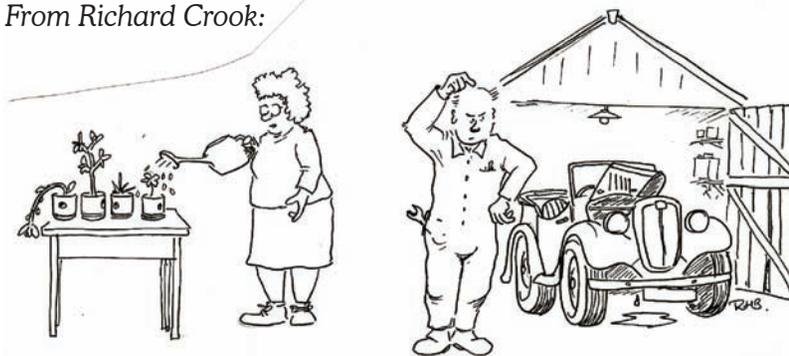
Answer on Page 26



Morris Mirth

Please send items of a humorous nature to the Editor

From Richard Crook:



No, I haven't seen your pistons, dear. What do they look like?

From Simon Moffett:

"Compared to eight horsepower, you can really fly on one reindeer power!"



from SECRETARY, Tom Bourne

It was a pleasure to spend a day on the Club stand at the NEC in Birmingham, which will be reported in detail in next month's issue. The constant stream of visitors to the stand was a mix of existing members, potential new members, and people just interested in the Morris 8 car and chassis on display and what our club has to offer. We had many long chats both about the technical side of Morris 8s, and about how we see the club going forward. My only regret was that I had no time to look around the rest of the show – next year perhaps!

NOTICE OF NATIONAL COMMITTEE MEETING

The National Committee will meet on Saturday 22 January 2011 at King Edward's School Birmingham, starting at 10.00 am. The agenda is now being prepared, and will be published on the club web site early in January. It will also be available from your regional secretary or from me direct. Members wishing to suggest an item for discussion are welcome to do so, preferably via their Regional Secretary.

MEETING DATES FOR 2011

President's Conference: 10.00 am Saturday 9 April 2011, at King Edward's School Birmingham.
National Committee Meeting: 10.00 am Saturday 23 July 2011, at King Edward's School Birmingham.
Annual General Meeting: 10.30 am Saturday 1 October 2011 at the Blunsdon House Hotel, Swindon.
President's Conference: 1.30 pm Saturday 1 October 2011 at the Blunsdon House Hotel, Swindon.

MORRIS 8 FOR TRANSYLVANIA

Just to follow up from last month's note, Tibor Jakab has now acquired the car of his dreams, a Morris 8 tourer, and this came from within our club membership.

INDIAN MORRIS 8 SERIES Z VAN

The following letter came from Mr C S Ananth in India:
"I am a large collector of British vintage and classic cars in Chennai, India. Recently, I purchased a Morris Z Van. I have attached a picture of this van. In my van there is a window with a sliding glass on both the sides. I have marked this window in the photograph. I find from the pictures of other similar Z vans that these vans do not have such a window. Could you please clarify if my van had been altered or do some versions have such windows? I am sorry to trouble you.

For your information, I own a series I 1935, Series E 1948 and Minor Low light, beside a few Austins and Triumphs.

Thanking you."

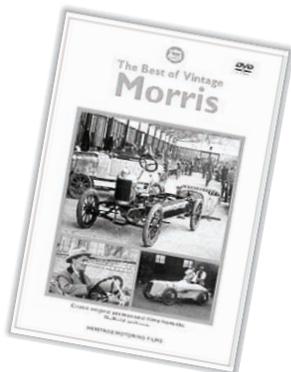
Could our van experts please help with an answer to this question?



MORRIS ARCHIVE FILMS ON DVD

Clas6 Ltd specialise in classic car DVDs and books and operate the "Clubs at Clas6" discount scheme for car clubs. This enables club members to buy directly at discounted prices. There are two titles that are most relevant to Register Members:

- The Best of Motoring in the Thirties. A compilation of classic original travelogues one from the Austin and four from the Morris Archives re-mastered for DVD.
- The best of Vintage Morris. A compilation of classic original promotional films from the Nuffield archives re-mastered for DVD.



The "Clubs at Clas6" price for these is £16.95 + £1.50 p&p. If interested, please get in touch with them at <http://www.clas6.co.uk>

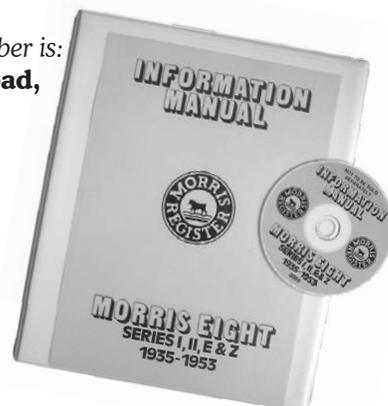
EIGHT MANUALS/VAT

Eight Manuals are still available via "Club Clobber" but due to the increase in postal charge earlier imposed in the year the price is now £10 + £3 p&p. Each come complete with a CD version.

Don't forget also that VAT goes up to 20% from January 1st, 2011.

Address for Club Clobber is:

**6 St. Cuthbert's Road,
Lostock Hall,
Preston, Lancs,
PR5 5TJ**



MORRIS STAMP

In August, Jersey Post issued their fourth set of stamps in the series entitled "Vintage Cars". The first motor car arrived in Jersey at the end of the nineteenth century and shortly after, in 1909, the first "Annual Parade" of the Jersey Motor Association took place. Vintage car cavalcades are to this day a familiar sight in Jersey, and, often, the fine old motors are complemented by their drivers with striped blazers, boaters and bonnets, and they never fail to turn heads as they motor around the island.



Featured in the set are:

- 39p 1912 Rolls Royce Silver Ghost
- 45p 1926 Bugatti Type 37
- 55p 1933 Austin 7
- 60p 1938 Citroen Light 15 Roadster
- 72p 1946 Morris 10/4 Saloon
- 80p 1949 Rover 75 Sports Saloon

How refreshing to the Morris valued at more than the Austin! Note that these pictures, at the proof stage, are showing the wrong prices!
Bob Beaumont

Jersey Post

JERSEY



Vintage Cars IV

www.jerseypost.com

MOST IMPROVED CLUB MAGAZINE

As some of you may already know, at the NEC show in November, Morris Monthly won the Classic and Sports Car Magazine award for the Most Improved Club Magazine. When presenting the awards, C & SC editor and motoring journalist Simon Taylor said:

"Moving on to good old-fashioned paper, club magazines – despite the impact of the internet and web forums – are still mostly where we start when looking for cars to be featured in Classic and Sports Car. Never mind its magazine, our runner-up club has only existed for four years, but we were so impressed by its quarterly A5 publication – printed on good quality paper and making excellent use of wonderful archive material – that Motorvations, a one-man production by De Dion Bouton Club founder Nicholas Pellett, nearly scooped the award."

"Yet it was edged by another title that used to be A5 but has now doubled in size to A4 and started to make good use of colour, particularly its strong front-cover photos. It isn't over-designed, either – a failing of some club magazines – and is produced by a full-time teacher who's self-taught in desk-top publishing – Adobe InDesign, in fact, as used by many bookstall magazines. Most Improved Club Magazine goes to Morris Monthly, the Morris Register magazine, edited by Rob Symonds."



Photo: Lisa Joy, managing director of Lancaster Insurance, presents the award for Most Improved Club Magazine at the 2010 Classic & Sports Car Club Awards, 13 November.



Pictured right in a recent edition of the Stourbridge Chronicle, is Geoff Salminen from Harborne, Birmingham, when he attended the ninth annual classic car show at the Severn Valley Railway in Worcestershire. Around 150 vehicles were on show, distributed between the nine stations on the 16 mile track between Kidderminster and Bridgnorth.

Geoff was a lapsed member of the Morris Register, but having been stalked by your Editor for the last three years, he finally signed on the dotted line at the recent NEC Classic Car Show!



As well as the very original Series 2 Eight saloon featured here, which bears the same three letter registration prefix as the one featured in the Series 2 brochure from 1938, Geoff also has a pristine Ford Model "Y" and we hope to feature both his cars in a head to head comparison test in the Spring.



Geoff Salminen, from Harborne with his 1937 Morris 8 Series 2 at the show

FRANK ASHLEY'S M8TC OLD TIMERS PARTY

Ken Martin

Our distinguished elder, Frank Ashley – the 19th member of the club - decided a few months ago that it would be good to try and get together a reasonably presentable group of his disparate male friends and accomplices from the days when members were mainly young and the club was called the “Morris Eight Tourer Club”. The plan was to get them all to dress up smartly, and with their partners in posh frocks, have a dinner together in a nice hotel to celebrate the 50th anniversary of the club.

The plan worked out well and accordingly, on Saturday 23rd October, 26 people assembled in the bar of The Holt Hotel near Steeple Aston in Oxfordshire at 6.30 to enjoy a pint or two of Hook Norton real ale and other lesser drinks. In accordance with instructions, but perhaps surprisingly, Frank's gathering was pretty well-dressed and at 7.30 he led them into The Barton Suite which was laid out with a formal named seating arrangement just for us.

After an enjoyable and social dinner, Frank rose from centre top table to say a few appropriate words after which he raised his glass to toast “absent friends”.

On the formal plan, there remained the cake cutting ceremony. The cake was a fine looking square delight with a large photographic representation of the M8TC logo printed on the icing. It had stood on display before us on a cake stand all evening, until one of the waiters walked into it. His face was a picture frozen white: the cake had been toppled and it landed upside down. Fortunately, Kate Martin had already taken a photo of it for the record and only one corner was squashed and so casting aside this minor problem and brushing off bits of carpet and grit, our esteemed club founders, Bev Hicks and Roy “Chas” Chasmar ceremonially cut the cake holding hands on the knife. Strangely these founder members have membership numbers 115 and 136 respectively, as others paid the guinea subscription fee before them, including of course Harry Edwards who famously was the first one to pay and who scooped number 101 – the first - in



line with Morris chassis numbering practice.

Whilst standing by the cake, Bev and Chas told the story of the very beginnings of the club. They worked together as quantity surveyors in a London practice and both enthusiastically ran Morris Eight Tourers. A friend, who had a vintage Bentley and was a member of the Bentley Drivers' Club, suggested that they try to form a club for their kind of car. Two adverts were placed calling for members: one in “Motor Sport” and the other in “Car Mechanics”. The rest of the story is well known and recorded in a 1981 Morris register publication entitled; “The First 21 Years – A History of the Morris Eight Tourer Club and the Morris Register”. (It was written by Harry Edwards and is a good read. What's more, the club still has some copies left if you want one!)

As all but one of the guests was staying overnight, the bar was busy for a long time after the dinner.

One final thought reflecting on the times and how things have changed: if just one member had brought his wife or lady friend to the party in an open Morris Eight Tourer he would have got a big cheer, but alas, there were no Morris cars at all in the car park. Frank brought Thelma in his superb AC tourer - so well done you - and Ian Harris came in his lovely genteel 1964 “Aunty” Rover 90 saloon.

It was a very good party and Frank and Thelma were applauded for organizing it. At the end, someone was

heard to say – it would be good to have a club for Morris Eight Tourers wouldn't it?

Attendees:

Bev and Angela Hicks
 Roy and Viv Chasmar
 Donald and Edna Hicks
 Cliff and Barbara Woods
 Bob and Corrine Beaumont
 Ivan and Olive Rooke
 Dave and Chris Illsley
 Chris and Hazel Healey
 Peter and Sue Sanders
 Ian Harris
 Chris Dunster
 John Cox and Jane Beswick
 Frank Ashley and Thelma Grose
 Ken and Kate Martin.



LOOKING AT FLYING A CENTURY AGO

Harry Edwards

On the assumption that most of our members share their interest in the history of the motorcar with an interest in the early days of other forms of transport, such as railways and aircraft, I make no excuse for including the following on the virtual birth of flying.

