

MORRIS MONTHLY



Volume 49

Number 1

February 2009



NEWSLETTER OF THE MORRIS REGISTER

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

www.morrisregister.co.uk



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WHAT'S IT WORTH?

First registered in October 1934, this car had just one local family owner from new. Parked up in a barn many years ago, the poor old girl is believed to be complete although the cylinder head is currently on the back seat. She came with her original buff log book and also retains her original Morris guarantee from when she was new.

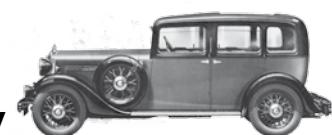


The car was sold on October 22nd at a Brightwell's auction in Leominster.

**Can you estimate the
hammer price?**

Answer on page 31

Morris
Oxford
Twenty



MORRIS MONTHLY

NEWSLETTER OF THE MORRIS REGISTER

Volume 49

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CHAIRMAN *Dave Harris* writes:

Hello and a belated Happy New Year to everyone. Welcome also to the new look Newsletter, which we trust will be well received. Just how successful it will be is very much dependent on the input from you, the members, so do please think about making a contribution. I would like to welcome Rob Symonds as the new editor, and also to express a very big thanks to Vernon Byrom for his sterling work on the Newsletter in recent years - he took the job on at very short notice and we are very grateful for all his efforts.



The change in the Newsletter is just one of a number of recent changes aimed at bringing the Register more into the 21st century and at streamlining its administration and organisation. Direct mailing of the Newsletter and Journal, the development of an integrated club database, the switch to a Direct Debit system for subscriptions, the moving of the membership year to the 1st April to take it away from the Christmas period, plus the rapid development of the website are, I hope, further evidence that when the 50th anniversary of the Morris Register is celebrated, as well as being able to look back with nostalgia, we can look forward with confidence and flourish in the future!

EDITOR *Rob Symonds* writes:

Welcome to the new style and rechristened Newsletter of the Morris Register. I hope that the inclusion of regional newsletters will give everyone a much better idea of what goes on around the country without losing the individual regional identities that have emerged over the years. This month's content shows that I can rely on the regional editors to supply material, but this could still turn out to be a pretty lonely and thankless job if you members don't get involved! We really do need your involvement and feedback, and be as brutally frank as you wish! After all, it is your publication and should reflect your needs. We intend to introduce lots of new features and ideas over the coming months, so your suggestions are not just important, they are vital. Any item of Morris or old car related news, however small, is wanted. In particular, we want your pictures, as we hope to be able to expand the colour section in the fullness of time. In this digital age, you have no excuse—it has never been easier to send in a picture or a short article! If you're not computer literate but still have something to say, then, of course, you can write in, and if want to say something but may struggle to get it into writing, then fear not, for we can phone you and talk to you about it. Then we'll write it up for you and phone you back to read it over and make any changes you want. The very first example of this can be seen in this month's Member's Morris article featuring Angela Wainwright and her Minor. As Angela shows, the Morris Register isn't just "old men in old cars" - it's for anyone with our shared interest and in the months ahead we aim to demonstrate this!



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Warm Welcome

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

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

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South Coast Run May 2008





BULLETIN BOARD



from SECRETARY, *Mike Brears*

AUCTION OF ITEMS FROM THE “HARRY EDWARDS’ COLLECTION”

Those sharp eyed readers of the Automobile and other publications devoted to classic motoring will have noticed the advert for the auction to be held in Reading Auction Market on Saturday 14th March in which part of Harry Edwards’ considerable collection of Morris related archive is being sold.

This advert was a bit of a shock to all of us as this was the first anybody knew that Harry was thinking of disposing of any of this archive material. Nevertheless, this auction provides a good opportunity for members to acquire sought after Morris literature as well as other motoring memorabilia. Details of the items for sale will be available from the auctioneers early in March and you can obtain a catalogue from them by sending a cheque for £5 to Transport Collector Auctions Ltd., Budds Farm, Barrington, Somerset TA19 0JB.

It is hoped that Club members will be attending the sale in an attempt to obtain various items that we hope will form the basis of a Club archive separate from that currently held by Harry Edwards.

NOTICE OF EXECUTIVE COMMITTEE MEETINGS

Will all National and Regional Committee members please note that Committee Meetings will be held on the following dates:

- | | | |
|---------------------------|---|---|
| Saturday 4th April 2009 | - | President's Conference, venue to be advised |
| Saturday 25th July 2009 | - | Executive Committee Meeting, venue to be advised |
| Saturday 3rd October 2009 | - | Annual General Meeting and President's Conference, Swindon. |

2009 EAST KENT 21ST MAYNOT RUN

Happily coinciding with the FBHVC’s Drive It Day on Sunday 26th April this year, the East Kent Noggin will be holding their annual Maynot Run. This will be the 21st year this event has been staged and the organisers are hoping for a good turnout. As one of the longest established events in the East Kent calendar, the name Maynot Run was coined early in the history of the event as the organisers at the time chose the last Sunday in April as the date and they thought that it may not run – get it?

Well, twenty one years later, with the exception of the year of the Foot and Mouth outbreak, it’s still going strong and this year it will start from the car park of The Windmill at Sarre in East Kent (Map Ref. 179/259651). The route to the finish at the Dover Transport Museum, Whitfield, near Dover, will follow part of the East Kent Tour through some of the most delightful villages and countryside East Kent has to offer.

The Windmill opens at 10 a.m. and will provide light refreshments and toilet facilities. The run to Dover is due to start at approximately 11.30 a.m. and finish at the museum sometime around lunchtime where you will be able to visit the loos, have a cup of tea (not necessarily in that order), have something to eat and take in a visit to the museum in its new home. If you want to know more about the museum, you can contact them on 01304 822409 or go to www.dovertransportmuseum.homestead.com

Although the organisers would prefer you to participate in your vintage or classic car it’s not mandatory so if you would like to enter please send a stamped self addressed envelope to:-

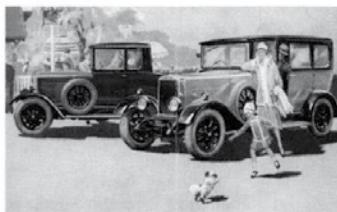
Tony Wiltshire, 22 Cuthbert Road, Westgate-on-Sea, Kent, CT8 8NR.



Transport Collector Auctions Ltd
Budds Farm, Barrington, Somerset, TA19 0JB
(main office and warehouse) 01460 55955
peter@tc-auctions.com www.tc-auctions.com

Auction of Motoring Literature and Automobilia to include property from the Harry Edwards Collection

to be sold at Reading Auction Market, Great Knolly's Street, Reading on Saturday 14th March 2009.



This significant sale will include manufacturers' brochures, publicity material, hardbound books, advertising posters, photographs and general automobilia.

We are currently accepting entries for this sale

We do not charge: lotting fees, photographic fees, unsold fees, minimum charges or storage costs and we are happy to handle individual items or complete collections. We normally pay vendors within 10 working days.

With over 21 years' experience in the valuation and sale by auction of all forms of transport memorabilia, TCA Director Peter Card is well-placed to offer free valuations and friendly, discreet advice about your consignments.

Catalogues will be available from 1st March 2009 from the address above, price £5, post free. Please make cheques payable to TCA Ltd.

Subscription Rates

When members look at the Renewal Notice included with this newsletter, they will become aware that we have had to put up our subscription rates from the 1st April 2009. The regrettable fact is that even in the current economic climate, the Club is not immune from increasing prices. Printing costs have increased and postal costs will increase from 6th April 2009.

This issue was debated at the last President's Conference in October and it was agreed that the basic subscription rate would be £32 per year. However, those members choosing to pay by direct debit will receive a rebate of £2. The rates for overseas members will also increase to £39 for Europe, excluding the Netherlands, and £46 for the rest of the World.

Naturally, there have been some complaints already but overseas members in particular should realise that it costs considerably more to get their Newsletters and Journals to them than it does for members in the UK and the Netherlands.

As an illustration, it has been worked out that postage alone will cost nearly £7 per year for each UK member, add that to the cost of envelopes and labels and the total is over £11. For European members the figure is nearly £18 per year and for those living in the rest of the World the sum is a staggering £25 per year.

If you take these figures from the basic subscription, it doesn't take a genius to realise that there would be little left with which to provide overseas members with their Newsletters and Journals and we don't think that UK members would be prepared to subsidise each overseas member to the tune of £17 per year!

December Newsletter and Journals

It has come to our attention that some members, mainly in the South East, were asked to pay an additional amount by Royal Mail to receive their December Newsletter and Journals. The reason, we think, was that the envelopes were a few grams over the weight limit for the stamps that were purchased. We can assure you that this was a genuine mistake and will not be repeated. Once again our apologies and hope that it did not spoil your enjoyment of the Newsletter or Journal.

Having said all that, we do recognise that overseas members do not enjoy some of the same benefits as UK members. In addition to only charging the difference between the actual cost of overseas postage, and that included in the basic subscription rate, a further adjustment is made by deducting the regional levy from overseas subscriptions.

One other regular complaint we get is why should overseas members pay the same basic subs when they cannot attend any of the UK rallies, in particular the National at Thoresby, (a) because it's too far away and (b) it costs a lot to get there. The answer is that it's a question of how much each member is willing to spend in time and money on their hobby. You also have to bear in mind that a number of UK members use the same argument for not going and some of them live less than 200 miles from Thoresby!

No doubt this article will result in more comment, but please remember that the majority of the increase is swallowed up by increased costs and is not just disappearing into the Club's coffers without any benefit to the members.

WEBSITE PASSWORD

for Members' Area is now **REDWIZ**
(old password will still work for a few days)

The editor regrets the lack of
Vehicles & Parts for Sale or Wanted ads
and Letters to the Editor
None were received this month!

