

MORRIS MONTHLY



Volume 50

Number 2

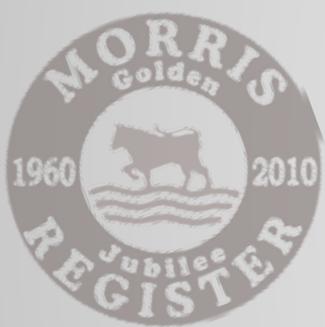
February 2010



NEWSLETTER OF THE MORRIS REGISTER

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

www.morrisregister.co.uk



MORRIS MONTHLY

Volume 50
Number 2
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NEWSLETTER OF THE MORRIS REGISTER

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EDITOR Rob Symonds writes:

It is hard to believe that it is just a year since the first Morris Monthly dropped on to your door mats, but it is! I've been very gratified by the support received from loads of people and the efforts made by regional editors and members to supply material. I hope you will agree that all our endeavours are worthwhile! I now have a nice little backlog of items prepared ready to drop in, so if you haven't seen your own contribution yet, don't worry. This doesn't mean, of course, that members should stop sending stuff in!



I've been on quite a learning curve since taking on the editorship in December 2008, and there's still a little way to go before I can start to rest on my laurels!

Starting this month you will see a new feature for this Anniversary year called "Founding Fathers", where some early founder members have been invited to give a personal account of the first years of the Register. Barbara has already made preliminary contact with several such worthies, but if you haven't heard from her and feel you have something to contribute, please contact us in the next few weeks so that we can get talking to you.

Finally a word about Eight manuals. There has been a bit of a hold up since the last of first batch of 60 ran out, but we are now in production again, so don't hesitate to order one. It is a must for all you Eight owners. They can be ordered now from Gloria Harris. Her contact details are the same as for Dave Harris (see top right).

Cover Picture: Martin McClarence's 1937 Morris 12/4 Series 3

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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CHAIRMAN *Dave Harris* writes:

I would like to start with a small correction to the West Midlands Noggin report in "The Midlander" January 2010. It was said that "a computer programme has been obtained for the purpose of creating a stock list". What I actually said was that we were looking into purchasing a computer programme for this purpose. I had been having a chat about the Spares Service stock records with John and Jo Nagle whilst having a meal in our motorhome on the Friday evening prior to my attendance at the NEC on the Saturday and the subject of there being a possible computer programme was discussed. We are still looking into the matter and will discuss this further at the next Executive meeting.



I note with interest that the Eight MVS is as busy as ever, I had hoped that after my last piece on this item that more members would have switched over to the forum. The closure of all MVSs is on the agenda for the Executive meeting at the end of January 2010. When a closure date has been decided by the Executive it will be posted on the relevant MVSs and published on the website and in Morris Monthly. Please remember that the forums have been set up to help identify various items of interest and reduce the hundreds of emails on the same subject.

All that remains to be said is that this is the time of year to be getting your cars ready for our 50th Anniversary Year. Don't forget to buy your Club Clobber to promote the Morris Register, this year there is a choice of the regular logo and the 50th anniversary logo.

DEADLINE
 14th of the month prior to publication

WEBSITE
 www.morrisregister.co.uk
 Contact: Jim Riglar, Webmaster
 e: jimriglar@blueyonder.co.uk
PASSWORD changes this month to **SUNCAT**

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:
 Lionel Smith, Commercial Ad. Manager
 01902 780 607 or 07730 309 288
 lionel.p@homecall.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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Last Month's Cover Picture (info omitted in error): Jelle Hoekstra's Series E Tourer

er Spares Service

CONTACTS:

By phone: 07950 972 401 (limited response hours)

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

By post to: The Spares Service
 Hey Cottage,
 Heyside Royton
 OLDHAM OL2 6LW

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

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

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



SELKIRK VINTAGE RALLY

19th/20th SEPT. 2009

The Scottish Border town of Selkirk has experienced many invasions over the centuries. This weekend saw another invasion but this time the invaders came in pre-war cars, low loaders carrying traction engines and a fine collection of auto jumble. The Selkirk Vintage Rally has grown to be one of the biggest event of its type in Scotland and, situated so close to the border, attracts many entrants from south of the Tweed. The venue is the grounds of Sunderland Hall just off the A7 on the banks of the Tweed. This is a two day event with a run through the lovely border countryside on the Saturday and a public event on Sunday.

A fine cross section of vehicles participated in the run. These included a couple of vintage motor cycles. I could not determine their age but the primitive brakes and hand gearshift suggested the early 20s. The run included a stop at "Scott's View" which is a magnificent vista over a horseshoe bend in the River Tweed. Legend has it that Sir Walter Scott, the author and historian who lived nearby, always ordered his coachman to stop when his carriage passed this spot. After his death, on the way to Dryburgh Abbey for burial, his horses were pulling the hearse and stopped from habit at this spot giving Sir Walter one last pause at the spot he loved so well. There was a stop for lunch in Kelso with the cars lined up in the cobbled market square where they met with great approval. The town hall is adjacent to this and is now a venue for weddings. By chance a wedding was taking place at this time and I was amused to see the bridal party arrive in a modern "Vintage Look Alike" car only to find themselves upstaged by around 50 examples of the real thing! I should be ashamed to admit to a feeling of "schadenfreude" but I confess to having no love of modern cars contrived to look traditional. With an entry list of 1500 there was plenty to choose from and I can only provide a brief summary of what there was to see. There are not many pre-Rootes Singers in Scotland and Kath's Roadster attracted a lot of interest. Perhaps she should prepare a sign that says "No connection with the sewing machines", as it was by far the most usual question asked.

The display of traction engines was magnificent, in particular the massive showman's engines, very ornate with highly polished brass and lit up like Christmas trees. What is about steam power that makes them so attractive? Perhaps the sheer power of these dinosaurs still inspire awe in us simple peasants. These enormous engines sat outside the marquee with their generators providing the power for the event as they would have done in fairgrounds all over the country in times past. I could only speculate on the weight of the reciprocating machinery but whatever it was it must have been perfectly balanced as there was virtually no vibration. There was also a fine collection of miniature traction engines all "in steam" and chugging about the showground.

On Sunday morning the Mini Club arrived "en masse" and for a short time I felt like I was in a scene from the "Italian Job". It seems what can be done with a mini is limited only by your imagination and possibly what mind altering drugs you have access to. There was a TARTAN mini and I am offering no prizes for guessing what side of the border it came from but where do you get tartan paint? There was a very original early mini with exposed door hinges, sliding windows and floor mounted starter button which reminded me of just how basic these clever little cars were when first introduced.

I could go on, there was something for everyone. Tractors, kit cars, military vehicles, heavy haulage, stationary engines and fine examples from single make clubs. The Austin 7 Club put on a most interesting display and it would be nice to do something similar at some time. My personal favourite was a Model T lorry which was displayed in "as found" condition. Amazingly, although not on the road, it runs. It is complete and in very restorable condition but I could not help thinking that it might be nice to preserve it exactly as it is now. Unfortunately I could not find the owner to get the story behind it or establish his intentions for it. Selkirk is in the heart of the Scottish Borders which are very pleasant at this time of year with the autumnal tints just coming onto the trees. There is plenty to see and do apart from the rally, the Border Abbeys and Abbotsford, the home of Sir Walter Scott are nearby and the whole area is just steeped in history. There is a viewing centre nearby on the River Ettrick where salmon can be seen leaping apparently insurmountable waterfalls to reach the spawning grounds. Camping is available and anyone coming next year would be made very welcome.

Ronnie Johnston





from SECRETARY, **Mike Brears**



FERNAND PAUL (1925 - 2009)

It is with great sadness that I inform you of the death of Fernand Paul of Geraarsbergen, Belgium. He died on 5th December 2009 after a short illness.

It was Fernand Paul who came up with idea of inviting Morris Register members to a rally in Belgium which became the Manneken Pis Rally. It became very famous with other car club members joining in. At one time there were 150 vehicles taking part. This inspired members to take their cars abroad.

The first rally was in 1973 and it ran for 28 years biannually. I have lost a very dear friend.

Mike Petty

FRED SHEPPARD (1929 - 2010)

I had a call from a Chris Sheppard early in January to tell me that his father Fred Sheppard has sadly died. Fred's Membership Number was 3313 and at one time he lived at Verwood in Dorset before moving to Fovant nr. Salisbury.

Chris also tells me that his dad was a frequent attendee at the Fox and Hounds Noggin at Wimborne and that at his Dad's wedding in July 2002 his friends made up a guard of honour using starting handles.

Chris is asking that anyone from the Noggin that knew his father, especially those who formed the guard of honour, to get in touch. Chris can be reached on 01772 349 962 or 07723 409 666 or chris27sheppard@btinternet.com. Tony Hales also wrote to John Nagle with an account of Fred's brave battle with cancer in recent years.

Mike Brears

The Daily Telegraph

Media Morris



Is the driving test out of date?

Morris Eight

MODEL SPEC
918cc, 4-cyl, 3-spd,
top speed 58mph,
45mpg economy

YEAR

1934

PRICE

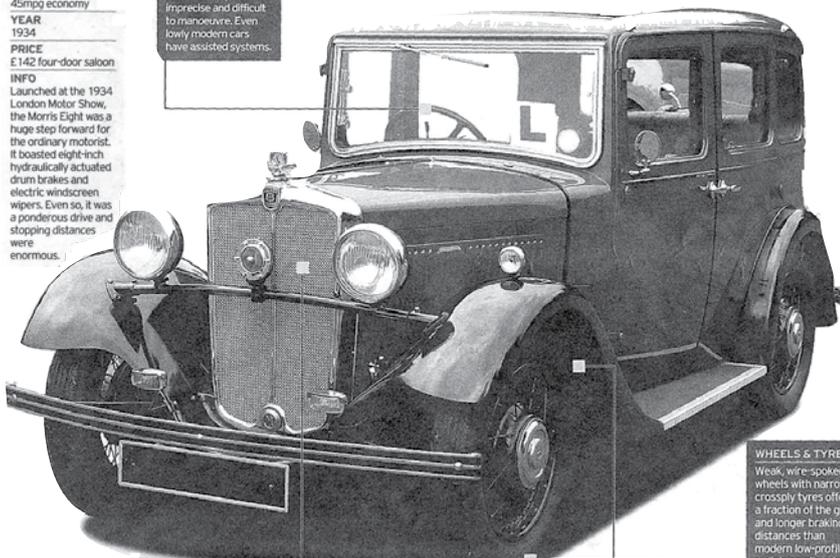
£142 four-door saloon

INFO

Launched at the 1934 London Motor Show, the Morris Eight was a huge step forward for the ordinary motorist. It boasted eight-inch hydraulically actuated drum brakes and electric windscreen wipers. Even so, it was a ponderous drive and stopping distances were enormous.

STEERING

Unassisted steering would make a 1930s car feel heavy, imprecise and difficult to manoeuvre. Even today modern cars have assisted systems.



WHEELS & TYRES

Weak, wire-spoked wheels with narrow crossply tyres offered a fraction of the grip and longer braking distances than modern low-profile road tyres.

BRAKES

Even a 1930s hydraulic drum brake set-up would be vastly inferior to a modern, servo-assisted disc system with anti-lock and electronic stability software.

In an interesting article in a recent Daily Telegraph motoring supplement, which discussed whether the modern driving test has kept pace with the improvements made in cars, John Whitmore was at 6s and 7s with his 8s and 10s. All the blurb in the graphics referred to a Morris Eight, but then he went and used a Morris Ten in the picture! Nothing stirs an MR member like a glaring error such as this and

I received several emails and phone calls pointing out the mistake, as did Secretary Mike Brears.

Harry Merrison rang me to point out the inaccuracy of the statement that wire wheels are weak, having had a set restored recently when he was told that none of the spokes needed replacing after more than seventy years.

The comment that Eights had enormous stopping distances was a bit unkind as well, as we all know they had the best braking around in their class at the time. Obviously John Whitmore has never driven an Austin Seven!





Please submit a humorous caption for this picture, either by email or in writing to the Editor. And, yes, we know it isn't a Morris!

Unless someone offers a prize there isn't one, other than the cachet of being the wittiest member of the Morris Register... The winner will be announced next month.

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

What's it Worth?

1934 Morris 10/4 Saloon



1934 Saloon fully equipped with factory built sliding roof (leak free). This car is in its original condition, with a rust/rot free body and has been maintained quite well over the years. Finished in green and black with original green hide interior. Still drives well and is ready for use with an MoT through to April 2010 and taxed until October 2010. If you just want an old classic that is road legal and ready to use then this car is perfect, or for the complete enthusiast, a great base for a restoration job.

Answer on Page 32



Morris Mirth

Please send items of a humorous nature to the Editor



Thanks to an anonymous member for this cartoon - we will be featuring more from him in the months ahead.

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

All efforts will be greatly received by the Editor.

CHAPMAN + MORRIS = LOTUS!

Tom Taylor

It's difficult to think about Colin Chapman and the 1937 Series II Morris Ten in the same sentence, but back in the early 1950s things were slightly different than they are in today's world of ABS, power steering and servo-assisted disc brakes. In those days, the brilliant, but enigmatic young Chapman was just one of a number of ground-breaking designers of "faster than your average family saloon" cars. In fact, Chapman and his fledgling Lotus company were at that time merely builders of chassis! The Mark VI of 1952 was the first "production" chassis as opposed to one-off prototypes and some 110 of this model were made in the four years between 1952-55. Early Lotus cars used parts from other cars, particularly Ford and BMC. Usual power plant fitments were either 1172 cc Ford E93A side valve engine and three speed gearbox, 1508 cc Ford Consul EOTA engine mated with an MG TC gearbox, or complete MG TC XPAG engine/gearbox units, in most cases mated to a Ford torque tube rear axle.

For the 1500 cc Sports Car Race before the British Grand Prix at Silverstone in July 1954, Chapman entered three Lotus-MG cars as "Team Lotus" - comprising two Mark VIs and a prototype Mark VIII. Chapman himself drove SAR 5 the Mark VIII prototype, and the two Mark VIs were driven by Peter Gammon in UPE 9 (pictured right) and Mike Anthony in NUF 100. It was one of the first appearances of "Team Lotus" and Chapman won the race with Gammon coming in second having set the fastest lap at 84.30 mph. Anthony also drove well in support and the trio walked away with the Team Award. 'Team Lotus' had first appeared as an entrant in the British Empire Trophy Race at Oulton Park on 10th April where Gammon finished in first place, but Chapman and Mike Costin, later of Cosworth fame crashed the Mark VIII, allegedly escaping from the attentions of the Police! Gammon's points scoring consistency in the 1954 season earned him the Performance Cup for 1500 cc Sports Cars that year.

Whilst Chapman's Mark VIII used a sophisticated de-Dion rear axle set up, both the Mark VIs were fitted with Morris Ten rear axles located by a single upper "A" frame and two lower trailing arms, the hinging for the 'A' frame being in the middle of the seat back. Gammon's UPE 9 had 15" wheels fitted and special final drive ratios of 4.125 to 1 and 4.4 to 1 were used. Quite why Morris Ten rear axles were used for the two Mark VIs is not clear but it is believed that only a few Mark VIs had this stronger set up for racing. Perhaps the existing shackle pin locating brackets were ideally placed for locating the trailing arms. Next time you are trundling along in the old Morris and a Lotus passes you at speed, remember that the humble pre-war Morris Ten made a small contribution to the eventual development of what are often considered to be the finest handling road cars ever made.

With acknowledgements to John Watson, Autosport, and Laystall Engineering.



HAPPY LOTUS BOYS at the presentation of the Team Award. (L. to R.) Hon. Max Aitken, Colin Chapman, Michael Anthony and Peter Gammon.



AUTOSPORT, JULY 23, 1954

125

"Dr." LAYSTALL says:

Laystall Performance!



Photo by courtesy of "Autosport"
Colin Chapman in action in his Laystall equipped Lotus-M.G.



Photo by courtesy of "Autosport"
Peter Gammon and his Lotus-M.G. fitted with Laystall-Lucas cylinder head.

AT SILVERSTONE
17th July 1954

1500 c.c. Sports Car Race

1st Colin Chapman, Lotus-M.G. at 81.72 m.p.h. with LAYSTALL-LUCAS alloy CYLINDER HEAD and CROMARD CYLINDER LINERS.

2nd Peter Gammon, LOTUS-M.G. at 81.13 m.p.h. with LAYSTALL-LUCAS alloy CYLINDER HEAD.

Team Prize also to "Team Lotus".

Lap Record. Peter Gammon at 84.30 m.p.h.