Over one hundred years ago, when my father, Albert Richard Edwards, was a young man, leisure activities tended to be of a sporting or physical nature. The age of the couch potato, hours on the computer, television viewing, was years in the future. About the same time another young man, William Morris, was carving a piece of history for himself by manufacturing his Morris motor cycle.

As far as I can ascertain, my father's sporting interest was initially cricket, an activity which came to an abrupt end when the hard leather covered ball hit him in the mouth. His interest in that sport then waned and he took up cycling. This then popular sport remained his choice for a time until an accident decided him on another popular activity, that of competition walking. Here he found his sporting niche and this continued for many years, indeed he held a number of records in the sport and subsequently organised walking races for others.

No doubt his interest in sporting events brought him into contact with a photographer, Walter Scott, of 15 Hallgate, Doncaster. What arrangement he had with Mr. Scott is not clear other than that his sporting photocards were certainly sold by my father. Be it as a means of making pocket money, or even as an open sesame to sporting events, I do not know, but amongst my father's possessions I have preserved, is a quantity of these photocards (some duplicated items giving credence to the suggestion that they were the remainder of his "stock"). The subject of the photographs confirm that they were taken at Doncaster over



Above: Poster advertising the Aviation Meeting, produced by Alf Cooke of Leeds.

the period 15th to 23rd October 1909.

Doncaster racecourse, South Yorkshire, was the venue for the first aviation meeting in England, following the world's first air display at Rheims the same year. To put this into some kind of time scale, only three months earlier Louis Bleriot had crossed the Channel in his aircraft, and it was only six years since Orville Wright made the first successful flight in December 1903.

During the nine days of the Doncaster Aviation Meeting, the world's leading aviators were present. They were no doubt attracted by The Daily Mail offer of a prize of £1,000 for the first British pilot to fly a circular mile on an all-British aeroplane. One such contender was an American Colonel Samuel F. Cody (no relation to "Buffalo Bill" William F. Cody). In order to attempt to win the prize,

it is recorded that Col. Cody signed British naturalisation papers in front of the crowd, with the band playing both the Star Spangled Banner and the National Anthem. Unfortunately, he crashed his British Army Aeroplane No.1



36 years old Frenchman Leon Delagrangé in his high speed Bleriot monoplane.

while taxiing over the ground, he ran into a patch of sand and the machine overturned. Cody was unhurt on this occasion; however four years later in August 1913, he was testing a new aircraft he had built for a seaplane round Britain flight when he was killed in a flying accident. Frenchman Leon Delagrangé made a world's record speed of 51.2 miles per hour at Doncaster. M. Delagrangé was a firm believer in high speed for aeroplanes and he had his Bleriot monoplane fitted with a 40 horsepower engine in place of the 18 horsepower engine for which it was designed. While flying at Croix d'Hins in January 1910, his aeroplane broke in the air and the 37 year old aeronautical pioneer was killed. It seemed to be only a matter of time for an accident to catch up with a number of the entrants who were at Doncaster in 1909. Bearded Frenchman Hubert Le Blon was already



Above: Hubert Le Blon at the controls of his monoplane. Behind, with the cigarette, is fellow French aeronaut Leon Delagrangé

a well known racing driver by such events as the 1902 Grand Prix driving a Serpollet and the 1st.Targa Florio when he drove a Hotchkiss, etc. The aircraft he used at Doncaster was a monoplane so, presumably, the same aircraft was used the following year when in San Sebastian,

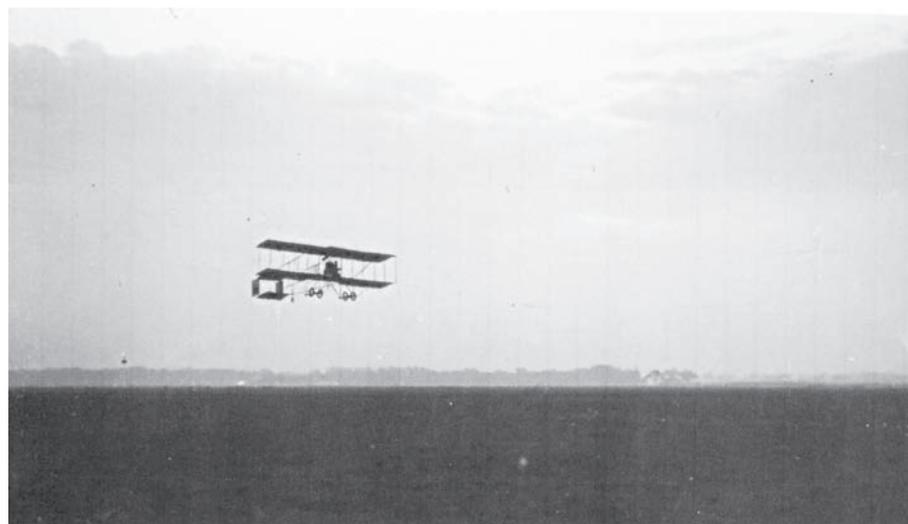


1. M. REICHEL. 2. R. SOMMER. 3. CAPT. LOVELACE. 4. COL. CODY. 5. H. LE BLON. 6. M. DELAGRANGÉ. 7. M. MOLON. 8. M. PRÉVOT. 9. M. SCHRECK. 10. CAPT. WINDHAM. 11. M. SAUNIER.

these first aviation years, especially among young aviators who were unable to build their own plans. The latter aircraft design was also the choice of pioneer pilots such as M. Molon when he was one of the entrants in the Doncaster event. Earlier the same year, August 1909, he had been flying in the "Great Week of Aviation" in Champagne, Reims. Adding to the list of flyers who took part in the Doncaster meeting was Captain Walter George Windham, R. N. (later to be Commander Sir Walter Windham). Windham had joined the Indian Marine in 1884, had been a King's Messenger, and was also involved in motoring. He had become very interested in flying and was soon one of the most influential pioneers of aviation. He founded "The Aeroplane Club" in 1908. After

Spain, in April 1910. Fate and the ever present danger of flying for these early aviators caught up with Le Blon making an exhibition flight, circling the royal palace at Miramar at a height of 140 feet, when his motor broke down and the aeronaut was dashed to his death on the rocks.

The Wright brothers' biplane design and Louis Bleriot's monoplane were very popular in these first aviation years, especially among young aviators who were unable to build their own plans. The latter aircraft design was also the choice of pioneer pilots such as M. Molon when he was one of the entrants in the Doncaster event. Earlier the same year, August 1909, he had been flying in the "Great Week of Aviation" in Champagne, Reims. Adding to the list of flyers who took part in the Doncaster meeting was Captain Walter George Windham, R. N. (later to be Commander Sir



Above: Monsieur Sommer's biplane over Doncaster racecourse, October 1909

the Doncaster meeting he was invited to organise the aviation aspect of a grand exhibition to be held at Allahabad in India and take a number of aeroplanes from England. He accepted the invitation of the organisers, gave up his motor business and booked a passage to India for late 1910. Taking with him six aeroplanes and two flyers, Henri Pequet and Edward Keith Davies.

Roger Sommer purchased a biplane constructed by Henri Farman in June 1909 and within a month he had made his first flight. Scarcely a month later he held the world's record for duration of flight, having flown continuously for two and a half hours. This sudden jump into the ranks of great aviators was unusual



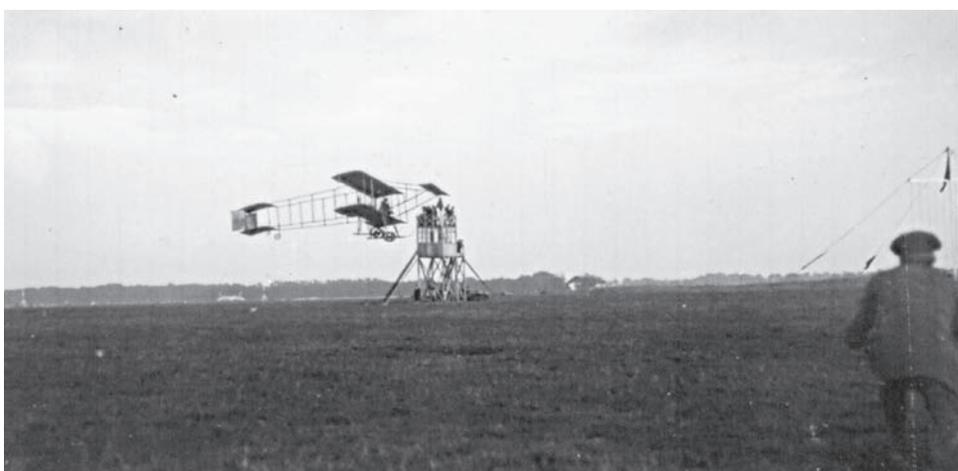
but suggested to some that it was not so hard to learn to fly well. At the Doncaster Aviation Meeting, which was a mere six months after buying the aircraft, he won many prizes. Shortly after that event he gave up flying in the Farman aeroplane and proceeded to construct his own biplane, which he completed in January 1910. Tried out for the first time, Sommer at once succeeded in making three perfect flights of several kilometres each.

The list of other notable pioneer aviators, who were present on this historic occasion in Yorkshire, includes Frenchmen Reichel, Sainier, Schreck, and Prevot. American Capt. T. T. Lovelace was there flying and in the following year, 1910, he and another notable aviator, Thompson, went into partnership to form an aero manufacturing concern "Aeroplane & Motor Works". Thompson's claim to fame was as the builder of New York's Luna Park as well as its Hippodrome. He was the practical side of the pair; Lovelace was described as a soldier of fortune. In an old dance-hall by Harlem River some half-a-dozen monoplanes were undergoing construction at the time, one of which appears to have entered in the Chicago Race late in 1910.

Doncaster airfield was later used for First World War fighter planes and in 1916 a new airfield was built alongside the race course to enable Royal Flying Corps fighters defend the east coast against Zeppelin raids. In 1920 the Government formed a chain of airfields; Doncaster with advice from Alan Cobham opened an "Aviation Centre" in May 1934. In 1939, after the outbreak of the Second World War, the 616 Squadron of the Royal Air Force was playing a part in the Battle of Britain. In 1944, being equipped with Dakotas, the 271 (Transport) Squadron of the R.A.F. took part in the airborne drop at Arnhem. After the war the airfield reverted to civilian flying and finally closed in 1992.



Roger Sommer flying over Doncaster racecourse. The aircraft appears to be a 1909 Farman HF11 pusher biplane, built by British born Henri Farman who, subsequently, took French nationality.



Sommer flying past what appears to be an early form of control tower in his Farman biplane. The writer cannot identify the hanging device on the right of the photograph.



Above: American pilot Captain T. T. Lovelace making adjustments to the motor on his biplane at Donington, watched by young enthusiasts.

Servicing Steering Head Control

THE importance of effective operation of steering head control assemblies is emphasised by the two factors of the comparative inaccessibility of connections and wiring and the danger resulting from breakage or dislocation affecting steering. On the majority of cars the head control is in the form of a circular cage secured to the upper flange plate of the tube and surmounted by a moulded cap containing trafficator switch, dipping switch and horn push. A five-way cable passes up through the tube, except in alternative designs having no head dipper switch where four-way cable is used. At its lower end the cable is brought out to a junction box, where connections are made to harness. When test results indicate shorts or breaks in the column section, the whole assembly should be removed and cable renewed. At the same time the control unit should be serviced fully to ensure freedom from subsequent trouble. At the point where the cable enters the lower end of the tube, beneath the steering box, a small clamp bolt or nut, will usually be found locking the end of the tube in the bottom plate of the steering worm housing. This is the only point of fixture securing the tube against rotation, which can be verified by gently twisting the moulded cap to each side. The springy resistance felt is the effect of torsion on the tube.

Withdrawing Assembly

With all connections removed and detached the clamp is withdrawn and the slot in the bottom plate thus opened when the head should move freely sideways and the assembly can be withdrawn upwards, complete with cable. A small receptacle should be placed to catch the oil draining out of the steering box. Care must be taken to avoid soiling upholstery or head cloth, especially when the cable follows out, as it may be oily after drawing through the bottom felt seal.