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UK & Holland 12 Months £32.00	
UK Direct Debit payment 12 Months £30.00	
Europe (excluding Holland) 12 Months £36.00	
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DATE	REGION	EVENT	CONTACT
7-8 Feb	W	Bristol Classic Car Show, Royal Bath and West Showground, Shepton Mallet BA4 6QN	
11 Feb	SE	Brighton ModelWorld, Brighton Centre BN1 2GR	
15 Feb	CH	Oxford Sunday Luncheon, Banbury Masonic Hall, OX16 5DB	Len 01869 338512
18 Feb	SE	Invitation to HH Annual Auction Night, Handcross, Nr. Crawley RH17 6BJ	Ray 01273 306817
27 Feb	CH	Sherbucks Dinner, Chorleywood Golf Club, WD3 5LN	Ray 01494 721303
8 Mar		Brooklands Morris Austin Day	www.brooklandsmuseum.com
18 Mar	SE	Double "LL" Autojumble, The Grange Centre, Midhurst GU29 9HD	01403 820808
28 Mar	CH	Skittles Night, Sturdys Castle, Banbury Road, Tackley, Kidlington, OX5 3EP	R & E Bradbury 01865 730730
28 Mar	EA	Lunchtime Noggin at the Duck Inn, Newney Green, Nr. Writtle CM1 3SF	Julian 01206 395103
4 Apr	SE	Amberley Working Museum Vintage and Classic Car Day, BN18 9LT	
8 Apr	CH	Sherbucks Wrinklies Lunch	
12-13 Apr	M	Midlands Festival of Transport, Weston Park, Shropshire	
18-19 Apr	M	6th Malvern Classic Car Show & Spares Day, Three Counties Showground, Malvern WR13 6NW	
26 Apr		FBHVC DRIVE IT DAY	
26 Apr	W	Dorset Coast Run, Sparkford - Weymouth - Sparkford	
28 Apr	CH	Film Night, with fish & chip supper, Girl Guide Hall, Church Lane, Chalfont St. Giles	Chris 01494 872 029
2 May	SE	Amberley Working Museum Vintage Motorcycle Day BN18 9LT	
3-4 May	SE	Blindley Heath Rally, Osney Lodge Farm, South Godstone RH9 8JH	01342 844094
3 May	SE	HCVS Annual London to Brighton Run, finish Madeira Drive, Brighton	
3-4 May	M	Rushden Calvalcade, contact: Rally Sec., R.H.T.S., 37 Manor Road, Rushden, NN10 9EX. (closing date 14/3)	
3-4 May	SE	HH Newhaven Fort Rally & Modellers Exhibition, Newhaven Fort BN9 9DS	
8-9 Aug		MORRIS REGISTER NATIONAL RALLY, THORESBY	

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Angela Wainwright and her Minor

by Barbara Symonds

Author's Note: The third party in my marriage to Rob is a 1938 Morris 8 Series 2-seater which has been in his life longer than I have. As an old pro at car meetings, I enjoy leaving the two of them to do their own thing while I amuse myself by drifting about, talking to other car owners and their wives (or husbands). Over the years, I have met so many interesting people, each one with a special story to tell, and it is with this in mind that I persuaded Rob to let me talk to members of the Morris Register and tell their stories in this shiny new publication. It was at Thorseby Hall in August 2008 when I met Angela.

Angela is the proud owner of a 1934 Morris Minor, WF 6340, which her father, David Saul, gave to her on her 18th birthday. About ten years ago, to add to her joy, her father also transferred his Morris Club Registration number to her as a Christmas present. What more can a girl want?

The car, registered in Beverley, came in to the family in 1971 when Angela's 24 year old father borrowed money from her grandfather to pay for it, a scenario that sounds nicely familiar. Although the car arrived in a driveable condition, the engine benefited from an overhaul and much general tlc was lavished upon it over the next few years as he set about stripping down, stripping out, replacing, rebuilding, restoring and adjusting parts of the car, keeping a detailed, day-by-day record of his activities as he progressed. One of Angela's favourite memories (and there are many) is as a 13 year old helping to sand down



Angela and her Dad in East Yorkshire 1971

the car prior to its last respray. "I wired-brushed underneath the chassis and the wheel arches too and painted them with Hammerite. In my enthusiasm, I also painted the Bakelite traffic indicators but fortunately my Dad noticed and managed to clean them up before any damage was done!" Having spent much time feeding the leather seats, which had remained in good condition, she was delighted to return home from school with a friend one day to find the seats on the lawn. She asked her friend to sit on one of them while she took a photo of her. "Really," chuckled Angela, "I just wanted a photo of the seats because they looked so fantastic."

I see it several times a day: It's just part of the family

"

I innocently asked her if her Dad maintained the car for her, or could she check basic things like oil and water herself. Was my face red when she said, very casually, "Oh no, I can do all that, in fact I changed the oil last week, I do it about twice a year. Unfortunately it failed its MOT because of a wheel rock on the passenger side rear. A garage thought they had fixed it for her to get it through only for her to discover after the run home that it was only temporary. She fixed this ongoing problem herself with help from her Dad who located a spare half shaft, and she has also changed the wheel bearings, stripped and adjusted the rear brakes, bled and replaced them. She keeps a modern day version of her Dad's detailed record keeping on her computer, "backed up on a memory stick, just in case," she added nervously.

Angela is devoted to her car and told me that it is kept in an integral garage alongside the fridge, freezer and washing machine, "so I see it several times a day. It's just part of the family." Asking how often she drove the car, her simple answer was, "as often as possible, cars must be regularly used, you can't just forget about them, they need a lot of care. I just love driving it, it has such a therapeutic smell, it's sort of warm and comforting and makes me





*Angela, her daughters and her Dad in 2004
on the car's 70th birthday*

forget any other bothers while I'm driving it."

I was highly amused when she told me that she works four days a week, before pausing briefly to add, "I could work five but I like to have Fridays off because that's the day I drive Sophie (6) and Hannah (9) to school in the car. They love it, it's such a novelty and always causes a bit of a stir when we arrive, all the children and staff know it. It's black and green which matches the girls' uniform which is grey and green. It looks very smart." (I didn't like to ask whether she was referring to the smartness of her girls' uniform or the car). She told me the head teacher once watched in amazement as she popped her girls in to the car and somehow managed also to squash in their PE kits, school bags, lunch boxes and other very miscellaneous items children seem to need.

On the Friday school run trip, and taking other visits into account, including shopping, Angela drives about 30-40 miles and tries to take in the car's favourite route to Wakefield where they have a nice, straight, flat run. "It's only a small car, also, if I have the girls with me then I only have the front seat to take the shopping but that's good with the price of food these days." In a sort of confidential tone, she added, "I told Ken Holden that I went shopping in it and he told me off. He said it could get damaged putting shopping in it!"

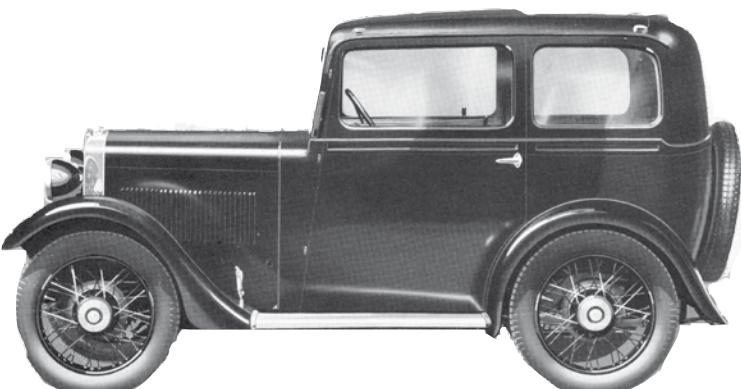
Asking her about the car's reliability, she thought for a moment before remembering that some time ago she was driving home alone when the brakes failed so pumping at the foot pedal she eventually ended up driving home on the gears and handbrake as she'd

pushed all the brake fluid out of the master cylinder. "I changed the master cylinder with help from my Dad on cold March day," she said. "Dad told me what to do, he's always shown me things rather than doing them for me, the car has quite simple technology once you get to know it and things become sort of obvious." I asked Angela if she was strong. "Not really, I hurt my back about three years ago so I have to be careful but I think, basically, it's all about technique. In my mind's eye I can work it out and achieve what I set about to do. Modern cars are dreadful, you can't do anything with them," she added as an afterthought.

It is quite obvious that Angela maintains her car to a very high standard, she later enthused that a current project is to clean and paint under the wheel arches again, "I've done the back ones so I'm ready to tackle the front wheel arches now, they take a lot of work. I like to do them every ten years or so, they get so messy on the dirty roads." I asked her about the general condition of the paintwork, "it's very good but every time I clean it it removes a bit of the surface so it's probably a bit dull now." I was about to ask if she felt up to doing a paint job when she said, "I think I would need to get that done by professionals though. But I wouldn't mind watching to see how it's done."

Her girls love the car as much as she does (Hannah's current school reading book is *The History of the Car*) and occasionally they discuss which of them will get the car when they reach 18. Perhaps by way of excuse, Angela touched upon the possible state of the roads for her car when her girls are 18 but does not really see this as a problem as the car will remain hers. And her husband's interest in the car? "Oh, he's too tall, he can't drive it," she said dismissively. But I got the impression it wouldn't have made any difference if he had wanted to join the queue for ownership.

Thanks, Angela. Continued happy motoring!



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REGIONAL ROUND UP



Southeastern Newsletter 2009

ISSUE 459

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

CHRISTMAS 2008

Forty-one Members and their families attended the Kent Christmas Dinner which was cooked beautifully at the Three Horse Shoes at Knockholt and everybody enjoyed it. Peggy and Geoff Cox donated the poinsettia plant which was won by Kevin Burke, and John Ellis won the bottle of wine. Included in Molly's photographs (shown here) are "The three wise monkeys", and "Sally" our silent pianist!

A week later, the Mid Sussex Nogginers held their Christmas Dinner at the Sloop Inn down the road in Freshfield, near Scanes Hill. Here, there were ten Members and old Morris associates present.

Apologies to West Sussex Nogginers for not including their change of Noggin venue to The Roundstone last month but due to the Christmas post the new details did not arrive until after the Newsletter had been printed and posted to Richard Buckles. Unfortunately, Richard and the Buckles family, May and Dicks are now out of a mailing job since your mail will be sent direct

from the printers combined with the newsletter. Our sincere thanks to them for their stalwart service over the years. Your South East sheet will continue to be compiled so long as you continue to send in the information to me about events etc., to the address above (plus any photographs which you would like included). The contents depends entirely on what you send in!



SAD NEWS

A telephone call from local membership secretary Richard Buckles informed us of the sad news that South East Region Member Peter Stempt had died on Thursday the 18th December following a lengthy spell in hospital. Many will remember Peter and his wife Sue attending many of the Easter Breaks when Peter entertained us on the ivories, and even the Island Autumn Breaks back in the 90s with their SI Morris Eight Tourer. Peter was the instigator of the Gloucestershire weekend due to his local knowledge of the area while narrow boating on the canals. Peter also enjoyed taking part in other events such as the London to Brighton Run and even when in recent years he didn't feel up to it to take part with the Morris, he still helped by sending a donation towards the purchasing the raffle prizes.

After years of happy memories in his company, we know you will all join us in sending our sincere condolences to his wife Sue and hope that we will see her visiting some of our events and hopefully join us for a cuppa and a chat.



GILTERNS GLATTER



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"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL90 8LP

SHERBUCKS CHRISTMAS GET TOGETHER 2008

The Annual Christmas get together took place on Tuesday 9th December. 60 people attended. There were a few absentees due to ill health and we hope they are fully recovered now. This year more of the Austin club were present and it was great to see them.

