

# MORRIS MONTHLY



Volume 59  
Number 2  
February  
2019



**MAGAZINE OF THE MORRIS REGISTER**  
*The Club for Morris vehicles designed before 1940*  
[www.morrisregister.co.uk](http://www.morrisregister.co.uk)

**NATIONAL RALLY**  
**9/10/11 August, Thoresby Park, Notts NG22 9EP**



# MORRIS MONTHLY

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### CHAIRMAN **John Ford** writes:

Our magazine is ten years old this month, and looking back to the first issue the format has hardly changed. Except we have now got full colour, more advertisers, the page numbers have gone from an average of 32 up to 48! This is a sign of the successful format that Rob, our editor, has created. It is now the envy of many car clubs. Rob has managed to maintain the excellent quality and content ever since and judging by some of the comments he has received he well deserves these accolades, long may it continue. During the same period, membership numbers have increased from around 1500 to nearly 2200 with more members sending in articles to be printed than ever, as Rob would say 'keep them coming!' It's great to see.



You will have received your first renewal reminder notice in this month's magazine, and there will be another in next month's magazine. For the fifth year in a row your subscription rates have remained the same, we try hard to keep costs down where we can to maintain these rates, so regions, please don't spend your regional funding unnecessarily. The cut off point is the 24th March, so if we haven't received your subscription by then you won't receive April's mag. Direct debit is best, then you will be certain to receive your copy.

We again have a stand at this spring's Restoration Show at the NEC (22nd-24th March), We shall be handing over our loan vehicle to this year's lucky candidate: we have over thirty entries to sift through, up from just five last year! We have our work cut out.

As I write, most of us have avoided the white stuff (a sure sign it will now snow!) so getting our cars prepared (weather permitting) is well up on our to do list. There are many events planned for the coming season with lots of local shows to attend. One of our members who attends a lot of these in his flatnose Cowley did a bit of a survey, and at one show there were seven pre-war Morris on display but only two of their owners were members of the club. Several other meets revealed the same ratio. So, when you attend shows, don't always assume all Morris owners are members, I always keep a few old copies of our mag with

Cover picture: Paul Bootle's 12/4 Series 2 saloon at Canon's Ashby Priory, Northamptonshire

[Photo: Paul Bootle]

## The Morris Register

**T**he Register's Spares Service aims to provide a basic service that will help members keep their Morris in good fettle and suitable for safe and enjoyable motoring. We stock a range of spares needed for the maintenance and overhaul of the most popular models. These stock items mainly comprise engine, transmission, electrical and brake parts for the Morris 8, 10 and Minor models with a limited stock of similar parts for other Morris models.

### ON-LINE SHOP ([www.morrisregisterspares.co.uk](http://www.morrisregisterspares.co.uk))

The new on-line mail order shop enables members to shop for Morris Spares in a secure on-line environment. The Shop includes a full description, a photo, and details of which Morris models each part will fit. Each product in the shop has a unique "part number" with 2 letters and 3 numbers, and is a unique reference system for our Spares Service.

The shop is linked to a secure PayPal payment system; you don't have to have a PayPal account to use this, you can use your credit or debit card. Please go to the Club's web site and click on Services/Benefits - Spares Service.

The information given in the descriptions in the on-line shop should be sufficient to identify the parts you need. We cannot answer questions from members as to which is the correct part for their car, or about parts suitability or application.



**MORRIS REGISTER INFORMATION CENTRE:**

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(10 am to 7 pm UK time)

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The views and opinions expressed by the Editor and contributors to this magazine are theirs alone and do not necessarily reflect the views of The Pre 1940 Morris Register Limited. Any advice provided is not intended to be advice on which you should rely. You must obtain professional or specialist advice before taking or refraining from any action based on the content of this magazine. No liability is accepted for the consequences of following any advice provided in the magazine.

me to show any interested owner and remark on the benefits of joining the club, you never know.

All our officers now have dedicated land lines starting with 0333, they will endeavour to answer your call when available (remember we are all volunteers) I look forward to seeing you in the spring.

**EDITOR Rob Symonds writes:**

Modesty, of course, prevents me from dwelling too much on the words of the Chairman and John Nagle in praise of our magazine, but they do provide me with an opportunity to thank all those who have contributed over the years and who continue to do so. That goes for the regional editors, regular contributors and those who have just sent in the odd item. It is your mag, so we do rely on you providing material. However, humble you think it is, do please send it in.



As things stand currently, I would certainly welcome a few more stories/histories to go in the occasional Member's Morris section. I never tire of hearing of members' affection for their cars and the tale of how they ended up in current ownership, and I am sure many members feel the same. Show us yours!

Another cupboard that tends to run dry over the winter months is the letters section, and I have very few waiting in the wings for March. Get writing/emailing. After all, on these dark winter days, it's that or Game of Thrones or Dancing on Ice!

I might as well finish this appeal by mentioning photographs, especially for the cover. These need to be high resolution, please, and preferably in A4 portrait orientation, although, as you will see this month, it is sometimes possible to use others.

Here's to the next ten years!

**DVLA V765 Service:** The Club can now take a limited number of new applications. For advice on registration number retention contact the DVLA Officer at [dvla@morrisregister.co.uk](mailto:dvla@morrisregister.co.uk)

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New Address:**

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**0333 006 5498**

**DEADLINE**  
**14th of the month prior to publication**

**MAGAZINE NON-ARRIVAL:**  
Please contact the Membership Secretary  
Contact details above

**BACK ISSUES:** may be purchased  
from the Club Shop

**WEBSITE:** [www.morrisregister.co.uk](http://www.morrisregister.co.uk)  
Contact: Mike Rose, Webmaster  
[webmaster@morrisregister.co.uk](mailto:webmaster@morrisregister.co.uk)

**SMALL ADS:** Post/email to:  
The Editor (see above)  
Free for members (max 1 car per month)  
Non-members: please contact for charges.

**COMPLAINTS:** Any complaints  
against any officer of the club, or about  
the way the club is being administered  
should be referred to the Secretary

**THE PRE 1940  
MORRIS REGISTER LTD**  
Registered Office:  
**70 Alderton Way, Trowbridge,  
Wiltshire BA14 0UH**

**PRINTED BY  
CAMBRIAN PRINTERS**  
**01970 627 111**

# M Morris Spares Service

**POSTAL SALES**

If you know the part number of the parts you need, but don't want to use the on-line shop, please get in touch with David and Lindsay Smith, email: [mylittlegreenmorris@yahoo.co.uk](mailto:mylittlegreenmorris@yahoo.co.uk) or by post at Morris Spares, Units 5 & 6 Priory Farm Industrial Estate, Station Road, Portbury, BRISTOL, BS20 7TN. We cannot take orders by phone.