(Subject to official confirmation)

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A LOOK AT MINOR SPECIALS (Part 7)

Harry Edwards

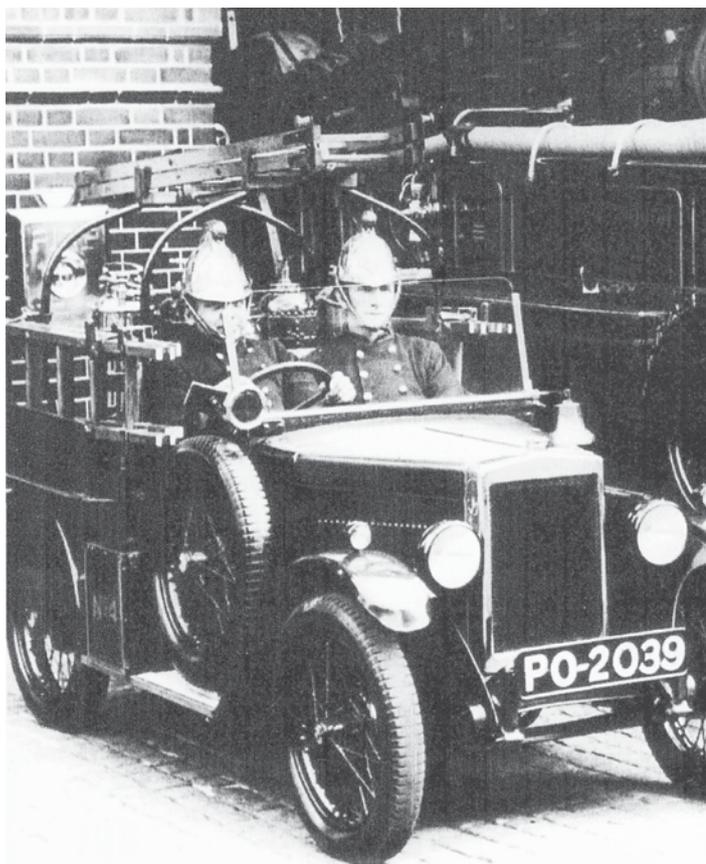
In the mid 1930s the British Army used a considerable number of Morris Eight Open models as wireless cars, but these were not the first small tourers to be used by the military for similar purposes. Many Austin Sevens were made with purpose built bodywork by Gordon England and by Mulliners, to mention two examples. In February 1929 an experimental two-seater overhead camshaft engined Morris Minor with a functional boxlike rear was made which followed closely the body design fitted to the contemporary Austin Seven version. Presumably this was a prototype which preceded the considerable number of side-valve Morris Minor wireless cars, in the early 1930s, made to a War Dept. approved design, to complement the Austin Sevens in service.

These wireless cars were equipped with the No.1 Sets and together with the Austin Seven versions they were first seriously used by the British Army in December 1934 when the 1st Divisional Signals were sent to the Saar as part of the International Supervision Staff to oversee the plebiscite where the people of the area were to vote to alternatively belong to Germany, France, or to become a self governing community under the League of Nations. In the event it became German territory.

For members who like such details, the No.1 Set was designed to work by ground waves and the communication range was limited accordingly, in the order of two to five miles. A pair of modern C.B. hand sets would probably have a greater range. The sets, which operated on a frequency range of 1 megahertz to 1000 kilohertz, employed both radio telephony and wireless telegraphy (speech and Morse).



Morris Minor Signals Car, registered MV 5630, with members of the Royal Corps of Signals [Photo: Chris Lambert]



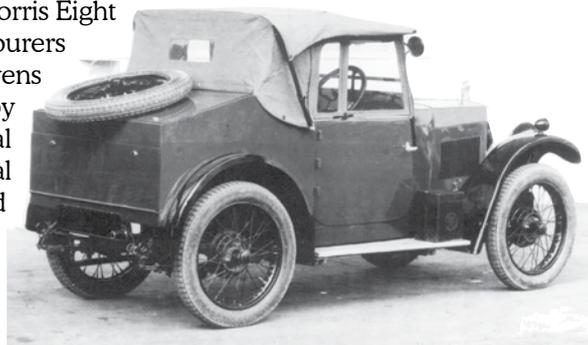
Any look at the various Minor Specials would not be complete without including the Fire Tender based on the overhead camshaft Minor van chassis.

In early 1929, Bert Roper of the Carpentry Department at Cowley was given the task of designing and building a small fire tender body on the contemporary Minor chassis for use by the factory fire brigade. The production cost of this was about £132 10s, and the machine was registered as "tax exempt" in March 1929 as UD 2682.

Subsequently, a number of similar machines were constructed following a decision which appears to have been made to include the model in the catalogue for the 1931 season. The specification included a 23 foot sectional ladder in four sections of 6ft.6in. first aid equipment and large upright extinguishers. There was no form of water pump but the conventional warning bell was fitted to the near-side in reach of the passenger. The catalogue listed the colour as vermilion with black and gold lining. Price new was £170.

In addition to the prototype there were 12 production models made and a Minor van of 1929 was later, in 1931, converted into a fire tender by Morris Motors. Known users of the Morris Minor Fire Tenders were Morris Motors Cowley fire brigade (UD 2682), Oxford City Fire Brigade with a machine presented by Sir William Morris (JO 743), Worthing Borough Fire Brigade (PO 2039), Aberdeen Morris distributors, P.N.Shinnie Ltd. who used the machine for display purposes (RG 1002), and a fire tender purchased by the Maharajah Rana Bahadur of Jhalaawar, India.

There is no record of survivors; however the original UD 2682 registration number was obtained by a Morris enthusiast to use on a reproduction machine.



Prototype Morris Minor Signals Car on Minor OHC chassis. Feb. 1929

Adjusting and Tuning the S.U. Carburettor

Part 2

With Notes on Synchronising Multi Carburettors
by "FLATSPOT"

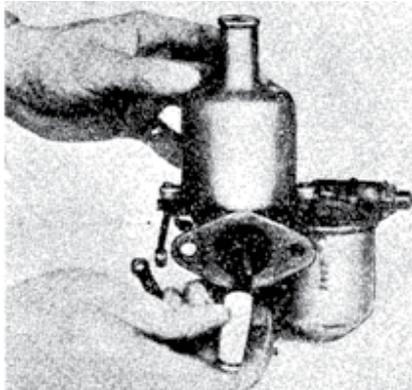
Carburettor Tuning

When dealing with the tuning of carburettors, whatever the make, it is taken for granted that all engine details have been checked for whatever fault is being investigated. It is no exaggeration to say that 75% of alleged carburation faults are eventually traced to faults in the engine or to the ignition system.

Be wary too of changing the original setting of the carburettor. It will be appreciated that carburettor testers have usually spent many weeks tuning the instrument to ensure the best all-round performance from the engine on which the carburettor is fitted. The testers usually tune on the basis of deciding upon the weakest setting that produces the best performance of which the engine is capable. Most times it is useless to weaken the setting (with a view to improving petrol consumption) to a point that reduces the efficiency of the engine. It will only cause the lower gears to be used earlier and with greater frequency, which will, in fact, increase rather than reduce petrol consumption.

However, if the trouble being experienced can be traced to the carburettor (and it only needs a comparative test with an instrument that is known to be satisfactory), these are the methods of tuning.

If the carburettor fitted to the engine is the original fitting and has previously been quite satisfactory, no change of parts is likely to be necessary.



Checking slow running mixture for richness. Lift piston 1/16 in. with penknife.

Slow Running

The adjustment for slow running also controls the entire performance throughout the throttle range. Some little time devoted to obtaining perfect idling is therefore completely justified. First ensure the engine has attained its normal working temperature and if there is any hand ignition control, set this retarded.

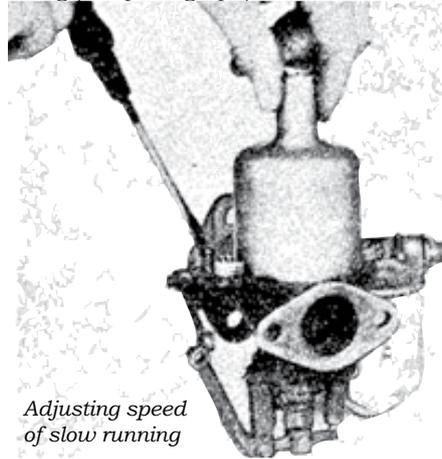
Check the position of the needle in the piston to make certain it conforms with the details set out under "Reassembling the taper jet needle".

Now the aim is to have the engine idling regularly and smoothly without the slightest sign of irregularity, "hunting" or missfiring. The condition of the exhaust is always a good indication. The beat should be quite regular and the exhaust light in colour. If the exhaust is heavy and dark, a rich slow running mixture is indicated. Should it missfire and be colourless,

weakness can be blamed.

To check finally that the mixture supplied for slow running is not over-rich, the piston should be raised about 1/16 in. with a penknife blade or some other suitable tool (see illustration). If the speed of the engine increases by so raising the piston it can be accepted that the mixture is too rich. The speed should remain the same with so little lift to the piston.

To alter the mixture strength it is necessary to adjust the position of the jet in relation to the taper jet needle. Lowering the jet will increase the amount of petrol permitted to pass and raising the jet will have the opposite effect. To raise the jet, and consequently weaken the mixture, rotate the jet adjusting nut in a clockwise direction, follow up the movement by pushing the jet head hard up against the adjusting nut. Raise the jet in this manner until the exhaust commences to show a slightly weak mixture. Now screw back (anti-clockwise) the adjusting nut slightly until a point is reached that gives perfect idling (See photograph).



Adjusting speed of slow running

Naturally, if the setting initially gives a weak mixture, the jet is lowered in relation to the needle by turning the jet adjusting nut anti-clockwise until the right setting is found.

Now give attention to the speed of idling. This depends upon the position of the throttle when the accelerator pedal is at rest. The amount of throttle opening under such conditions is controlled by the throttle adjusting screw. Turning this screw with clockwise rotation will open the throttle wider and increase engine speed. Turning the screw with opposite rotation will have the converse effect.

General Performance

With slow-running now perfect, the setting of the carburettor throughout the whole range should be quite satisfactory. That is if the correct form of needle is being used and it is not damaged.

Should an incorrect needle be fitted the performance may suffer at various throttle openings. Naturally, the correction is to fit a more suitable needle. These are available with different degrees of taper and to decide upon the correct type the performance at varying throttle positions must be carefully observed. Remember

that the object throughout is to maintain the correct proportion of petrol to air.

An unsatisfactory result will follow if the mixture is too weak or too rich at any point. Bear this in mind when investigating a fault and visualise the position of the needle in the jet at the time when the trouble is apparent. The following hints will be helpful in this respect.

Acceleration — The depression at the base of the carburettor piston rises quickly when accelerating and the piston and the needle should be equally responsive. Ensure, therefore, that the piston moves with perfect freedom. If bad acceleration is then still apparent a needle of different diameter throughout the taper should be fitted. If acceleration is sluggish and heavy, richness is indicated and a thicker needle is required. Should the fault be that there is quite a pause between opening the throttle and the revs. increasing, or "spitting" in the carburettor occurs, weakness is apparent which is corrected by fitting a thinner needle.

Pulling Power — If power falls off quickly when pulling hard up an incline it will probably be due to the needle being of incorrect measurement for a short distance immediately below the shank. We know this because when pulling hard the throttle is wide open, yet the revs. are low. Consequently there will be low depression in the carburettor suction chamber and the piston and needle will be in a low position. The fault may be due to weakness or richness and experiments should be made with needles having thinner and thicker top portions.

Speed — When top speeds are being used revs. are high, and so is the depression in the induction system. This means that the carburettor piston is near the top of the suction chamber and the narrowest part of the needle only is in the jet. If speed is not satisfactory, then it means that the bottom part of the needle is of incorrect diameter. Again it will be necessary to try various needles, this time with thinner and thicker bottom portions, before it can be decided if the fault is due to richness or weakness.

"Popping" in the silencer when running downhill with throttle closed is indicative of a poorly adjusted slow-running mixture which should be corrected in the manner already described.

"Flat Spots" — If there is definite hesitancy at some particular spot in the throttle range it is due to a sticking piston or a needle that is of incorrect diameter at that part which is situated in the mouth of the jet when the hesitancy occurs. The correction of a sticking piston is described under "Lubrication". If the needle is at fault, the position of the needle in the jet must be estimated when the "spot" is apparent. This depends upon the depression in the induction system or the engine speed and position of the throttle. If the "spot" is at high speeds the lower part of the needle is faulty. At low speeds the top part is usually guilty. A "flat spot" off slow-running is usually a clue to a sticking piston. It is best to adjust the idling speed fairly high and to have the mixture very slightly on the rich side.

to be continued

with acknowledgment to MOTOR COMMERCE for May 1937



Letters to the Historian

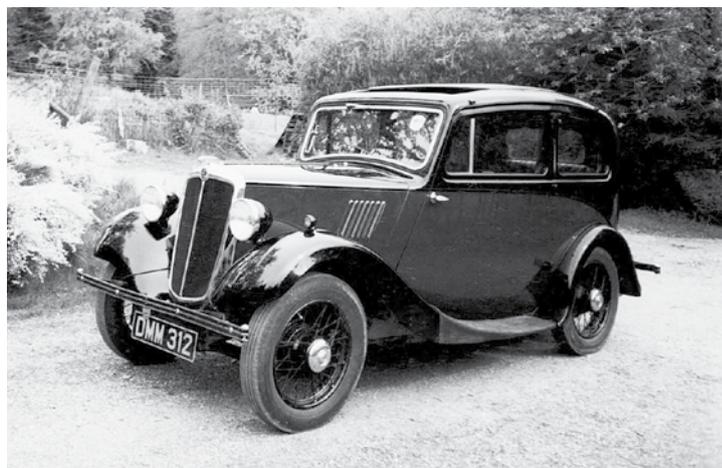


(Historian's note: When my book was first published in 1983 I relied on data from Morris Motors Ltd., available at that time. Subsequently, the production records held by the British Motor Industry Heritage Trust at Gaydon became available for examination. These suggested that the first Series II Morris 14/6 was produced on the 12 May 1936. This may, or may not be, a pre-production model. However, the Trust quoted chassis number S2/FS 45859 as the first Series II 14/6, this was built 24/25 August 1936 and dispatched 26 August 1936. It is interesting to note that the Spares Lists for the

Dear Sir,
My Morris is a Series I 2-door Saloon with the registration number DMM 312 (chassis no. S1/E.113488) shown in the photograph (right). I have had this car for 40 years now and as a member of the Morris Register, I find the magazine that I receive interesting, particularly the spares service.

Yours etc.
Derek Scott
Windermere
Cumbria

(Historian's note: Your registration number is worth a comment. The Middlesex series of 'DMM' registration numbers were first issued in April 1936 and finished in March the following year. Almost invariably registration numbers with the prefix 'DMM' would have initially been given to Morris vehicles sold by the main London



Morris agent, Stewart & Ardern, as they obtained complete blocks of the 'DMM' registrations. The Register is aware of 22 Morris vehicles with the series.)

Dear Sir,
I am a member of the Morris Register in New Zealand, presently restoring a 1936 Series II Morris 14/6, that I was lucky enough to find in complete condition, having been stored for the last 30 years. (Pictured left.) In your book "Morris Motor Car 1913-1983" you state that this model was only produced for 13 months. Do you know how many were made in this time? My chassis number is 47370. Page 220 says that chassis numbers started at 49119? I hope to have my car finished by the end of 2010.

Your etc.
Ron Henry
Waitakere City
New Zealand

Series II 14/6 also quotes this chassis number, 45859, as a starting number.

Because the chassis numbering series are shared with all the Series II Morris cars, they do not provide an easy way of calculating the numbers of a specific model made. This can only be done by reference to the production records. In the event it gives a final tally of 3,003 Morris Series II 14/6. Based on the knowledge that the first of the 14/6 Series III models was chassis number S3/FS 57532, this would suggest a number for the last of the Series II 14/6.)



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04/10

Register Topics

compiled by Harry Edwards

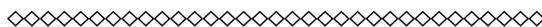
The Daily Mail runs a regular column in which they encourage readers to answer questions posed by other readers. A recent question came from a reader who asked if there had "ever been any cars with doors hinged at the back, so that they opened front to back". It didn't take the older readers long to point out that such arrangement was fairly common on the cars of the 'thirties and that the Morris Eight was given as an example. Colloquially referred to as "suicide doors", there were many other of the pre-war Morris models with such doors. For example the Series II and III 10/4 and 10/6, Minor ohv and sv, 10/6 Special, 14/6, etc. One response to the question came from a reader in Wrexham who wrote that he worked in a garage in the 1940s and said that if such a car pulled onto the forecourt and was driven by a lady, he and the other young mechanics would hide in a convenient spot and wait for the view, "very few ladies wore trousers in those days just lovely stockings and suspenders".



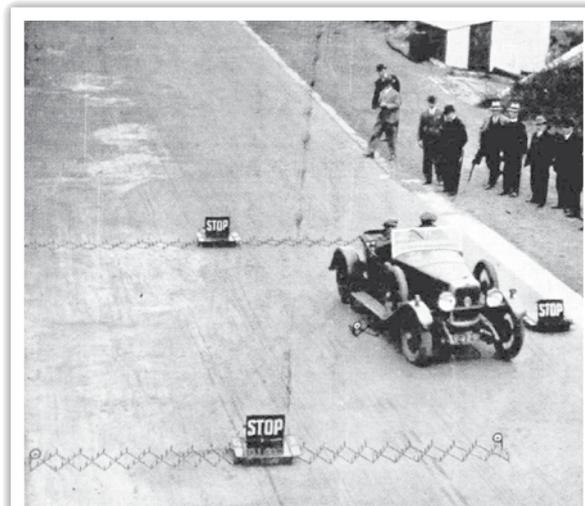
Typical door arrangement on motor cars of the thirties is shown in this Morris Eight Series 1 four-door saloon, seen here at the Morris Register Rally at Stanford Hall in 1985, when the Morris, CPJ 380, now owned by Frank Darby, belonged to William Hardy.