The reins of catering were handed over by Brian and Sylvia Spence (who have done a great job for several years), to Terry and Elaine Wigington. We weren't sure if it would live up to expectations, but we needn't have worried, because they did a fantastic job. A great BIG "thank you" from us all. There was a great spread of food and a good variety. Top marks go to Terry and Elaine, who, incidentally, have offered to do it next year, "Book 'em Dano", before they change their minds. As usual, some of the wives made the odd dish or two, so thanks to them, also.

This year we held it in the sports



hall, which was much bigger than our usual room, in fact we wondered if it would be too big, but it turned out to be excellent. We had our own bar and barmaid, who was very helpful. There were three long tables and it looked like a banquet fit for a king! Terry and Elaine had laid the tables out very festively with Christmas serviettes and sprigs of holly.

There were two ongoing quizzes. The feely bags, which Gary Cordell's mum, Jill, had done. Thanks must go to her and to Helen and Gary for arranging it, I know Helen was almost tearing her hair out at times when she couldn't find where one or other of the bags had gone. I reckon people were hiding them from her, you 'orrible lot !!!! Some people found them rather difficult and as there were so many people it took rather a while for them to get to all the members, but it was great fun and a good conversation generator. It was a close call at the end, but Roger

and I won by one point - luck must have been on our side. The same can't be said for the other quiz which Brian and Sylvia organised. This was a general knowledge quiz with a multi choice option!!! We found that hard and we came last! Shows how inconsistent we are. The winners of that quiz were new Morris Register members John and Kathy Farrell. Well done. The raffle, as usual, was a great success and generated over thirty prizes. Many thanks for all donations.

The Sherbucks trophy was presented to Terry Ponting for all his hard work and dedication in wrapping and mailing the news letters and other "behind the scenes" noggin work. Well done Terry.

All it leaves us to say now is that we wish you all a "Very Happy and Healthy New Year".

Roger and Ingrid Knott



Last Month's Word Puzzle

The question:

What 9-letter word in the English language is still a word when each of the nine letters is removed one by one from the word? See if you can get the correct word.

The answer: **Startling**

Remove the L you have *starting*, removing the T gives *staring*, removing the A gives *string*, removing the R gives *sting*, remove the T gives *sing*, removing the G gives *sin*, removing the S gives *in*, removing the N gives *I*.



UPDATING SERIES 2 AND 3 HEADLAMPS

I have had my Series 2 10/4 since 1978. I am not an electrician, and I am colour blind, so avoid wiring as much as possible. When I rebuilt my car the easy option to pass MOT was to fit another solenoid unit on the off side. This replaced the switch and dip system, and as I rarely used the car at night that was fine, despite the heavy drain on the battery when dipped.

I recently found that the wiring to the headlights, which had been replaced about 10 years ago, had become burned after our trip to Brittany, where we had to use the lights more than expected. Also the lenses had become tarnished.

So the problem needed to be resolved, but how? Brian Spence our electrical Guru in the Sherbucks Noggin, suggested obtaining some reflector units, removing the glass and then sticking to the old glasses. As I started to search for 8 inch reflector

units I realised they were few and far between. Then Brian suggested Paul Goff at Prestwood, Bucks., on his web site www.norbs02.freeuk.com or 01494 868218. I found he had 8 inch units, but they had a sidelamp holder fitted as well. So a trip to Prestwood was taken and the units checked against the headlamp rim, apart from catching

It was decided to fit the units straight into the headlamps as changing the glass would decrease the amount of light available. To do this, you need to remove the glass locating strip at the bottom of the rim. This can be done carefully with a pair of pliers, then hammer the rivet on the inside to be sure of a secure fixing. Depending on the

wiring loom in your car you will need to amend the wiring accordingly, and probably change the wiring at the dip switch. Yes, I agree that to the purist this will not be acceptable, but for my money I feel it is a very acceptable result. One other member of the Noggin has now converted his as well, and then went for MOT and passed with flying colours.

I was very grateful to Brian who came and supervised the wiring department and the amending of the dipswitch.

Doug Townsend



on the glass locator at the bottom of the rim, the unit would fit fine. Looking through the glass you could not see the sidelamp holder. So 2 units, plus lampholders and bulbs were purchased for £75.

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SARRATT COMMON - BOXING DAY 2008

Christmas is the time of traditions for most of us, some going right back reminding us of childhood, and for others slowly changing or evolving as time goes on. The Christmas period for most vintage and classic vehicle owners means one of two things, either the car up on ramps half way through the winter project, or a bit of time off and a chance to get the motor out of the garage and off for a spin (not literally though!).

One local evolving tradition in the south Chilterns area for classic vehicle owners is the opportunity to gather informally on the green in the Village of Sarratt in Hertfordshire. What I believe started as a gathering with a few local farmers and a few grey Fergy tractors has become something of a spectacle and a not-to-be-missed event within the local community. The 2008 Boxing Day meet was no exception and continues to amaze those who are able to get along. The number of visitors who braved the cold and clear blue skies were certainly rewarded with both a variety of vehicle and scale of number of cars, agricultural vehicles and motorbikes of all shapes, age and sizes.

Many people just stand by the side of the road watching the approaching traffic towards the common from both directions,

just pondering what will turn up next. For me looking left to see a gentleman in full period costume (it was freezing!) riding a penny farthing and then right to see the "steam car" which makes an annual appearance rolling onto the common is quite remarkable. For many of the local lads from the Sherbucks Noggin who were either out with their Morris cars, motorbikes or there as spectators, the usual conversation of "where does all this machinery come from?" does pass a few minutes. But quite seriously this local event, with no organisation, planning or formal advertising, except for one guy directing the cars onto the common, seems to attract many vehicles that seldom appear in the local shows or seen at any other time.

By around midday most visitors seemed to have assembled and my conservative estimate would be 180-200 cars, with a similar number of motorbikes, 30 tractors and around 20 other vehicles including buses, fire engines and lorries.

Previous articles appearing in the local newsletter have covered the cars and commercials but given that for the first time this now has national visibility, I have included pictures of cars, commercials and motorbikes in order to reflect the diversity of this



event. When I first started attending as a visitor, the motorbikes used to park up on the gravel outside The Boot public house which overlooks the common and the focal point for the coffee and real ale. Now the increasing numbers see the large car park to the rear given over to parking for the bikes. An impressive line up of Triumphs, BSA, Ariel, Vincent, etc., etc., some appearing in showroom condition and others in the proverbial oily rag.

If you can stand the biting cold it's well worth a morning out – a much loved event that attracts local people and vehicles. No organisation, no entry fee. You turn up, park up and catch up with old friends. It's then home for cold turkey for lunch. All great fun.....see you Boxing Day 2009???????

Kevin Ling





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



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

HEREFORD/WORCS AND W. MIDS JOINT EVENT

Hot on the heels of the Midland Area AGM came the Leysters Noggin post Christmas meal, with once again the Kingswinford Noggin joining in. Fortunately they delayed by one week to avoid a clash with the AGM! I was in my 8 saloon both times, and the big surprise on both occasions was the fine weather. There was hazardous bright sunshine in our faces as we travelled to Tenbury Wells! We set off from Kidderminster Station, the start of the Severn Valley Railway, with an excellent tea room, and the Station is presented in immaculate condition. Our line up of classic cars certainly added to the period effect. We lined up four cars from Kingswinford along with a two-seater 8 and Morris Traveller from Leysters, Keith Phipps re-united his 10/4 with its previous owner, who

was pleased to see it. An excellent meal followed with just under 40 persons present. Thanks are due to Michael Halls and his wife for organising the event, which was a home fixture for them as they only live one village away from Cadmore Lodge. The venue has a mill pond and a nearby restored Mill, and it offers accommodation and a golf course plus other sporting facilities. We all thought it may be a suitable venue for a bigger summertime event, so perhaps we will be there again.

Altogether, it was a good day out, finishing off with mild panic, since on arriving home the points of my cut-out jammed, so it started to cook itself and the dynamo. I managed to part them before anything melted or caught fire, so I hope no damage has been done, and occasional dressing



of the points would no doubt have prevented the problem!

At our W.M. Noggin we made some preliminary plans for a few events for this year:

Drive it Day 26th April: a trip for a pub lunch to Bidford on Avon (other noggins are invited)

10th May: Marches Transport Festival Ludlow Castle

5th Sept: Peopleton Autumn Show
Mike Porter

LEICESTERSHIRE NOGGIN

Unfortunately Hilda and I missed the first Foxton Locks Noggin of 2009 due to both of us having the seasonal colds that we did not wish to pass on to anyone else. However we apparently missed a good night. Most of the other regulars were there and enjoyed the customary good meal and chat. Then someone took a trip to the bar for an "après dîner digestif" (I think he meant a swift half) and returned with John Underwood, who had

made the effort to attend from Woolaston, Northamptonshire. He has a hat trick of Morris cars and brought along some photographs of his 1937 Series 1 Eight, 1934 10/4 and 1948 Series E. He plans to come along next month so hopefully we have another regular. An extensive range of conversational topics was enjoyed, from football (Leicester City), to home improvements, car-shows (NEC), fires domestic and auto, etc.. Thanks to Jim Pegram for

supplying me with this information and he tells me he has booked a table for next month and if the five missing regulars make it next month we should have at least fifteen members there. The majority will be from Northamptonshire so come on you Leicestershire members, we would love to welcome you otherwise we shall have to change it to the Northamptonshire Noggin!

Ken Johnson

BRIEF A.G.M. NEWS

This took place on 11th January, in Birmingham, with about 20 members in attendance. The existing committee members were all re-elected, except for Treasurer Hilda Johnson who chose to stand down after many years of much appreciated effort: she is replaced by John Ford.

HIS BEST FRIENDS COULDN'T TELL HIM . . .

Eagle-eyed Newsletter readers will have spotted ex-Midland region wrapper Lionel Smith's wanted ads for a Series E Tourer in recent months, so his fellow West Midland Noggineers have been somewhat taken aback by his recent acquisition (pictured right). So far, no-one has had the courage to point out one slight problem . . .





North West Region Newsletter



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

See, I told you we would still be here! This is my first effort at writing for the revised newsletter and although I don't expect to be writing quite as much each month as I did when there was a separate newsletter for the North West Region, I still intend to pass on as much information as I can. I'm very much in favour of regional pages being included in the Register's national monthly newsletter, and I've mentioned before how much I enjoy reading about what goes on in other Regions. I hope that you and members in other Regions also enjoy the wider picture and find it just as interesting.