- Please state clearly the part number (the unique 2-letter, 3-number code as shown in the on-line shop), the description of the item you need, and the quantity
- Please quote the model and chassis number of your car - take the chassis number from the brass plate under the bonnet, and include the letters as well as the numbers
- Please quote your name, address and membership number in all communications
- We can accept payments by cheque, but prefer payments by card using PayPal. Instructions for payment will be given when you order
- 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
- If you are not sure what the correct part is, please put a request for help onto the Forum. There will always be members "on line" who will be able to share their knowledge with you.





# Secretary's Spot



**SECRETARY**  
**Jim Riglar**



## Membership Renewal

With this month's issue of Morris Monthly, you will find a membership renewal form. If you pay by direct debit and your bank details remain unchanged from those already notified to the club, then you need do nothing. If you pay by PayPal, Cheque or Postal Order, or pay by direct debit but have changed your bank account details then you will need to complete the form and return it to the Membership Secretary complete with payment as appropriate. Prompt return of membership renewal forms would be appreciated; please remember this is the first set of annual renewals that Christine Haigh is undertaking as Membership Secretary.

## Personal Data

For those of you who have not yet completed a Personal Data Consent form, a copy is printed on the reverse of the membership renewal form. This can be posted to the Membership Secretary as part of your membership renewal, or if you do not need to use the renewal form, simply posted or emailed to the Membership Secretary with your data consent preferences completed.

## Club Safeguarding Officer

I am delighted to report that Lindsay Smith has volunteered to take on the role of the Club Safeguarding Officer (CSO). Some of you will know Lindsay through the sterling work that she and her husband Dave undertake as Club Spares Officers. Lindsay is now the first point of contact for all safeguarding enquiries within the Morris Register, with an emphasis on ensuring that welfare of children' and vulnerable adults is considered in all aspects of the club activities.



# Bulletin Board



## National Committee Meeting

This will take place on Saturday 6th April commencing at 10.30 am. Venue is the Magnolia Park Hotel, Golf & Country Club, Arncott Road, Boarstall, Aylesbury, HP18 9XX.

## Annual General Meeting

The venue for the Annual General Meeting, on Saturday 5th October, will be the Blunsdon House Hotel, The Ridge, Blunsdon, Swindon, Wiltshire, SN26 7AS.

## Beamish Weekend 15/16 June

This year's Morris Register Beamish National Event is to coincide with the annual Beamish Reliability Run to be held on the Sunday which both starts and finishes at the museum.

This run is on our final day the Sunday morning somewhere between 200 and 300 classic vehicles leave for a 150 drive through Northumbria, Durham and North Yorkshire, returning at teatime. This will be an added attraction for us to view on our busy weekend and one of our members is intending to enter. Both the Register show and the Reliability Run are already advertised on the Beamish website.

The Beamish Park Hotel has put a number of rooms on hold for us at the same cost as last year at £110 per room per night for two people including breakfast. These rooms which have patio doors leading out to your own classic car parking space, for the nights of 14th 15th and 16th are only held available for a few weeks and will be allocated on a first come basis. If you want to come and join us at the hotel then you need to contact me soonest. Entry to the Museum for this event is free for us and our cars, so contact me if you require a booking form.

As before we intend to dine at The Stables again on the Friday, then at the Beamish Park Hotel on the Saturday followed by the usual party games big raffle and quizzes.

This is your big event in the North so we are looking forward to previous and new members joining us for this great weekend, come and join us to drive on roads of the 1930s and 40s for which cars were built.

Please note; As I am moving house and my landline is no longer operational, so my contact details are 07932 928 966 or [roy\\_pidgeon@yahoo.co.uk](mailto:roy_pidgeon@yahoo.co.uk)

Roy Pidgeon

## National Rally

This will take place on (9th), 10th & 11th August at Thoresby Park, Notts, NG22 9EP.

Following comments on the forum that these dates are not being advertised with sufficient prominence, the Rally dates will now appear on the front page of Morris Monthly every month. Fewer excuses now for not turning up!

## National Rally Accommodation

Discounted prices for three nights 9/10/11 August 2019:

Standard room: £270 per person      Signature room: £300 per person      Historic room: £308 per person

Some single Standard rooms with no added single occupancy charge are available @ £270

The price includes Warner's holiday insurance cover for all rooms. A deposit of £35 per person is required when booking with the balance due by 31st May 2019. This can be done either by cheque payable to M.R.Dixon or by bank transfer (details on application). Please let Malcolm Dixon know as soon as possible if you wish to book a room on 01132 670 424 or [malcolmrdixon@msn.com](mailto:malcolmrdixon@msn.com)



### Michael Thomas 1937– 2018

It is with great sadness that we have to report the death, at the beginning of December, of former Club Secretary Mike Thomas.

Mike suffered a heart attack at his home in Thornton le Dale, North Yorkshire and died later in hospital. He was 81.

Mike joined the Club in May 1986 and was South East Regional Secretary from 1987 to 1991. In the Spring of 1992 he became Regional Chairman and remained so until 2006. At the same time as his regional duties Mike was also national club Secretary from the middle of 1991 until October 2002 when he took a step sideways and became the Club's PR Officer for a few years.

Mike finally relinquished his membership of the Club in 2014 following his and wife Maureen's move from Sussex to North Yorkshire in 2013 where he found the nearest Noggin was just too far away from his new home near Pickering.

For many years Mike's favourite mode of transport was his 1931 Semi Sports Minor and he spent a considerable amount of time in reuniting the car with its original registration number. Apart from Morrising Mike's other interests included indoor model flying and radio-controlled model boats. He was involved in the running of the boating section at the Ardingly Show. He also very much enjoyed the Piltdown Rally when he would load up the Minor with all the necessary camping paraphernalia and with one of his sons spend the weekend relaxing after the rigors of Ardingly.

During his working career Mike spent some time in Royal Navy submarines and had many conversations with Fred Newman, also a SE member and fellow sub-mariner, comparing notes. Derek Russell also recalls meeting Mike in the 1960s in the Surrey Docks in London when they had related jobs in the shipping industry.

Val and I last saw Mike and Maureen in March of last year during a break in North Yorkshire having agreed to deliver a large radio-controlled model yacht being passed on from ex-member John Miller. When I say large it only just fitted in the motorhome. As was his way, he quickly set to and had it back in the water in less than a month.

I'm sure we will all remember Mike in our different ways but for me he was kind and helpful and I shall miss our occasional conversations.

Our sincere condolences go to Maureen and her family.

Mike Brears



from  
**VEHICLE REGISTRAR**  
**Mike Brears**



**Registrar's Ramblings**



I thought I'd start off this year with a belated greeting wishing everybody a safe and happy New Year and to try and fill in the considerable number of gaps in the club's Vehicle Database, particularly for those vehicles where I cannot locate a current owner.

We have two instances where members passed away in the last year or so and their cars have not yet re-surfaced, so I thought I'd kick off with a section called - "Where Are They Now?"