Methodical Procedure is Most Important

It is most important to prevent the tube being bent or twisted, and in many cases the wisest policy is to detach the steering column bracket under the dash so that the wheel can be lowered and the control unit pulled out clear into the roof corner for removal (see Fig. 1). For the same reason the bench vice used should have the fixed jaw face level with, or overhanging, the bench edge, vertically, so that the tube can be secured clear of obstruction. A simple pair of wooden jaws, grooved to secure the tube without danger of flattening it, greatly

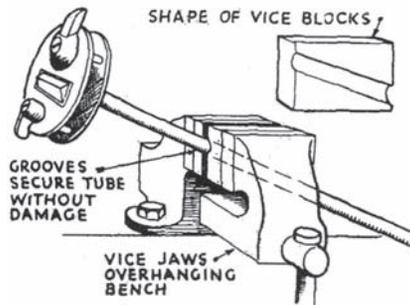


FIG 2 VICE ATTACHMENT TO HOLD CONTROL ASSEMBLY FOR SERVICING

facilitate bench work. Fig. 2 illustrates the suggestion.

Before dismantling the cage by removing the nuts from the flange plate studs it should be noted whether the stud locations are non-symmetrical to ensure correct reassembly, and, if not, a file mark will identify adjacent points: The cable is generally secured by a pressed collar with a tab passed through a hole in the flange and locked over. This must be detached, prised open and drawn off for removal of cable from tube. A new cable of the same cross section will pass down the tube without difficulty. It should be cut about 6 in. longer than the old, and should preferably be glossy finished, when a light application of vaseline and thin grease will facilitate assembly and have no ill effect on the surface. Before the cable is installed, the lower end of the tube should be inspected and if the edge is sharp, rounding off with a scraper will reduce chance of damage. Where room will allow, a piece of Systoflex pushed over the part emerging from the tube and worked under the edge provides added protection.

Head connections should follow closely the original layout. Cable should be divided and cut to original lengths and placed in similar positions. Possibly the colouring may be different on the new cable, but the nearest equivalents can be selected and a note made of any changes. The standard colours are:—Purple: live feed to trafficator switch; Red: trafficator, right; Green: trafficator, left; Yellow: horn push; and Black dipper switch. Wherever possible, all connections should be secured by soldering, and leads disposed where they cannot get cut, pinched, shorted, or fouled by steering cams. Refit and lock collar.

Trafficator Switch

The trafficator switch comprises two sections — the hand lever and rotor

assembly with insulated contact plate bridging alternate diagonal pairs of the four terminals, the lower two of which are bridged to live feed — and the self-cancelling frame with pawls and trip arms. Access to terminals involves removal of handle, leads being brought through a slot in the base and secured by pinch-screw terminals.

If dry and dusty, the frame should be washed in petrol or paraffin and the pawls and arms checked for free movement and spring action. Light, non-gummy machine oil is advisable for pivot pins and wearing surfaces. Close inspection for broken or damaged parts is necessary, in which event a replacement assembly should be fitted. Horn push contact studs or blades may be cleaned and spring action verified. There must be no tendency for the button to jam or wedge. The dipper switch usually has a fly-over toggle and a drop of light machine oil will make for sweet action. Trafficator switch studs should be sparingly treated with vaseline to ensure easy working. It is as well to see that the earthing strap from dipper and horn controls is intact, and that it is secured to flange stud on reassembly. Reassembling the new cable in the column is not a difficult matter provided that kinking is avoided. This is best effected by attaching a light pull wire to enable sufficient tension to be applied. A length of single flex threaded down the column, of sufficient length to protrude about a foot at each end, is bared and secured to the bared ends of the five wires in the new cable by soldering. It is only necessary to strip back about an inch of the outer cable covering, and the soldered connection equalises the pull.

The cable should be pushed down at the top and the pull wire pulled out at the bottom simultaneously. Pulling alone is the reason this operation so often results in the pull wire parting halfway down. When installed, the joint can be cut off and wires opened out for connection to junction box.

Fig. 3 illustrates the use of a test lamp or other continuity test to check and identify new cables if necessary, and also a method of checking junction box terminals and wires to the harness. Before tightening the clamp bolt finally, the front wheels should be raised and the self-cancelling action tested to operate on equal deflection each side of straight ahead. The lock should be turned fully in each direction to make sure there is no obstruction.

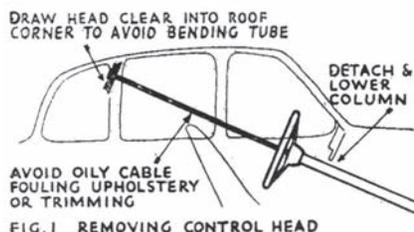


FIG. 1 REMOVING CONTROL HEAD

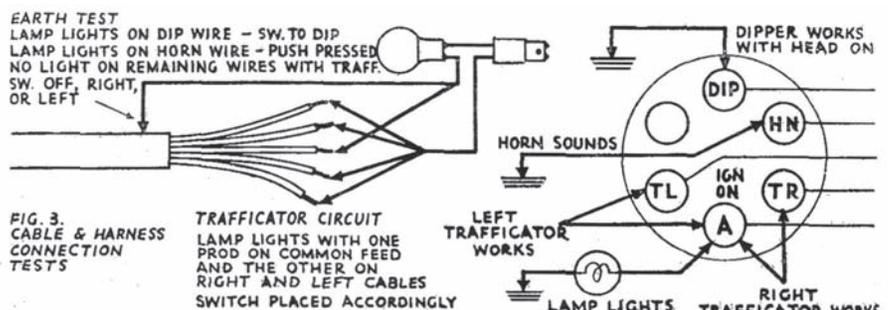


FIG. 3. CABLE & HARNESS CONNECTION TESTS





Regional Round Up



THE RED ROSE



North West Region Newsletter

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

I am writing this on the Sunday afternoon after returning from spending the Saturday helping to man the Morris Register stand at the NEC Classic Car Show. Once again a few dedicated stalwarts have done the Register proud by setting up an excellent display illustrating the cars we cater for and encouraging Morris owners to join us. Despite the best efforts of a tiny minority to sabotage our presence at the NEC this year, we seem to have enjoyed three days of unrivalled success in promoting the Morris Register, recruiting new members, and showing the rest of the classic car world that in continuing to expand we are bucking the trend of declining memberships. To add to our success, I had a telephone call on Saturday evening informing me that Morris Monthly Editor Rob Symonds had been awarded the Classic and Sportscar magazine's prize for the most improved club publication, a fitting recognition of his industry and enthusiasm, the fruits of which we enjoy every month. I am sure there will be a full report of the weekend elsewhere in due course.

Whilst at the NEC, I took the opportunity of looking at the Series III Morris Fourteen Six upon which I had been asked to consider a value earlier in the week. How long is a piece of string I asked? Well about £18,500 apparently! The owner, who turned out to be a charming gentleman had decided to sell his car at the Show after twenty years of ownership following a nut and bolt restoration in the 1990s and was unsure of its value. My valuation petered out after I reached about £12k, but it seems the traders at NEC were willing to part with £20k for it and were confident of



making a profit! The car was immaculate, but no good for me. I would be too afraid of taking it anywhere, not really my kind of Morris Motoring.

Nearer home, we enjoyed excellent weather for our Autumn Lanes Run at the end of October, and an equally excellent lunch back at The Anchor. Several of our regular runners were unavailable and Kate and I had no Morris to drive, but quality overcame quantity and everyone appeared to enjoy the run around the lanes of central Lancashire before returning to The Anchor for a welcome lunch. If you are reading this in time to come along to our Christmas Hot Pot at The Anchor on Monday 6th December, do give me a call if you would like to join us: £5 per person with a Raffle in aid of Help for Heroes, and several excellent guest beers to sample.

Not much progress to report on Boris the 12/4 Morris this month. Until the wheels are back from blasting, cleaning and painting, and tyres are refitted all round, he will have to stay up on blocks at my friend's farm nearby. I have managed to clean and paint the inside of the spare wheel cover, clean seventy odd years worth of oily grime from the inside the bonnet panels, and acquire a full leather hide of a good match to the rear seats with which to reupholster the two front seats. I also found at the NEC the bonnet and radiator tape, windscreen sealing rubber and edging trim I was looking for so I may be able to do some minor work in the next few weeks. I will let you know what I actually manage to achieve.

Until then, all the best in Morris Motoring for Christmas and the New Year!



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5/10





CHRISTMAS MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



EDITORIAL

As the Register's Golden Jubilee year draws towards a close, I hope that many West Region members took the opportunity to attend some of the anniversary events held throughout the year. I determined to make the most of this year and managed to attend quite a few National and West Region events. If I had the ability to be in two places at once, I would have attended the Crich Tramway weekend as well as the gathering at the Oxford Bus Museum! I hope that 2010 has generated an appetite for new, as well as the tried and trusted, events. If the returns from the

West Region questionnaire confirm that members want additional events (noggins, road runs, rallies, etc.) then the West Region committee along with willing volunteers will need to address that.

I wish all across the region a Merry Christmas and Happy New Year. Let's make 2011 at least, if not more, successful than this Golden Jubilee year. Why not sign up for local New Years Day event, I'm sure that there are many across the region. Remember 2011 is only a warm-up for 2013 and the Morris Centenary Year!

Jim Riglar

NEWS FROM THE GROUPS

Somerset: With Christmas not even here yet, thoughts are already turning to 2011 events. Simon Colledge has suggested that the group might consider participating in the Brimar Vintage and Classic Car Run, from Shepton Mallet to Haynes Motor Museum, for the FBHVC Drive-it-Day. The Brimar Run appears to be a popular event with over 150 vintage and classic vehicles having taken part in the 2010 run and the entry fee of £8/vehicle going to the Children's Hospice South West. If this proposal is adopted, then rather than lose the Dorset Coast Run which has been used for the 2009 and 2010 D-I-D events and is becoming a regular fixture in the group's calendar, it is proposed that this be held as a separate event a few weeks before or after D-I-D. With 2012 Olympic preparations going on in Weymouth, the Dorset Coast Run might head for a different destination, possibly Swanage. The noggin continues to attract members from a wide radius and was pleased to welcome another new attendee Martin Phillips, who had travelled about 40 miles from near Wellington. Martin has a M8 S2 Sliding Head Saloon which is in need of restoration.

Colin Baker/Jim Riglar

Somerset Group Post Christmas Dinner – Tuesday 11th January 2011 Travellers' Rest, Stone, Somerset. (A37 – 6 miles south of Shepton Mallet)

The three courses, followed by coffee & mints, is £16:00 per person. Contact Colin Baker 01749 344 115.

Choices for each course are:

- Starter - Vegetable Soup or Fruit Juice.
- Main - Roast Turkey & trimmings or Roast Beef & Yorkshire Pudding.
- Sweet - Christmas Pudding with Brandy Sauce or Coffee & Mandarin Gateaux.

CORSLEY SHOW MEDIA MAD TONY AGAIN!

Readers of Westwords may recall a report earlier this year (July), which reported on Tony Hale's 50 Villages Run and the considerable media coverage Tony managed to attract for the event from regional daily and weekly newspapers as well as an interview on BBC Wiltshire Radio. Not content with his early summer success, Tony also managed to attract yet more media attention with articles on his, and Sue's, attendance at the Corsley Show on August Bank Holiday Monday in both the Wiltshire Times (2 Sept) and on the front page of the Wiltshire Star (2 Sept).

Tony, as usual, was more than happy to extol the virtues of classic car motoring and of his 1936 Morris 8 Series 1 2 seater, to all who were prepared to stop and have a chat with him. This 92nd running of the show over a period of 101 years (the show was suspended for the duration of both world wars), attracted between 4,500 and 5,000 visitors. Tony's Morris was one of a considerable number of cars on display in the classic vehicle section.

There is no word yet of what Tony's next media exploits will be, but if you live the western edge of Wiltshire, it might be worth keeping a weather eye on the local press!