"Maurice" has not been on the road since the midweek Wrinklies Run on 19th November and my planned run down to Briars Hall at Burscough on New Year's Day had to be abandoned when he preferred to stay in the garage rather than fire up for the journey. I'm glad to say that the Morris Register was well represented amongst the many vintage and post-vintage participants with Brian Moorcroft, Bill Dyke, Jeremy Parker and Geoff and Reta Wright all showing up at some stage or other throughout the short day. At least two other Morris cars owned by non-Register members were also on parade and I've passed photographs of these to our new Editor for his "just in case" file. A battery test later in the week showed that all is well with mine and I'm ashamed to say the reluctance, (nay refusal!) to start was probably down to my lack of recent attention in the ignition department. There was to be another Wrinklies Run on 21st January, weather permitting, so I have sorted it out now by just a quick clean of the plugs and points and "Hey Presto!", we're back on the road.

Our first Noggin at The Anchor in Lostock Hall last month was a great success, I'm pleased to say. On a freezing cold night when I expected just a couple of local members to turn up, we had fourteen present from as far away as Bolton and Southport. Our new landlady made us most welcome, we had a cosy little room to ourselves all night and she has promised us a hot pot supper for our next Noggin on 2nd February. If you've missed out this month, why not come along to the March Noggin, also on the 2nd of that month? Disappointingly, I understand from Mike Walker and Gary Clarke that the Potteries and Stockport Noggins are struggling for support and Mike in particular is not keen to continue fighting a lost cause. I guess

it's a case of "use it or lose it". It's entirely up to you members in those areas.

At The Anchor Noggin last month, Geoff Wright donated a very useful castor wheeled under-car crawler for us to raffle at some stage to raise our Regional funds balance. Geoff also has for sale an "Amber Dry" dessicant type de-humidifier that has seen little use and is still in its original box. Rated 'Best Buy' by Practical Classics, Geoff is asking £75 for the item and he's on 01204 494597. Thanks to Geoff for his continued support - this is not the first time he has made such a gesture. Look out in a forthcoming newsletter for Geoff's report on a recent motoring trip to France.

Just to round everything off, can I remind you of two events in the near future. The North West Region AGM takes place on Saturday 7th March at The Ram's Head Inn on Church Road in Grappenhall near Warrington commencing at 2.00 pm. As mentioned before, we have free use of the meeting room as long as there is a minimum of twelve people having a set lunch or bar snack from 12.30 p.m. Martin and Anne Clarence (0161 449 9024) need to advise the Inn of numbers before the event so please let them know of your intention to attend. The Ram's Head, postcode WA4 3EP for you Sat-Navers, is just off the A50 and A56 and only a mile away from M6 Jct 21, slap bang in the middle of the Region as intended. Both Stockton Lane and Bellhouse Lane merge into Church Lane in Grappenhall village. Short of arranging transport for you, what else can I do to get you to attend?

The second part of what has in the past been an AGM weekend is the "One Night Away" in the Ribble Valley on Saturday and Sunday 18th and 19th April. We will be staying Saturday night at Middle Flass Lodge in Bolton-by-Bowland where there are a number of twin and double rooms available. Bed and Breakfast at Middle Flass is £33 per person. We will be meeting up before lunch on Saturday for a run through the Trough of Bowland and returning to our start point via a different route after breakfast on Sunday. Neil and Christine Truslove (01204 598526) are arranging this event and you will need to book quickly with them as rooms are rather limited. We had hoped to arrange this event to coincide with "Drive It Day" the following weekend, but that will give you yet another chance to enjoy Happy Morris Motoring.



NATIONAL Thoresby August



AL RALLY by Park t 2008



Photos: John Patten

East Midlands and Yorkshire Region

Local Page



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

I hope you all like the new format of the Newsletter: it will give everyone an insight into all areas of the Morris Register. This will help when people are going on holiday, as they will be able to see what is going on in other areas. It will also hopefully give members the incentive to put pen to paper when they read other members' stories.

The Regional Annual General meeting date will be announced next month, this may have to be later than usual owing to the Club's change of date.

At the time of going to press, I have not had a date for the Annual Dinner and Dance which Trevor is organising. I believe he is trying to finalise a date when this will be best for members, with some good entertainment. This will be also published next month.

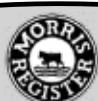
It was a very good turnout at The Wheel in December, it must have been the food, all the usual crowd turned up with one or two members who used to be regular attendees, which was very nice to see them again.

I hope they continue to attend the forthcoming meetings. If you haven't been yet, it's time you did!

As you will gather not a lot has happened in the last couple of months, apart from parking the cars up for winter and making plans for what they require for the coming season. I hope you will all put the Naylor's (The Morris Register Spares) number at the top of your list of suppliers, they deserve the support from every member. Don't forget to thank the previous couple, Ralph and Denise, and Tom who put the spares on a firm footing.

To change tack so to speak, now that this newsletter is going to the whole of the Morris Register, I would like to ask if anyone has or has access to any large marquees or tents which could be used at this year's National Rally which will be on the 8th and 9th August. If you have would you please let Malcolm Dixon or myself know.

P.S Don't forget to put it down in your diary as a MUST ATTEND.



TRANS - PENNINE GAZETTE

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

NOGGINS

CUMBRIA

The next Noggin will be at Jim & Sue Newby's house on **Sat. 21st Feb.** at HIGH SCATHWAITE FARM, HIGH SCATHWAITE, SPARKBRIDGE, ULVERSTON. This will be a "what not" night. Bring one or two items for other people to identify. Even if you don't know what they are we are always guaranteed a good laugh having a guess!! They don't have to be motoring items so that it gives the ladies half a chance of winning.

Please ring them on 01229 861380 for any details or directions.

If you would like to have a Noggin at your house any time please get in touch with us.



NORTH EAST

First Wed. of the month.

Next noggin **Wed. 4th Feb.**

At The POACHERS AT METAL BRIDGE.

Please ring Graham Michinson on 01915 841034 for any information.

FOR SALE

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Please ring David on 01229 584972 or email dmmmem@tiscali.co.uk





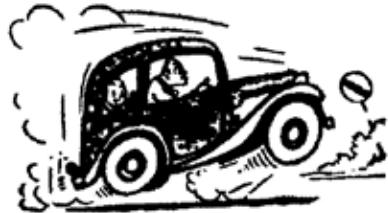
WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



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

EDITORIAL



It was an agreeable task to welcome a substantial number of members and friends for the Annual dinner on the evening of Saturday 6 December. Chairman John made a speech welcoming us all, and particularly the younger members, pointing out that it was with the younger people that the future of our hobby rests, and it is they who will be the future custodians of the cars we have put so much effort into preserving. With no further ado, we proceeded into the main business of the evening and a good time was had by all. Many thanks to you all for contributing to the success of this evening. The pictures below are some of the members present at the annual dinner.

The owner of the local printing company that printed the Welsh Region Newsletter now faces the economic downturn, having lost the valuable monthly contract! However, he has generously donated a video "Morris Minor 1000 Front Suspension Steering and Brake Overhaul" dating from 1994. Please phone me and offer a contribution to the Regional kitty if you want this.



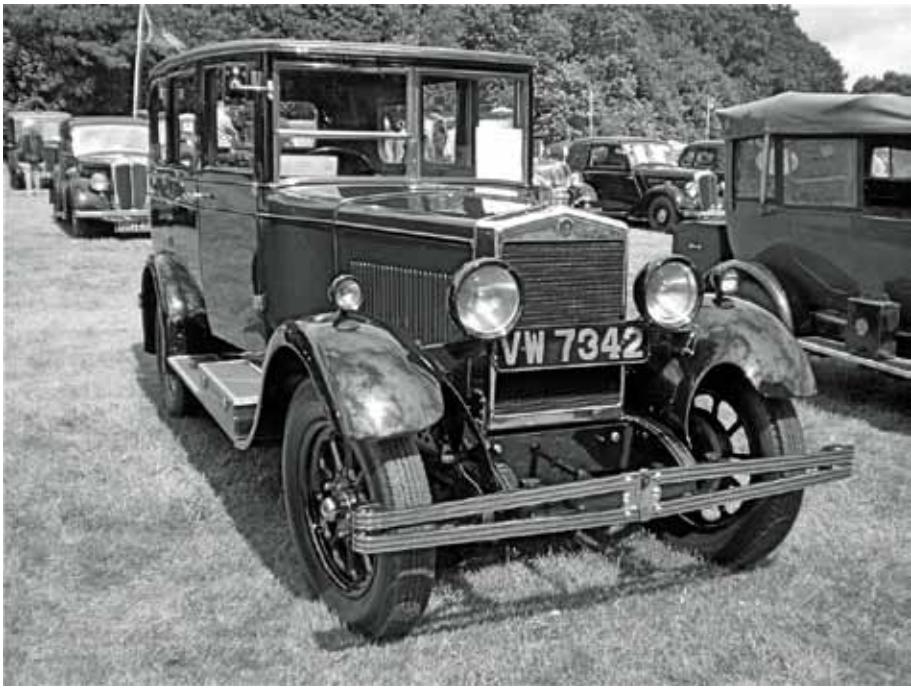
THE MORRIS METEOR

You will search the Morris catalogues in vain for a Morris Meteor, so visitors to the National Rally at Thoresby had a right to be puzzled on finding just such a model on display. Owned and prepared by Chris and Alan Broughton of West Wales, this is no "kit car" as I heard one person opining, but a true "special", built in the idiom of the late 20s and early 30s. When a total wreck of an old Morris is found, there are a number of choices; use it for parts, and throw away the remains of the body and chassis, recreate a true replica of an actual Morris model, or create a period "special" to your own design, which is just what Chris and Alan did.

The result is a creation of what might have been with someone like Chris and Alan at the design desk of a low volume manufacture in the 20s or 30s, when there were a number of specialist coach-builders who would take a chassis from the Morris factory and create special bodywork to their own design for a particular sector of the market. One such coach-builder was "Hoyal" who made a luxury saloon on the Flatnose Morris Oxford chassis of the late 1920s, with a characteristic "V" shaped 3 piece windscreen. They are particularly rare and there was one at Thoresby this year.

Alan's car started off life as one of these Hoyal saloons, and its remains ended up in a basement in the Roath area of Cardiff, where it was reported to me many years ago for advertising in the Newsletter. All that was left was the chassis, mechanical bits, bonnet, radiator, and vestiges of the bulkhead the shape of which confirmed its illustrious origin. To recreate the saloon that it had been would have been well nigh





lights and fittings are authentic of the period, and the body was designed, made and trimmed by Alan and Chris. We could only congratulate Chris and Alan on a superb project, well up to their usual high restoration standards, and they were both obviously delighted to be out with the car at last and realising the culmination of many years planning and hard work. Receiving first prize in the concours class put an even bigger smile on their faces!