Using a 1946 Morris Eight Series E four-door saloon as a basis, Michael Sculthorpe-Wright has made an interesting reproduction of a military staff car. Marked in the livery and signs of the wartime 6th Armoured Division, the Morris is used for re-enactments. The 16th/5th Queens Royal Lancers has a particular connection with Michael's family. At the outbreak of World War II, the Regiment had just returned from India and after an initial attempt at being a Machine Gun Regiment, the 6th Armoured Division was formed on the 12th September 1940. The 16th/5th Lancers were to become a tank Regiment within the 26th Armoured Brigade as Senior Regiment and thus distinguished by the red square with the white "51", this is shown on the off-side front wing on the Series E. Added also to the front of the Morris is the formation insignia of a mailed fist on a black square. The first of Michael's family to join the then 16th Lancers, on horses, was his grandfather Ernest Wood, then his father went through the war years, then Michael himself served through the 1960s and early 1970s. His son James, still at school, cannot continue the Regimental connection as it was amalgamated in the 1990s with the 17th/21st Lancers.



If you think the "stinger" as used by the police, as a means of stopping cars, is a reasonably modern innovation, think again! The photograph reproduced here from The Illustrated London News of September 1928, shows "a new device" for trapping "motor car bandits" being demonstrated before police experts in Chiswick, over eighty years ago. But did the police expect the "motor car bandits" to observe the "Stop" signs?



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NOGGIN	VENUE	CONTACT	DATE
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Herts (Hitchin)	Buck's Head, Little Wymondley, SG4 7HY	Ian Harris: 01462 456 330	3rd Mon
Oxford	White Hart, Newlands Street, Eynsham, OX29 4LB	Len Plumbe: 01869 338 512	3rd Wed
S. Bucks & S. Herts	Martin Baker Social Club, Denham, UB9 5DA	John Powell: 01895 672 706	4th Tue

Chairman:	Roger Clitheroe Cedar Cottage, Tadley Place, Church Lane, Tadley, Hampshire, RG26 5LA	01189 816 665	helena_clitheroe@fsmail.net
Secretary:	John Powell 1 Lane Road, Ruislip, Middlesex, HA4 8DS	01895 672 706	flatnosejp@googlemail.com
Treasurer:	Ray Bickerton 40 Hundred Acres Lane, Amersham, Buckinghamshire, HP7 9BX	01494 721 303	
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	Roger Knott	01923 673 280	Roger Needle	01869 340 028
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MI-V-010

(Our Dear Editor has asked me to write the following disclaimer. This article is purely fictitious and in no way represents any classic car owner or any real incident known to me or anyone else. Honest).

"THIS HEAT'S JUST AWFUL," WE ALL MOANED BACK IN JULY 2006

After battling home through four inches of snow and ice and gale force winds, I was charmed to be greeted by the classic car driver who helped me in with the shopping, said I looked cold and made me a hot cup of tea. No, he didn't. He told me I looked like a yeti and said he'd put the kettle on. What I needed was comfort-writing and I remembered a motoring holiday in July 2006 when the heat was just awful.

It was about 33° in the shade and therefore deemed, "Ideal classic car motoring weather" by the classic car owner and so off we set to drive around the idyllic Rutland countryside for a few days in our 1938 Morris.

Soothed by the gentle purring of the car's engine, he waited patiently on the drive while I finished changing, visited the bathroom, closed the windows, locked the doors, unplugged plugs, turned off timers and radio alarms, closed blinds, threw away doomed stuff from the fridge, prepared emergency food rations, visited the local shop to cancel the papers, packed and visited the bathroom (again). Settling myself into the car, I waited for him to say something nasty but no, either self-preservation had kicked in or, more likely, he had not noticed my Personal Preparation Plan for Open Top Motoring through a Fan Oven. Sun factor 50+ thickly applied, not rubbed in. Hair scraped back and shoved under woolly cap with ear and back flaps. Sun glasses. Long sleeved white blouse (daughter's, and therefore slightly snug) to protect arms. Perfect.

Off we went to have a jolly old time. Battling down the motorway before fearlessly choosing a more scenic route, we came upon a narrow road in the middle of nowhere when the driver suddenly pulled over, turned off the ignition and said chirpily, "This'll cheer you up, Oh, Nature Lover, there's three, no, four horses coming." I am the only person in the world who is frightened of horses and as they clip-clopped within inches of the car, he patted my knee, promised to look after me, and rather unwisely I thought, munched on a cereal bar. I was already thinking I might be looking mighty tasty to a hungry horse, what with my face smothered in sun cream and the odd fly, and my head stuck in the leaves of a juicy bush. But the horses and riders, so elegant, so polite, waved, smiled and thanked us as they glided by. He cooed with delighted as the car burst once more into life, and denied he had suggested I needed therapy.

Thanks to a delicious thunderstorm, we had to take refuge in an Esso petrol station and put the hood up on our way back from Peterborough; this took 43 minutes, 9 of which was spent removing and packing away the tonneau cover, 7 to get it fixed on (properly), 4 fighting and 23 minutes chatting to the tanker driver who used to have a Triumph Spitfire, so that was good. (I kept a note of the times as was once told it was quicker if I didn't help). And I was, as always, impolitely reminded not to get too used to the extra shade as the hood would be down and in its rightful place long before the roads had completely dried off.

After years of classic motoring, I am never surprised by the attention old cars get from passers by. And lady passengers

get special attention too. After doing what passes as an emergency stop in a 1938 Morris on a busy road, the driver left me in the car to check out an old Morris he thought he had spotted parked in a side road.

"Beautiful." yelled the big hairy passenger from a 32 tonne truck.

"Why thank you." I beamed back. "How old?" he yelled. "68," I yelled back. "Not you," he said sharply, "the car."

It's best not to have any firm plans on a country drive, there's no such thing as a quick trip to a place of interest, and lunch in a seemingly quiet country pub can take all day. "I used to have one of these....." is the usual opening gambit, rapidly followed by, "but we had to get rid of it when the children came along...." This can be an emotional time as the admirers reminisce, and I often wonder whether the moist eyes are because of the loss of the car or because of the arrival of the children. Difficult to tell.

The hot, happy, adventure continued and food ran low. Visiting a supermarket in our dream on wheels is often, well, always, fraught with anxiety. Ever the martyr, the classic car owner is forced to die of heat exposure rather than traipse around a supermarket so gasping for air in the heat of the day, he stayed to 'watch' the car. "Don't spend all day in there, five minutes then I'm driving off", he yelled, studying and tapping the modest array of dials. Ten triumphant minutes later, which included playing in the freezers, buying enough food for four for a fortnight, frightening the check-out cashier by super-efficient packing and paying, and visiting the Ladies', I puffed back to the car only to find the driver missing. Doing the first duty to hand, I squeezed the shopping into (what is not to be referred to as) 'the boot', the passenger seat and foot well, saving a carefully packed small bag to balance on knees while assuming I would calmly be informed that I would have to follow in a taxi.

Driver not to be seen but I am experienced enough to notice tell-tale Signs of A Distraction. Side bonnet open, ("Just cooling engine down, leave the technical stuff to me"). Keys in ignition ("It starts with a screwdriver anyway"). Digital camera on seat, ("You left it there"). New-fangled satnav. ("Yours. I don't need it"). Wallet. ("You've got all the money") and then the exasperated "I can always see you and the car from where I am."

Twenty minutes later, the driver appeared, beaming. "What a nice chap, got a Morris 10, he and his wife are local, we are meeting them for dinner tonight."

"Shall we have an ice cream?" he asks, looking longingly at the queue by the ice cream van. "Not for me, thank you. I've just had two," "Where's mine?" "I had to eat it, I didn't know where you were and it was melting."

(Editor's note: That will do, thank you. I'm not taking you out in the car again. You are banned.)

Editor's Note: As the Morris Register celebrates its 50th year, it seems appropriate to hear again from the early members of their experiences in its early years and months. At a time when old Morrisies were not remotely cherished it was their action and enthusiasm which ensured that so many of our cars are still around today for us to enjoy. Over the coming months, Morris Monthly will feature articles and interviews with the pioneers.

Morris Register - The Early Days

Bev Hicks

In 1959 I was 20 and my friend, Roy Chasmar was 23, and we each drove M8Ts – the poor man's MG but with brakes! We decided that these were great cars and there should be a club for them. So we wrote to Motor Sport. We all read Motor Sport in those days, it was the bible. We wrote to the editor, Bill Boddy saying we hoped to form a club and anyone interested, please contact us! When we are 20, anything is possible. Following this advert, we received about two dozen replies and 20 joined up and paid their one guinea subscription and the first man to join M8TC was Harry Edwards. So Chas became Chairman, I was the Secretary, and my brother Donald became our Treasurer. We held our first meeting in a pub in Victoria, London to explain that we wanted to run events, and circulate spares and information. We decided to include Morris Eight Tourers and all Morris Minors as we thought so few remained. This seems slightly amusing now that the Vintage Minor Register has over 350 Minors registered today. We were very choosy and did not include M8 saloons – they were only good for spares! We did relent later and include saloons.

As the membership increased, we held a meeting in Leicester. Being a southerner I had never been to Leicester before and I remember addressing the meeting "as those of you from the north!" After the meeting, a chap kindly suggested I needed a geography lesson – this was the Midlands – and up there was the north! Over the next few years my geography improved and I travelled all round the country in these early days in connection with the Club, made many friends, some of whom I still meet! Frank Ashley became the Northern Secretary and would attend from time to time at our monthly meeting in London – no mean feat.

I can remember three of us driving in my M8T from Kent to Aintree for the British Grand Prix. We called in to see Frank in Stoke-on-Trent in the evening on the way home. We were on the road for 24 hours having set off before dawn on the Saturday and arriving home at dawn on the Sunday – it was easy in my twenties!!

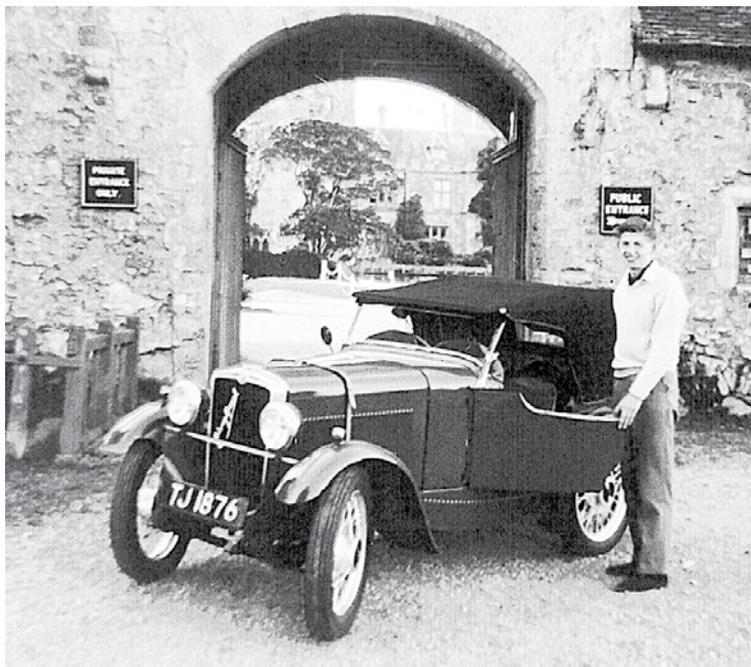
The two chaps who came with me were Bill Martin who

later joined me in business and Mike Turner who became our first Competition Secretary.

We ran regular rallies and driving tests. I remember several of us spent a number of weekends travelling around Essex where there were a lot of disused airfields. We of course had to try these out by having the odd race up and down

the main runways but you had to watch out for rocks and bricks but it was great fun. Most of these airfields were owned by local farmers.

Can you imagine today knocking on a farmer's door and saying could we possibly borrow your airfield for a day in a few weeks' time for some driving tests? This is what happened, and when they said yes, having found that there were only about 12 cars and say 30 people, it was usually said don't frighten my stock and clean up after you! Happy days. One of our members, good at finding airfields, was Brian Dermott who became the first Editor of



Bev with his McEvoy Special at Beaulieu in 1963

our magazine, The Journal. In fact we even wondered if we could get into Brooklands which in those days was owned by Vickers – we had the idea that we might get to try the test hill! Well, that was a non-starter, the Security sent us on our way in no uncertain terms. However, having read about Brooklands, we knew there was a sewerage works next door and as Dermott said, these places were always deserted. So with great panache in our M8T, we drove in and it was deserted and so climbed up the embankment and through a hole in the fence, and there was Brooklands' track, all sad and overgrown. We visited several times and each time were chased off by Vickers' Security. We even wrote to Vickers but no luck – it's called optimism.

Our first couple of magazines were edited by Dermott, in fact we left his name on but he had moved on to other things. In fact I wrote the editorial, sent it to Harry Edwards who put it together and produced some splendid drawings and his wife, Barbara, typed it. Eventually Harry became editor which was one of the best things we did because this became our public face and due to Harry's efforts, earned us the good reputation MR has in the old car world.

During the late 1960s there was pressure to include the larger cars and so the 10/25 Register was formed. This

CLUB ITEMS

An Austin Saloon and Sports-Car Club has been established and interested Austin owners are advised to contact the Secretary. W.Hartman. 3, Stoneleigh Crescent, Stoneleigh, Epsom. Surrey. for further details.

* * *
Another Club is in the process of being formed for Morris Eight tourers up to 1939. Interested owners please contact R. Chasmar. 50, Ingrebourne Gardens, Upminster, Essex, or B. Hicks. 14. Bramerton Road. Beckenham. Kent.

* * *
Motoring enthusiasts in the Hayling district who are interested in forming a Motor Club are asked to contact Alan Davy. 41. Park Road. South Hayling Island, Hampshire.

* * *
Secretaryship of the Humber Register has been taken over by Mr. Hall. "Pippins." Angel Road, Thames Ditton, Surrey.

How "Motor Sport announced the formation of the "Morris Eight Tourer Club" in January 1960

was run by a neighbour of mine in Maidstone, Bill Stiles, a young man of 19 who drove a 1932 Morris Isis saloon. I remember the car travelled indecently fast, it's called being 19! Bill and I are still friends and take part in trials together, in fact he has recently completed the restoration of my recently acquired Isis saloon.

We later combined the Morris Eight Tourer Club and the 10/25 Register to become the Morris Register with a membership of over 1000. By this time we had a strong spares side, we acquired a Morris Eight Saloon that was going to be scrapped so we had a working party one Sunday, broke the car up and this really added to our spares stock. Roy Chasmar contacted garages that were clearing out old stock and we purchased them for a song. On one occasion, we had hired a Transit van which we loaded with our latest garage purchase and then proceeded down the M1 motorway somewhat carefully as we were rather over-loaded and of course, we were stopped by the police. When asked why we were carrying all this new old stock, they did not believe us but with a shake of their heads, they sent us on our way.

In these early days it was very difficult to acquire any literature for our cars, so I looked in the back of a handbook and wrote to every main Morris agent in the UK asking if they had any literature we could borrow to copy. Most sent out old handbooks and workshop manuals and said keep it, which is what we had hoped – we could not have afforded to copy them! This formed the basis of our archive. Fortunately for us, Harry purchased more literature at his own cost when he also became Historian so we would have access to much more information.

We realised that by this time we had quite a valuable stock

of spares and when our membership reached 2000, we decided to form two companies limited by guarantee, one for spares and one for the main club, Moreg Limited and MR Limited.

Chasmar was very keen that we should involve as many people as possible, hence all our sections and committees! In fact about this time Rose and Arthur Peeling became our Membership Secretaries and what a super job they have done, they continually kept the new members coming and the subs came in, lovely people who put so much into the MR. In 1978 I gave up as Secretary after 18 years and Chas continued on for a few years more.

I am sure there are some I have not mentioned who I should have. If so, please accept my apologies. I have met a lot of lovely people and travelled many miles around the UK. I don't think either Chas or I thought that 50 years later it would still be going, we just took it all as it came.

One early opportunity came from the Beaulieu Motor Museum. We found that the curator, Michael Sedgewick, was a Morris man and so as my job took me to Hampshire and Southampton, I managed to pay visits to Beaulieu. We were given access to their library and then invited to hold a Rally in the grounds. This became a regular event for many years.

My own situation has changed and I now live in Herefordshire but I still retain my interest in Morris products, having owned some 30 Morris and MG cars. I currently own an Isis saloon, MG 18/80, an Oxford Special which I trial, and I have recently got a Bullnose Cowley on the road restored from a pile of bits – leopards don't change their spots!!



Bev with (left) the 1925 Cowley built from bits (2008) and (right) with his Isis undergoing restoration (2009)



I last reported on web-site progress in the October 2009 edition of Morris Monthly. Looking back on that report I noted my intention to devote more time to website development over the winter months. Apart from two cosmetic make-overs, one to provide more scope for information on each page and a second to reflect the Morris Register's 50th Anniversary, it has taken unfortunately until the latter half of January to start making my declared progress on the website structure and content.