Thousands turn out for sunshine show



Tony and Sue Hale from Westbury with their 1936 two-seater Morris Eight at the show

THOUSANDS of people took advantage of the bank holiday sunshine to attend the 92nd Corsley Show on Monday.

The show, which began 101 years ago but had to stop during the world wars, featured a huge variety of attractions including dog, horse and dog shows, flower and produce competitions, a fun fair, vintage motor vehicles and food and drink as well as much more.

Jerry Butts, show committee secretary, estimated between 4,500 to 5,000 people went along.

She said: "Obviously the weather is crucial for us and it was a perfect day, it wasn't too scorchingly hot."

"It was a really good turnout of people. The site was up on previous years. We were really pleased and are grateful to many people turned up."

This year the horticulture and crafts competition had a record 1,000 entries, from more than 300 entrants.

The show's website even crashed on the day from the number of hits it was receiving.

For a full report and more pictures, see this week's Wiltshire Times

WEST REGION EVENTS

- 1 Jan:** **Somerset:** Merlin Events' New Years Day Meet (£2/car) 10 am – 2 pm and optional classic car run (£5/car). Fleet Air Arm Museum, Yeovilton. 01935 474 630, merlinevents@hotmail.com
- 1 Jan:** **Dorset:** Sturminster Newton New Years Day Meet (Road Run to Fox Inn, Ansty) – Weymouth Vehicle Preservation Society. 01258 880 863





The Yellow Pages

No. 396



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

EAST ANGLIA REGION CHRISTMAS NOGGIN

Saturday 11 December from 7.30 pm at Great Leighs Village Hall. By now you should have received your Christmas card inviting you to the region's Christmas social. It's a great evening and all are welcome. The Village Hall was refurbished to an excellent standard last year which enhanced our enjoyment of the 2009 noggin. Great Leighs lies between Chelmsford and Braintree and is bypassed by the A131. From the A131 follow the signposts to Great Leighs. At St Ann's Castle public house turn left (from Braintree) or right (from Chelmsford) into the Boreham Road. The village hall is between 100 – 200 yards on the right. There'll be the usual buffet, a quiz or competition and a raffle. Should you wish to donate a prize to the raffle, please wrap it in decorative paper. We look forward to seeing you on the night.

FRESH FACES FOR THE REGIONAL COMMITTEE

After 22 years Ken and Jill Smith have decided to step down from the regional committee. They've done a fantastic job during their tenure and we wish them well. However, this means that the committee numbers will be down a bit, and we'd be delighted if one or two others would like to join us. We're particularly light on members from Norfolk and Suffolk. But wherever you live in the region, if you're interested, or just curious about how the committee runs, please call either Pam Lee on 01279 418656 or email her at dave.lee7@tesco.net; or Norma Cook on 01245 284 202 email: normaj.cook@gmail.com

NOMINATIONS FOR THE DAVE ROBINSON TROPHY

Do you know a regional member who, in your opinion, has contributed towards the work of the region, club or Morris vehicles in some way and you think they deserve some recognition? Whether it was restoring an old vehicle, organising noggins, writing articles, or many other good reasons, we'd like to hear from you. All you have to do is send us a short paragraph to support your nomination by email at normaj.cook@gmail.com or phone me on 01245 284 202. The only nominations we wouldn't be able to accept are self nominations and those for committee members. The committee will make their selection from all nominations received, and their decision will be final. Deadline for nominations is end January 2011.



East Midlands and Yorkshire Region Local Page



*EDITOR: Ken Holden 01274 882 574 email: kenneth@kennethholden.wanadoo.co.uk
Hill Top Farm, New Park Road, Queensbury, Bradford BD13 1PN*

By the time you all read this it will be nearly Christmas for which I wish you all "A Merry Christmas". I have not had any replies to my appeals for a new editor for the East Midlands and Yorkshire Region portion of The Morris Monthly. If I do not receive one I will cease to contribute to the region roundup.

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The Morris Register

50th Anniversary

Tour of Wales

15-20 September 2010

Old Cars – New Friends

Hen Geir - Ffrindiau Newydd



TOUR OF WALES

Part One

Tom Bourne

In mid September a total of 43 members and friends in 15 Morris, an Austin, and three moderns, took part in a 500-mile tour of Wales to celebrate the 50th Anniversary of the Morris Register.

At the start of the year, the challenge had been set for the Regions to organise events that would provide an opportunity for as many members as possible to join in the Golden Jubilee celebrations. The Welsh Region Committee debated this at length, particularly mindful of the geographical spread of members across the region. The novel solution was reached whereby, instead of members travelling long distances to a fixed event, the event itself would travel to the members! A route was carefully devised that would be iconic in terms of reaching all parts of Wales, and enabling local members to opt into and out of the event, as a core group of "tourists" made their way around some or all of the whole circular route.

So it was that on the morning of 15th September, Morris came together at the starting point at the Pont Abraham Services at the end of the M4 near Llanelli, arriving from as far afield as Cambridge, Sussex and Hampshire, as well as from Pembrokeshire, Llanelli and other parts of South Wales. The warm sunshine here enhanced the atmosphere of anticipation and celebration as members met each other, some for the first time, others greeting old friends. After topping up with tea and coffee, and fixing rally plates to bumpers, the group headed west.

With the help of Swansea member John Rogers, who as a former lorry driver knows every road in Wales like the back of his hand,



The "Tourists" ready to set off from Pont Abraham



Simon Moffett welcomes the "Tourists" to Little Pencoed Farm, with hostess Joan Carlisle and Mike Dingley Jones, editor for the Pembrokeshire Vintage car club.



Enjoying lunch in the converted Long Barn at the farm.



This Alvis is certainly "conserved" rather than restored!



David and Marion Lyall from Swansea show off their Morris Ten Four to Mary Smith (left), who was attending with her husband Tom in their MG TD



The Morrises were lined up on one side of the farmyard . . .



. . . facing the assorted cars of the Pembrokeshire club members

a route had been devised to keep to roads that were virtually unaltered from what they would have been 50 years ago, although some stretches on more modern roads were unavoidable. The first few miles were along the A48 dual carriageway, before branching off onto minor roads over the hills and down into the Vale of Tywi, marked by views of Dryslwyn Castle. From there it was along the river Valley to Carmarthen where we joined the A40 dual carriageway for a few miles before getting back onto “proper” roads. It would be several days before we would see another dual carriageway! The first leg of the Tour was to focus on Pembrokeshire, where we have a small nucleus of enthusiastic members, and where Simon Moffett had volunteered to act as our “fixer” for the day. He had arranged to us to meet up with the Pembrokeshire Vintage Car Club, at a lunchtime meeting hosted by Joan and Brian Carlisle at their historic farm in the National Park. The Pembrokeshire Club members had a delectable selection of vintage cars including Alvis, Riley, MG, Sunbeam, Ford and Austin, and with our Morrises, the tally of “real” cars reached 21. Added to this list was the modern Fiat of David (Vince) and Sheryl Edwards from Llanelli, whose Series E 8 could not be completed in time for the Tour. A delicious buffet lunch was provided in the farm’s historic converted “Long House”, and after more socialising and chatting we thanked our hosts and set off.

From here the Tour moved on to the Pembrokeshire Motor Museum, the route taking us past Carew Castle for a photo opportunity, and then towards Pembroke Dock, famous during the war as the location of the world’s largest operational flying-boat station. Turning north across the toll bridge, with superb views over the Milford Haven Waterway, we took the Old Pembroke Road to Haverfordwest, and then on towards the Museum at Simpson Cross. Museum owners Mike and Barbara Richards, with Mike’s father Tom, made us most welcome, and allowed us free access to all parts of the Museum, followed by cups of tea all round. It’s no secret, and it’s evident from the museum’s collection, that the Richards family are keen Morris enthusiasts.

The Morrises are not just static exhibits either, but are regularly exercised and put to good use. However the tailor’s dummy in the passenger seat of the 1913 Morris Oxford, the first car you see on entering the Museum, looks as if she has been waiting a long time for her husband



The nearby Carew Castle provided a good photo opportunity, with the older Morrises being shepherded by Ian Schofield in "Woody", his Minor Traveller.

to arrive and take her for a drive! Not to dwell too long on the adjacent Austin Opal, the remainder of this aisle is devoted to Mike's collection of Morrises, as shown in the photos.. In size order these are a Series 1 8 saloon under restoration, a very smart series M 10/4, 1928 Cowley 2-seater, 1931 Morris Major doctor's coupe (known as the "Phantom Major", this is an unique survivor of its type, and was owned for many years by my late friend and well known Register member Stan Sloman). Next to this is a 1930 Oxford Six saloon, and at the end of this aisle a massive 1937 Morris Commercial T2 truck, which started life with the Post Office in London. As you explore further, a few more Morrises are to be seen which for



Above left: The Pembrokeshire Museum's 1913 Morris Oxford looks ready to set off as soon as its driver arrives.



Above right: Museum owner Mike Richards (left) explains to Alan Broughton the work in progress to restore his Morris 8 saloon. (Photo: Simon Moffett)

Below left: The series M Morris Ten is next in line.



Below right: The "Phantom Major", sole survivor of the fixed head coupe with dicky version of the Morris Major from 1931.



many of us would represent the next 10 years restoration projects!

The whole Museum is more a reflection of the owner's passion than the sort of representative display you might expect at larger museums. A visit here is a bit like being allowed into one man's private garage, and seeing all the stuff he has collected over the years. All sorts of Automobilia are on display, pinned to the walls, stacked on shelves, or seemingly as if just acquired and put down somewhere until a permanent home can be found for it! Mike's father, Tom, was most generous in allowing us to clamber over the ropes and examine the cars in detail, and he explained to us the history, and the uses they are now put to. The members lost no time in identifying the car they would most like to take home from the museum!

We were pleased that Tom and Heather Griffiths could join us at the Museum with their recently restored Morris 8, from their home only a few miles away. Originally they thought they would be unable to attend, as Tom has only just recovered from knee surgery. However, things improved and he was able to get the Morris through the MoT the previous day.

Day 1 culminated in a Tour Dinner at the Tafarn Sinc, a Welsh themed pub and restaurant in nearby Rosebush village. Literally translated as "Zinc Tavern" due to the materials used in its construction - corrugated galvanised iron, this started life as a hotel in the late 1870s in an attempt to attract tourists on the recently opened railway serving the slate quarries that dominate the village. Privately owned and recently refurbished, this pub has featured prominently in the historic and social life of the area, and its success today is due to the fact that it is alive to the happy sound of the Welsh language and culture. *continued next month*



Another view of the "Phantom Major"



The 1931 Morris Oxford Six was one of the favourite cars for members to take home from the Museum.



Left: Tom Richards (right), father of Museum owner Mike, is explaining the detailed working of the 1928 Cowley Tourer to Peter and Jenny Brown. Jenny is quite adamant that this is the one she wants to take home!



Right: The 1937 Morris Commercial T2 truck is regularly used for local promotional work and club events.



CHILTERNNS GATHER



EDITOR: Doug Townsend 01753 883 547 email: bullnosemorris@tiscali.co.uk
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NATIONAL RALLY, THORESBY

We arrived on the Thursday afternoon and set up the tent in our usual place. Being the Golden Jubilee year we were hoping for a good turn out for the main days on Saturday/Sunday and we were not disappointed.

A good attendance by the autojumble stalls were over the 2 days with Ian Harris kept extremely busy with assistance from his daughter and John Gully. The driving games started off the day on Saturday and was well attended and enjoyable to watch and take part in. This was followed by the fun run and was one of the highest number of vehicles I have seen at Thoresby take part. A few missed the odd turn or so and got delayed over main junctions but most vehicles made in large groups with only 2 stopped with minor problems that I was aware of. The run used to finish at a pub but was changed 2 years ago to a circular tour. Whilst I appreciate the reasoning I still liked the idea of the stop as the line up at the pub was worth seeing as well as chatting to other members that you hadn't met before. This was then followed by the gathering in the stables hall where the band, bar and raffle were all enjoyed.