Firstly, I would like to locate any of the 11 cars previously recorded as owned by the late Harold Rackham from Diss in Norfolk. They are:

- 1927 Cowley Van - FH 6073 – needing restoration
- 1927 Cowley Tourer – OT 5334 – In restoration
- 1929 Cowley Saloon - UV 2225 – temporarily off the road
- 1932 Pre-Series Ten Four Pathe News Van - ANN 51 – temporarily off the road
- 1933 Pre -Series Tourer – AGU 124 – needing restoration
- 1934 Cowley Saloon – ALO 116 – needing restoration
- 1934 Pre-Series Ten Four Saloon – BKL 573 - needing restoration
- 1934 Pre-Series Saloon – RD 5681 – In restoration
- 1934 Ten Six Cunard Tourer – AVR 645 – temporarily off the road
- 1936 Series 2 Ten – COA 593 – temporarily off the road
- 1938 Series 3 Twelve Saloon – EXA 589 – temporarily off the road

The second instance is those vehicles owned by the late Fred Battle of Ipswich in Suffolk, they are:

- 1934 Pre-Series Ten Four Saloon – ABJ 809 – in restoration
- 1935 Pre-Series Ten Four Saloon – OSV 955 – needing restoration
- 1934 Pre-Series Eight Saloon – RSV 786 – needing restoration
- 1936 Series 1 Eight Saloon – CFC 42 - temporarily off the road
- 1936 Series 1 Eight Saloon – VG 9617 – needing restoration
- 1936 Series 1 Eight Saloon – BBJ 999 – in restoration
- 1937 Series 1 Eight Saloon – DVR 866 – needing restoration
- 1947 Series E Eight Saloon – DCX 536 - temporarily off the road

All the vehicles listed are registered with DVLA and any help in finding the current owners would be greatly appreciated.





# Warm Welcome



New and returning  
members

NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS		
14442	Charles Leigh	Cheshire M33	charles.leigh@btinternet.com	1936	Eight Series 1	2 Seater
14447	Mark Moss & Lisa Pickford	Somerset BA4		1935	Ten Six MTS 1	Tourer
14456	Tony Payne	Somerset TA4	tony@autohaus.co.uk	1947	Eight Series E	2 Door saloon
14463	Edward & Christine Dickings	Cambs PE14		1938	Eight Series 2	2 Seater
14464	Ashley Fulford	3690 Australia	ashley@21stcenturyhomes.com.au	1946	Eight Series E	2 Door sliding head
14465	Thomas & William Morgan	Northants	twmmorgan@yahoo.co.uk	1946	Eight Series E	2 Door sliding head
14466	Ronald Petrie	Aberdeenshire AB51	ron.petrie.mls@hotmail.com	1936	Eight Series 1	Tourer
14467	John & Dawn Cooper	Lancs PR8	jacooper03@hotmail.co.uk	1938	Eight Series 2	4 Door sliding head
14468	David Wise	Gloucs GL51	d.wise1@sky.com	1927	Cowley	2 Seater with dickey
14469	John & Yvonne Hodder	Guernsey GY4	yhodder@gmail.com	1937	Eight Series 2	4 Door sliding head
14470	Christopher & Mariella Scicluna	IKL 1200 Malta	cscicluna1735@gmail.com	1933	Ten Four Pre-Ser	4 Door saloon
14471	Iain Wilson	Northants NN11	iain.wilson68@gmail.com			
14472	Gottfried Pilz	Upper Austria 4283	gottfried@diepilze.at	1947	Eight Series E	4 Door saloon
14473	Thomas Gray	Invernesshire IV13	thomas.bike.gray@hotmail.co.uk	1935	Twelve Series 2	4 Door saloon
14474	Alan Grimley	Shropshire SY7	alan.grimley1@btinternet.com	1928	Oxford 15.9 Empire	2 (+2) seater
14475	John Jeans	Surrey KT20		1935	Eight Pre Series	4 Door sliding head
14476	Johan & Ali van den Heuvel	Uden 5406 VG Netherlands	bergheuvel@zigga.nl	1936	Eight Series 1	2 Door saloon
14477	John & Lesley Spencer	N.Yorks YO17	johnspencer49@icloud.com	1927	Oxford 3/4 Coupe	sliding head
14478	Andreas Gotz	86836 Germany	vinatafarida@gmx.net			



## What's it Worth?



1938 Morris Eight Series 2  
Pick-up & and Trailer



The eBay trader states: "1938 Morris 8 Series II Pick-Up truck and trailer. Dark green with leather upholstery and a wooden deck. This fabulous little truck started life as a Morris 8 saloon and has now been converted into a wonderful pick-up truck with matching trailer. The conversion has just been completed and it is in super condition and really looks the part. It has been fitted with a Reliant 850cc engine and four speed gearbox. Period wire wheels are fitted on the truck and trailer, it has a chariot style body and fully wired trailer lights, etc. The whole concept of purchasing a light commercial for private classic motoring combined with its advertising potential is one we have enjoyed for many years and proved to be an enormous success. Without doubt the most economical and successful form of advertising known to man! This Morris is not currently registered so if you want to use it on the road you will need to apply for a V5 from the DVLA."