Public Area - Users of the website will note a slowly increasing number of commercial adverts. The income these currently generate cover the costs of the website and hopefully will in future generate a small profit for the Register. Progress on completing the list of the vehicles that are covered by Morris Register remains slow, with many of the web pages for commercial vehicles to be completed.

Members' Area - Forum

Membership and usage of the on-line forum is slowly increasing. At mid-January, 119 users were registered. The forum provides on-line communication for all of the MVS, although the 8 MVS also still uses an e-mail mailing list. It remains the intention of the Register to migrate the 8 MVS to usage of the forum, in order that the topics, questions and answers raised and provided by members can form an enduring record to inform and assist other members in the future. Possible expansion of the forum to cover members spares wanted/for sale is under consideration.

The advantage of this is that members could place and remove their own website adverts, independent of the availability of the webmaster.

Archive

Mike Brears has made some of the Morris Register archive material available for capture electronically and subsequent use on the website. This will be done as and when time permits. Work on adding material to the archive slowed, whilst a certain amount of restructuring of the website is undertaken. Part of the restructuring has been to create vehicle pages, similar to those in the public area, but which will over time grow into "one stop shops" to access all archive material relevant to each vehicle.

On-line shop

A new and comprehensive range of clothing "Club Clobber" can be viewed in the on-line "club shop". The Register has for many years sold regalia, clothing, publications and commemoratives via its magazines. Many of these items will also be added to the club shop in due course. At the moment it is not possible to order and pay for the items on-line, but this facility is currently being investigated.

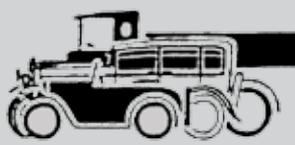
I hope to report in a couple of months' time that substantive progress has been made on increasing the website content.

PASSWORD INFO is located on Page 3

Regional Round Up



GILTERN'S MATTER



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

BRIAN SPENCE - SHERBUCKS NOGGIN

It was some 15 years ago that Brian Spence took over the leadership of the Sherbucks Noggin from Wally Waller. During these years Brian has built the Noggin up to an average attendance between 18 and 20 members attending each month, often our numbers exceed that.

With the fantastic support of Sylvia, his wife, they have run and arranged super events for the Noggin like his Annual Run and the very popular Open Day, excellent Christmas Noggin and the Annual Dinner. Brian is a very well organised person and everything he does is superbly carried out.

In addition to leading the Noggin, Brian is always ready to help and assist members with any problems they may have with their cars, I know this from

personal experience. Brian still runs the Series 2 Morris 8 that his Dad purchased new in May 1938. As you can imagine it has been beautifully restored and is probably one of the best examples of the model in the Club and often wins prizes at shows.



Recently Brian has not enjoyed the best of health and has decided the time has come for him to retire from leading the Sherbucks Noggin. I know I speak for all the Noggin that Brian's leadership will be sadly missed, we are delighted he is still going be around and will no doubt point us in the right direction. We have really appreciated this wonderful partnership of Brian and Sylvia.

Sciartcele-Non

SHERBUCKS CHRISTMAS PARTY

Tuesday 8th December was the date for our Christmas party noggin to be held in the Main Hall at Martin Bakers Sports and Social Club for the second time. Some of the lads had volunteered to set up the tables and seating early in the afternoon so that it was ready for Elaine and Terry Wigington to dress the tables and display the food later for our 45 guests.

The guests started to arrive around 7.15 and by the time everybody had obtained their drinks, yes we had our own bar and staff, we started the evening entertainment at 7.45. The popular feely bag quiz was again run by Gary Cordell who did a great job of keeping the bags moving so that people did not hold on to them for too long, some people are right hoarders, bags hidden under the table etc. At the same time as the feely bags Sylvia Spence handed out a quiz with a Christmas theme, which kept the guests busy while they were waiting for further feely bags to come their way.

We called a halt to the quizzes at 9:0 and proceeded to check off the answers. The winners of the feely bag competition were Ingrid and Roger Knott AGAIN, we will have to make it harder still next time Gary! When John Powell was given the question sheet he stated, "I don't know any of these as they are too hard" yet it was Ann and John who managed to win. All I can say is Ann must be good on Christmas questions. Both winners were presented with a small prize for their efforts.

Elaine and Terry then served the refreshments and for the

second year running did us all proud. I think everybody had second helpings, which speaks for itself. Tea and coffee was then served, which is the first time we have attempted this. After a long break to consume the refreshments we held the raffle.

All the prizes for the raffle were kindly donated by our members and guests for which I thank them for being so generous in supplying them.

The next part of the evening was a complete surprise to Sylvia and myself, as we did not have any idea this was going to happen. Our Secretary took the stage and announced that he required Sylvia and myself to come forward, which we did.

John then proceeded to present us with Picture Mugs and Gift Vouchers from the members of the Sherbucks Noggin for all the work in running the noggin for the past 15 years from which I have now retired. The Picture Mugs are fantastic. The photos, taken by Ray on our Jersey trip in September, were reproduced to perfection. The value of the Gift Vouchers took our breath away for which we both thank you all again.

At the end of the night the lads tidied and cleared the tables away and we left Martin Baker's at around 11 p.m.

A successful evening once again and we would like to thank you all again including the lads that set up the tables, the caterers, the quiz organisers, the committee members and all of you that have supported the events we have organised in the past years. *Sylvia and Brian Spence*



EVENTS 2010

- 5th Feb:** Committee Meeting 7 for 7.30 p.m. Roger Needle's home
- 21st Feb:** OXFORD LUNCH: Banbury Masonic Hall. 12 for 12.30 p.m. Park at rear
- 26th Feb:** SHERBUCKS DINNER at Chorleywood Golf Club 7 p.m. for 7.30 p.m.
- 13th Mar:** FILM NIGHT Girl Guide Hall Chalfont St Giles 5.30 for 6 p.m. with Fish and Chip supper. Book your place and supper with Chris Raine 01494 872 029
- 7th Apr:** WRINKLIES LUNCH: first of the season
- 25th Apr:** DRIVE IT DAY
- 13th Jun:** OXFORD BUS MUSEUM RALLY: contact Chilterns editor for details
- 19th June:** SHERBUCKS OPEN DAY: Martin Baker Sports Club 2 - 5 p.m.

Other events will be listed as information becomes available

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 front cover.

EDITORIAL

Trust you all had a good Christmas. I did not make the Sarratt Event of Boxing Day as our road was still like a skating rink with hard packed snow, so did not risk it. I understand there was a reasonable turnout.

Time is flying by and by time you read this, you will all be thinking about the first event of the season, I am sure. No doubt like me many of you are doing jobs on your cars ready for 2010. I am having to replace the window rubbers around the back windows on my Series 2 10/4, amazingly I have managed to obtain the correct rubber extrusion. Looks as if the first event will be Drive it Day, are you making arrangements for that?

Don't forget to let me have your booking for the Oxford Bus Museum Event, or contact me either by post or email for your entry form.

CHILTERN A.G.M.

The meeting started promptly at 7 p.m. on 14th November. It may be due to the inclement weather prevailing that day but it was underwhelmingly supported. Of the 15 attendees, 11 were committee members. This is an opportunity for any member attending to have their say, so as we had a poor turnout we (the Committee) and the National Executive obviously are doing things right. The Chairman requested that those present stand to order in silent tribute to Lynn Bushnell who tragically died earlier in the month. The minutes for 2008 were approved (Proposed Gayle Pearce; Seconded Terry Ponting).

The Chairman reported that 2009 had been a very busy year in the club and in his opinion it was much improved thanks to the stalwart efforts of the main executive. The new publication Morris Monthly had been enthusiastically received by most of its members.

2010 is the 50th Anniversary of the Morris register with an increased number of celebratory events being proposed for the various regions. He thanked the committee for all their hard work and support, in particular Doug Townsend, for his input both as membership secretary and collating various articles for the Chiltern Chatter to be incorporated in the main magazine. Doug stated that Rob Symonds deserves much praise as Magazine Editor and requested that members continue to submit him articles to continue the interest.

Ray Bickerton, Treasurer, reported that although no regional levy was received this year we still have an account in the black. As John Nagle is National Membership Secretary, Doug has a lightened workload as membership secretary for the region but he still sends out welcoming letters to new members. The Direct Debit scheme has been successful and although the renewal date has been postponed to later in the year our FPU, although down, will probably

even out next year with membership hopefully around the 200 mark.

In his absence, the Rally Secretary reported a number of events had been successfully co-ordinated throughout the year.

Noggin reports were all optimistic, Hants has moved to the George and Dragon at Wolverton Townsend. Oxford still continues to have an enthusiastic turnout (Len Plumbe apologised for not attending all but he has had a period of bad health). Herts had a good turnout for the 40th Anniversary of theirs. Sherbucks is still well supported. The organiser of this Noggin, Brian Spence, is standing down after 15 years, due to respiratory problems. He has put in an enormous amount of hard work and was thanked for his efforts and wished a speedy recovery in his absence. A replacement, which will be extremely difficult, needs to be found. Respective Christmas Noggins (2 in the New Year) were announced.

All members were re-elected en bloc. (Proposed Gayle Pearce, seconded Geoff Dean.)

A.O.B.:

50 year anniversary event will be held at the Oxford Bus Museum on Sunday 13th June 2010. Hope to get 50 cars to attend. Secretary has already been in contact with them. Any closer contact will be carried out by Roger Needle as he lives nearby. Graham Bushnell thanked all those who had sent their condolences.

Bill Giles drew to our attention a DVD from Heritage films about Motoring in the Thirties which he recommended highly.

Terry Ponting reported that an A.G.M. of Friends of Nuffield Place was to be held the next week. Pending planning permission, a Conference centre and Old people's home are proposed in the grounds. He will report later.

LYNN BUSHNELL

Lynn was born on the 1st September 1947 the daughter of Cyril and Claire Warwick. They lived in the Slade Park at Cowley and then moved to Crabtree Road at Elm Rise, in Botley, Oxford. Lynn attended Botley Primary School and Matthew Arnold Secondary School. In 1963 she started work as a trainee Secretary at Morris Radiators Branch, in Woodstock Road Oxford. She went on to become a Secretary in the Employment office of the personnel Department. In July 1967 she was invited out on a date by a fellow employee at the Factory, one Graham Bushnell, who took her out in his 1930 Morris Cowley. We fell in love becoming engaged in September 1969 and married at St Giles Church Horspath on 24th April 1971. On return from honeymoon in the Portuguese Algarve we set up home at 8 Trinity Road Headington Quarry, Oxford from where we never moved. We enjoyed many happy years motoring and caravanning together in the Cotswolds, Chilterns, Devon and the South Coast and in car rallies with our good friends in The Morris Register.

Lynn was very fond of dogs and when she finished full time work in 1980 we bought our first West Highland White Terrier, named Lady - followed by Emma, Sherry, and her very dear friend Ellie.

Sadly in 1999 Lynn became a victim of Breast Cancer. Over the years she has endured many treatments of chemotherapy which caused her much discomfort. But Lynn came through it with a smile. The warm smile that we all knew so well. Lynn was the kindest and most generous person you could ever wish to meet and her passing has made a hole in our lives that we can never hope to repair.

Even more sadly Lynn fell ill at home on Sunday 11th October with a chest infection. She was taken into hospital and treated with antibiotics, but the cancer took a strong hold and she died on the morning of Monday 12th October holding hands with her beloved husband Graham.

Graham Bushnell

Thank you Graham, for sharing this with the Region. Ed.





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

An Editorial hiccup prevented my January page from appearing last month so I have plenty to cover in this issue. In addition to extending Season's Greetings to Register members everywhere, my missing page contained the hope that the imminent Christmas Hot Pot at The Anchor would be a success – and I'm glad to say it was! We had twenty eight members, guests and WAGs present and in addition to everyone enjoying a splendid supper, the raffle managed to raise £78 for our landlady's Help for Heroes fund. It was good to see so many present, particularly the ladies who discovered that their men folk really do spend all night talking about Morris cars!

I also mentioned the planned Yorkshire Dales weekend in April, now on the weekend of 16/17/18 of the month to avoid clashes with alternative 'Drive It Day' events. The intention is to drive to our base in Kettlewell on the Friday, tour the Dales on Saturday, and drive back on Sunday stopping off at Whalley Abbey. Please let me know as soon as possible if you would like to join us, since I will need to confirm bookings with my friend Kevin at The Racehorses Hotel very soon. Entry and exit Visas to this foreign land will be issued to everyone taking part and a safe escorted passage back to the Lancashire and Cheshire borders has been assured by Ken Holden.

Plans are also well advanced for the Region's 50th Anniversary Weekend at the Crich Tramway Village Museum in Derbyshire on 12th and 13th June celebrating fifty years of the Morris Register. Entry forms will be available soon for what promises to be a memorable event. Both the Yorkshire and Midlands Regions will be supporting the event and we are hoping that upwards of fifty Morris vehicles of all types will be there. If, like me, you have heard of but have never been to Crich, here's your opportunity and I for one am looking forward to enjoying not only the village and its exhibits, but also the presence of a large Morris contingent.

Before either of these events, however, there is the North West Region's Annual General Meeting which will again this year be held at The Ram's Head Inn at Grappenhall near Warrington on Saturday 6th March at 2 p.m. Last

year we enjoyed a pre-meeting lunch which enabled the Register to have free use of the meeting room and the same will apply this year if we have more than twelve persons having lunch. We have not yet received a lunch-time menu at the time of writing, but from memory the food was both excellent and very reasonably priced. The Ram's Head proved to be an excellent venue last year, hence our return this year, with nearby connections to both the M6 and M56 motorway junctions making it accessible for everyone. Anne and Martin McClarence are once again organising the meeting and I would ask you to let them know (0161 243 5562) that you are going to attend, and more importantly, that you are having lunch. By the time you read this article, the lunch-time menu will be available and Anne or Martin will be able to take your orders for lunch, an arrangement which worked well last year to the convenience of both the Inn and our meeting timetable.

As if I did not have enough to do, in addition to looking after the Register's Spares Service with Graham Naylor, I am also for my sins designated as the Membership Secretary for the North West Region which for administrative convenience is now included with the North West along with the Isle of Man. Having previously spoken with one or two members in the Belfast area, I was aware that Register activity has dwindled in recent years, so it was a pleasant surprise to receive a 'phone call last month from recently rejoined member John Miskelly. Apart from telling me about previous Register activities in Northern Ireland, John assured me that several Register members do still meet up from time to time under the auspices of local multi-make car clubs, and at various shows during the summer months. I have never been able to write anything relating to our NI members for this newsletter page, so I am hoping that John will occasionally be able to let me know what is happening there. I am in a similar position with the Isle of Man members, so if anyone on the island would like to let me know what is happening there, I can include a report in these pages.

Despite the bitterly cold conditions on New Year's day, I drove "Maurice" down to the traditional open meeting at Briars Hall near Burscough and met up with fellow members Bill Dyke and his Ten/Four saloon (pictured left) and Jeremy Parker in his Eight Two Seater. Bill's car is now back on the road after a fifty years absence having covered minimal mileage since new, but unfortunately the DVLA would not allow Bill to retain the original Registration. Jeremy has had numerous cars during his motoring life including many vintage models, but he loves the Morris to bits! I am hoping to persuade Jeremy to revise for Morris Monthly an amusing series of stories I once read about his early motoring, including encounters with Morris Commercials during his army service. Look out Mr. Editor! I hope by the time you are reading these notes, the snow and ice outside my window will be but a distant memory and that we will all be looking forward to another season's Happy Morris Motoring.





The Yellow Pages

No.387



EDITOR: Kevin Bailey 01621 856 687 email: kanda.bailey@tesco.net
16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT

SPRING NOGGIN

The Spring Noggin will be on Saturday
20th of March from 12pm at

The White Swan
Conington
Cambridge
CB23 4LN
01954 267251



Peter and Jenny Brown have kindly sought out this venue for us taking us into Cambridgeshire following our ventures into Suffolk and Norfolk. A number of motorcycle and car clubs use this venue for their meetings, it is also recommended by CAMRA. So it's the next quarterly noggin venue for the East Anglian Region to visit.

The 18th Century red-brick building is on the edge of Conington which is 12 miles north west of Cambridge between the A14 and the A428, a short distance from the A14 Junction at Fenstanton or

via Knapwell from the A428. More details for the venue can be found on <http://www.whiteswanconington.co.uk>.

FUTURE EVENT

COLNE VALLEY RAILWAY VINTAGE RALLY 24TH & 25TH APRIL 2010

Laurie Cook has asked me to advertise the event below please contact him on 01245 284 202

A wide selection of vintage vehicles and stationary engines will be on display. Trains from all eras also feature. Opening Times 09.30 - 17.00 (last train 16.00).