Photos: Left: The Morris Meteor of Alan and Chris Broughton at Thoresby. Cockpit view of the Morris Meteor. Above: The Morris Meteor would have started off life as a Hoyal Saloon of this type.

impossible, and to rebuild it as a copy of a Morris body of the time, though possible, would have been costly, yet still, in the end, only a replica of the real thing. Alan then came across the remains of another Oxford from the same era that had been converted into a mowing machine, which gave him enough bits to make a going concern. Keeping to the spirit of the 20s and early 30s Alan used the improved cylinder head and 4 speed gearbox of the early 30s Cowley, and the radiator badge from the 1920's MG. The "Morris Meteor" script was cut out copying the style of the early Morris Minor radiator script. All



WINTER MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

EDITORIAL

Welcome to the first edition of "Westwords", as an embedded element of a revitalised Newsletter. It is a change which I welcome personally. As editor of this regional newsletter, the change has little impact on me, with just a different monthly deadline date to meet and a different e-mail address to which I need to forward your excellent contributions and my meager scribblings. With all of the regional newsletters captured within the Newsletter, all members can now get a feel for what is going on across the Register's regions. For us in the West Region, it will give many and especially those near to adjoining South-East, Chilterns, Midlands and Wales Regions, knowledge of what is going on "just over the border" and the opportunities to participate in their events and for them to participate in ours!

In my capacity as "general dogs-body" for the West Region's wrapper (my wife Anne), the changes also mean that I no longer have to "lick and stick" – fortunately not literally – 300 envelopes worth of Register publications each month, whilst "she-who-must-be-obeyed" also escapes the monthly trip to the local post office with between 1/4-1/2 cwt of stuffed envelopes.

2009 brings a new round of Register activity with the West Region. A few hardy souls have already braved New Year's Day events; the Bristol Classic Car Show is rapidly approaching and the first of the season's road runs are starting to take shape. Here's to an enjoyable and successful season. Happy Motoring!

Jim Riglar



NEWS FROM THE GROUPS

Solent – The group had its first formally publicised join venture noggin with the British Made Car Club on the 5th January. In the absence of a report from the group, it is assumed all went well despite the freezing conditions that were prevailing at the time.

North East Wilts – The group took a break from its normal noggin activity in December as the programmed date as right on top of Christmas. Noggin regular Paul James reports that restoration of his Series 2 10cwt van is progressing well with all of the body, except the bonnet, completed and primed ready for painting. Paul hopes that the van will be out on the road later this year.



Somerset – A lively January noggin saw 38 members (including many of the recent joiners and a few old faces who had been absent from recent noggins) enjoying the now traditional post Christmas dinner (pictured above). During and after dinner a wide range of topics were discussed, some including re-metalling Morris Eighteen big end white metal bearings and grandchildren were obviously expensive issues. Other topics for discussion included events such as the Bristol Classic Car Show (which will feature Roy Bowden and George Bryne vehicles on the MR stand and Bob Browning's Eight tourer on the Norton-Radstock Car Club stand), road runs in April and probably May and a roving noggin in May. Bob Browning reported steady progress in returning

his Series 2 looking Eight Tourer back to the Series 1 Eight tourer that it actually is. (He should have a set of 5 easiclean wheels for sale in a few weeks time). George Bryne must be struggling to find more Minors to restore as he has just taken on the challenge of a Morris Eight special. Despite the perishing cold Tony & Gloria Cressey (1933 Cowley), Alan & Shirley Hawkins (1933 Ten) and George Bryne (1939 GPO Minor Van) made it to the New Year's Day gathering at Yeovilton. Also noted at the gathering were a Series M 10 and a bullnose (neither owned by Register members).

Colin Baker

Dorset Coast Run – Drive-it-Day – 26th April

Chris Murray is making steady progress in developing his run to the coast. Whilst arrangements have yet to be finalised, the event will be aligned to the FBHVC drive-it-day. The start of the run will be from the Haynes Motor Museum at Sparkford, running southward through the Dorset countryside to the coast at Weymouth. Weymouth & Portland Council's Tourism Dept. will be making prime parking space available on the seafront. Following the stop at Weymouth (for a period yet to be determined), the run is likely to return to Sparkford by a different route, with a potential finish at The Inn at Sparkford. More details will be published as soon as they are known.

30th Bristol Classic Car Show - 7-8th February

Royal Bath and West Showground, Shepton Mallet.

The West Region will again be exhibiting at this major classic car show. We have been granted a stand in the Main Exhibition Hall, which sounds very grand and is somewhat of an honour. The downside is the allotted area is smaller than that we normally get in the side halls, and will only be able to display two vehicles instead of the normal three or four. Details of the show can be found on the Bristol Classic Car Show website - www.bccsl.co.uk. Register members can purchase tickets, discounted by £3.00. (Normal ticket prices are £9.00). Use the promotional code 'CLUB9' when purchasing tickets online at www.bccsl.co.uk or when ordering by phone - 0117 907 1000.

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

NOGGINS

Yet again a good turnout at the December noggin at the Duck inn. Quite a few old Morris cars were present in the car park. It was good to see so many of you. With the evenings becoming ever darker, wetter and colder it was good to see the old cars out and about.

On Saturday 28th March there will be a lunchtime noggin at The Duck Inn from 12.30pm.

The Norfolk Noggin: At the moment we are meeting on agreed dates for lunch (or whatever) at 1.00pm at the Black Horse at Castle Rising. This is situated just off the A149 King's Lynn to Hunstanton road about 4 miles north of King's Lynn. If there is enough interest we could change to an evening meeting. We know there are a lot of people who holiday around here and also know that some have Morris cars that live in Norfolk in the summer, so have hopes that the noggin may grow. Should you wish to contact me by phone I am on 01553-674092. Regards and thanks, John Dewar. Membership no. 10597/4.

PAST EVENTS

The Christmas Noggin at Great Leighs was well attended given that it was such a cold evening. Despite the heating being broken everyone rallied round and an enjoyable evening was had by all. A big thank you to the members of the committee who gave their time to prepare the food and drinks for the evening, to Tony Nathan who, despite being unable to attend, prepared a quiz for the evening, and to Santa Rex.

*Thanks to Rhiannon Bailey, aged 10 years
 (from Essex) for the following write up:*

We step out of the car into the cold December night air. We walk into the village hall, find our usual table at the usual place. We hand out Christmas cards to people in the festively decorated hall. I sit and do cross-stitch in the corner then I get up and dance with my brother.

Then it's time for the food. There is pizza, cheese on sticks, crackers and more, so we filled our plates. Then my brother, me and my sister help call the raffle. I won a hot-water bottle and bath oils. I had a good night out. That was my view of the Christmas Noggin!

TIPS FROM THE GARAGE: TONY NATHAN OFFERS SOME WORKSHOP ADVICE

1. I have had to refit the engine into my Morris 8 twice in the last two years, in addition drop the exhaust to manifold union probably 5 times. Now, I have never been able to make a satisfactory joint with always a little exhaust "fluffing" at this point. So I have resorted over the years of a finger of Gun-Gum round this union, this works perfectly well, except I feel there must be a way of making it gas tight without doing this. (How do you make a satisfactory gas tight fit at this point?) Well I used to keep the tin of Gun-Gum handy in the garage (other brands are available) but when I needed the Gun-Gum of course it had hardened in the tin! Anyhow fed up with this I put the next tin after use, (lid tight of course) into a plastic sandwich bag, sealed tight and into the freezer. When I next needed the Gun-Gum some months later, took it out of the freezer, left the tin out to warm up, and lo and behold, the Gum-Gum was fresh and useable. And with a teaspoon of water (if necessary) after use, you place the tin back in the freezer! I got 18 months out of a tin and only had to purchase a replacement because the tin was empty.

2. While at the Battlesbridge Show last September I purchased a box of 100 medical gloves, £2.00, size large! I really should have purchased these before; I have been using more substantial gardening type gloves, but no good for the fiddly jobs on the 8. How great it is to finish a job on the car, remove the medical gloves and have clean hands. The gloves also protect a little from the odd cut when you bash your knuckles against a solid bit of the car! Of course garage technicians have used gloves when servicing cars for some years, but I do recommend that we all start to wear them when working on the mucky bits of our cars.

3. Having been working on the engine and carrying out some test runs, I did not want to add anti-freeze until I was sure all was well. My only concern was starting the car and forgetting that the radiator was empty. So I placed quite a large sign in the front screen "No Water" – and that reminds me! Also for the first time I have fitted an extension pipe to the drain tap to stop the water cascading over the chassis.



EVENT INFO

Battlesbridge Classic Car Show & Autojumble, Sunday 10th May

Free admission & plaque for driver + 1 passenger if entry received by 13th April. Contact 01268 76900

Enfield Pageant of Motoring 23rd to 25th May

Details at www.whitewebbsmuseum.co.uk

East Anglian Region AGM at the Ship Tiptree, Saturday 16th May

- more details to follow next month.

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

Answers to December's quiz (with apologies to those of you who never saw the questions)

- | | | | |
|----------------|------------|-----------|----------------|
| 1. Pontiac | 4. Maybach | 7. Smart | 10. Saab |
| 2. Lexus | 5. Lancia | 8. Jaguar | 11. Chevrolet |
| 3. Lamborghini | 6. Bugatti | 9. Volvo | 12. Alfa Romeo |



ARCHIVE ASPECTS

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

Introduction

MIT must clearly be understood that the vast Morris Works at Cowley represent only a relatively small portion of the organisation comprising Morris Motors Limited. Indeed, the Cowley Works are almost entirely an assembly plant and very little actual manufacturing takes place in these Works, with the exception of a certain percentage of the bodies used.

.. Realising that only those who have made a concentrated study of one particular branch of automobile engineering can be expected to excel in their particular sphere and produce components which are the leaders in their class, the whole of the present Morris organisation has been developed upon the principle of specialisation.

.. Thus we find the Cowley Works fed by a series of "specialist" factories, each of which is able to give its undivided attention to the perfection both in design and construction of one individual unit of the finished car, and situated in the best labour centre.