Sunday is main displaying day and was not disappointing, as can be seen from September's Morris Monthly. I will be adding the pics to my website as soon as I have chance.

As I won at last year's event I ended up in Super Class this year of which I was not expecting any award but was extremely surprised to hear my name for 2nd place. Ian Harris also won a place in class with his 10/6 Cunard Special so the Chilterns area were represented well. All winners in the class received a a plaque and also a commmerative plate of the Morris Register and most other members had a glass of wine and cake to celebrate the 50 years. Well done to all for organising another extremely pleasant and enjoyable rally, looking forward to 2011.

Dave Grace

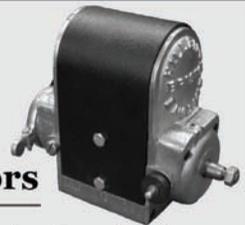
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AUSTIN AND MORRIS ENTENTE CORDIALE WEEKEND

If you are an avid reader of "Chilterns Chatter" you will be aware that hostilities between the greatest marque (Morris) and "another" have dwindled of late in our neck of the woods. We do try but they are such lovely people. It's hard.

Our travel director (an Austin man, although I hear he is going upmarket) David Coulton organised – I suspect Ruth had a lot to do with it – a 60th birthday (his) party and run.

On the Saturday we all turned up in our finery all prepared for a staid Austin party. What did we get? A barn dance!! Add David and Ruth to the mix and no one escaped "cutting the rug". Some 'rugs' were wall to wall, some the slip variety but a jolly good time

had by all. Floor show pretty interesting as well, a demonstration by Laura of the right way to do it or was it the left way? A supper then guess what, more dancing.

On the morning 25 cars and crews turned up at Hyde Heath at 0930 hours for, I thought, a coffee. But we had a David bonus, coffee AND as he named it THE BUS PASS RUN. Quite a few Austins and Morris, old and new Wolseley and an MGB attended. The run was via Great Missenden, Butlers Cross and after just 4.2 miles we took (or rather didn't take) a wrong turn. Route instructions said "turn left into Ley Bottom (sign broken)". Trouble was the sign wasn't broken and the lane had been renamed. What DO we pay our rates for? The authority could have waited for us to pass by before acting couldn't they?

We learned to follow Ray and Mary from a suitably decorous distance of course, but not to lose them! Onward through Gt. Hampden, Speen, West Wycombe, Fingest, Ewelme and ending up at 'the Waterfront Cafe' at Benson. It's where the river scenes of Hyacinth Bucket were filmed. Great place to stop if you are that way. Needless to say we sailed (ged it) by the entrance. As I said to Pauline 'that's what comes of cheating and following others instead of reading the route for ourselves'. Some people, really.

Everyone having had a coffee and "tried" (some succeeded) we left for home (Hyde Heath) via roads usually skirting, sometimes passing through the villages of Watlington, Cuxham, Sydenham, Longwick, Owlswick, Kimblewick, Getsonyerwick, Stoke Mandeville plus others, then down towards Amersham and cross country to Hyde Heath.

Now our own "Statto" advised me that the complete run was 62 miles and was completed without mishap. By the way the LED brake lights and indicator lamps he has rigged up on his Eight are the dogs. We did not run into him once, even though they blinded me!



Roger and Ingrid, in the Wolseley for the first time in a while, were a steadying influence on the pace I hear. Mind you the weather was just right for cars and their cargoes. The sign on the Common stated 'Please do not park on the Common (except Classics)' which we all thought was uncommonly decent and perceptive.

David and Ruth had arranged a roast dinner for all, which was superb. The deal was that we coughed up for the meals and drinks and all moneys donated to Cancer Research UK. A great way to celebrate and who knows one or some of us may be, or are, thankful to that charity. Many thanks to David and the whole family for arranging two very good blow outs, the Bus Pass Run and looking after us so well.

Trencherman and Dancer

CAPEL MANOR GARDENS SHOW

This year's Classic and Vintage Vehicle Show at Capel Manor Gardens was on Sunday 5th September and was organised by Julie Ryan the Enterprise Manager for Capel Manor College and was sponsored for the 10th year by David Burrows of Enfield.

Brian and Sylvia Spence entered their Morris Eight and parked in front of the Manor House along with Frank and Lou Darby who entered their beautifully restored Standard ("Celia"), a 1926 Park Lane Saloon, but Frank had his eye on a 1933 Austin Taxi and once in it he really did look the part. I had to park the Austin with all the other cars as the marshalls said it wasn't old enough to park with the others (What - 1968 !!) The weather was again as in the past few years what you might call varied, but dry, the sun came out from time to time and it must have been warm as our ladies sat out in their chairs with their eyes glued to their books with hardly a word spoken between them, just in case they missed that vital bit. Brian Spence, Frank Darby and I kept ourselves busy going round the vast array of cars and later on in the afternoon we met up. There was even an autojumble, not much for our cars more for the Morris Minor boys as best part of the show is for the Morris Minor Owners Club. They do put on a really good show of Minors from all over the country, I would guess there was the best part of 60 -70 Minors and they included saloons, estates, soft tops, and vans. There were also a couple of Hot Rods and a Lowlight.



They have their own area

away from all the other cars, as well as their own small autojumble very well organised. They also had a country and western singer and very good he was too. Dads' Army put on a WW2 living display complete with what looked like Mr Mannering and that Stupid boy PIKE. Well, that's what it came over like.

Capital Wings from The London Section of the Honda Gold Wing Motor Cycle Owners Club displayed with about 10 very nice bikes. The other part of the car show had over 100, if not more, cars all makes, all ages, mostly classics. The American boys with their big Gas Guzzlers, were also there. Judging takes place around 1.00pm and awards are given out at 4.30 pm. Apart from the cars there are some 30 acres of beautiful gardens you can go round, they have really done so much to improve the gardens over the past year or so, mainly because it is a hands on teaching college. What a difference it's made, you can also visit the animals and horses. This year they had a live steam railway for the children, a craft fair and big fair in the lovely old Manor House. If you felt peckish you can have lunch in the restaurant with The Enfield Brass Band playing, or you can grab a quick bite to eat from one of the food vans or just sit by one of the big ponds to have your picnic. Then there's a Gift Shop you could buy something for the wife!!! No?! Oh well, just a thought. In case you fancy

a trip next year, although the gardens are open all year round, Capel Manor is just off the A10 in Enfield and I don't think you would be disappointed. We spent a lazy afternoon together and can't wait to do it again next year. What we all did notice was that Health and Safety was very low key! Cars and people going everywhere, with cars going in and out all day, perhaps they have been lucky so far, who knows?

Your Rovng Reporter



LEN PLUMBE RUN

On 10th October, we all met at Sturdys Castle for coffee. At 10.30 the routes were handed out, we then got into our cars and set off on our Autumn Run. We were driving Morris 8s, Series 1,2 ,and E, Morris 10 pre series, MG TF, Y type and modern TF. It was a very pleasant autumn day with warm sunshine and some cloud.

We left Sturdys Castle and turned right along the Witney road through Bladon and Long Hanborough. We turned off the main road and headed for Finstock and the Roman villa, our route then took us onto the Cotswold roof to Leafield the highest Cotswold village. We noticed that some of the trees were turning their beautiful autumn shades, as we make our way to Churchill where the Church tower is the same shape as that on Magdalen College, Oxford. On we go through Kingham where at one time we saw the premises of Launchberry's who were makers of agricultural equipment. We pass Kingham station on the Cotswold railway line and on to Stow on the Wold;

we then pass through Lower Swell, then Upper and Lower Slaughter ending at our destination Bourton on the Water. We drive along this picturesque village with its small river and many little bridges until we get to the Royal British Legion Club where we park up. Next to the clubhouse is another interesting building which is now in use as a carvery Restaurant and we swarm in for a delicious Sunday lunch.

Suitably filled we go into Bourton on the Water with its many shops and attractions. This year we went into the Motor Museum filled with many cars and motoring accessories which include an MG Y type like the one I am using today. Returning to our cars we head back up the A40 to our home in Oxford.

It has been a lovely autumn run and thanks are due to Len Plumbe, Linda and Roger Needle and Rodney Heyward for printing the rally instructions.

Graham Bushnell

WOBURN RALLY

The Woburn rally is held in the grounds of Woburn Abbey which has been the home of the Duke of Bedford for 400 years. The vehicle rally is held every year and this year was the 19th. It started off like most, very small but has now grown to be quite large with over 400 vehicles.

We normally attend this event if it does not clash with the MR National Rally as it is only 7 miles from home, so on August 15th we arrived with the eight just before 10am and quite a large number of vehicles had already arrived. The event also holds an autojumble which although once large has reduced in size probably due to the number of traders diminishing. I was pleased to report that Ian Harris was present with some of his auto items and appeared to be busy.

We were quite well represented by Morrises from the Register and most were members of the Chiltern region. Members I saw were my 35 S1 Eight, Ian Mclaughlin's Series E, Johns Gully's S1 Eight, Geoff Dean's Minor, Paul Bootle's Series 12, Brian Simkin's Series E. There was also a 35 Tourer, a Series 1 Eight saloon and an Oxford 15 Sports Coupé. I may have missed a few as not all were in decade class so apologies.

Brian Simkin's was surprised to learn that he was a prize winner in class for Best in Class. Well done Brian.

One of the main attractions for this year was the attendance of the Bond Bugs which are 40 years old this year. These little cars were designed by Tom Karen who worked for the Reliant company. Like our cars (thinking 8s) he came up with the design to keep the cost of road tax down using 3 wheels and using many stock parts from the existing Reliant range. The design was quite sporty and with a 4 year run produced 2268 "Bugs".

The day was dry, with the large collection of vehicles to attend soon passed and we all headed for home. The 20th event is scheduled and we hope to attend next year.

Dave Grace

EDITORIAL

Firstly my apologies to Dave Grace for the delay in printing his articles, my excuse is that I have been blessed with lots of copy, My thanks to all of you who have supported in that way. The season has pretty well finished as I write this at the end of October. I am hoping to attend the last Steam Up at Honours Yard, Little Chalfont on 30th October, that is if the weather is kind. We certainly had a pretty good October, some of us from Sherbucks managed an 80+ miles rally on the 10th October in glorious Autumn weather.

By time you read this it will be well on the way to Christmas, may I wish you a very Happy and Blessed Christmas with your families. Hopefully the weather will be good on Boxing Day and I will be able to attend the meet on Sarratt

Common in Hertfordshire, maybe you, too, will be able to clear the cobwebs at a similar event!

We have arranged an event for Drive it Day, 17th April 2011, at the de Havilland Heritage Centre Salisbury Hall London Colney, Herts. If you would like an entry form and info, either email me or send an sae to the above address. This event is for anyone who would like to attend. This is a very interesting Museum and well worth a visit. The film night is scheduled for March at Chalfont St Giles, hopefully full details in January MM. The regional committee met on the 29th October, it was a constructive meeting looking at plans for 2011. Again, I have held over some copy for January.

EVENTS

8 Dec: Wrinklies End of Season Lunch. The Bridge Hotel Hunton Bridge Herts 12 noon

9 Dec: Hants Christmas Noggin 7.30 for 8 pm, White Hart Eynsham Oxon

2011

18 Feb: Committee Meeting at Roger Needle's home 7 for 7.30 pm

5 Mar: Sherbucks New Year Dinner at Chartridge Golf Club, near Chesham Bucks

17 Apr: Drive-it-Day, visit to the De Havilland Museum, near St Albans AL2 1EX

Please when sending an email include CHILTERN CHATTER in the Subject Box otherwise the email will be deleted as Spam. See Editor's address on heading for Chiltern Chatter.



WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



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

EDITORIAL

The detailed report on the Anniversary Tour of Wales starts on page 15. I must say that in writing this, and Catherine in proof reading it, we have both thought we would really like to do something similar again. We do hope that you enjoy reading it.