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CHRISTMAS NOGGIN 12th DECEMBER 2009

We left Maldon at around 6.20pm following Mike Adams in his Series E heading to Great Leighs village hall for the Christmas Noggin. To all our surprise the hall had undergone a complete renovation with a huge entrance hall extension and heating that actually worked as a welcome relief after last year. As normal the Committee members had organised an excellent Buffet between them which was enjoyed by all. The evening was spent chatting away with friends old and new and it was good to catch up with friends who we had not seen for a while. Bethan, Rhiannon and Garin had a wonderful time helping out and are always made to feel welcome by everyone. They really enjoy the raffle; helping with ticket sales, folding the stubs and then calling the winners. Tony produced a brilliant picture quiz that had us all thinking! Mike Adams won and was presented with a Pink light up fluffy pen, I mischievously called out that he had to take it to school the following day which got a laugh, only to find that I had come second and was presented with an identical pen (note to self keep mouth closed next time). It was an enjoyable evening and all too soon it was time to head home. Many thanks to all who attended.

Kev Bailey

CHRISTMAS NOGGIN '09

On the way to Great Leighs, in the back of Mike Adams' Series E, it was freezing cold. When we got there the hall had been completely modernised and had heating that worked! The welcome was really nice and everyone had cards for each other. I helped with getting the quiches ready and then helped by eating the food. After every one had finished the food and done the quiz that Tony Nathan had made; we called the raffle and announced the answers of the quiz in which Mike Adams won and Kevin Bailey came second. After a while everyone slowly started to leave. We left about quarter to ten. The atmosphere in the hall was really friendly. Before we left I took photographs of the committee and one of the children and Rex.

Bethan Bailey



NOGGINS

Essex Noggin, at the Duck Inn, Newney Green, Writtle, will be on the 3rd Tuesday of each month. Next meeting is Tuesday 16th February.

Suffolk Noggin is held on the 2nd Friday of each month at the Oyster Reach Travel Inn at Bourne Bridge, Ipswich. The next meeting is Friday 15th February.

For information contact either Julian Cordwell on 01206 395 103 or Ivan Rooke on 01473 747 459.

Norfolk Noggin: For more details of the Norfolk noggin please contact John Dewar on 01553 674 092 or [johndewar161@btinternet.com](mailto: johndewar161@btinternet.com)

Finally apologies to all for the lack of a January newsletter. Unfortunately I was extremely busy and was unable to meet the deadline that was earlier than usual given the festive break.

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

WANTED STILL — a volunteer to take on the rôle of regional Yellow Pages editor.



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

This month sees a great change in the weather, with heavy falls of snow bringing the country into chaos. As the weather has been bad I have not had chance to take the pictures of the vehicle I described last month. Hopefully things will improve so the vehicle can be sold and hopefully the new owner will be a member or at the least prospective member. (Keeping another Morris on the road)

Last month's meeting was a bit of a failure as we had food for the members, we catered for about the mid twenties as in previous years; imagine our disappointment when only eleven people turned up. This was less than a normal meeting. One or two people were pleased as they had plenty of full doggy bags to take home to consume at a later date.

I have had an invitation to:

The Cholmondeley Pageant of Power: Saturday 17th and Sunday 18th July 2010

"The Cholmondeley Pageant of Power was a huge success again this year and the feedback from all those involved has been terrific. You can see some of the highlights on our website www.pageantofpower.com."

As usual at this time of year not much has or is going on, hopefully Rob will find some interesting topic to keep you all enthralled until the weather picks up and the events start again.

Morgan's Historic and Classic Vehicle Events Yearbook

This year's yearbook is now being printed so if you want to order one go to the link below. website www.morgansyearbook.co.uk or by email to info@morgansyearbook.co.uk. Payment of £4 per copy will be due immediately on receipt, please.

Celebrating 50 Years of the Morris Register

Morris Register North West Region in association with East Midlands and Yorkshire Region

Saturday 12th and Sunday 13th June 2010



Crich, Matlock,
Derbyshire DE4 5DP
www.tramway.co.uk

We would like to invite you to join us for a nostalgic weekend in an authentic village setting. Trams run to and fro every few minutes as visitors ride over the cobbles of a period street, past the original facades of historic buildings from the around the country before heading up the valley to views that will take your breath away.

The village makes an ideal family outing in the heart of Derbyshire, whatever your interest there is lots to see, and discover.



Peak District & Derbyshire

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For Further details, contact:

Gary Clarke, 93 Hibbert Lane, Marple, Stockport SK6 7NY
0161 427 7311 email: thecommercials@morrisregister.co.uk

Booking Form - to be completed by the end April 2010, is available on the MR website



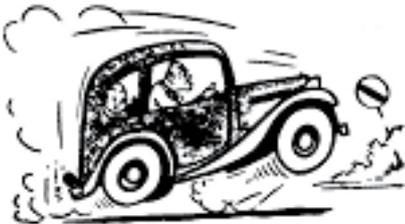
WELSH REGION NEWSLETTER

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



I couldn't help wondering how many members would be out and about in their Morris in the ice and snow conditions of early January; please let me have any reports or photos of your experiences of winter Morris motoring. My Morris Cowley Four has spent the winter in the garage on axle stands, undergoing a rear end rebuild – springs, shock absorbers, prop shaft and tank all being attended to, and I'm up against a tight deadline to get it all together again. I took the springs to Jones Springs in Darlaston who retempered them and tightened up the eyes. The shock absorbers went to Stevson Motors in Birmingham. The original Pear Shaped shocks had been replaced many years ago by Armstrong Lever Arms, a popular conversion at the time, but I was not happy with the way it had been done. The axle travel was not enough, and I concluded in the end that the links needed to be lengthened by an inch, and the shocks mounted an inch

further forward. Stevsons lengthened the links, rebushed them, and serviced the shocks.

The propshaft on this car, (as on a number of other bigger Morris of the early thirties), has an early form of Hardy Spicer universal joint, with solid bushes (unlike the needle bearings of later joints), and each totally enclosed in its own oil bath. The rear joint was fine, but the front one badly worn. The only solution I was offered initially was to make a totally new prop shaft with modern joints, but this would also involve making special round 6-hole flanges each end. I then took the joint to Driveshaft Services in Pyle, just off the M4 near Bridgend, who came up with a solution involving combining the parts from two different modern UJ repair kits, and spot welding them into the existing yokes. I can provide more detail on the conversion to anyone would like to know. As well as being cheaper, this solution means that I have retained the original appearance for the benefit of anyone who happens to inspect the nether regions of the car! I was so pleased with the way that Driveshaft Services had gone about solving this difficult problem that I took my Morris 8 propshaft to them the following day. They shortened it, fitted a new sliding joint, fitted repair kits to



both UJs, balanced the whole thing and painted it, all to a high standard and for a reasonable cost. Sharing this experience at the Noggin and Natter, another member took his propshaft to the same company the following day and was likewise pleased with the results.

50TH ANNIVERSARY EVENTS FOR THE WALES REGION

This will be the main topic for discussion at the AGM, and will be reported on fully next month. If you are not able to get to the AGM, please get in touch with me with any suggestions you may have. We want to make the most of this significant year in the Club's history, and also to enable members all over Wales to take part.

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THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk
Mike Porter 01384 376 961 email: mike.j.porter@btinternet.com



WEST MIDLANDS NOGGIN AND JOINT MEAL WITH H and W NOGGIN

The December Noggin saw a good attendance with Raymond Jones joining us for the first time, I think we gave him a good welcome, he had just joined the Register and was most surprised to find there was a Noggin within in walking distance of his home! He came seeking encouragement to rebuild his Eight saloon which he has owned for about 20 years, but until now lacked the time or resolve to get it going. However, he indicated that it will happen in 2010, we wish him all the best. The room was almost full and if we continue to grow the venue may become too small, so we must be doing something right! The DVD machine had been set up for us but the promised item failed to arrive, but as one does, I did happen to have one with me on the subject of Morris cars, so we settled down to a bit of entertainment. The Classic Motor Show at the N.E.C. was discussed and all present who had attended wanted to repeat the exercise next year. I confirmed our application had been posted off and a Committee was formed to administer the event, early days yet though as we will not know until May if the Register is granted a stand. Sunday 10th January saw 17 of us travel down to the Leysters Noggin for their post Christmas meal. This was enjoyed by all, despite the challenge posed by the adverse weather. We started from the Severn Valley Railway's Kidderminster station, where I saw four locos under steam, with one at each end of the carriages. A similar number were running from Bridgnorth, due to frozen points at Highley, where, as a result, passengers had to change trains. All very good, but I didn't see any passengers and pondered on the cost of the fuel! The following weekend saw the Midlands Area AGM so with no let up in the winter, we keep on Morrising! Now an update on last month's report regarding the Club spares. I stated a computer programme had been obtained for the Spares services, apologies to those concerned: I was incorrect. Some software has been identified as suitable and it is subject to discussion at the Club's Executive meeting in Birmingham on Saturday 23rd January. No doubt Chairman Dave Harris will keep us all informed as to developments and that makes it my 3rd Sunday in January with the Morris Register!

I have a number Midland events to promote in next month's Monthly and I am looking for a full year of activity for the Club's 50th year, so thanks to John Sargeant for providing details of 5 events. If anyone else has events for us to attend please contact me or Rob Symonds to promote them.

June Sargeant/Mike Porter

Photos: John Patten and Mike Porter



MIDLANDS A.G.M. SUNDAY 17th JANUARY

This was held at King Edward's School, Birmingham and a total of 15 members were in attendance. Chairman Mike Porter and Secretary Rob Symonds were unanimously voted in for another year, as were all the existing committee members. The only significant change is that Ken Johnson stepped down as Regional Membership Secretary and he received a very warm display of appreciation. He will continue on the committee, as does his wife, Hilda. Ken's replacement is Bob Dean, and he can be contacted on 01922 628 330 or robertdean@mypostoffice.co.uk

As it is such a good account of the region's past year, Mike Porter's report to the AGM is published below, as is a list of local events at which it is intended the Midland Region will have a representation in 50th anniversary year. We would very much welcome seeing some new faces during this important year, so do make a special effort to attend one near where you live. Although nothing is yet finalised, there was extensive discussion about putting on a specific Anniversary event at some location central to the region, and one representative from each noggin agreed to liaise with a view to fixing a firm date and venue for announcement in next month's Morris Monthly.

Rob Symonds

CHAIRMAN'S REPORT

The year seems to have flown by, with Morris activity throughout the area, in terms of Noggins, road runs and attendance at events. It was another successful National rally for the area with quite a number of winners at Thoresby: it is good to see members making the effort to attend the rally as it involves quite a bit travel and expense.

Moving on, the other big event of the year for the area was the Classic Motor Show at the NEC. As a result of opening it up for some National input, the Register has gained 51 new members. Having a special joining deal for the show certainly paid off, so thanks to Stephen Parkes for the idea. We hope the new recruits stay beyond the renewal date in April. I was unfortunately not able to function at full strength at the event and would like to thank all who helped to put the show on, especially Lionel Smith who took over from me to set the stand up as I was neither available nor physically capable of the task at the time.

I received enough feedback to realise it necessary to apply for the 2010 event and this has been done, we will not know until May if our application is successful, but in view of the 50th anniversary of the Register the application, I think, is likely to be granted. I did ask for a larger stand so more vehicles will be required. In order to administer the event this year a committee has been formed, thus the load can be shared.

For the 50th year I hope all the Noggins come up with suitable activities to celebrate this milestone. For Drive-it-Day we at the Kingswinford Noggin have checked out the Jaguar Museum at Coventry and hope this appeals to the remainder of the Noggins. Bob Dean will be co-ordinating this event. Our thanks to him.

I am at the early stages of proposing an area rally for the Midlands Region this year, it is some time since we had one but a possibility is being investigated for a Saturday in September, details will appear in the Monthly if this goes ahead. I also extend our thanks to Rob Symonds for his services as area secretary and congratulate him on his transformation of our Monthly magazine. I contribute

regularly, but anyone can do so and I would encourage all to send items in for publication.

Turning to the Noggins, last weekend saw a combination of the Leysters Noggin and the Kingswinford Noggin coming together again for a post Christmas meal, both Noggins seem to be in good shape and the reports from Leicester seem good too. John Ford is in need of support for the Warwickshire Noggin. I will be at the next one and hope to see a few more members lend their support to him. I would also like to thank John for his services as treasurer to the region.

Thank you all for your support here today and anticipated input for the coming year.

Mike Porter

WARWICKSHIRE NOGGIN

New members urgently required!

Every second Tuesday, 7.30 p.m. at The Golden Cross,
Bearley Cross, Wootton Wawen B95 6DR

Next meeting: Tuesday 9th February

West Midland noggin members will be visiting!

Contact John Ford on 01789 488 328

WEST MIDLAND NOGGIN

Every third Tuesday, 7.30 p.m. at The Bridge,
Moss Grove, Kingswinford DY6 9HH

Next meeting: Tuesday 16th February

Contact Mike Porter on 01384 376 961

HEREFORD & WORCS NOGGIN

Every first Tuesday, 7.30 p.m. at The Duke of York,
Leysters, Kingswinford Hr6 0HW

Next meeting: Tuesday 2nd March

Contact Michael Halls 01568 750 257

STOP PRESS

MIDLAND REGION SUNDAY LUNCH

Sunday 21st MARCH

The Dog, Worfield, WV15 5LF

Contact Bob Dean 01922 628 330

EVENTS 2010

- 3/4/5 April:** The Armouries Easter Vintage Gathering, Stratford-upon-Avon, 01527 575 003
25th Apr: DRIVE-IT-DAY: details to be announced
1/2/3 May: Stratford-upon-Avon Country Show, 01527 575 003
9th May: The Marches Transport Festival, Ludlow, 01584 873 957, www.marchestransportfestival.co.uk
29/30/31 May: Tortworth Vintage Rally, Wickwar (nr. Bristol), 01527 575 003
4 July: Hartlebury Transport Day 01299 250 416
24/25 Jul: Tortworth Vintage Transport Show, Wickwar (nr. Bristol), 01527 575 003
13/14/15 Aug: Stratford-upon-Avon Country Steam Rally, 01527 575 003
30 Aug: Pershore Plum Festival and Classic Car Show 0905 840 155
11 Sep: Peopleton Show, Peopleton, nr. Pershore, 01905 840 155
17/18/19 Sep: Hanbury Steam Rally, Stoke Prior (nr. Bromsgrove) 01527 575 003





WINTER MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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EDITORIAL

After the disruptions in January caused by a couple of bouts of snow, I'm sure many of us welcomed the thaw and the opportunity and to get out and tinker with our cars in preparation for this golden jubilee season. Of course some hardy souls have already started this year by attending one of what seems to be a growing number of New Years Day events. I had reports of members attending such events in Somerset & Dorset at Taunton, Sturminster Newton and Yeovilton. No doubt members in other counties did likewise; I'm aware of a couple of popular events in the Solent area.

In writing up Westwords each month, I'm always seeking inspiration and new material in an effort to avoid my monthly scribblings getting repetitive. In recent months I have been suffering from a dearth of information and reports from across the region, so I'll make no apologies

for once again asking for information. By the time you read this, I hope to have approached all those members across the region, for whom I have e-mail addresses, with this appeal for information and to gain an expectation of what you want from the regional committee.

This month, I had hoped to provide at least some detail of what the West Region is doing in respect of events to support and celebrate the Morris Registers' Golden Jubilee. Unfortunately some of the planning has been disrupted by the January snows and as a consequence I've been unable to get sufficient information together by the submission deadline for February. All I can state is that planning for the Bristol Classic Car Show is underway and that a Drive-it-Day Run is in the early stages of formulation.

Jim Riglar

FRED SHEPPARD

Members will have read elsewhere in this month's Morris Monthly of the death at the turn of the year of Fred Sheppard. Fred was known to many regulars of the once thriving Bournemouth Group. Having moved a few years ago from East Dorset to Wiltshire, Fred also made the acquaintance of a number of Somerset and North East Wilts group members.

NEWS FROM THE GROUPS

Somerset – Ignoring the threat of snow, in excess of 30 members attended the post-Christmas dinner on Tuesday 5th January at the Sparkford Inn, just around the corner from the Haynes Motor Museum. The decision to use a venue other than the normal noggin venue proved popular with all, no doubt helped by the fact that the meal was excellent. Just as everybody had finished eating and were commenting on how full they were, Pearl Ayers spirited out a birthday cake to celebrate husband Derek's birthday! Within an hour of leaving the pub, those members heading back to west and north Wiltshire were met by the first of the month's snow storms and made it home in the nick of time. The organisers were so concerned by the threat from adverse weather, and it really was touch and go whether the snow arrived before the diners, that they are seriously considering moving the venue to the height of Summer.

The following Tuesday (12th Jan), the January noggin was severely disrupted by snow and only a four members from the Somerset/Dorset border were able to attend. In consequence it was decided to hold a re-run of the noggin on the subsequent Tuesday (19th Jan). Three meetings of the group in one month, whatever next!

Jim Riglar/Colin Baker



FITTING HEAD GASKETS WITH ASBESTOS SUBSTITUTE SANDWICH TO SV ENGINES

from *Ian Harris*

Non asbestos gaskets have a layer of material that is more resilient than the 'old' asbestos type. The outer layers of copper are also often very slightly thicker. This means that, as you pull the head down onto the block, resistance is felt very suddenly. There is not the gentle build-up that is experienced with the asbestos sandwich that allows torquing down to a pre-set figure with gradual increments.