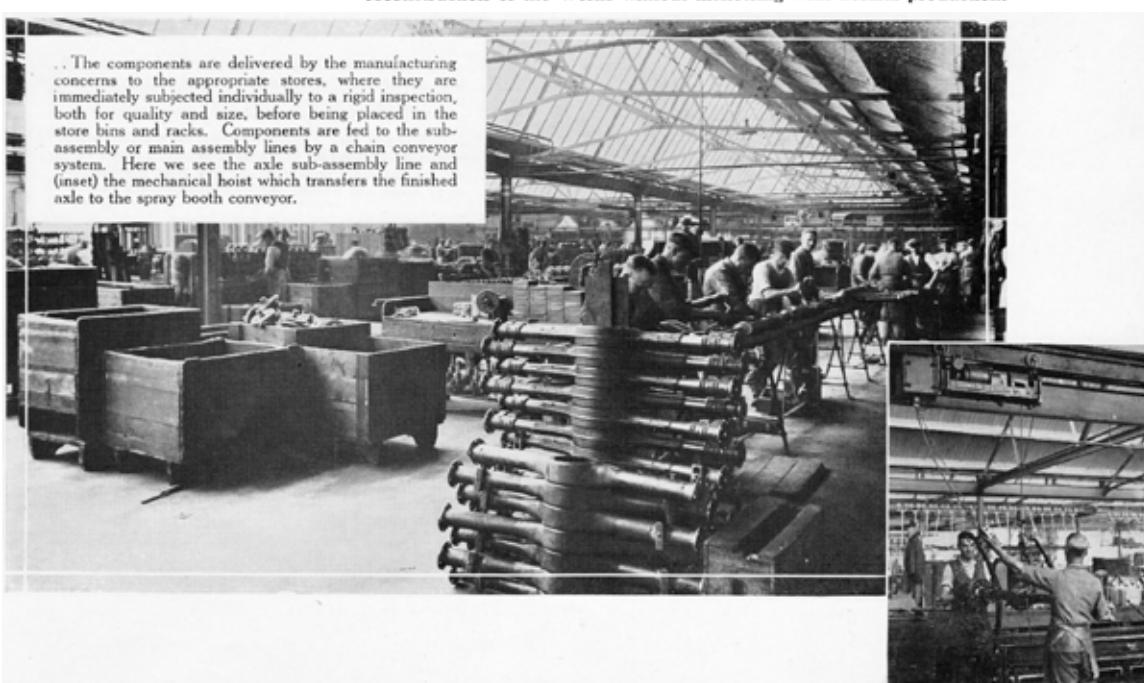
.. For example, a vast foundry at Courthouse Green, Coventry, produces castings for Morris cars which are unmatched in the motor industry. A large, and yet compact, factory at Gosford Street, Coventry, concentrates upon producing engine and gearbox units which are without rival in the world. Yet another factory in Coventry engages its undivided attention on the construction of bodies, while a large Morris factory in the north of Oxford is exclusively engaged in the manufacture of radiators.

.. The result of this specialised production is that every single component embodied in Morris cars is the very best that science and human ingenuity can produce, and it is to this fundamental factor that Morris cars owe their unfailing reliability.

.. It has ever been the policy of Morris Motors to keep abreast of the times and devise improved methods of manufacture, with the inevitable result that the Cowley factory has undergone considerable modification from time to time in pursuance of this policy. The most extensive of these modifications has only recently been completed, and the magnitude of the task undertaken will be realised when it is stated that the alterations and fresh plant have cost no less than £300,000, embracing almost a complete reconstruction of the Works without interfering with normal production.

MORRIS Specialised Production Part 1

"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 components are delivered by the manufacturing concerns to the appropriate stores, where they are immediately subjected individually to a rigid inspection, both for quality and size, before being placed in the store bins and racks. Components are fed to the sub-assembly or main assembly lines by a chain conveyor system. Here we see the axle sub-assembly line and (inset) the mechanical hoist which transfers the finished axle to the spray booth conveyor.



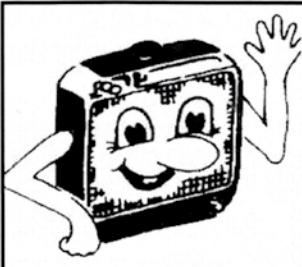


Chiltern Region			East Midlands & Yorkshire Region		
Bucks (Reading)	Bowley Inn, Bowley RG30 5BT Roger Clitheroe 0118 981 6665	2nd Thu	Nottinghamshire Tides	The Navigation Inn, Trent Lock NG20 2PF Troy Floryright 0115 982 034	3rd Tues
Beds (Beds)	Buck's Head, Little Wymondley SG4 5PT Lou Harris 01462 456330	3rd Mon	West Riding	The Wheel, 203 Bradford Rd., Wrenthorpe WF2 0LT Trevor Wilkes 03924 446597	3rd Wed
Oxford	White Hart, Lyndham OX8 4LB Lou Pemble 01865 20802	3rd Wed	Gates	The Anne Arundel, Sutton, Doncaster DN6 0JZ Lou Holden 01372 683674	4th Wed
S Bucks	Martin Baker Social Club, Duxbury UB9 5DA	4th Thu	North West Region		
& S Beds	Drive Sparrow 01462 674811		Beech Bridge	The Anchors, Croxton Road, Lostock Hall PR8 5LA David Martin 01772 666723	1st Mon
Midland Region			Ormskirk	Parsons Arms, New Lane, Burrough L40 8JA	2nd Thu
Birmingham & West	The Duke of York, Leyton, nr. London NW10 0HW Michael Hills 01944 750067	1st Tue	Kidsgrove & Folkestone	The Blue Bell, Hardingswood ST7 1EG Mike Walker 01782 600038	3rd Tue
Lincs	Foxton Locks Inn, Bottom Lock, Foxton LE12 7RA Lou Johnson 0116 3715933	1st Tue	Cheshire	High Lane Coss. Club, Buxton Rd, Stockport SK6 6DR Gary Oliver 0161 4277311	3rd Mon
Warks	The Fish Inn, Whinfold, nr. Alrewas B49 0DA John Ford 01789 438396	1st Thu	Scottish Region		
Warks & North East	The Bridge, More Grove, Kingswinford DY6 9RH Mike Porter 01904 576964	3rd Tue	Aberdeen	For details, contact Dave Robertson 0124 336076	
West Region			Welsh Region		
Bromsgrove (Worcester)	Quays Head, Rivers End, Barnt Green, B90 7HF Chris Neal 01904 540096	1st Mon	South Wales	Ashley Arms, Swansea Rd., Bournville B35 6TQ	3rd Thu
Bromsgrove	The Travellers Rest, Stow, West Bromwich B44 6RJ Colin Baker 01249 344126	2nd Tue	Belfast	For details, contact Michael Adams 018 9076 2961	2nd Thu
Wales (Gwent East)	White Hart, High Street, Bargoed CF8 3AA	4th Thu	Co. Durham	The Powburn Pocket Hotel, Metal Bridge DH4 5LQ Graham Milnes 03025 241024	2nd Wed
East Anglia Region			Cumbria	High Southwicks Farm, Spennymoor LA12 7ER Tim and Sue Newby 01909 264980	3rd Sat
Suffolk	The Oyster Bush, Bourne Hill, Ipswich IP2 6ND Julian Cordwell 01206 295303	2nd Fri	Nottingham	Halford Hall, Dudley Park Bill Wilson (01)264 6355	Last Wed
Esns	Dock Inn, Newbig Green, Nr. White Ongar CM5 9SF Louie Roche 01473 474429	3rd Tue	Queensland	For details, contact Matthew French (07)3333 0592	3rd Tue
Norfolk	Black Horse, Castle Rising, Nr. King Lynn PE31 4AG for details contact John Dower 01553 674002		Sydney	Four of NODA Centre, George St. North Sydney NSW Lou Owl 02 0476 9664	1st Fri
South East Region			Victoria	New Zealand Civic Centre Neil Wellerup (03)9441 7773	1st Fri
West Sussex	The Roundhouse, East Preston BN16 1BB Dave 07853 275350	2nd Tue	N. Ireland	Chabrows, Waterloo Rd., Christchurch Channel Islands	2nd Wed
East Kent	The Red Lion, Wingham, nr. Canterbury CT3 1BB Mike Brown 01227 453832	1st Wed	Jersey	Windmill Inn & Bowmarket, Les Cheneaux, St Peter 13 Avenue de Mer, Route de Nord, St John.	1st Sun
Kent	The Three Horseshoes, Knockholt TN14 7LD Peter Lovell 01783 659946	2nd Wed			
Mid. Surrey	The Shag Inn, Shag Lane, Farnfield RH7 7NP Lou 01444 291814	3rd Tue			
West Surrey	Saddlers Arms, Head, Nr. Woking GU23 6HQ Robert Poole 02072 514604	3rd Wed			

Changes/corrections to the Editor, please

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THE PARSON and THE FIDDLER (Part 1)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard

This is the first part of a delightful and remarkable story of two innocents abroad, who set off a journey to Europe in a Morris Eight in May 1939, just as Europe was preparing for war. They were probably the last civilians to cross the Siegfried Line before hostilities began.

On the 8th of May 1939, C. W. Shephard and I embarked on the Channel steamer "Forde" for our European journey. We stood on the deck in bright sunshine and took photographs of our car being winched aboard. It was, of course, before the days of drive-on and drive-off. It was a small car, a Morris 8 saloon which I had bought new two years before for about £130, to enable me to accept the offer of my first appointment as curate of Mere with West Knoyle in the Diocese of Salisbury.

We planned to travel in this car around Europe, taking in as many countries as time and money would allow. We were better off for time than money as we were at that period both out of a job. Shephard was a free-lance violinist with a dance orchestra, and I had just relinquished my Wiltshire parish and was waiting to take up a new post in September. I had in the meantime returned to my old home in St John's Wood, where my parents lived, from where I was able to renew acquaintance of old friends, in particular L. B. Seaman and C. W. (Dick)Shephard. Lewis Seaman was the only one of us at that time gainfully employed. Having taken his degree at Cambridge, he was newly married, and had accepted a teaching post at Woking Grammar School, and was therefore, to our regret, not in a position to

accompany us on foreign adventures.

"Dick" Shephard had no such ties, nor had he acquired any academic qualifications. The bourgeois world of daily toil was not for him. In his early thirties, he was a year or two older than me, of medium height and of neat appearance. Largely self-taught, he was articulate and not lacking in self-confidence. His main interest, apart from the violin, was writing plots for novels and plays, an activity in which he displayed considerable

talent and imagination. While I lived in London, I was a frequent visitor to his house in Maida Vale where he lived with his widowed mother, and where we would spend afternoons discussing the plot of his latest play, or weightier matters of religion and philosophy, frequently ending up in the evening playing games of chess until a late hour. Around us, the world was hurrying towards one of the greatest disasters in history, but I cannot remember that

either of us was unduly concerned. In fact, Shephard, at that time, was absorbed in the plot of a new novel which was based on a future war in which large numbers of the population lived in vast underground hotels in comparative safety, enjoying every luxury that money could buy.