CHAIRMAN'S CHAT

Hello everyone. Back again for another "Chat", and thinking over the Around Wales Tour. It really was a very good opportunity to get 'The Morris' on the road. My sincere thanks to Tom Bourne ably aided by Simon Moffett for steering the idea and bringing it to fruition. Don't be afraid to drive that Morris farther than around the block. I take the view that if it will go one mile then it will (probably) go the next, etc. Before you know it, you are on a one or two hundred mile or more rally, bringing enjoyment to yourselves and onlookers.

As you may know, Tom Bourne has to step down as the Welsh Region Secretary, as he now has had the honour of becoming the National Committee Secretary. Our congratulations go to Tom on his appointment.

Our AGM is on Thursday 20th January. You can have the chance to become the next Welsh Region Secretary. If you would like to have more information on what is involved, Tom can advise you. A large turnout is essential for this important meeting, which will be combined with our noggins, so please make every effort to attend. You are sure to enjoy it.

Can a Morris come out in the autumn? Yes it can! What about winter? Yes of course! Well, snow apart, and if we cure those draughts and we have travelling rugs! It would be great if someone could write a piece about being as 'snug as a bug in a Morris' on a Winter's journey; come on, pick up your pens, you cold weather folk.

We need ideas and plans for Wales Region runs and events for the warmer weather in 2011. What about an outing to Penrhyn Castle for the North Wales members. If you live half way down Wales a run to Castell Carreg Cenin may be nice, whilst those of us who live down South can surely reach Cafarthfa Castle. I know that each of these have tearooms, but, of course, check opening times. As I've said before, please make suggestions. We can discuss them at Noggins or on the phone. Your idea may get modified in the discussion, but could make the beginnings for a tremendous event or run.

The rally that Rhiannon and I run in August, now in conjunction with someone in North Wales, is beginning to take shape. In 2011 we intend to start in the North for 2½ days and then move to Mid Wales for 2½ days, culminating in the Llandrindod Wells Victorian week.

The annual dinner is scheduled for the 4th. December – see John Belgion if you'd like to go – that's if you are reading this before the 4th. This is always a very good evening. John arranges the meals and brings along the Morris wall decorations to add that touch of Morris interest. Thanks very much John.

Well, it only remains for Rhiannon and me to wish all members a Merry Christmas and a Happy and Prosperous New Year. Nadolig Llawen a Blwyddyn Newydd Dda.

John Howells

LETTERS TO THE EDITOR:

Dear Tom,

It was a shame we were unable to use our Morris Eight and had to use our modern car for the Tour. We had a great day and what a friendly gathering, this is the first time that my wife and I have ever attended anything to do with a tour in an old car.

When we arrived at Pont Abraham everyone in the group welcomed us, it was great fun to travel in convoy as we drove to have our lunch at Cresswell Quay, and after a nice lunch and another chat we proceeded to the Pembrokeshire Motor Museum. Unfortunately we couldn't go to the evening meal, as we had to visit my wife's sister who also lives in Pembroke. Eventually our Morris Eight Series E passed its MoT. Bryan, our tester, was very impressed with its braking ability on the rolling road. Then we took it for its first rally to Pembrey Country Park for the Model Engineer's Show, which turned out to be a great day, but highlighted that the charging circuit wasn't at its best, and a fuel problem. This ended in the voltage regulator having to be repaired and the fuel tank also having to be repaired after removing a bucket full of debris, welding a patch and lead loading the joints, as well as a new pipe from the tank to the pump.

Now these things have been done we've taken it for a 60 mile trip without any problems, and are looking forward to attending on the 31st October the Halloween Indoor Classic Show in Swansea.

Thank you and the other members again for a great day, and we are looking forward to the Annual Dinner.

David (Vince) and Sheryl Edwards. Llanelli.

Dear Tom,

Just a note to thank you once again for organising the Welsh Tour, and making us feel so welcome. We thoroughly enjoyed the whole event. We certainly intend to visit the Snowdonia area again, it was beautiful.

Anne and John Bourne. Sussex. (No relation!)

NOGGIN AND NATTER MEETINGS

The next meeting will be a pre-Christmas top-up on December 16th. The AGM will be on January 20th, combined with the N&N, both at the Aubrey Arms, Bonvilston. We look forward to seeing a good turn out of members as we have the opportunity to think about the summer months we have enjoyed, and plan ahead for next year.





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



LEICESTERSHIRE NOGGIN

Hilda and I had only missed a couple of Noggins, although it seemed a lot more to me, but we were certainly welcomed back with open arms, or was that clenched fists, when we arrived at the Foxton Locks Inn for the November Noggin. It was good to be back and my health improved by the minute. The usual dirty dozen were there with only about 4 regulars missing. It was said that you are only allowed to miss if you are in hospital or prison.

The problem I find with our location and the long table is that there were lots of separate conversations going on and I could only get snatches of each for a Report.

I had quite a wait until I could get a word in for everyone regarding arrangements for our Sunday Lunch Run to Exton, near Rutland Water. It was a venue that I had booked and was snowed off in January so I hope the weather behaves for us this time.

Jim's car is now on the road and "going like a bomb", Bob is now a two Morris man, a Series E and a recently purchased 8 Series 1 Tourer. He only has a single garage at home but has overcome the problem by installing a container at his

factory for the E, the Tourer taking precedent for the warmer integral garage. To be fair though Chris, his wife, informed us that they spent a pleasant Sunday afternoon relaying, presumably, old carpet in the container to make it suitable for the E. It is also being clad with discarded polystyrene packing from a neighbouring factory so it doesn't get too cold. These Morris cars certainly get pampered.

John, who is restoring a unique GPO/Post Office van/pickup, told us of an interesting visit to the Amberly Chalk Pits Museum, Sussex, where he was given some interesting info for his project including its original registration number. and why he had discovered both a layer of GPO olive green and PO red paint when he was stripping it down. Apparently, at one time this strange vehicle was used for delivering post to the Railway Stations for distribution all over the country on the night trains.

Despite the long table problem we still have room for more members, but we may have to change the layout so that we can all be in on the discussions. My thanks to Bob Williams for writing last month's report. *Ken Johnson*

HEREFORDS AND WORCS NOGGIN

There were eight people at the November Noggin when the post Christmas Dinner was discussed. It was decided to hold this, as before, at Cadmore Lodge, St. Michaels, Tenbury Wells, on 9th January 2011 12.30 for 1 pm.

Anyone wishing to join us please contact John Sargeant on 01905 840 155 (as John and Alma are on holiday) when we can let you have a menu. There is a deadline of 20th December so your choice of food and cheque will need to be sent to John and Alma Humphries, "West Winds", Alveley, Bridgnorth, Shropshire, WV15 6NG.

The December meeting will be an American style supper and we will be giving our landlady, Joy, at The Duke of York, a Christmas present in recognition of her kindness, etc., throughout the year. *John and June Sargeant*



Momo Mail

Letters to the Editor

MEMORIES OF HARRY

Dear Editor

Unfortunately we missed last month's deadline for newsletter as we have been away.

Imagine our surprise when reading obits and memories of Harry and Barbara Edwards, that on page 10, there were two photographs taken at no. 72 Keene Way, Galleywood. In 1976, we were relocating from Newbury in Berkshire to Essex and happened upon no. 72 during our house hunting. This property suited us very well as there was a garage complete with a pit suitable for the rebuilding of our Series 1 Morris 8.

The purchase of the property took place within 30 mins, a warm handshake and an application form to join the

Morris Register. Since that time we have kept in contact during 33 years in South Africa and imported many spares from Harry during that time.

We were very sad to hear the news of his passing and we all know how greatly missed he will be by all his friends and club members. He really was a very special person the like of whom does not happen by very often.

Margaret and Ron Crabb

Blandford Forum

2521/3

Editor's Comment

Many thanks for this. I am sure that more reminiscences of Harry will emerge in the month's ahead.

THOSE CARDIGANS . . .

Dear Editor

With reference to November's Morris Monthly page 34, I have still got my zip-up cardigan. Audrey Frampton sold them about 20 or 25 years ago. I must admit it is a bit tight now, but I sometimes have it on the back seat of my 1947 Series E which I have had for 30 years.

Brian Simpkins

Hitchin

5714/1

Editor's Comment

How reassuring it is to know that I'm not the only one hanging on to their old clothes way after they should have been thrown away!



10 AND 12 HP SPECIAL COUPES

Dear Editor

Following the unexpected departure of Harry Edwards the information data base for our Morris cars is currently at a stand, based on what is currently out there in the hands of the present owners. New material and other relevant historic information that Harry had is no longer available to us at present.

There is now a need for all of the information on each model and any scraps of Morris history no matter how small, requires to be collected and conserved. This is the basis of my proposal for a Nuffield Legacy Project put forward at the President's Conference, This consideration was made before learning of Harry's demise and I wanted to discuss the matter with Harry but it was not to be.

I feel that the best way forward at present is to support all of the model Coordinators to collect as much information as possible on their speciality cars, should they be willing to do this, which will result in a secondary data base to Harry's, and continue to provide a restoration service and may turn up new snippets of historical record.

To this end I am making a request to the Morris Register membership and any Wolseley Car Club members to provide me with details of any version of the Morris/Wolseley Series 2 and 3 10 and 12 hp Special Coupe models produced between 1935 and 1939 no matter what condition, we just want to capture the fact that the car exists. Photographs of the car and any history would be appreciated to provide restoration details Year, engine number, chassis number, reg number would be helpful. Brochures, sales adverts, historical articles, factory drawings, photos of locations where parts were made, period cars in

NEC PRAISE

Dear Editor

Congratulations on receiving the award for your efforts in designing and editing Morris Monthly. I was at the NEC on Friday and heard the news that you had been short listed and a phone call on Saturday evening confirmed the good news. During my tenure as organiser of the Club Stand for the Classic Motor Show Harry Edwards was also presented with this award for the Journal so it is opportune and a little poignant that his successor, albeit for the new monthly, has also been honoured in the same way.

Regarding my visit to the Stand I would like to thank the team for the welcome they gave me, particularly John Ford who persuaded me to go and arranged a wheelchair to get me around.

I must congratulate the team who designed and built a most impressive and professional stand. It was a considerable achievement considering the problems created by thoughtless people that led to having to make such a late application for a plot and get the Exhibition equipment together. The resultant set-up was fantastic considering the limited space that only allowed for a Morris Eight Tourer and a chassis to be on show. Two points that emphasized the attention to detail were, first of all, the stand staff, all of whom wore "Club Clobber", (well done Gloria), and put the final touch to the professional look of the stand. Finally the chassis that I was expecting to be the Club's chrome exhibition piece but in fact was a genuine "work in progress" chassis. This was provided by a member who is a master baker who, as well as providing the chassis supplied more than 200 mince pies for the stand staff and visitors. The Chairman did express the concern that they

use photos, photos of distributors and dealerships, in fact any pertinent info and fact that is relevant to these models that can be copied to assist members.

On the other side of the coin, I do have an illustrated parts list denoting all of the parts specific to the Series 2 model and can provide photos of build details and have a limited brochure reference.

Currently I have been researching the Morris Production records at Gaydon and have gleaned a considerable amount of information relating to car build and production which will be made available to the club on completion of the work.

Meanwhile if any owner wishes to ask for info I will try to help them as best as possible from my present limited resources. However I do need your assistance to make this work.

Ian Thompson
Datchet
10833/1

Editor's Comment

Thanks, Ian. You make the point well about the void left by Harry. Clearly there is no-one with anything the overview that he had of the whole marque, so perhaps the way forward is for individual model experts to come forward and volunteer (as you have effectively done) to coordinate specific models. I think this is something that needs to be addressed by the Executive, but in the meantime, it is over to other members to follow your lead and volunteer their services!

wouldn't get rid of them all by the end of the 3 days. This was one area where I could and did help out. During my recent health problems and stays in Hospitals my weight went down to eight and a half stones. The visit to our stand at the NEC was a large step to my complete recovery of weight and health.

Well done John and Josephine Nagle, Dave and Gloria Harris, John Ford and all the rest of the team who contributed to put on such a wonderful display. I did hear but at the time of writing this had not had it confirmed, that the Stand had also received some commendation, I do hope so they deserve it.