Use of a torque wrench will usually leave the gasket uncompressed and lead to failure of the joint in a very short time – perhaps as little as a few miles along the road. Hence, a manufacturer recommends the use of the technique that used to be practiced before the advent of torque wrenches.

If the previous gasket blew, do check that the head and block are not damaged; the narrow spacing between cylinders is a danger area. A steel rule held on edge with the light behind can show if there is excessive warping or erosion. The head will not 'straighten up' as you tighten it down nor will the gasket fill up a pit caused by escaping exhaust gases.

The gasket should be fitted in the usual way, ensuring that the face of the block and head and the studs and stud holes are clean and any waterways are clear – particularly any of the very tiny ones that are found between many blocks/heads. A smear of light oil can be applied to the faces but no gasket cement should be necessary. Using a ring spanner, the head should be pulled down onto the block by following the sequence given by the manufacturer, which broadly is from the centre outwards. When the nuts feel uniformly tight, add a further one eighth of a turn.

It is most unlikely that you can apply excess torque with a standard ring spanner. That's why spanner lengths vary – unlike a torque wrench with a long arm and (potentially) considerable leverage.

Start the engine after the water is added, etc., and allow it to reach normal temperature and warm through. You may add a blanket over the radiator to speed this up, but keep a close eye on the temperature to prevent boiling. Stop the engine and retighten the nuts while still hot. Invariably they will take up some more. If you have an aluminium 'aftermarket' head, retighten when cold.

Use the car normally and after about 200 miles retighten again. The two re-tightening activities are important to give reliable operation.

FITTING 'CHEESE HEAD' SHACKLE PINS

from *Ian Harris*

It was rather alarming to hear of a failure to one of these pins recently. It reminded me that when I first spoke with a manufacturer, he remarked on the poor design that left a very small cross-sectional area of material where the head and pin join because of the drilling for grease and grease nipple and then for good measure, added a stress point by fitting a locating lug at that very place. However we decided that the designers of old had understood what they were doing and, so long as the correct grade of steel is used, the pin is quite suited to its task.

Examination of the offending item showed a classic fracture, right at the point where the locating lug was positioned. Quickly it was obvious that rather than locating the pin in the "U" shaped shackle by lining up the lug with the cut-out in the shackle, the user had tightened the locating lug down onto the wall of the shackle. They may have thought that the pin would rotate until the locating lug 'clicked' into place. That didn't happen and will not often happen! Then the castle nut had been pulled down until the split pin could be fitted. Of course, with the thickness of the locating lug in the way, the bolt was over-tightened. Also, the head of the shackle pin was pushed over to one-side at an angle - and it all happened at the weakest point of the pin. The result was that pin and head parted company.

Despite the fact that the part had been incorrectly assembled (and I suspect the shackle would have been so distorted that it couldn't rotate freely and should have alerted the user) I began to speculate whether there were any pins in circulation that were more prone to losing their heads than others.

I eventually found five new pins that were from different manufacturers, including one that was stamped MOWOG that I could use as a standard that the others should attain.

It was a relief to find that when correctly assembled into a shackle plate, the head of every one of the five pins was removed at virtually the same torque of 50 lb/ft. It was pleasing to find that level of consistency, which leads to the conclusion that there do not appear to be any sub-standard pins about. However, 50 lb/ft is a torque which can be achieved by most men (and women) with the standard ½" Whitworth ring spanner.

Even with new shackle plates there will have been wear on the stationary (chassis) portion – the spring hanger - leading to some clearance. Of course, this doesn't show up with a pair of separate plates. With a "U" shaped shackle plate, it is tempting to wind up the castle nut in an attempt to "pull" the cheeks together and remove or reduce the clearance. **DON'T DO IT!** It's so easy to achieve the 50 lb/ft that disaster will follow.

The correct way to assemble one of these pins is to locate it in the shackle plate, rotate the lug over the cut-out and tap into place – preferably with a soft faced hammer and before fitting the grease nipple. Use hardened shims if you want to take up any play between shackle plate and hanger. Take up the castle nut until a slot lines up with the hole in the end of the pin. Going on to the next slot to allow the split pin to be fitted, is fine – any more is unwise. It goes without saying that the pin and the mating faces of the shackle plate(s) should be smeared with grease before fitting and a squirt added when the grease nipple is in place.

Harvey (and his Hamper)

Malcolm and Carole Randall

The car was first registered on the 1 July 1932. It was supplied by Wadham Bros, Morris House, 108-114 Palmerstone Road, Southsea. The car was run and bought new by the Howarth Family who lived in the Portsmouth area at that time. Looking at the old log book, there was a Stanley and a Muriel entered as Keepers of the vehicle. By the late 1930s, the family and the car had moved to Wealdstone, Middlesex and by 1940 had again moved to Asthall Leigh Minster, Lovell. Great Clarendon Street, Oxford, was another move in 1949 and its final move was to Pathlow, Stratford-upon-Avon, where it came to rest in 1953 and slumbered in its make-do garage at the bottom of a garden.

The family must have thought a lot of the vehicle – for everything that was easily removed was taken out and stored in the house, e.g. upholstery, cushion, calormeter, etc.. It was also stored with the wheels removed and stood on blocks. This, then, was the one family owners from new and although the car was taxed for three months in 1961, it did not turn a wheel until 1993.

When the home was eventually put up for sale, the contents of the house and outfitings were listed by auctioneers and RV 2275 was discovered at the bottom of the garden. One of our late members, Geoff Creese, being a bank manager and involved with their finances, became a great help to the auctioneers in giving advice, etc., for the forthcoming sale.

The car was taken out from its resting place and got ready for the sale at Walton House, Leamington Spa. This being a fine auction house, it must have been somewhat of an unusual lot. The 10th June 1993 was the sale date, being Lot 192, 193 and 194. The lots went to different buyers. Geoff Creese also arranged for the car to go to Cookes of Wigston for the new owner. This made the car ready for the road again. The old registration was obtained from the DVLA and was MoTd.

After I took early retirement from my position on the Local Authority, I decided to help a friend who transported and dealt with vintage and classic cars.

Many miles I travelled up and down the country, also abroad, carrying vehicles either being collected or being delivered to new customers; private and dealers.

One day I was asked to collect a car from Hungerford and bring back to Whitchurch. A prospective buyer from the Newbury area was very interested in purchasing the vehicle. Off to Hungerford I went and at the appointed time met a Mr. Hunwick who had purchased the car at the auction. I knew nothing of the vehicle at this time and to my delight, when the garage doors were prized open (being wooden and swollen), there stood in front of me was a Morris Oxford with its back facing me. The car was so original and upholstery still like new, that anyone would have fallen in love with it. I loaded up the car on the transporter and was then given a large file of relevant paperwork for the car, including photos, from the previous owners. Back to Whitchurch, where I unloaded the car and placed it in the showroom, ready for the man from Newbury. By this time I had chance to look



BLACK HORSE AGENCIES
Locke & England



VEHICLES AND ACCOUTREMENTS

192 A Morris Oxford Six, registration RV 2275 automobile in maroon and black finish, natural tan leather interior seats, having wired spoke wheels, running boards with flung mudguards, connected by headlight rods, in as near original condition as possible, saloon model, with insert sliding rexine roof, wood veneered fascia panel, interior blinds, circa 1930-31.

The Morris Oxford Series 6 automobile has been retained by the same family since its purchase from new. Owned by the present owner's mother-in-law and used up until her demise in 1954.

The car was laid up with the underframe supported on jacks and bricks in a garage which eventually became inaccessible until two months ago when Locke & England received instructions to dispose of the house contents and outbuildings.

The leather seating was stored in the house, together with the original picnic set. Removed professionally by a local garage and stored until auction day (see photograph album).

Leamington Spa
Warwickshire
Tel: 0926 889100

11 Parade
Leamington Spa
Fax: 0926 470608

194 A 1930s' Campden aluminium, leather and canvas fitted picnic set, including two sandwich containers, knives, forks, Cubist teapot, etc.



at the car and thought that if it's not bought by him, it's going to be ours!

The man came and looked at the car with much deliberation and heartache for he liked the car but could not afford it at that time. I arranged with my colleague so that I could have first chance of the vehicle if it was not bought by this client. To my delight on day he said, "if you want the car it could be yours". Carole, my wife, was by this time getting used to the idea that maybe it could be ours. We arranged payment and RV 2275 was ours, this was the beginning of June 1996.

The next weekend, "The Old Motor House" was putting on a display of vehicles at a car show near Basingstoke. My chance, I thought, for a run in her, so check the car over and arrange for MoT, insurance and tax, etc..

On the way to the show, I then found why the car had only covered a few miles by its previous owner – the radiator started to boil. Still, topping up the radiator as and when necessary, we did the show.

At the next Noggin, two topics were discussed, firstly the overheating. This was bandied about and the consensus of opinion was the radiator needs recoring. Off came the bonnet, disconnect and remove the radiator – arrangements were made to have the work done. The automatic Couvre arrangement which is thermostatically controlled was serviced at the same time.

The radiator was then rebuilt and refitted to the car. Out for a test run – and what a difference, the calormeter hardly reached the normal position on the gauge. This then helped me make a decision on the second topic at the Noggin, which was a tour around the Yorkshire Dales during August 1996 with the old cars. A date was set and as we were coming from different parts of the country, we arranged to meet at the Leicester services on the M1 and go on from there. The car was used fairly regularly in the meantime and we felt the car was up to its first real run it was to have for many years. With the experiences we had with the Morris 8 and the Cowley on their first runs, we had it in the back of our minds what can we expect from the Oxford. The cooling system well and truly behaved itself although looking back now, the water pump with its position and accessibility was an after-thought on William Morris's part. For extra circulation of the coolant around the 3rd and 4th cylinders of the 6 cylinder engine.

The trip to Yorkshire was going well until the near end of the week, after we had visited the railway depot and sheds on the North Yorks



Railway. When leaving there, we encountered a long steep hill and the engine decided to falter and stop. With another Oxford in our group, out came the tow rope and we were towed to the top of the hill where we could establish the problem.

With cars of this vintage, as everyone knows, if there is petrol and sparks getting to the engine – it will run. Check for sparks – yes, that's alright, so it must be the fuel. Any in the tank? Yes, checked with a dip stick. Any in the carburettor? – okay. The only item between the tank and the carb is the Auto-Vac. That must be the fault. It was, and then of course you get the chorus "they never were any good, put on electric pump on, much better". Not having any experience of how they work and how to solve the problem,

we decided that as the light was fading and not too far back to camp, Carole could hold a can of petrol where she was sitting in the passenger seat and a tube gravity fed to the carb. This worked well until the inevitable happened – the can ran out of fuel!

Who's got another can of petrol? Here we are – off we go again and arrive safe back at camp. We will sort it out in the morning.

Of course, when examining the Auto-Vac the next morning, the workings are so simple that it was obvious air was leaking into the suction side. Out comes the instant gasket and seals the joint. This not only finished the holiday but got us home as well. On obtaining new cork gaskets from Auto-Vac Co. and fitting them has not only cured the problem but has allowed me to travel 1000s of miles since without any further trouble.

During 1997 when picking up an Austin from a dealer in the Warwick area, I found what goes around comes around. Whilst talking to him and saying that I was the now owner of the Oxford from the Leamington Spa sale, he went into another room and came back with a box. "You might be interested in this," he said. When he opened the box, inside was a picnic hamper, not any old hamper but the one that was Lot 194 at the Leamington sale (and visible in the picture below). I could not believe it – and so the hamper has been reunited with Lot 192 RV 2275. So the car is now named haRVey (Harvey) the rabbit who incidentally sits on the back seat as a mascot.

I will finish with the thought that, if a vehicle is used well, e.g. fed, watered and lubricated, and driven good distances – it will not let you down. I have no hesitation in going on long distances in our cars. Next time, one of our excursions will be abroad.



A CHANCE TO HARE ROUND GLORIOUS GOODWOOD

Mike Kent

Let me admit it, I do not really enjoy taking my car to a field and lining it up with other old cars. I begrudge the time spent loitering in a field unless there is a really good autojumble to occupy me. Also, when these cars are all together they all look rather too similar and, frankly, many make mine look a bit tired. You know how it is on these occasions. Members of the Great British Public wander up to your car and start a conversation somewhat like this.

"My Dad used to have one of these, Austin init?" "Not really. It has Morris written on the radiator".

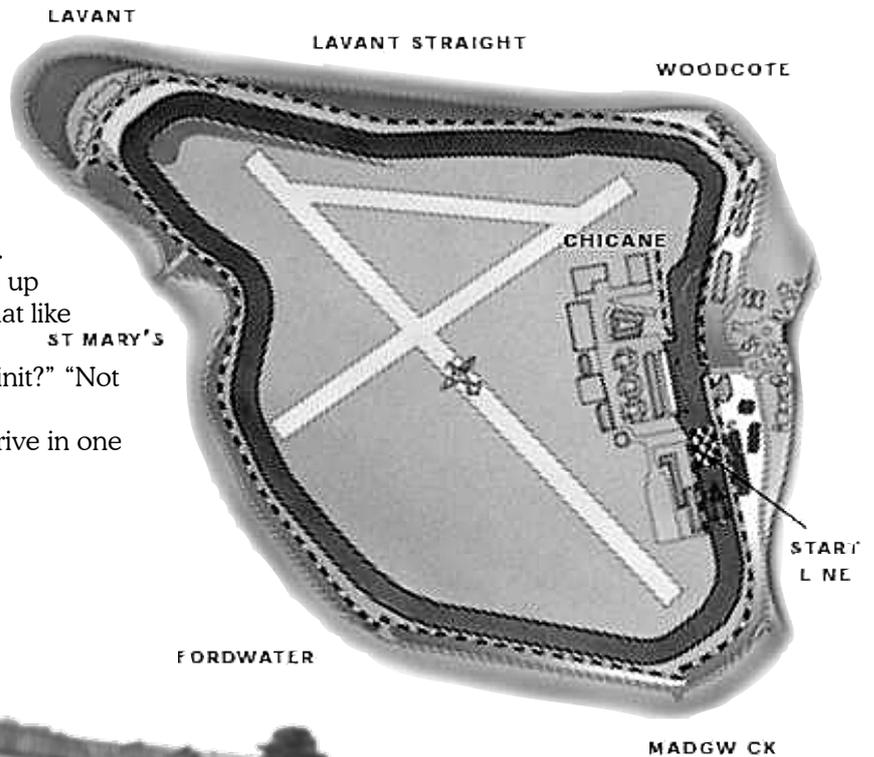
"Yes of course, a Morris Eight. I learned to drive in one of these". "It's not a Morris Eight as you can see from the model name, also on the radiator".

"Oh yes. What's it worth then?" "Not as much as you might think. In fact you can pick up a restoration project for a couple of grand".

"I was thinking of getting one myself". "A Morris Eight?"

"No, a Triumph Stag. Any idea where the burger van is?" (In the afternoon replace burger van with ice cream van).

However, I am happy to turn up for local charities, especially a recent one held in the town where I live, which was preceded by a run. Several French cars from the Town Twinning organisation were also coming along and the destination was Goodwood Race track. It was a well organised run through pleasant countryside but the high point was the chance for us all to potter around the track. You can see from the photographs that one could dream. It might not look like too much of a task to hold of an Austin Seven but they have a very high power to weight ratio. However, we managed very well indeed.



MORRIS MIRACLE HEALING IN HOLLAND from Rob van Leeuwen

About half a year ago Dutch Chairman Rein van der Mijle was abruptly confronted with the bad news from his friend and GP: his worsening complaints were due to a failing heart valve and the need for at least three bypasses. Facing such a major surgery took its toll in the three weeks before Rein was admitted to the Erasmus Academic Medical Centre in Rotterdam.

Of course spouse Joke, Reins children and all kin, and Morris Register members held their breath but the operation itself turned out to be a great success. After a ten day stay in hospital Rein was prepared for further pick up nearer his home in Dordrecht. Though his new valve and 3 pieces of artery functioned flawlessly Rein didn't like his stay in the second clinic at all and was constantly sulking and surly.

To relieve this plight a bit, and in consultation with the nursing staff, a few Morris members took a Morris 8 steering wheel when paying Rein a visit. Rein didn't let it go of it all the time they were there! Henk Schaar (left) and Leo Peerlings(right) sat by his bedside.



And now to come to the heart of the matter: three days after seeing Rein we got a call from Joke: he was released from hospital and at home again! A few weeks later 16 Morris'es and their drivers and partners met for the autumn rally in Heusden, including Rein and Joke. All had an excellent two day stay with fine food and good laughter. And chairman Rein, though obviously slimmed, enjoyed his glass of wine again. Rein's doctor inquired after the Morris membership fee.....