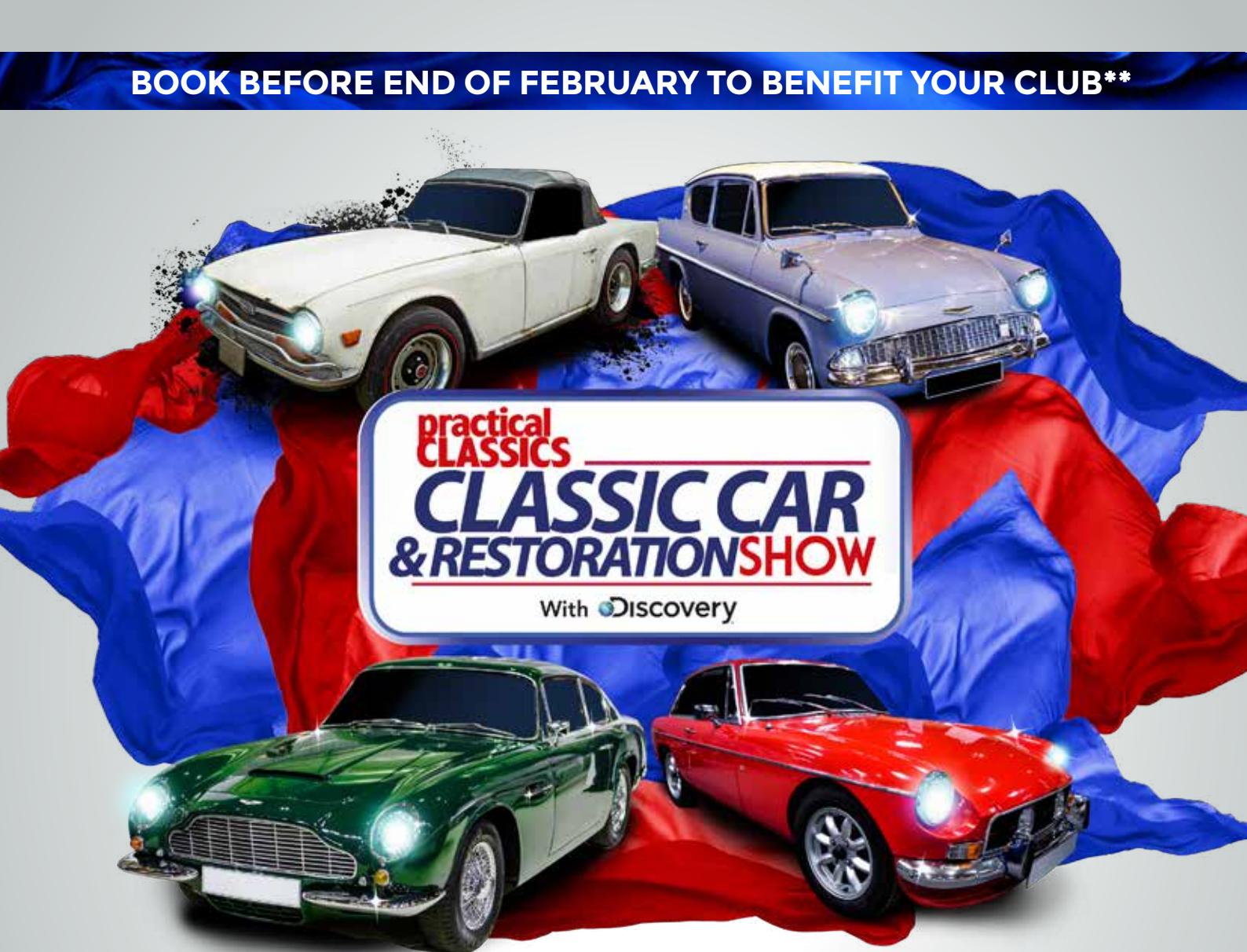


If you want to use it as an advertisement or show vehicle then no registration needed. Absolutely any inspection is welcome. Viewing is highly recommended and we know you won't be disappointed. Delivery can be arranged."

Answer on Page 42



**BOOK BEFORE END OF FEBRUARY TO BENEFIT YOUR CLUB\*\***



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# Forum Files



**2018 on the Forum  
Bob Williams**



I thought I would present the Form Review differently this month. What I have done is to include a photograph, not previously published, from each month through out last year.



**Jan 2018**

**Jan 2018 – Andrew: Diff Oil Level Checker and Chimney Sweep?** Andrew advised that his 9 year old daughter could slip under his Morris and check the differential oil level with ease! Responding, **John** posted a photo and added "As an aside from sending children to check oil levels on Morrises, in the picture below my 4 year old son has just cleaned the soot out of the firebox on our 1912 Aveling and Porter steam roller prior to the boiler inspector's visit. Somewhat akin to sending children up chimneys perhaps? He's 34 now and can't fit through the fire hole!"

**Feb 2018 – Peter: Car Mascot.** "While pondering over why Lady M (his Morris 8 Saloon) would not speak to me, I needed something to do, something to keep me warm, so I have made this car bonnet mascot. It is the only truly useful car mascot owing to

the fact that the horse shoes will bring you luck and keep you out of trouble BUT if by some stroke of misfortune one does break down one has the hammer to aid the repair work... Orders being taken plus P & P!"



**Feb 2018**



**Mar 2018**

**March 2018 – Eddie: Gearbox and diff units.** **Simon** posted photo of Eddie in action.

**April 2018 – Henning**, from Denmark, posted a query: **Connecting Front Exhaust Pipe to Manifold Flange.** **Simon** answered with an exploded view of the parts.

**May 2018 - Nick: 1932 Family 8 SV4 Door Saloon.** It helps when selling a car if a photograph is included with the advert in Members' Adverts section of the forum. This Nick did, although the photo is of the car 40 years previously when he acquired it. Restoration had begun although

more work was needed, in other words a partly completed project.

**June 2018 – Phil: Three speed gearbox synchro hub.** "I have recently started work on my Morris Z ute with the three speed gearbox and have found that when third gear is selected the synchro hub exposes the 6 detent balls and allowed them to be thrown throughout the gearbox, is it possible that there is a spacer missing on the rear on the synchro hub that has caused this?"

**July 2018 – Dave: Morris Light Reconnaissance vehicle.** "I have been contacted by the Tank Museum in Bovington, they are repairing a Morris light reconnaissance vehicle with the EK series engine, and require some parts that the club doesn't stock" A list of parts followed together with a request for members to assist with advice/parts.





**Aug 2018**

**August 2018 – Gary: Switches on steering column 1935 12/4.**

"Hi, help please, we are the proud new owners of 1935 12/4 previously owned by Mr Casserley the steam engine author and photographer, which was advertised in the recent magazine." For steam enthusiasts Mr Casserley was a pioneer of early train photography.



**Sep 2018**



**Oct 2018**

**September 2018 – Michael: Morris Eight ices.** "Stop me and buy one? Yes please!"

**October 2018 – Frank: New wings.** "I have had to bite the bullet as they say, and purchased new wings for my Isis. Although the quality of them is really good I find that some bits are missing from them. I can't complain to the company that made them, Vintage wings Manchester, because I handed them the old wings as a template. It's only when I came to fit them that I realised. Bits of sheet steel, a welding kit and a few hours later I think we have solved the problem."

**November 2018 – Bob: SU Fuel Pump Overhaul.**

After 13 years since last overhaul Bob was having problems with his fuel pump so posted a query on the Forum. **Andy**, with an interesting solution was one of many to reply "My friend had a bottle of this stuff on his garage shelf – it's liquid insulation. It's quite thick and gloopy but easy enough to apply with a brush and once dry is just like plastic. It would be ideal for re-insulating either of the two thin wires exiting the fuel pump coil housing."



**Nov 2018**



**Dec 2018**

**December 2018 - Bumper Brackets.** In the advert section of the Forum Graham posted asking if anyone had some rear bumper brackets. After some discussion on what to call a Morris 8/2 Seater the postings moved over to what the cars were called in Australia. **Jeff** attached an Australian advert and then **Brian** attached a photo of his rather nice coupé Utility (ute for short).

If you want to read the post that the photo relates to, log on to the Forum, click on search ALL forums, type in part of the post's title and then click on one of the titles that corresponds to the full title in this article. The full post will be revealed.

*Bob Williams (bob@justwilliams.co.uk)*



**Dec 2018**

**EDITOR'S NOTE:**

Any member intending to act upon advice given in the Forum or to use any products or services mentioned, is strongly recommended to read the Morris Register disclaimer at the top of page 3 of Morris Monthly.