Ken Johnson (Vice President)
Oadby
5610/2

Editor's Comment

I am sure Ken's kind words are much appreciated by the NEC team, who in the circumstances, would have done well to cobble anything together in the time frame available! As it was the excellent stand certainly matched that of any other small club.

As for the award for Morris Monthly, as I say elsewhere, it wouldn't have been won without the sterling efforts of our many loyal contributors, and I certainly number Ken as one of the those!

From a personal point of view, although I didn't bump into Ken on the day of his visit, I was delighted to hear that he had made it and that his increasing mobility is once again allowing him to involve himself in matters Morris.



from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**



*This picture was taken outside Jenks' cottage. Dressed characteristically, he is barely taller than the huge crankshaft of his Brooklands Duesenberg. When he first saw this picture he commented 'Ah! Two cranks together...'
From Denis Jenkinson's biography.*

At the end of October, yours truly and Josephine went off to deepest France heavily disguised as the late Denis Jenkinson of Motorsport fame (younger Members please refer to copies of Motor Sport from the 1960s!!) for a holiday with our French friends at the Chateau de Goville near Bayeux, and to seek out some MR Members in Normandy. I do enjoy meeting fellow Members, and if you are ever in the Reading area please give us a ring and we will be only too happy to greet you - the cork screw and teapot are always to hand! As ever we were royally entertained at the Chateau, and on Monday 25th we ventured forth to Vezins to meet John and Mary Seddon. John is a very long standing Member of the Club and has lived for four years in his French home. He has renovated it from a wreck into a charming residence surrounded by an assortment of buildings containing his woodworking shop, small tractor and mowing attachments to look after his large garden and above all garaging for his MG TD and his 1932 Calshot Special Minor still bearing its original Stewart



Josephine in the hallway of the Chateau



John's 1932 Calshot Special Minor



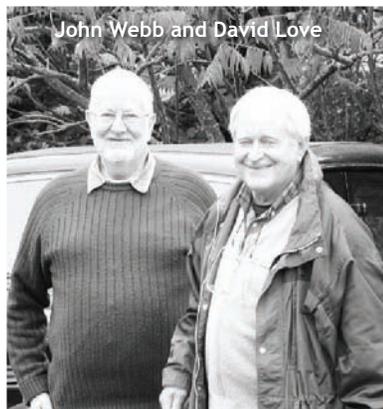
John, Mary and me enjoying glass of bubbles!

and Arden registration number. This car was rescued as a D.I.Y. kit in 1993, and was carefully restored to become one of only three such cars known to exist. Mary served us a super lunch after which we departed just down the road to the local lake where under cloudless blue skies we sat and enjoyed a bottle of Champagne. Well somebody's got to drink it!!

The following day we set forth to Periers, where we had arranged to meet John and Lyn Webb at their home. Once again we were greeted with refreshments and bonhomie, only to be joined a short while after our arrival by David Love in his Eight Series 2 two seater. We spent some time inspecting John and Lyn's house, which like that of John and Mary Seddon had been extensively renovated, and naturally John's workshop and his Series 2 Ten four. In the workshop there was also another Ten four being rebuilt as a joint effort between John and his friends Bill and Doreen Smith (shame on them, they are not Members!) who arrived shortly before our departure. I commented that as there was such a good local group the "Noggin de Normandy" should be formed. Josephine and I departed after much talk of the instigation of such a meeting!! One other subject that was mooted was the possibility of a summer rally to be hosted by our Members in Normandy. They were very enthusiastic to see their fellow Members from elsewhere, and were happy to put in the work their end to make it possible.

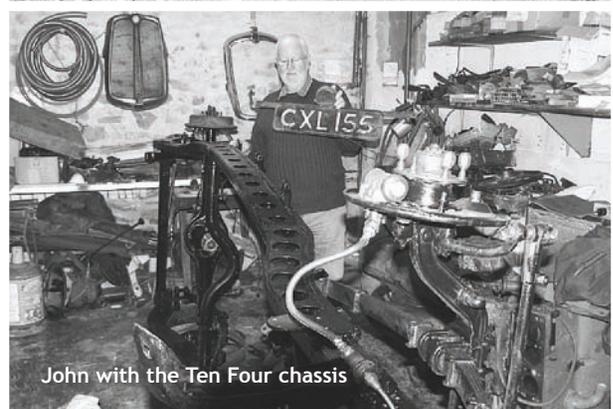


John Webb and David Love with their cars



John Webb and David Love

Who in the UK would like to liaise with me to arrange such a trip? Step forward you intrepid Francophiles, et bon chance. Now that you have your new handbook, why not give your fellow Members a ring when you are passing their way. You will be delighted at the reception you get and you will acquire new friends from your old cars!



John with the Ten Four chassis

What's it worth? (See p4). Started at £8500, but no bids!

The Pre 1940 Morris Register Ltd

Following the announcement and adoption of a new Company 'The Pre 1940 Morris Register Ltd', you are invited to apply for membership of the re-constituted Club. Under the new structure, the Club and the Company become a single entity, with all Members becoming Members of the Company with their liability limited to £1.00. For a full explanation of the detail of this please refer to the minutes of the President's Conference held on 2nd October 2010. These minutes are available on the Club website, and from your Regional or the National Secretary.

The Club, its aims and objects and the spirit of the last 50 years remain unchanged, only the technicalities and legal structure of the Club will change. The Club will continue to be known as, and trade as, The Morris Register.

For the transition of the club to the new structure, it is necessary for all Members to apply to join the new Company. Where a wife/partner/etc are also now a Member of the club, it is necessary for them also to apply to join the new Company. I would repeat that this is a technicality that we need to go through in order to move the club into the new Company, and is for the benefit of all Members. To all other intents and purposes, you are simply renewing your membership.

In addition if you normally pay your subscription by cheque (Your membership number will end with a 'C') you may do so in advance by enclosing a cheque dated 25th March 2011 or a credit/debit card details for:-

UK Residents: £33.75, UK Residents Credit Card: £35.75, Europe: £40.75, The rest of the World: £47.75

Clearly if you give me your card details now, payment will not be taken until the end of March.

PLEASE would you do so as soon as possible to ease the workload at this end.

Many thanks for your co-operation.

John

Application form for Membership of The Pre 1940 Morris Register Ltd

BLOCK CAPTALS PLEASE

Name of Applicant

Postcode

Applicant's Wife/Husband/Partner's Name

I hereby apply to become a member of The Pre 1940 Morris Register Limited. In the event that my application is approved I agree to be bound by the Articles of Association and Rules of the Company and agree to the transfer of my personal data from the Morris Register to the Company.

In the event of the Company being wound up while I am a Member or within a year after I cease to be a Member I undertake to contribute the sum of £1.00 to the assets of the Company.

Applicant Signed Date

Wife/Husband/Partner Signed Date

Please photo copy or cut out the above form and send it to:- John Nagle, Mole End, 2 Rushall Close, Lower Earley Reading. RG6 4BG
NO OTHER details or Paperwork are required to renew your subscription.



A HAPPY CHRISTMAS AND A SPLENDID MORRIS MOTORING NEW YEAR

from John and Josephine

Thank you all for your support and friendship in the past year. It has been an eventful one, and I commend you to read and act upon the above section about the Club reorganisation. In the mean time I leave you with the weather forecast for 2011.

January brings the snow, makes your feet and fingers glow.
February's ice and sleet, freeze the toes right off your feet.
March it brings a wintry wind, would thou wert not so unkind.
April brings the sweet Spring showers, on and on for hours and hours.
Farmers fear unkindly May, cold by night and wet by day.
June it rains and never stops, thirty days and spoils the crops.
In July the sun is hot, is it shining, no, it's not!
August cold and dank and wet, brings more rain than any yet.
Bleak September's mist and mud, is enough to chill the blood.
Then October adds a gale, wind and slush and rain and hail.
Dark November brings the fog, should not do it to a dog.
Freezing wet December then - bloody January again!

NORTH YORKS WARTIME WEEKEND

David Hunter

Each year in October, the North York Moors Railway stage this event. It's not aimed at glorifying war, but commemorating the part the railways played during the second world war. They create what it was like in 1943 in North Yorkshire and help you understand what the home front was like. It is a three day event starting on Friday with a flag raising ceremony and the evacuation of school children, all dressed for the part with caps and short trousers and their gas masks. On the Saturday, there is a big parade through the centre of Pickering. It starts with civilian vehicles followed by representatives of the armed forces, both men and women. After that were all the different kinds of war-time groups, land army girls, WVS, nurses, etc.. Marching bands were next, followed by the Americans with their vehicles. The whole town of Pickering is packed with visitors, many in the period dress of the time. The ladies looked very elegant with their furs and smart clothing.

All vehicles, both military and civilian, had to be made before 1943 to make the street scenes authentic. I entered my 1935 Morris 8, WF 8131, the civilian vehicles set off at 10.30am, many with war-time headlamp covers and white wing edges. Once the parade had finished you could either park in the main street which had been cleared of modern traffic, or outside the steam railway station. I parked outside the station in company with some military vehicles, a series E and a Bullnose Morris. Once parked up, we were free to look around the various scenarios being played out. There were wartime entertainers, plenty of charity shops selling clothes,



Warm Welcome

New and returning members

| NO. | MEMBER | LOCATION | PHONE | e-MAIL | CAR DETAILS |
|-------|--------------------------------------|------------------------|----------------|---------------------------------|--|
| 12521 | Bill Selby | Broadstairs CT10 | 01843 861 435 | | 1934 Minor 1939 Ten 2 Seater Tourer 4 Dr. sl. head saloon |
| 12522 | Elizabeth Sutton | Taunton TA2 | 01823 412 966 | | 1937 Eight 2 Door Saloon |
| 12523 | Rex Webb | Comberton CB23 | 01223 263 653 | rex.webb@ukonline.co.uk | 1932 Minor 2 Door Saloon |
| 12524 | Jacques Tavernier & Corry Hebbelinck | B 9050 Ledeborg | 329 230 8704 | j.taf@skynet.be | 1936 Ten Coupé |
| 12525 | Donald & Deborah Scivier | Durley SO32 | 01489 860 312 | donscivier@aol.com | 1937 Eight 4 Seater Tourer |
| 12526 | John Thornton | Bantry, Irish Republic | 00353 275 1817 | johnthornton05@eircom.net | 1939 Ten 4 Door sliding head Saloon |
| 12527 | Bob Marks | Eastleigh SO53 | 02380 269 673 | abm_mail@yahoo.co.uk | 1938 Eight 4 Door sliding head Saloon |
| 12528 | Jonathan Wood | Vigo DA13 | 01732 824 613 | jwood3333@hotmail.com | 1937 Twelve 4 Door sliding head Saloon |
| 12529 | Leslie & Anne Haywood | Bromyard NR7 | 01885 482 907 | haywoodles@aol.com | 1933 Minor 2 Seater Tourer |
| 12530 | Mark Buck | Swanley BR8 | 01322 613 843 | markbuck4@aol.com | 1935 Eight Saloon |
| 12531 | Bruce & Pauline Henley | Bedford MK43 | 01234 766 725 | bg.henley@btopenworld.com | 1939 Eight 2 Door sliding head Saloon |
| 12532 | Christine & Chris Saunders | Thaxted CM6 | 01371 830 882 | | 1937 Eight 4 Seater Tourer |
| 12533 | Ian & Denise Whyte | Sheffield S35 | 01142 848 104 | anthony.whyte150@btinternet.com | 1937 Ten 4 Door Saloon |
| 12534 | Michael & June Pitt | Swindon SN5 | 01793 770 040 | pitt.waterlane@hotmail.co.uk | 1936 Eight 2 Seater Tourer |



etc. and even the cafes put on a wartime menu. At 4.30pm there was a mock air-raid with the familiar air-raid sirens. The steam trams run from Pickering through to Levisham which is supposed to be in France and has been renamed Le Visham and is under German occupation. From there on to Goathland, this is where Heartbeat is filmed. There are good photo opportunities here outside Mr Scripps' Garage and the Aidens Field Arms. After that is Grosmont which again is packed with different scenarios, on the Sunday there is a display of Tiger Moths. Some of the trains go on to Whitby where Dracula is supposed to be buried near Whitby Abbey. We got on a train which was pulled by Sir Nigel Grestley, quite a famous steam engine which I think is usually based in the National Rail Museum in York. It's great to see them back on the rails with carriages packed full. We got off at Le Visham. There were plenty of German officers and soldiers with all their equipment, guns, motor cycles and even a field ambulance tent. We then returned to Pickering for a last look round the stalls and charity shops. We bumped into a Claud Greengrass look-a-like, pretty apt considering we were only a few miles from Aidens Field. It was then time to make our way home after a very enjoyable day. Although we weren't there, the Sunday included a wreath laying ceremony, another air-raid and local school children singing 1940s hymns. All in all a very popular three day event.