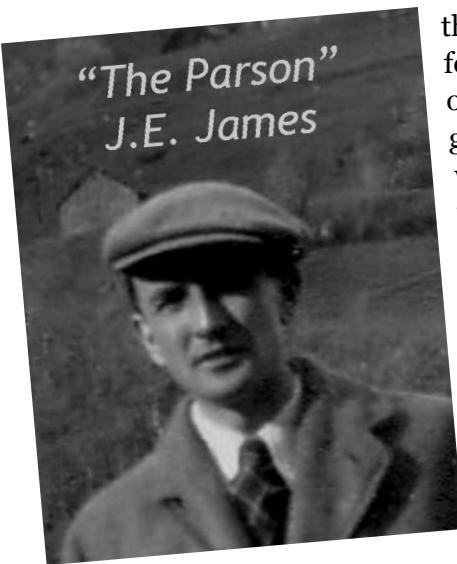
It was during one of these afternoon sessions that one of us brought up

If one thought
of going abroad,
now was surely
the time

“”



The Car: a 1937 Series I Morris Eight



the subject of foreign travel. If one thought of going abroad, we said, now was surely the time. It might be difficult if we left it any later. But the important question was, where should we go? I had recently developed an

interest in Romania. It seemed to me to be a most desirable place to visit, and Shephard, I believe, caught something of my enthusiasm. It became for us a land of romance and mystery, inviting the traveller to explore its secrets. Enquires were made and it seemed that visitors to Romania would require visas.

We decided therefore to pay a visit to the Romanian Embassy in Cromwell Place, and ask for advice. In due course, Shephard, wearing his best town suit with a grey trilby at a slight angle, and I, dressed in formal clerical attire, presented ourselves at the Embassy, and were duly admitted into the vestibule. Seeing an official in uniform, I approached him and explained the reason for our visit. I seem to remember that his attention was somewhat distracted at that moment by the entrance of a group of people whose needs he seemed to consider his prior concern. After a few moments of animated conversation, he turned abruptly and ushered us all through a door into an adjoining room.

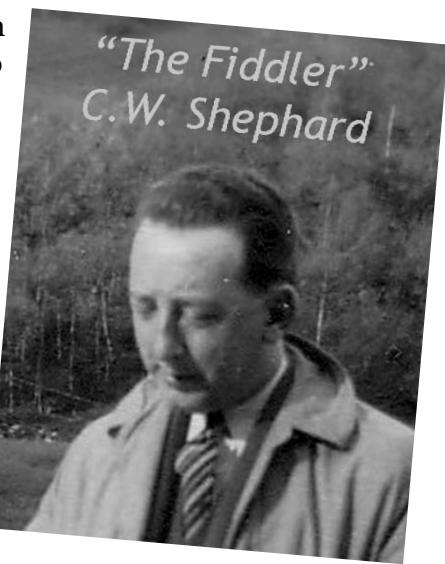
We were surprised to find ourselves in a kind of salon in which some sort of reception was taking place. There were men in military uniform and morning dress, and a number of smartly dressed women. People stood talking in groups or sat at tables. There was the usual buzz of conversation, and the atmosphere seemed relaxed and friendly. We were obviously in the wrong place, but we decided for the moment to do nothing about it. We would wait on events. Presently we were approached by someone and invited to join a group of people sitting at a table. We were received in a cordial and friendly manner, and introduced to each other.

Today I can remember only one among the group, an attractive young woman who was introduced to us as "Princess - of Romania". Time has erased her name from my memory but I retain a clear recollection of her charm and friendly manner. If she was surprised

by the sudden arrival of two unknown young men who did not perhaps fit into the scene, she gave no indication. It could perhaps be said that I was correctly dressed for the occasion, but Shephard clearly was not. But no-one

seemed to mind. The Princess wanted to know who we were and what we did. Shephard said he was a writer. Was he a journalist, she asked? No, said Shephard, he wrote novels and plays which he hoped one day would be published. We also talked about my work as a priest in a country parish. She then asked about our connection with Romania, which gave me the opportunity of declaring our keen interest in the country, and that we hoped to visit it shortly. If we ever did so, she said, we would be most welcome to visit her at her home in Bucharest. We thanked her for her kindness and said that we would look forward to that very much.

At this point, I began to feel that our position needed clarifying, and I told the Princess that I feared we owed her an apology. I regretted having to say that our presence at the reception was not the result of an invitation but of a misunderstanding with the official on the door. We had arrived with the intention of acquiring a visa, but had clearly failed to make ourselves understood. Somewhat to our relief, this was greeted with general laughter, and with polite assurances from everyone around the table that we were most welcome to stay as long as we liked. We had no wish, however, to overstay our welcome, so in a short while we said good-bye to our kind hosts, thanked them for their hospitality, and made our way along the Cromwell Road to South Kensington Tube Station. A few days later we learned that, owing to the tense international situation, no more Romanian visas were being issued. It did not take us long to change our plans. We would go instead to France and then drive across Europe, through Germany and Switzerland, coming back through Italy. We began to make our plans accordingly.



To be continued next month



MORRIS MECHANICALS

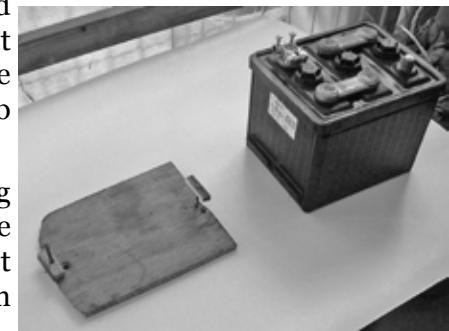
from Mike Porter, DAILY EIGHT DRIVER EIGHT BATTERY MOUNTINGS

Having just purchased two new batteries for my Morris 8s, I turned my attention to securing them in the correct position, an MOT requirement, I believe, and also good for prolonging the battery life.

The batteries are of the higher ampere output and are rectangular, 8.5" x 7" x 7" high, the 8.5" dimension exceeds that of the original and thus will not line up with the securing holes in the bottom of the battery box. "What securing holes?" I hear half of you saying at this point. In the bottom of the battery box there are two 1/4" clearance holes, one is above a captive nut and the other drilled through for a nut to fit behind the oil can carrier. The means of securing the battery ex-works is unknown to me but I wanted a discreet mounting to secure the battery without compromise to the vehicle structure or its aesthetics. The solution was simple, a piece of 10 mm plywood secured with two 1/4" BSF countersunk screws, with the battery sitting on top retained by two woodscrews, each through a small ash clamping block, engaged through the radius cast into the ledge around the base of the battery, provided for this purpose. The front clamp has to be screwed to the base board prior to fitting the battery, with masking tape under the clamp block to hold it up high enough to slide the battery into place, the rear was dropped in afterwards, positioned by hanging the block and screwing off a piece of bent wire (gas welding rod), to locate prior to screwing up. The result was a secure battery and no outward visible signs of modification. Altogether a good job done and good use of Boxing Day morning!

Note: If you have a smaller square battery that does not cover up both fixing holes it could be that you have one of the smaller MGB type of battery which are underpowered as they were designed to produce 12 volts in series and are not adequate to service a Morris 8. The ones I bought are excellent and came from Lincon Batteries in Essex (www.linconbatteries.co.uk), by mail order.

Another point to note in the photo is that the battery was the wrong way round with the positive at the radiused end of the plywood. In situ the battery is the other way round!



The Morris Register Spares Service

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

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

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

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

By phone: 07950 972401 (limited response hours)

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

By post to: The Spares Service

Hey Cottage,

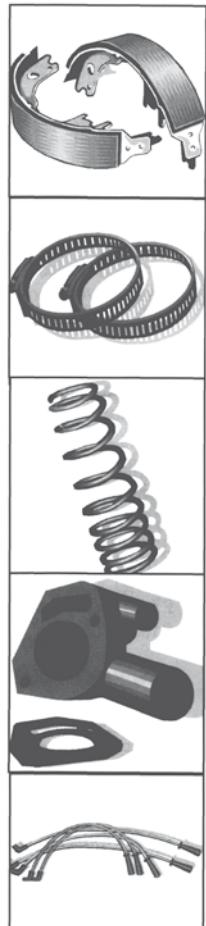
Heyside Royton

OLDHAM OL2 6LW

Payments to "MoClub Ltd" by: Cheque or Credit Card - No cash please.

Please remember the Service is run by members for the benefit of other members in their own time amidst many other family and personal priorities. Much as we would like, we cannot provide an overnight service or be expected to deal with orders by return of post.

What we can, and will do, is our utmost to make sure you get the parts you need!





Rob van Leeuwen reports on a tradition little known in the U.K.

December 5th is Saint Nicholas Day in Holland for all children under 25. Legend has it that this folklore dates back to a certain bishop from Mira in mediaeval Spain. On his birthday, Dec. 5th, this elderly clergyman used to be strikingly benevolent to the kids, handing out as many presents as they liked. But, just on this one day.

So, a bit unlike the much wider known Santa Claus who comes into action a few days later till after Christmas, not only is Saint Nicholas very kind to our offspring, but he doesn't hesitate to punish them when they have behaved badly or annoyed parents with mischievous conduct in the past year. It's all written in the book, you know.

That's the moment when black Peter comes in, for Saint Nicholas is constantly aided by 3 (or more) Black African-like servants. Here, on this exceptional day, Saint Nicholas does not arrive on horseback but comfortably sitting in a Morris Eight open tourer. (Series 2 1937). One of his Black Peters apparently has had a new Lucas Altette horn for his tourer because he never stops hooting. It sets all hearts beating faster and adds to the vexation of the elderly in the neighbourhood.



The main reason for Saint Nicholas to be so utterly satisfied with this means of conveyance lies in the redundancy of the horse. Insiders know that on an average of 10 to 15 times each and every year, Saint Nicholas tumbles down from this faithful animal in all different ways. This happens not long after the Mayor's speech of welcome when the local brassband strikes up the obligatory song "Saint Nicholas, please do enter with your servant". No psychic gifts are needed to foresee that this all makes the horse prance and, in the worst case, it drags the poor old bloke around the townhall forecourt or the schoolyard because his foot has stuck in one of the stirrups! These moments demand great attention from the parents because our Holy Man, in such a spiteful

situation, is apt to use bad language. Imagine the clerical worthy when Saint Nicholas is still dangling besides the frenetic horse and cursing this whole bl...theatre. And when the disappointed school youth see those old bedsheets and bedspreads under his red cloak. A complete disaster is when one of the girls often remarks "it's Mr. Jansen from the local petshop". Then the parents will need an entire new year to restore true belief.

To paint the scenery even more, do think of all the ways his mitre can get lost! When passing the gate, when going under a low branch, a sudden squall, or when hit by one of pieces of gingerbread that the Black Peters are strewing around (and of course are thrown back by the non/believers over 12 years old, always aiming at this silly hat).

So Saint Nicholas is well received by the Headmistress of the Primary School, one of the other teachers starts playing the accordion, and all the children are thrilled, begin to sing and can't wait to see what's in the big brown bag for them.