[www.longstone.com](http://www.longstone.com) Tel: +44(0)1302 711123

Tyres for all Morris cars: Veteran, Vintage and Classic





# Exactly Eighty

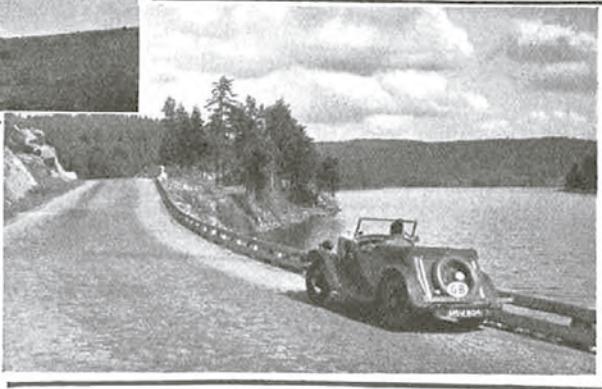


**Items of interest  
from The Morris Owner  
magazine, February 1939**

## Within the Arctic Circle



The evening near Ostersund



On the road to Oslo

### *A Morris Eight in Sweden*

By

DAVID KEITH

THE highest mountains in Sweden are in the north, well within the Arctic Circle. The motorist most easily approaches this inviting region by the road which bugs the Baltic coast from Stockholm to Lulea, where he can turn inland to Porjus. But here he must leave his car and take a rucksack, for the road goes no farther. It is possible to travel far into the mountains by boat — the lakes which fill the valleys are one of the attractions of this region — or on foot, making use of the huts established by the Swedish Tourist Association.

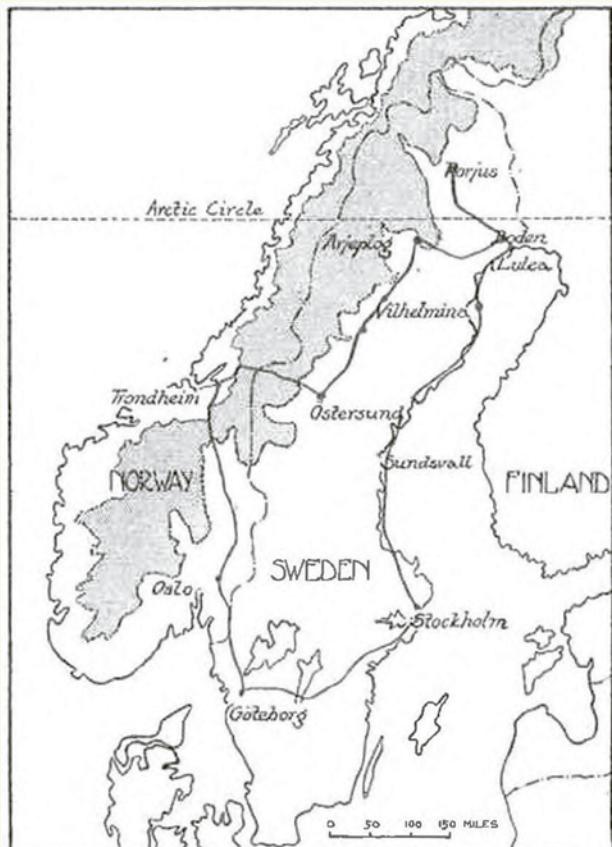
#### **Shipped to Goteborg**

But we decided to try a different route to Porjus, for we knew that lowland coastal road and were tempted by the more mountainous country farther west. Most of the roads we should have to use were marked as tracks, but we shipped the Eight two-seater to Goteborg and risked it. There are several ways of reaching Sweden. The direct and simplest route, from Tilbury to Goteborg by the Swedish Lloyd Line, has what to some may be the disadvantage of the longest sea crossing (about thirty-six hours) of the three routes available. The fares are very reasonable: the Eight cost £2 for the single journey, and this line makes the valuable concession of allowing cars accompanied by three passengers to be carried for half the usual rates, and for cars with four passengers to be transported free. The passenger fare is about £6 for a first class single journey, £5 second class and £4 for third class accommodation; these figures include all food and service.

#### **Alternative Sea Route**

A pleasant way of reaching Sweden is to ship the car from Harwich to Esbjerg, in Denmark, from where there is an excellent road either to Copenhagen or Helsingør, both of which have frequent ferry services across to Sweden. The Harwich-Esbjerg crossing takes twenty-four hours; an Eight's transport costs £2 16s, and for a first-class berth passengers pay £3 10s exclusive of food.

For the motorist who loathes the sea we recommend the Dover-Ostend crossing, followed by the drive via Holland, Hamburg and Copenhagen to Helsingør, where a twenty-minute ferry will take him across to Sweden.



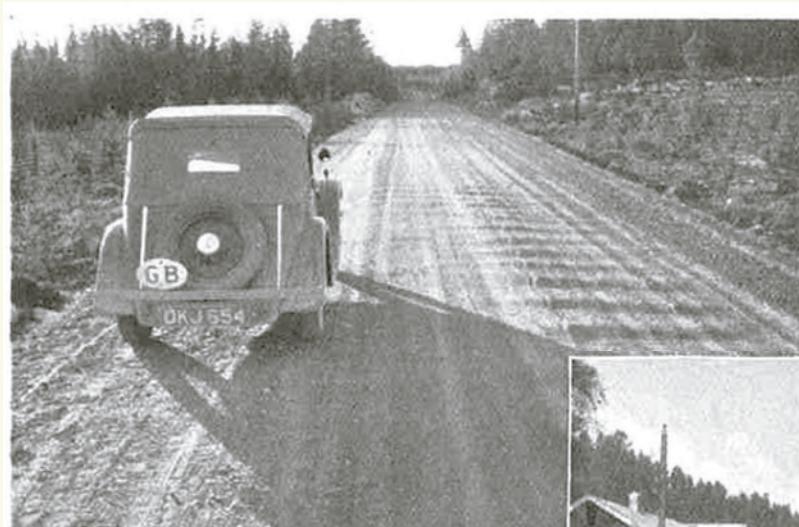
The route followed by the Morris Eight

### **Oslo Fjord**

From Goteborg to Oslo, some 250 miles, there is a splendid road which, never far from the sea, skirts for the last fifty miles the shore of the incomparable Oslo Fjord. From here we took the road to Trondhjem, and so, crossed Norway and traversed one of the grandest roads in the north of Europe. But perhaps we were lucky; it was late August, but the sun beat down on us from a cloudless sky for days together, so fiercely that we had to take our picnic meals to the shade of the pines. The road follows a river valley, and from this the hills rose steeply on our left to the heights of the Dovre Field.

Between Trondhjem and Ostersund the road crosses the mountains which form the backbone of Scandinavia and the border between Norway and Sweden. It leaves Trondhjem Fjord and turns inland, but is never far from water, for this part of Sweden is richly dotted with lakes which lie as pale blue mirrors in the folds between the hills. The roads, despite the unpromising information on our maps, we found were good though inordinately dusty. The loose surface was usually comparatively smooth, but had in places been deeply ridged in the depressing manner of most Continental roads.