Diary Dates



DATE	REGION	EVENT	CONTACT
13/14 Feb	W	1st Gt. Western Autojumble, Royal Bath & West Showground	
3/4/5 Apr	CH	Oxford Lunch: Banbury Masonic Hall, Warks	
26 Feb	CH	Sherbucks Dinner: Chorleywood Golf Club, Herts	
13 Mar	CH	Film Night: Girl Guides Hall, Chalfont St.Giles, Bucks	
20 Mar	EA	Spring Noggin, Connington, Cambs	
3 Apr	M	The Armouries Easter Vintage Gathering, Stratford-upon-Avon	01527 575 003
7 Apr	CH	Wrinklies Lunch (first of season)	
24/25 Apr	EA	Colne Valley Railway Vintage Rally, Castle Heddingham, Essex	01245 284 202
25 Apr		DRIVE-IT-DAY (details from regions to follow)	
1/2 May	W	31st Bristol Classic Car Show, Royal Bath & West Showground	
1/2/3 May	M	Stratford-upon-Avon Country Show, Stratford-upon-Avon	01527 575 003
9 May	M	The Marches Transport Festival, Ludlow, Shropshire	01584 873 957
29/30/31 May	M	Tortworth Vintage Rally, Wickwar, nr. Bristol	01527 575 003
12/13 Jun	NW/EMY	CRICH RALLY: 50th Anniversary Event	0161 427 7311
13 Jun	CH	OXFORD BUS MUSEUM: 50th Anniversary Event	01753 883 547
16 Jun	CH	SHERBUCKS OPEN DAY: Martin Baker Sports Club, Denham	
17/18 Jul	NW	Cholmondeley Pageant of Power, nr. Whitchurch, Cheshire	www.cpop.co.uk
24/25 Jul	M	Tortworth Vintage Transport Show, Wickwar, nr. Bristol	01527 575 003
7/8 Aug		NATIONAL RALLY, Thoresby, Notts	





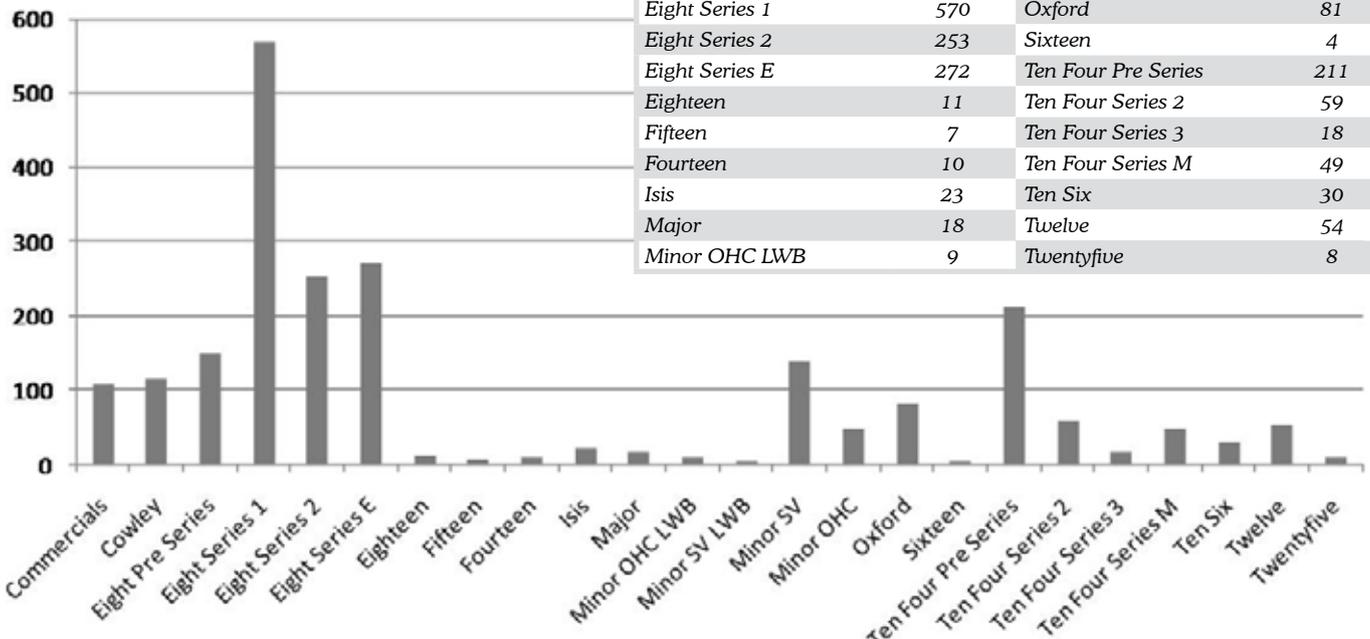
Membership Meanderings



from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

As I was preparing some statistics for the January Executive meeting I thought you all might be interested in the current state of membership, vehicles and their known condition.

Commercials	109	Minor SV LWB	3
Cowley	116	Minor SV	138
Eight Pre Series	149	Minor OHC	47
Eight Series 1	570	Oxford	81
Eight Series 2	253	Sixteen	4
Eight Series E	272	Ten Four Pre Series	211
Eighteen	11	Ten Four Series 2	59
Fifteen	7	Ten Four Series 3	18
Fourteen	10	Ten Four Series M	49
Isis	23	Ten Six	30
Major	18	Twelve	54
Minor OHC LWB	9	Twentyfive	8

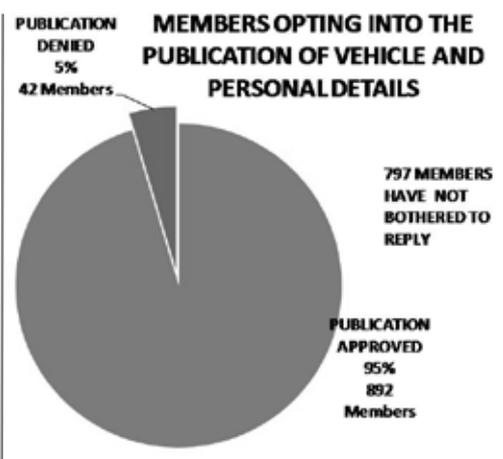
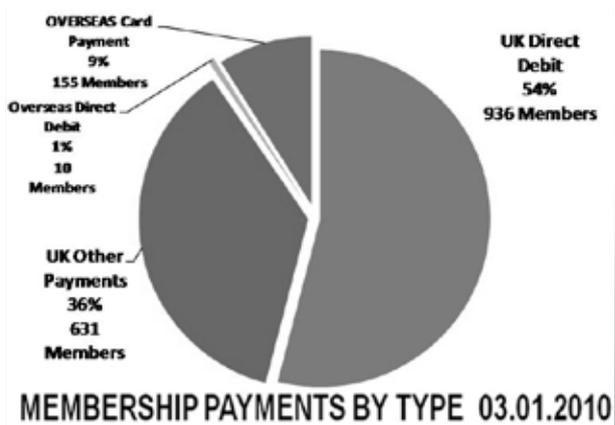


It is interesting to note that so few of our cars are known to be in running order, but no doubt the "temporarily off" road and "restorations" will redress the balance. Hopefully my pleadings for information will eventually reveal the condition of the "unknown" contingent!!!! Sadly the largest single category. A comparison with April last year is shown in the table on the right and in the middle bottom pie chart.

	January 2010		April 2009	
1 Good Running Order	815	35%	507	24%
2 Temporarily off the road	188	8%	109	5%
3 Undergoing Restoration	297	13%	175	9%
4 Awaiting Restoration	188	8%	110	5%
5 Condition Unknown	837	36%	1187	57%
TOTAL	2325		2088	

There are at present 1732 members of the Morris Register, and the pie chart below left shows the breakdown of how members pay their subs. I must say I am pleased at the large percentage of members who now pay by direct debit, (overseas Members can only pay this way if they have a British Bank account) but I will continue to nag those UK Members who don't yet do so, as it benefits the Club, the Members and ME!! It takes a fraction of the time to deal with a direct debit rather than other methods of payment and TIME IS PRECIOUS!

I have been trying to get everybody to sign up to agreement or otherwise for the free exchange of information on personal and car details, so that we can be free of the chains of the data protection act. The pie chart at bottom right indicates the progress so far. 994 Members have replied.



What's it worth? (See p6): Sold for £4100

IMPORTANT

Enclosed in the wrapper with this month's magazine is your membership renewal form. Please retrieve it from your waste paper basket if you do not have it to hand!! Either way PLEASE let me have your return a.s.a.p. Many thanks.

New members' cars

Below:

Tony Farlow with his very smart 1933 Minor Saloon.

I hope the registration is not an indication of the car's condition!!



Right: Martin Robertson owns this somewhat unusual Z Series Post Office van. It was clearly designed for first class letter delivery only, as it is fitted with a Rover V8 engine and does 0 to 60 in 3.8 seconds!!!



New and returning members

Warm Welcome



MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS	
Antonio Benincasa	Puglia, Italy		benincasantonio@libero.it	1935	Eight Series 1 4 Seater Tourer
Antony Eldridge	Ilford IG6	0208 550 3021	antony.eldridge@btinternet.com		
Ian & Katina Styles	Musbury EX13	01297 33365	ian.styles@axminster.co.uk	1935	Eight Pre-Series 2 Door sliding head Saloon
Roy & Jane Caddick	Frinton on Sea CO13	01255 677765	rj@rcaddick.eclipse.co.uk	1948	Eight Series E Saloon
Vincent & Tina Brickley	Blackwood NP12		vjmb@gotadsl.co.uk	1934	Ten Four Pre-Series 2 Seater Tourer with Dicky
Brian Miller & David Brister	Singapore		audi1939@singnet.com.sg	1934	Oxford 20 4 Seater Coupé
Rimmy Tschernja	Brandby, Denmark	+45 434 52301	rimmy@get2net.dk	1936	Eight Series 1 2 Seater
Alan & Rosemary Casburn	Acle NR13	01493 750338	casburnfamhist@btinternet.com	1935	Ten Six Cunard 4 Str Tourer
Keith Matthewman	Basildon SS14	01268 285007	keithmatthewman@btinternet.com	1933	Ten Four Pre-Series Saloon
Steve & Ann Lunn	Bournemouth BH3	01202 555902	alunn@virgin.net	1936	Eight Series 1 4 Door sliding head Saloon
Alberto Prandoni	Busto Arsizio, Italy	+39 331630383	alberto.prandoni@virgilio.it	1936	Eight Series 1 2 Seater Special
Michael Bunting	Llanrhystud SY23	01974 272244		1936	Eight Series 1 4 Seater Tourer
Michael & Maureen Cousins	Castleford WF10	01977 554512	michaelcousins@sky.com	1937	Eight Series 2 4 Door Saloon
Martin Phillips & Claire Burgess	Taunton TA4	01984 623628	velofellow@orange.net	1938	Eight Series 2 Sliding head Saloon
Glen Donaldson & Gabriella Eustace	Ontario, Canada	905 825 4908	spitfiretr7@yahoo.ca		
Tony Farlow	Kidderminster DY10	0562 67845		1933	Minor SV 2 Door sliding head Saloon
Steven Jones	Wigan WN1	01942 244889	jonesey449@msn.com	1938	Ten Four Series 3 4 Door sliding head Saloon
Andrew & Brenda Palmer	Welwyn AL6	01438 717867	andy.palmer@btopenworld.com	1934	Ten Four Pre-Series 4 Door Saloon
Martin & Jane Robertson	Pulborough RH20	01798 874733	bestbrews@btconnect.com	1947	Eight Series Z Modified Van



REST AGAIN

Dear Editor,

At risk of prolonging a topic that ought to be closed by now, here is another picture of "Rest and be thankful". I came across these quite by accident. I was shoving old family archive material into a cupboard when a photograph album fell apart. As I put it back together, I noticed on the last page of the album these amateur snaps. I have some difficulty dating them as the pages have been shuffled. I can tell you that "Maggie" is my mother, now aged 87 and sadly bereft of her memories. The family used to travel from Buckinghamshire to the Western Isles via Oban for their holidays every summer in the mid 1930s. The photographer is probably her brother. I have also included the picture of the Hop Pole Hotel in Ollerton (see back page), because it has a Morris in it. This is about 120 miles from where they lived so may have been a lunch stop. The Morris is not their car as they had a Daimler in the early 30s until my grandmother (in the picture outside the Hop Pole) got herself an MG SA. My father never ever forgave her for selling the MG for a song in 1955. My grandmother was a pretty formidable lady, so I should imagine was a scary driver to encounter. I have also got her certificate from the British School of Motoring dated 20th June 1916 certifying the she had completed a course of instruction in "motor mechanism, driving and running repairs". She always used to say that she learned to drive in Whitehall. My grandfather was a scary driver to be a passenger with as when I was 8 I can remember him going around a roundabout the wrong way. There were single track roads where they lived and whenever we approached their house my father used to hope that we did not meet him coming the other way as he tended to drive using all the



road and assuming that there was no other traffic on the road. When my grandfather had been out somewhere and my grandmother would know when he was coming home and she would send me out to open the garage doors for him. By then it was a Rover 95. The garage ran alongside the sitting room, where we would hear the great crunch and feel the house shake as he drove the car into the end wall of the garage. At this point my Grandmother would always say "Your Grandfather is home" with a chuckle.

Simon Moffett
Pembrokeshire
2412/9

Editor's Comment

Thanks for these reminiscences. They certainly evoke the spirit of the times when our cars were new!

SPARE WHEEL HUBCAPS

Dear Editor,

By the time you receive this letter, I am sure you will have had many replies to the mystery items on page 24 of MoMo Mail. The six inch discs are of course like hub caps for the spare wheels on Cowleys or Oxfords.

Just to illustrate their use, I have enclosed a photograph of my own Cowley with the discs in position on the spare wheel. This photograph was taken at a rally at Dyffryn Gardens, just outside Cardiff in 1981.

Graham Rees
Abergavenny
11356/9

Editor's Comment

As you will have seen Graham, the mystery was solved by last month's edition, but I can never resist printing a good picture, so many thanks.



1934 10/4 CARB

Dear Editor,

I must just thank all the people who responded to my last wanted advert and helped me to tick a few more parts off my wanted list many thanks to them.

I do not know if anyone is able to help me but my car is fitted with a Zenith carburettor, every 10/4 I have seen has always had a SU carburettor on it so I presume the Zenith is wrong although it runs perfectly ok and looks as if it has been on there for many years. One fine day I would like to fit the correct SU carburettor. I keep looking on eBay

and other places but I never know if I am looking at the correct carburettor. I know it should have the long brass choke lever underneath and a brass damper screw - apart from this does anyone know how I can identify the correct carburettor, size etc. Just one more question - should there be a gasket between the air filter/silence and the cylinder head?

Bob Nash
12067/4
King's Lynn

Editor's Comment

Could a 10/4 owner respond with a photograph, please? Are there any more out there with Zenith carburettors?

"WORRIED WELL"

Dear Editor,

I am pleased to see that Barbara Symonds is continuing to display her considerable literary skills and justifying her current rôle as holder of the "Writer's Chalice". Her detailed account of the – surely mythical – "Worried Well" owner was most entertaining and an unusual surprise in the pages of a motor club magazine ("Winter Storage"; Morris Monthly; January 2010). If she describes the actions and character of a real person – who can he possibly be? Certainly he puts me to shame on many counts and I thought I was a very caring Morris owner.

The only time recently that I came close to carrying out an act that the "Worried Well" owner would appreciate, was when I almost put the many parts of a Morris final drive unit into the dishwasher for a final clean before re-assembly, while my wife Kate was at church. I chickened out when I realised that the full cycle may not quite have been completed before she returned.

The Morris wife now has a very good representative in Mrs. Symonds, who will surely build a devoted following (male and female). More womanly observations of our predominantly male hobby will be most welcome!

Ken Martin
Marlborough
523/3

Editor's Comment

Thanks for your kind words, Ken. I publish your letter purely in the interest of freedom of speech (and my personal safety), resisting the little voice inside my head which keeps saying "don't give her any more encouragement"!

THE SACRED PLACES

Dear Editor,

I thoroughly enjoyed the Winter Storage article in January's magazine, and have to admit that my daughter on her occasional visits from Somerset would concur in every respect.

You see, I have two passions. I am a fanatic about steam locomotives, both full size and miniature. To such an extent that I am building a 5 inch Gauge Stirling Single. Now this is not a short term job like car restoration, more some years exercise, and as it involves making every individual part a prerequisite is a workshop. Now my garage is a car and a half long – compared to a Ford Escort – and 2 cars wide (just) so I have been able to arrange a 10 x 8 workshop. This is fully equipped with lathe and milling machine centre, drill, grinder, compressor, benches and vice. Then there is all the necessary tooling for the machine centre, drill, reamers measuring equipment, extra lathe and milling attachments for those special jobs. Now hand tools, model engineers, as with Morris men, can never have enough hand tools. An advantage – or problem – of going to local fêtes on Morris runs is that there are always the car boot tradesmen and you can always find that tool you have been looking for for years. Finally material, the lengths of bar and tube, two foot bought when you need two inches, the boxes of metal off cuts, I am an inveterate raider from engineering company skips, those throwaways are gold dust. Finally a carpet, a stool and an oil filled radiator to keep my machines warm and rust free.

I have just acquired a Tourer, part restored and so the

garage has to be made ready,

A garden shed has been installed, an acrylic plastic one, not your ordinary leaky wooden one. Shelving is being fitted and then that repaired dining room table, still being hand polished after eight years, the spare dining room chairs, the mower and all the garden tools are to be moved. The shelving with its total contents of all those "must be kept" items transferred to the shed and finally a nice big padlock to ensure that my precious collection of quarter filled tins of paint (and my surplus kitchen and bathroom tiles) are not "done away with" by the ever around light fingered. Finally I follow the process as Barbara's "Worried Well" described. Have I forgotten anything before bringing home the Tourer? Ah yes, the Saloon. She must be abandoned from the garage to make room for her sister but I can't let her stand out in the rain and snow.