For those English members who know a certain Dutch Morris family living in Kent, almost every day for a couple of months it could it be a good idea to ask "who's the hooting Black Peter?"





MEMBERSHIP EANDERINGS



from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

I hope you all had a happy Christmas and New Year and no doubt like me have now returned to the real world of 2009. I thank you for your personal and car detail returns which have been keeping me busy. Could I urge those of you who have not yet got round to returning your forms to do so as soon as possible. Thank you in anticipation. Having completed the task of updating the records, there will be no need in future to issue these forms for you to complete (HOORAY I hear you shout) it will only be necessary to inform me of any changes of personal details or changes of cars. It would be good to know if you sell a car, and the details of the person who purchased it, so that we can keep track of the car even if it is purchased by a non club member.

I have been surprised and delighted on the friendly feedback from many members when they have returned their forms. Here is an example from Ronnie Johnston from Glasgow: "I have completely restored my Eight two seater tourer over the past two years and it is now fairly close to original. I would like to comment on how much membership of the club has helped me keep this lovely little car running. We are a bit isolated up here in Scotland and the support I have had from members from all points of the compass has been remarkable. Thanks again, John".

From now on, subscriptions will be due on April 1st each year and the next two months will be busy for me, and important for the club, as I have to process your new direct debit mandates. As the Club would prefer you to pay by this method, I would be grateful if you could get the forms back to me at the earliest opportunity. Don't forget you save £2.00 by doing so, and you won't have to bother filling in forms or writing cheques again. Your payment will be made for you automatically!! Please note your membership renewal forms are enclosed with this Newsletter.



Brand new 50 year old badge!

A friend of mine, Peter Gafney, like me ran a 1930s Morris Minor as his everyday transport in the late 50s and early 60s until we both transferred to modern metal. While assisting me with the rebuild of my '34 Minor two seater tourer, conversation turned to Morris matters general and the club in particular. He told me he was once a member, number 260 to be precise, and he thought he still had his car badge somewhere. To my astonishment he later produced a brand new Morris Eight Tourer Club badge!!!! He had never put it on his car but had kept it all these years. It has now taken up its rightful home on the badge bar of my '31 Minor Family Eight.



Peter disembowels the Minor engine. Please note the home made stand with swivel top to rotate the engine!



TYRES
TONY ETHERIDGE



(Club Member)

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New and returning members

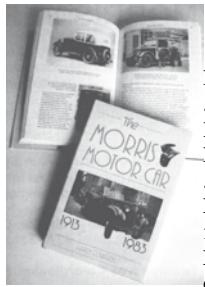
WARM WELCOME



MEMBER	ADDRESS	PHONE	e-MAIL	CAR DETAILS	
William Avery	Little Garth, 1 Longhills Road, Church Stretton, Shropshire	01694 723354	bill.avery@uwclub.net		
John Billington	8 Leven Road, Yarm, Stockton	01642 790338	btons@btinternet.com	1938 Eight	4 Seater Tourer
Robert Hunt	10 The Jays, Tytherington, Gloucs.		rob@pdub.com	1947 Eight Series E	4 Door Saloon
Trevor Marris	Spring Lodge, Lincoln Road, Welton-le-Wold, Lincs	01507 601404	barara@bmarris.orangehome.co.uk	1937 Eight Series 2	2 Door saloon
Lee Robertson	87 Sunnymead Road, Yardley, Birmingham	0121 743 0833	lee-robertson1980@btinternet.com	1923 Cowley	Occasional 4
Derek Skeys	35 Worcester Road, Pirton, Worcester	01905 820044	dskeys@live.co.uk	Eight Series 1	2 Door Saloon
Mark Smith	94 Grove Crescent, Grimsby, Lincs	01472 329059	mark.smith553@ntlworld.com	1936 Ten Four Series 2	Saloon
Mark Williams	170 Llanrwst, Colwyn Heights, Colwyn Bay, Conwy	01492 531046		1944 Z Series Van	
Honor Wood	Oxhall Cottage, Clifton upon Teme, Worcs				
Paul Sawyer	10 Pleasurewood Close, Lowestoft, Suffolk	01502 583105	paulsawyer430@hotmail.com	1936 Eight Series 1	2 Door Saloon
Antonio De Aguiar Segurado	Rua das Cepas 259, 2750-50Z, Cascais, Portugal	+351214 866422	segurado@cardivel.com	1934 Eight	2 Seater Tourer
Cyril Hendry	Cedar Lodge, Farnbridge Road, Mundon, Essex	01621 828829		1948 Eight Series E	4 Door Saloon
Anthony Harris	Little Orchard, Crooke Road, Brenchley, Kent	01892 723570			
Nicholas Jarman	Pickwick House, Stoke by Clare, Sudbury, Suffolk	01787 278707	ashenl@tiscali.co.uk	1936 Eight Series 1	4 Door saloon
Michael Sculthorpe-Wright	Higher Ninnis Farm, Newmill, Penzance, Cornwall	01736 365336	the16th5thlancer@yahoo.co.uk	Eight Series E	4 Door saloon
Gordon Wilkins	The Gables, Wimpstone, Stratford-upon-Avon, Warks	01789 450639	gordonwilkins@hotmail.co.uk	1930 Minor OHC	2 Door Saloon
Keith Challen	36 Loxwood Avenue, Worthing, W.Sussex	01903 238606	keithchallen@hotmail.com	1936 Eight Series 1	4 Door Saloon
George Cook	105 Mead Way, Bushey, Herts	01923 221374	thecookfamly2004@yahoo.co.uk	1936 Eight Series 1	2 Seater Tourer
Raymond Turner	4 Harpers Lane, Mancetter, Atherstone, Warks	01827 717438		1937 Eight Series 2	4 Seater Tourer
David Taylor	195 Drake Avenue, Dines Green, Worcester	01905 420515	dataylorjnr@googlemail.com	1934 Ten Four	Saloon
Soren Jacobsen	Gil.Kirkeujj 11, Nr. Vium - Dk-6920, Videbaek, Denmark	+45 9717 8235	uks@jacobsen.mail.dk	1938 Eight Series 2 1938 Eight Series 2	2 Door Saloon 2 Seater tourer
Bernard Flückiger	Ch. De la Clopette 10, 1040, Echallens, Switzerland	+4121 8813636	b.fluckliger@bluewin.ch		
Murray Marchant	90 Woodlands Road, Gillingham, Kent	01634 852507	murrayandchris@tiscali.co.uk	1935 Eight Pre Series Eight Series 2	2 Door Saloon 2 Door Saloon
James Debono	Casa Debono, Triq IS Saqwi, Mgarr, Malta			1947 Ten Four Series M	Saloon
Martin Hanson	38 The Crescent, Cradley Heath, West Midlands	0121 501 1530		1946 Ten Four Series M	4 Door Saloon
John Dickinson	Fernleigh, Normanby, Sinnington, N.Yorks	01751 432206		1934 Minor SV	2 Door Saloon
John Henderson	3 Eastwood, Sacriston, Durham	0191 371 9636			
Selina Powers	G. Charalampous 4, Ormideia, Cyprus	+357247 20021	selina@alpineautos.com		
Robert Nash	14 Weasenham Road, Great Massingham, Norfolk	01485 520476	cobby47@aol.com	1934 Ten Four	4 Door Saloon
David French	106 High Road, Trimley St. Mary, Felixstowe, Suffolk	01394 283179	frenchdg@googlemail.com		
Stefano Arado	Via Bertigaro 9 / B Borzonasca Genova, Italy		stefano.arado@libero.it	1938 Eight Series 2	2 Seater Tourer
David Palmer	Wooton House, Wooton, Bedford, Beds	01234 767966	pftdp@aol.com	1937 Eight Series 1	4 Seater Tourer

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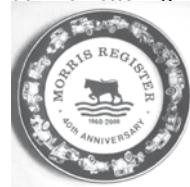
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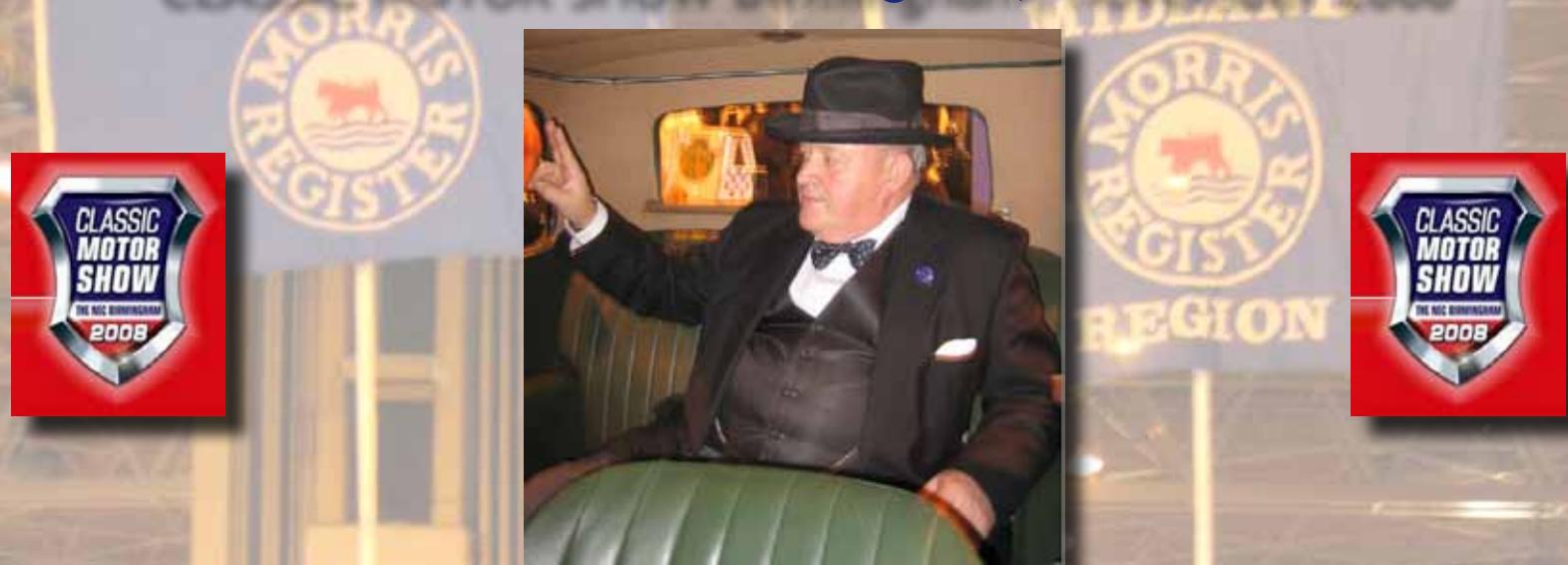
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