There are many roads available from Ostersund to Boden, and we chose the one that lay farthest west and therefore closest to the mountains. It was the least used — and the most beautiful — and as we travelled via Stromsund, Noting and the grotesquely named Vilhelmina, we would pass no more than one car or lorry in every hundred miles. Wheat-ears, brambling, fieldfares and wagtails flew up in flocks, disturbed by the approach of the car, and large red-black butterflies sunned themselves in the dusty heat of the road. It was difficult to realise our latitude was 65° N.



In places the road had been deeply ridged, and  
(right) the village of Hernial, on the  
road between Oslo and Trondhjem

### **A Centre of Interest**

At the villages, where we often stopped to replenish our supplies, and at almost all of which petrol (at 1s. 5d. per gallon) was available, the sight of the little English car caused considerable interest, and invariably a crowd collected. They were used to seeing only lorries and large American cars on these back roads; but we did over 3000 miles on such Swedish and Norwegian side roads and, though the car had done 14,000 miles before we reached Goteborg, we never had so much as a puncture. The back of the car was comfortably loaded with a tent, sleeping bags, a primus stove and a few spare articles of clothing. With this equipment, and food obtained from the villages and towns we passed through, we spent three inexpensive and unclouded weeks in Scandinavia. It is superfluous to remark on the well-known charm and friendliness of the people who take such pleasure in referring to their country as the "quiet corner of Europe". We had made no elaborate preparations for the journey. There was no need to take any special precautions against the dust, and it proved unnecessary to burden the car with spare supplies of petrol.

There is no road running north from Arjeplog, so here we had temporarily to turn east to Boden and then strike north again, cross the Arctic Circle, and so reach the end of the road at Porjus. We left the car here and set off with rucksacks on our backs for the mountains in the west.

When we got back to the car again it was so near the end of our holiday that we had to hurry home, so took the fast coast road to Stockholm. The country is lower, villages and towns more numerous; but it is an

attractive road nevertheless, as for much of the way it runs past small farms close to the indented shore. Soon after Gayle it leaves the coast and turns inland to the famous university city of Uppsala and so to Stockholm. From here to Goteborg — just over 300 miles — the road is one of the best in Sweden, and this last lap can easily be done, if time is pressing, in a not-too-strenuous day's run.



# SOME PECULIAR FORMS OF TREAD-WEAR

The mileage that you get for your money depends to a large extent on various extraneous matters

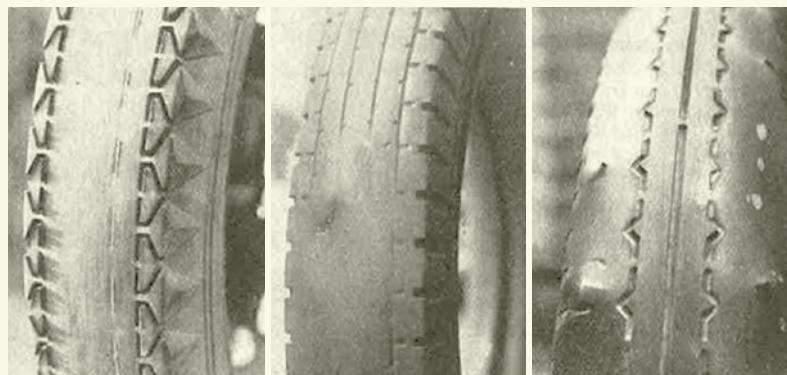
By  
L. VERNON BATES

ON most cars, sooner or later, the gradual loss of adjustment on various chassis parts causes a reaction on the tyres; and if this condition is allowed to go unchecked a large proportion of potential tyre mileage will be lost. Almost invariably, in such cases, an irregular and unnatural form of wear sets in. These forms of wear fall into definite recognised classes and each is characteristic according to the mechanical defect by which it was caused. Thus the man who knows has only to look at a tyre which has worn irregularly and he can instantly tell the nature of the mechanical defect which is responsible for its condition. A simple illustration is provided by front wheel misalignment.

## The Reason for "Toe-in"

The number of cars which suffer from this trouble is far greater than is generally realised. Correct alignment consists of a "toe-in" not exceeding  $\frac{1}{8}$  of an inch. This is measured from rim to rim at hub height. The amount by which this distance, measured in front of the axle, is less than the corresponding distance taken behind the axle, is the amount of toe-in. This inward inclination of the front wheels is calculated to allow for the wheels splaying out to parallel when travelling at normal speeds. Any variation from this setting is known as misalignment, which, according to its extent, has a varying effect on tyre life. Such irregularities are most frequently caused by accidentally hitting the kerb when drawing in to the side of the road; but ordinary wear and tear of front axle parts will have the same effect.

The consequences are very costly so far as tyres are concerned. One or other of the tyres is being continually dragged in a sidewise direction across the road surface. In extreme cases the resulting severe abrasion will account for a huge proportion of the tyre's built-in mileage. Such rapid tread-wear will usually be noticed by the driver, who will probably start an investigation to discover the cause; but in cases of slight misalignment the loss of mileage may not exceed 15% or 20% and the evil remains unsuspected. In either case the loss is substantial because it is not discovered until the damage is done, though actually the signs have been there for all to see since the very week that the trouble started. Thus by reading the evidence in the early stages the motorist can save himself a considerable expense.



A typical tread formation resulting from misalignment of the front wheels

How a tyre suffers from a braking fault

Under-inflation causes a tyre to appear like this

## Sharply Defined Edge Pattern

The indications of misalignment are unmistakable. In mild cases the edges of the tread pattern are very sharp. In more severe cases a fine feather edge of rubber forms on the edges of the pattern. In very severe cases this feather edge is accompanied by a rough and "filed" appearance of the tread itself. Whenever one front tyre wears more rapidly than the other, this trouble should be suspected. It can only be checked with a proper alignment gauge, and though it costs only a shilling or two to have the fault corrected, this outlay will often prevent a mileage-loss equivalent to many pounds.

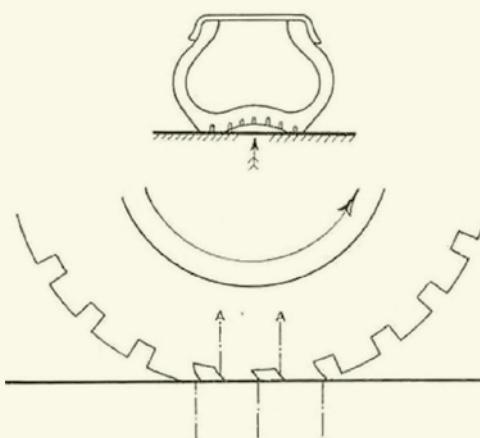
We have all seen the tyre which has worn very rapidly in one particular part of its tread. Sometimes this area is very small — a patch of about 6" — and at other times it extends over as much as a quarter of the tyre's circumference. The rest of the tyre has plenty of tread pattern left, but on the area in question it has worn down quite smooth. In nine cases out of ten this is due to a braking fault.