Editor's Note: This report was submitted at the end of last year but I never found space to include it at the time. I'm sorry to say I only just rediscovered it. I hope the fact that the event took place in 2009 hasn't detracted from your enjoyment too much.



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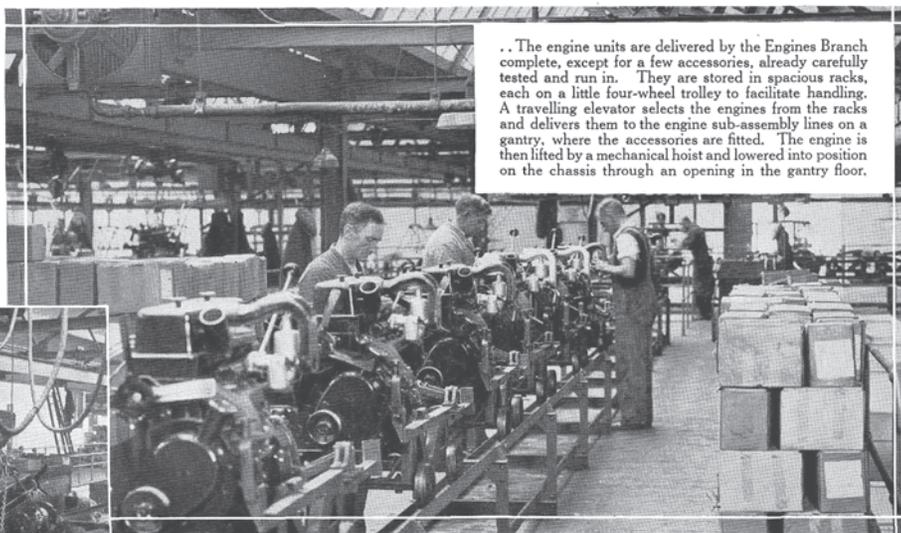
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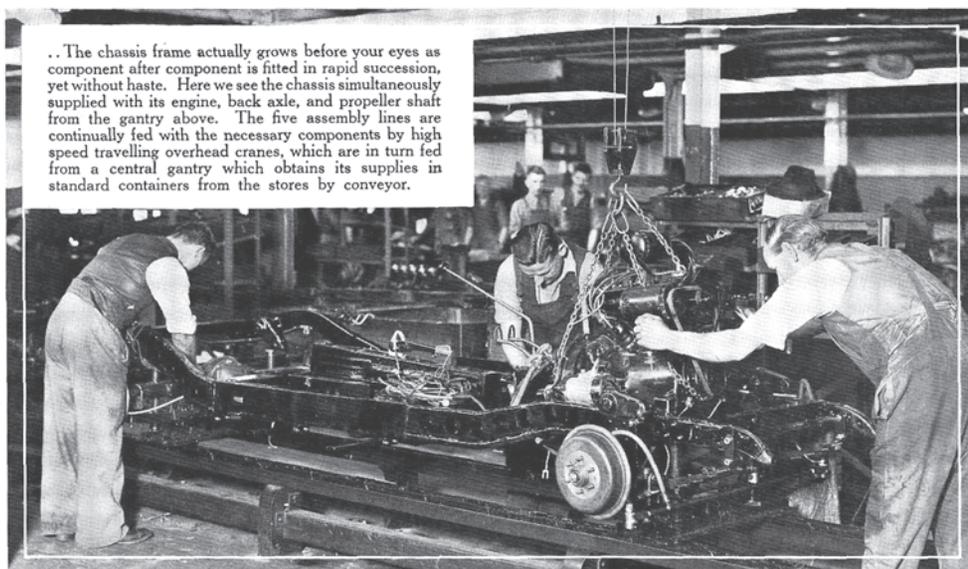
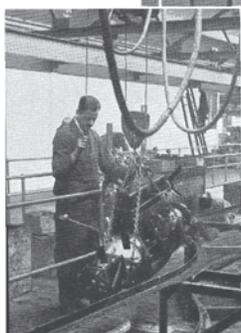
An occasional series of images and text from Morris Motors publications of the 1930s

MORRIS Specialised Production Part 4

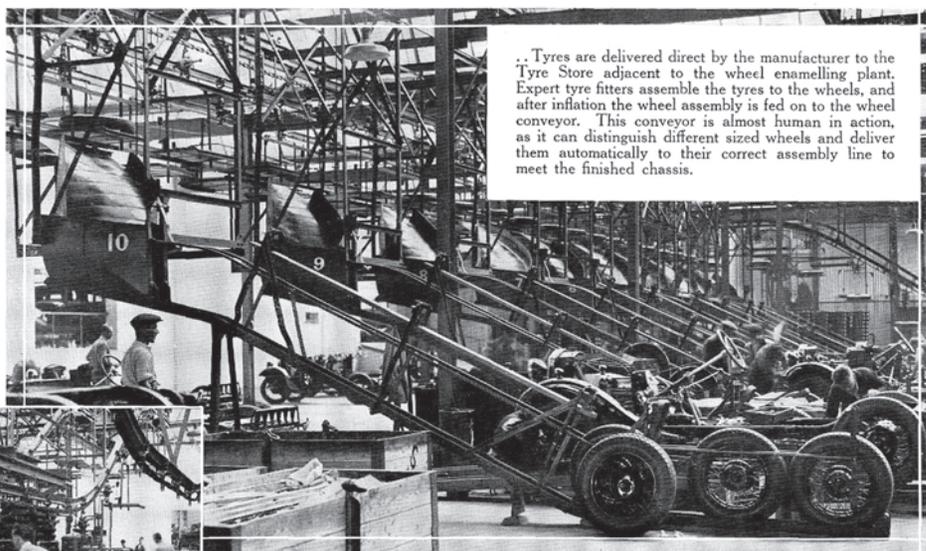


.. The engine units are delivered by the Engines Branch complete, except for a few accessories, already carefully tested and run in. They are stored in spacious racks, each on a little four-wheel trolley to facilitate handling. A travelling elevator selects the engines from the racks and delivers them to the engine sub-assembly lines on a gantry, where the accessories are fitted. The engine is then lifted by a mechanical hoist and lowered into position on the chassis through an opening in the gantry floor.

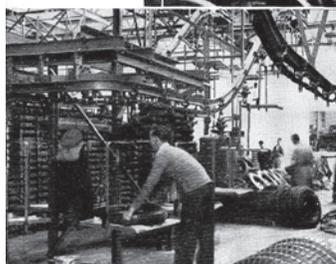
“Morris Specialised Production” (1935) sets out to explain how the various production stages were carried out, and how they all came together on the production line to produce finished cars.



.. The chassis frame actually grows before your eyes as component after component is fitted in rapid succession, yet without haste. Here we see the chassis simultaneously supplied with its engine, back axle, and propeller shaft from the gantry above. The five assembly lines are continually fed with the necessary components by high speed travelling overhead cranes, which are in turn fed from a central gantry which obtains its supplies in standard containers from the stores by conveyor.



.. Tyres are delivered direct by the manufacturer to the Tyre Store adjacent to the wheel enamelling plant. Expert tyre fitters assemble the tyres to the wheels, and after inflation the wheel assembly is fed on to the wheel conveyor. This conveyor is almost human in action, as it can distinguish different sized wheels and deliver them automatically to their correct assembly line to meet the finished chassis.



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Non-members: contact the Editor**

Morris Mart



Parts for Sale

For Morris 8 series 1& 2. A pair of good rear hubs fitted with used LDJ40 bearings & C291 seals £20 each. M8 Rare service information manual, contains sheets E/1 to E/18, SE/7 to SE/20 & 19 General sheets, VGC £70. Motor Repair & Overhauling, 5 volume set with complete set of Data Sheets] Newnes ninth edition. VGC. £60. All postage paid.
John Brett
01255 434 835 (Essex)
pamjohnbrett@yahoo.co.uk

Parts for Sale

For 1937 Morris Eight series 1 Prop shaft. 3 speed gear box. Tank sender unit. Black vinyl tonneau cover, brand new never been used. Exhaust manifold: Choke, starter, mixer cables all with bakelite light tops. Clutch plate. Ammeter. 3 spoke steering wheel. Dome top luggage trunk to go on the back of vintage car. Ring for prices.
Colin Lazenbury
01733 707 725 (Peterborough)

Car Wanted

Member of many years seeks to purchase a 2 seater or 4 seater pre-Series or Series I Morris 8. Must have a longish MoT. (If the car is a bit tatty, that is immaterial).
Bernard Lawrence
0208 527 2692 (London E17)

Car for Sale

Tourer M8 Series I 1936



MoT till May 2011. New tyres, SS exhaust, hood, electrics, no rust. Would suit enthusiast to complete running restoration. Green with black wings. Sweet engine, etc. £4,250. Used regularly.
Bob Colley
02920 515 623 (Cardiff)

Parts for Sale

Morris Minor Sidevalve block with crank, rods and pistons. +0.40 bore. £120. 2 Morris 10/4 Pre-Series engines £220 the pair. ! Oxford rear axle complete £220.
Mike Bates
01332 873 206 (Derbys)

Parts for Sale

Morris 8 tank engine, as new £600. Morris 8 S1/2 new stainless exhaust £120. Payen Headsets for Morris 14hp 6cyl sv 1936-7 £25. Payen headset Morris 18hp 6cyl sv 1935-7 £35.
Alex Taylor
01235 553574 (Oxfordshire)

Car for Sale

1936 Morris 8 SI Saloon.
Recon engine by Jacobs of Bristol. Less than 150 miles. £1000s spent. Entered into Anglia Car Auctions for January, www.angliacarauctions.co.uk (01553 771 881)
Terry Keen
01285 750 387 (Gloucs)

Parts for Sale

For Series E Morris Eight Crown wheel and pinion, 37 x 7, regulator and cut out unit. Oil and pressure gauges. King pins and bushes. Complete ignition distributor.
A.Mallard
01285 860 359 (Gloucs)

Parts for Sale

For 1928 Morris Light 6 Saloon. Many/ most body panels including wings, some doors, roof panel, etc. in original condition for replacement use or patterns. £350 for all.
Peter Cox
01547 530 546 (Shrops)

Parts Wanted

For 1928 Morris Light 6 Saloon. 3 spoke steering wheel. Petrol tank cap. Radiator cap, calorimeter. All instruments and festoon dash lamp.
Peter Cox
01547 530 546 (Shrops)



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IAN'S EIGHTS: A P.S. FROM LAST MONTH

In last month's Momo Mail when we featured a letter from Ian Schofield from Haverford West, concerning his current Morris Eight Tourer, there was a PS about a car which Ian owned in the late 70s.

Ian writes "In my late teens, 1979-80, I rescued a blue Morris Eight two door sliding head saloon, TG 9972. I paid £10 for it but sadly it was too rough for me to restore and I sold it to my uncle who lived in Lancashire. He did a lot of work on it but sadly had to give up. He sold it to a museum on the Lancashire/Yorkshire border. I would be very interested to find out if it is still around, should anyone know of it."

Here shown are three pictures of that saloon, plus three of Ian's current car.