A conversation with my local farm shop farmer has secured her a nice dry berth in the corner of his barn, next to the bulks of carrots, spuds and cabbages, against my confirmation of continuing to buy my fruit and veg from him.

Finally when all this has been done I must turn my attention to some hovering, dusting and ironing, or shall I? I hate "women's work."

Bob Dean
11747/2
Walsall

Editor's Comment

Although I know Bob well from the West Midlands Noggin, this contribution was completely unsolicited and goes a long way to confirming that my own behaviour with respect to old cars is in no way deviant and, indeed, comes entirely within the bounds of normality. Attack is certainly the best form of defence, so whilst I am happy as Editor to allow the distaff side to air their views from time to time, I look forward to similar contributions to Bob's from other members as they defend us against "the monstrous regiment". (There, I finally made it. 12 months in the job and my first historical quotation!)



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The Italians prove far more welcoming than the Germans

Milan Cathedral, of course, had to be seen, and we were impressed by its remarkable exterior, and perhaps rather less so by the interior, which seemed to our Anglican minds rather dark and a little too well endowed with relics. Among them was a coffin with a glass lid through which one could see the body of a saint miraculously preserved. We took photographs, and then proceeded with great difficulty to find our way out of Milan. It took us some time to get clear of the traffic, but eventually we found ourselves driving through the pleasant Lombardy countryside. That evening we entered Pavia and found rooms at the Hotel Croce Bianca.

Pavia was full of people that night, and we joined the concourse in the streets and sat among the crowds in the cafés enjoying the Italian scene. The next morning we were up early, and again walked about the town, visiting the colourful market with its varied stalls and exotic smells. We wanted to take photographs of the market, so we climbed the back stairs of a house onto a balcony overlooking the street to obtain a good vantage point. Almost at once a door opened behind us and a policeman appeared and asked us what we were doing. We said we were taking photographs of the market. He said quite politely that we were not allowed to take photographs from the Police Station. We said we were sorry; we did not know we were in the Police Station. He gave a shrug, and turned and went back inside, and we departed. We went on from there to the Cathedral where we were just in time to see an impressive procession leave, and pass on into the town. Indeed, there was so much of interest in this ancient city that we were loath to leave. It was a strange mixture of old and modern, of rich and poor, of beggars and motor cars.

Making for Genoa, we reached Mussolini's new road, one of the first of the modern motorways, entering at a special toll-gate at which we paid the sum of 6 lira. It was a rather splendid road, curving and swooping down the mountain sides, crossing huge ravines and cutting straight through the hills in a series of long tunnels. The road was patrolled by police cars, and I made a note in my diary that we were stopped twice by "Fascist guards who examined our papers".

We reached Genoa in the middle of a very warm afternoon, a town which I described as a "typical Mediterranean seaport: noisy, dusty and very hot". We entered a café near the harbour and ordered drinks. We had hardly sat down, when the café was invaded by a crowd of young Italian Naval Cadets in immaculate white and blue uniforms. Their average age, I suppose, was about 18, and they proceeded noisily and with good humour to settle themselves at the empty tables around us. We nodded affably at the group at the next table, and after a while one of them spoke to us in English. He asked politely if we were staying in Genoa. I said that we were only there for the day as we had been touring in Italy and were on our way to France. "What

do you think of Italy?" he asked. I said I thought it was a wonderful country and very beautiful. Shephard added that we thought the Italian people very nice. Another boy feeling, no doubt, that one compliment deserved another, and sticking close to basic English, said, "The British Navy is very good." This received general assent and we said yes, we thought the British Navy was very good indeed. We had now established a rapport, and there was a feeling that we were achieving a closer understanding between Britain and Italy.

"The British Navy," said one boy suddenly, with charming directness, "is better than the German Navy." There was a general murmur of agreement at this from all sides, and we nodded sagely and said yes, there was no doubt about that. There followed a moment of silence during which I felt sure that another statement was being prepared. I was not, however, quite prepared for it when it came. "Yes," said a boy with a pretty face and a solemn manner, "if war comes, the Italian Navy will fight alongside the British Navy." This was greeted with loud applause, but all I could say in response to this dramatic announcement, was something about how much the British people loved Italy, and that I hoped that none of us would have to go to war. The conversation continued on much the same lines for a while, from which it was clear that they did not much care for the Germans. Before we left, we were all on very friendly terms, and when we finally rose to leave, they all stood up and wished us good-bye; a little act of courtesy which we thought rather touching.

Continuing along the coast road, we stayed for a night in Alassio, and the next morning we arrived at the French frontier near Grimaldi. We were met by an Italian official who was evidently anxious to show us how well he spoke English and asked us if we had enjoyed our holiday in Italy. We said that we had enjoyed it very much, and I congratulated him on his excellent English. He looked pleased and said, "Thank you sir, my English is good because I had the honour to be educated by one of your great colleges." I looked impressed. "What college was that?" asked Shephard. "Pitmans," he replied, "you know it?" "Oh yes," said Shephard with the ghost of a smile, "we know it well." We were amused afterwards by his unexpected reply, which however reflected in no way adversely on Pitmans.

Pressing on into France, we had lunch at Menton, and made short stops at Monte Carlo, Nice and Cannes. From there we struck inland through the hills of the Alpes de Provence. I wrote in my note book, "This is a very beautiful country: woods, hills and running streams, with here and there terraced slopes dotted with house and lined with trees." Shephard, perhaps, did not appreciate it as much as I did as he complained of feeling unwell. The weather had deteriorated somewhat and it had become colder as we climbed on to the higher altitudes of Provence.

to be continued

“
**Yes, if war
comes,
the Italian
Navy
will fight
alongside
the British
Navy**
”

MYANMAR
(Burma)



สยาม เอส

Just when you'd recovered from October's awful Japan Es pun, we return with Siam Es! Well, only one actually, seen here at the Bangkok "Glossy Heritage Awards 2008" Exhibition. It was on offer starting at 120,000 Baht, which is just over £2000.

THAILAND

And just in case you are wondering, I HAVE passed a contact number on to Commercial Ad. Manager Lionel Smith, in the vain hope that he will finally stop advertising for an E Tourer in Morris Mart. Stand by for Portug Es, Chin Es, Malt Es, Sudan Es, etc. It can only be a matter of time . . .

Bangkok

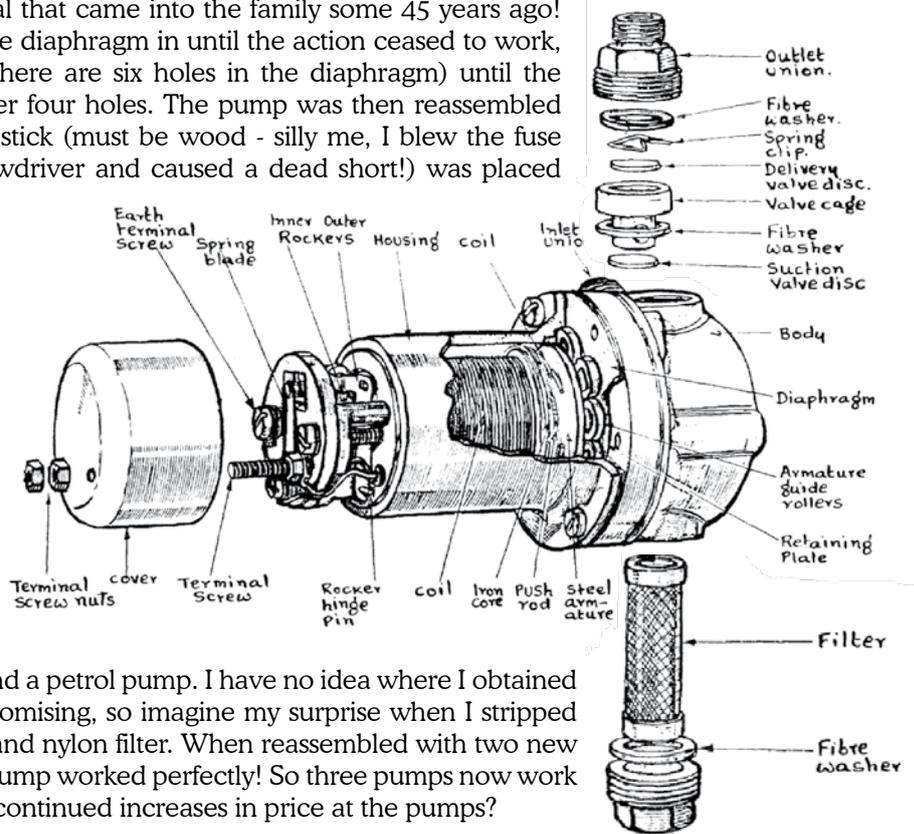


MALAYSIA



for Mike Porter, DAILY EIGHT DRIVER, It's all hands to the pump

Light duties are now back on the agenda after my NHS interval, so I turned my attention to the petrol pump on one of my Eights, I knew a new diaphragm was required as there was evidence of leaking. I stripped the pump down and removed the old perished diaphragm and installed the new one, following the instructions in my Morris Minor BMC Workshop Manual that came into the family some 45 years ago! Following the instructions I had screwed the diaphragm in until the action ceased to work, I then unscrewed it one hole at a time (there are six holes in the diaphragm) until the action would work again and then a further four holes. The pump was then reassembled leaving the screws slightly loose. A match stick (must be wood - silly me, I blew the fuse in my battery charger when I used a screwdriver and caused a dead short!) was placed between the body and the mechanism. Then power was applied to stretch the diaphragm and the six screws were then tightened. Job done, but as I have found before, the pump did not work! I spent a further hour messing about adjusting the diaphragm a hole at a time, this way and that, until it worked correctly. I then found a spare pump and repeated the exercise and yet again had to mess around for an hour to get it right. Does anyone have a better method than that in the BMC Manual? Having completed two pump services I turned my attention to procuring parts from my shed for Doug Smith's Two Seater, on the floor I found a petrol pump. I have no idea where I obtained it from and its appearance was not very promising, so imagine my surprise when I stripped down it and found a new style diaphragm and nylon filter. When reassembled with two new screws (as two sheared off due to rust) the pump worked perfectly! So three pumps now work well but can I afford to buy petrol with the continued increases in price at the pumps?



PLEASE NOTE: As stated previously the above is a diary of my activities, no liability is accepted by myself for anyone's actions resulting from reading my articles which are not to be considered as technical advice!

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

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Vehicle For Sale

1947 Series Z Pick-up



Professionally converted from a van in the 50s. Bought for restoration in 1973 by Harry Edwards and subsequently taken on many Morris rallies. Bought from him in 2001 for a further restoration. It has since had a new engine, clutch, master cylinder, kingpins, tyres/tubes, and all running gear has been overhauled. Run for 6 years - last MoT July 2009. Bodywork requires repairs/tlc, and minor metalwork but it could be made to pass an MOT very easily. Located in Essex. £1,250 ono.

Jim Haines (non-member)
01708 226 717 (07831 123 777)
(jimhaines@ntlworld.com)

Parts for Sale

Set of 4 Hepolite Cylinder Liners: ref. FS 1027 NP, o/diam 2 $\frac{5}{8}$ " , i/diam 33.5 mm, length 7 $\frac{1}{16}$ " for MGTA 10 hp, 1292 cc Midget, Morris 10 hp 1292 cc, 10/4 Series II & III 1936/8.

Morris 15 hp G2 & G25 taxi cab 1935/7 Set £100 plus postage £10 or collect.

Harry Edwards
01277 840 697 (Essex)

Wanted

For Morris 12/4: Distributor, starter, flywheel, clutch friction, clutch driven. Also plate to which the starter motor bolts.

John Hopkins
07806 654 001 (Stoke-on-Trent)

Parts for Sale

For 1934 Morris Minor: rear luggage rack + brackets £50, half shaft £40, Front valence (fibre glass) £40. Bare engine block (sv) £120. Front axle with 1 stub axle £40. Camshaft £20.

For Series E: Manifold £40, Dynamo £60, Starter £45, Flywheel £25.

For Eight: Propshaft (suitable also for M10 conversion) £40.

For Pre-Series 10/4 cork clutch centre plate £60, Front axle complete with stub axles/back plates, £60, camshaft £30, crankshaft (for regrinding) £40. half shaft £40
E Smith 07941 106 656 (Durham)
wickhurst@yahoo.co.uk

Car for Sale

1935 Morris 10/4

Very good condition, recent new clutch, MoT Oct 2010. Fully restored in 1985, few miles since. Spares included. £7250 ono.

Alberto Di Duca
01843 841 908 (Kent)

Parts Wanted

For 1934 Morris 10/4:

2 round hand nuts that hold down the air cleaner/silencer (the same as those that hold the valve side plate on?). 1 Near side front running board bracket. 2 Rear axle rubber bump stops metal surrounds that holds it to chassis. 1 rear pear shaped shock absorber adjusting screw and nut

Bob Nash
01485 520 476 (King's Lynn)

Literature for Sale

Operation manuals - Morris Ten Utility £10, 5cwt Van £7, Eight series E £10, 10 Series M £10, 10 1934 £5, Oxford Six 1931 £5, Morris Owners' Road Books 1926 £25.

Graham Farey
01604 639 856 (Northampton)

Parts Wanted

For 1932 Minor side-valve engine. Spiral Gear that fits on crankshaft, which drives distributor and oil pump. Also, valve collets required for same engine.

Brian 01782 515 802 (Stoke-on-Trent)

Parts for Sale

For Eight Series 1: 2 front wings, need some repair where they join the running boards. 2 three-speed gearboxes in good working order, full set of leaf springs, front and rear axles. Radiator. All parts cheap as I am having a clear out.

Stephen Gilbert (W.Sussex)
01825 790 494 (07708 647 006)

Parts for Sale

Job lot for Morris 10-4 II & 12-4 II. Spares including: (1) new chrome side lamp. Dist cap (as new). Finger pull section for rear blind. Brake cylinder seals and spares. Speedo face with glass, top motif for radiator & front badge. (New) set king pins & bushes. (i) new single k/pin with grease grooves, (1) 12-4 II cyl head. (7) P/S/S absorbers. (4) W/W/handles & (2) inside door handles, etc. £210. Buyer to collect (cash only).

Tony Hale
01373 858 728 (Westbury, Wilts)

Car for Sale

1931 Minor 2 door SV Sliding roof



Reluctant sale of rare car owned for more than 20 years. Very good but mostly original condition. Good runner new c/w and pinion, etc. in 2008. Spare 1/2 engine with hardened valve seats plus a few bits and pieces. MoT May 2010 - car has only done 100 miles since last MOT.

Reg. VO 6882 - £4000 (reg. no. is worth over £1500)

Tony Barrett
01604 858 939 (Northampton)
a.e.barrett@btinternet.com

Parts Wanted

For Eight Series 2:

Oil filler pipe, cap or both.
Eddie Costello 07984 721 324
(Wiltshire) aquarroof@btclick.com

Wanted

Morris Eight car, van or tourer in good usable condition, some cosmetic work ok but cannot manage full rebuild.

Geoff Whitehouse (Bromsgrove)
01527 879 255(07931 682 229)

geoffpw@gmail.com

Parts for Sale

For Eight Series 1/2: New crown wheel and pinion £50, Second hand differential £50, Two gearboxes each £50, Cylinder head £20.

Dave (non-member)
01436 842 952 (Helensburgh)

Parts for Sale

Job lot for Morris 8 I, II, E & Z Spares Including: cyl heads, con rods, M/B/Caps, Engine Bolts, studs, oil pumps, cam followers, hubs, stub axles, wheel cylinders, H/brake handle assembly, (new) trackrod ends. Rear carrier brackets. 8, II (2) P/S/S absorbers, adaptor plates for late shock absorbers. (2) I,II radiators, 8 I radiator surround, sumps, 'MM' Minor cyl block. Air silencer and pipe. Plain running board rubber, saloon fuel tank. Cover for Tourer, etc. £365. Buyer to collect (cash only).

Tony Hale
01373 858 728 (Westbury, Wilts)

Right and below: Two Morris Eights in the 1930s.

Right: At the Hop Pole Hotel in Ollerton, Nottinghamshire in the 1930s. (See Simon Moffett's letter on Page 34.)

Below: Tom Taylor walked into a book shop in Camaes Bay on Anglesey and on the wall was the photo of the shop owner's grandparents and their car, with her uncle as a baby taken in 1936, outside the shop when it was the village electrical store. The Morris Eight (AXB 178 or is it AKB?) looks like a Pre-Series 2 door sliding head saloon with shallow headlamp shells, fluted lamp glasses and what looks like the early "Ying and Yang" bonnet motif.



Below: Four open Morris Eights in 2009 as a reminder of warmer times.

All taken at the Festival of the Plough, at Epworth, North Lincolnshire in 2009 by Myke Greenwood.

1. Nigel Clarke and his Series 1 Tourer
2. Myke Greenwood's Pre Series Tourer
3. D. Lansberry's Series 1 Two-Seater
4. A Series 1 Tourer, owner unknown.



1



2



3



4