If there is some eccentricity or unevenness in the brake system this will have its effect on the tyres. Ovality of the drums, or any other factor which causes a slightly uneven application of the brake force, will cause varying stresses on different parts of the tyre, and will result in uneven wear. The cure will be obvious.

## Soft Tyres

A form of irregular wear which puzzles many motorists is caused by under-inflation. In this case the peculiarity consists of considerable wear on the side of the tread —

the "shoulders" — despite the fact that the centre of the pattern is hardly worn at all. Under-inflation causes undue flexing of the walls of a tyre. This is equivalent to distortion, because a tyre is not made to run with an excessive deflection. Carcase distortion causes an unequal pressure of that area of the tyre which is in contact with the road. Thus the centre of the tread tends to "ride" up (see sketch) and is not taking its fair share of the driving strain. Obviously the shoulders, which are doing all the work, will wear more quickly than the centre. By keeping inflation pressures up to the recommended figure the trouble can be prevented.



The upper diagram reveals carcase distortion due to under-inflation, and shows how the centre of the tread rides up, the edges taking the wear. In the lower drawing, the rubber at A is in tension, and at B in compression — the wear is greater at A than at B

One of the greatest mysteries to motorists, in recent years, is the trouble known as "heel and toe" wear. All sorts of theories have been put forward to account for it, and most of them are quite incorrect. Yet

the explanation is quite simple.

The tyre has the appearance of wearing in a series of circumferential "steps". Each block in the tread pattern is worn more at one end than the other, so that when viewed from the side the tyre resembles a circular saw, each tread block being a "tooth". This condition is brought about by tread distortion under braking and tractive stresses. For the purpose of the present explanation we can afford to forget the trouble caused by tractive stresses, as the brake is by far the worst offender.

When the brake is applied, the tread blocks of a tyre assume the distorted shape shown in the second sketch. In their effort to retain a grip of the road they are strained backwards against the direction in which the car is travelling. Thus the front end of each tread block (A in the sketch) is stretched; and the back end (B) is compressed. Rubber in tension (as in A) is much more susceptible to

abrasion and will wear rapidly; but rubber in compression (B) will resist wear to a considerable degree. Thus the A end of the tread block wears much more rapidly than the B end.

#### Front Wheels Only

The reverse process takes place when the vehicle is under propulsion stresses (as distinct from braking), and so on the rear wheels the one effect is counteracted by the other, and no irregular wear results. But on the front wheels there are no propulsion stresses to offset the effect of the brakes. "Heel and toe" wear is therefore much more common on front wheels. There is no cure for this trouble, except moderate use of the brakes, but the irregular wear can be corrected by changing over the front tyres. The near-side is changed to the off-side and vice versa, without removing from the wheels. Rotation is reversed and the second fault will correct the first.

## Making Toughened Triplex

EVERY Morris car is fitted with Toughened Triplex windscreens and windows. Herein is a brief outline of the processes which render it, for all practical purposes, almost unbreakable, and absolutely safe.

### by "Counterfoil"

NOT long ago I had a walk round the Triplex Works with Mr. Graham Cunningham, the managing director, and a very intriguing tour it was.

At the end of the proceedings we placed a windscreen, taken at random, in the testing room under an apparatus which then dropped a steel ball, weighing 1½ lb., slap on to the middle of the glass.

Now how high would you think you could drop a steel ball of this weight on a piece of glass without smashing it? I had imagined that 6 ft. would be a good performance, but in practice the piece under observation smashed at 17 ft.

#### As 10 Inches is to 17 Feet

Then we put a piece of a ¼ in. plate glass under the testing machine, and smashed it to smithereens at a distance of 10 in. As a matter of fact every piece of Toughened Triplex passes a test with a hammer blow, equivalent to the fourpenny one you deliver on a piece of coal you want to break. This test takes place immediately before the Triplex mark is put on it, in order to make sure that the agencies of the Evil One have not substituted a piece of untoughened glass, as can happen in the best regulated factories.

The whole process is intensely interesting from the time the glass leaves the glass store as an ordinary piece of British plate glass, to the moment when it is put into its case and dispatched to the Morris Works for your windscreens.

First of all it is given a very careful scrutiny by specially trained operators, who, as it passes in front of a strong reflected light, examine it for scratches or even blemishes. It then passes to a small company of men who wield diamonds, and it was very interesting to observe how they could cut the exact shape required out of

a plate, and quite often remove the edges complete without a break.

Incidentally, at this stage I was interested to learn from Mr. Cunningham that to gain the maximum advantage from your scratch with the diamond you must break the glass immediately afterwards. Even the lapse of a few hours will allow the stresses in the glass set up by the diamond to straighten themselves up to some extent, and you cannot be definitely certain of the break at the scratch.

The actual size is a matter of careful calculation, because during the toughening process the glass changes its size by some small amount.

The next stage, after cutting, is grinding and edge polishing, in which the edges are removed by grinding and the glass is rendered perfectly safe to handle.

In some cases the edges have to be polished as well, when, after washing, the glass is ready for the furnace.

Powerful sprays of hot water remove every vestige of foreign matter and dust from the surface.

Naturally, the toughening process is the most interesting but takes place out of sight as the sheet of glass is suspended from an ingenious travelling bar, and as the operator presses a button the furnace opens and the glass descends into the furnace, which then closes upon it. After a predetermined period, carefully calculated, the glass is drawn up once more, glowing red, and hangs suspended between frames which spray jets of cold air all over it.

You will readily realise that unless this blast of cold air is distributed over the surface very carefully, local stresses will be set up which would cause the glass to crack on cooling. Therefore the frames oscillate by an ingenious

piece of mechanism.

Of course there is much more in the toughening process than this. Each piece of glass, according to its size and thickness, demands a different amount of heat and different degree of cooling; it has taken literally years of research and experience to determine the conditions which are necessary to produce the glass, and it is on such research that the success of Triplex Toughened Glass depends.

#### Flexibility

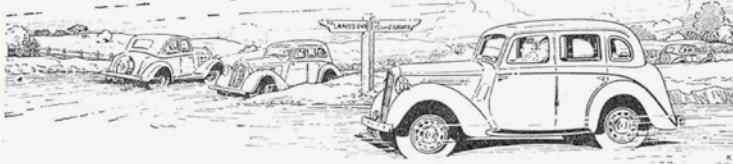
The process entirely changes the nature of the pane of glass. It becomes springy and supple as well as being stronger, and, as you know, if it does break it crumbles into harmless fragments like granulated sugar instead of splitting into the deadly dagger-like pieces which were characteristic of car smashes a few years ago. I have personally witnessed a long jagged edge of glass pulled out of a man's throat after a car had hit a brick wall.

As already hinted, every piece of Triplex is tested carefully. After the hammer blow already mentioned, the toughened glass is viewed through a polariscope which reveals the "pattern" of the stresses in the glass, for it is upon this stressing to definite limits that its quality depends. Actually the centre part of the glass is in tension, and the surfaces are in compression. All this is revealed as a definite pattern through the polariscope, and if this pattern is not readily visible to the scrutineer the glass is scrapped.

Immediately after this polariscope test the familiar Triplex trade mark, consisting of three X's in pyramidal form, is sandblasted upon it, and after one more inspection it is packed and rapidly on its way to its destination; more likely than not, the Morris Works.



# HERE THERE AND EVERYWHERE



## WOMEN BETTER DRIVERS THAN MEN

**S**TATISTICS just issued by the U.S.A. Bureau of Motor Vehicles show that women are definitely more careful and responsible for fewer accidents than men. Women drivers comprise about 14.3 per cent. of the drivers in the various States where the tests were made. In addition, statistics showed that women are more careful pedestrians than men, for few meet with road accidents. During a two months' investigation of accidents to male as opposed to women pedestrians, the former exceeded the latter by three to one generally, and four to one at night.

### AN EXAMPLE?

**S**AID a policeman at Croydon of a woman motorist summoned for leaving her car on a pedestrian crossing: "When I told her it was not allowed, she said: 'Well, I never. I was most particular to put the car between the studs, as I thought that was the right thing to do'."

### INFANT PRODIGY

**W**HEN charged at Eastbourne with breaking into a garage and driving away a car, a 10 year-old boy also admitted taking away seven other motorcars. He was sent to a remand home before being sent to an approved school.

### 20 MPH SPEED LIMIT REFUSED

**F**OLLOWING representations made by the AA, an application for speed limits of twenty miles an hour on eight roads on the Knowle West Housing Estate at Bristol has been refused by the Minister of Transport. Prolonged agitation for a speed restriction by residents had taken place previously, and as a result guard rails were erected at exits to schools in the vicinity. The AA and RAC lodged objections to the Order, which was made by the Bristol City Council, and contended that the reduced limits would not in any way increase safety on the roads concerned.



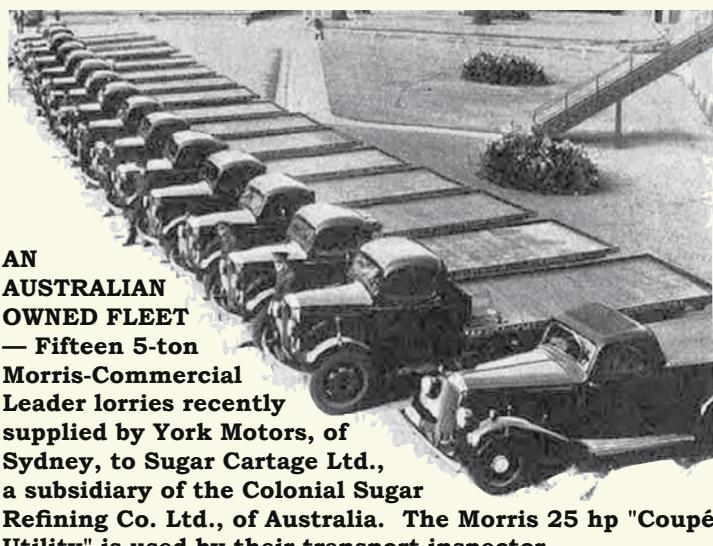
**AQUATIC EIGHTS — four-wheeled variety. Two Morris Eight tourers making light of the considerable watersplash at Tarr Steps during a reliability trial. The leader is being driven by Mr. P. S. Hollis**

### MODERN ROAD MOVEMENT

**T**HE formation of the Modern Roads Movement, under the chairmanship of the Rt. Hon. Lord Eltisley, K.B.E., makes it possible for the first time for all road interests, including pedestrians, cyclists, 'private motorists, commercial vehicle users, road builders, county councillors and surveyors, and Members of both Houses of Parliament, to unite in a common road policy. The value of this development is very apparent and it is not perhaps too much to hope that something really constructive as regards our road system will come of it in the near future.

The Movement owes its existence to the widespread desire amongst the 224 members of the German Roads Delegation, which made a tour of the German autobahnen last year, to provide a live backing to the united report which they presented to the Minister of Transport on their return to England — urging a national programme of road construction and road development.

The Movement advocates the urgent need for modernisation of the road system, together with the provision of a certain number of motorways for the exclusive use of motor vehicles. It puts forward this policy on the grounds of public safety, the requirements of industry, and the needs of all classes of road users.



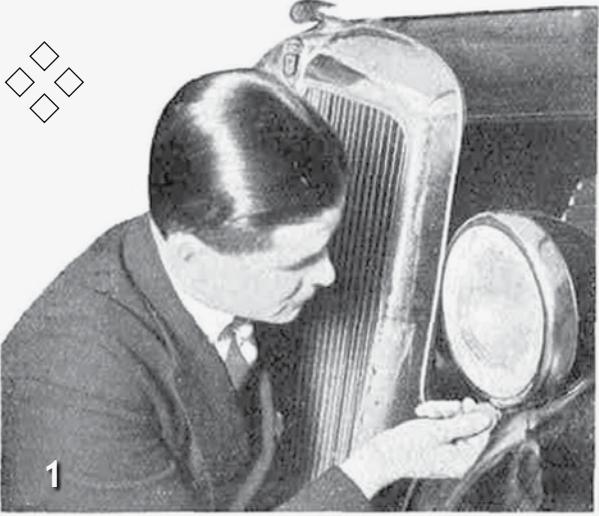
### AN AUSTRALIAN OWNED FLEET

— Fifteen 5-ton Morris-Commercial Leader lorries recently supplied by York Motors, of Sydney, to Sugar Cartage Ltd., a subsidiary of the Colonial Sugar Refining Co. Ltd., of Australia. The Morris 25 hp "Coupé Utility" is used by their transport inspector



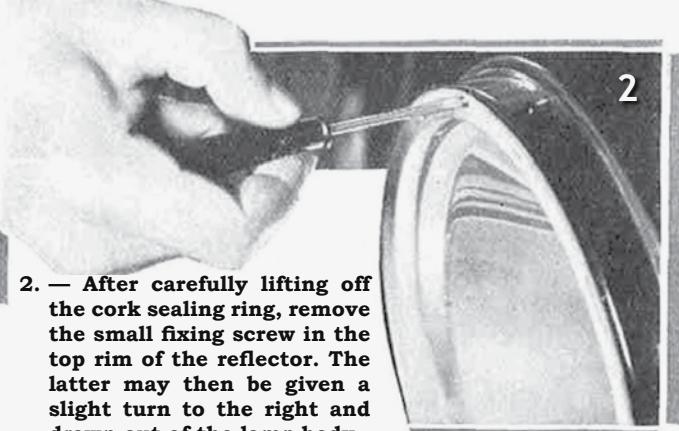
**NOT IN THE AIR — Miss Amy Johnson, here seen with Mr. Jackson, of Tewkesbury Garage Ltd., local Morris Dealers, after a trial run in one of the new Series "M" MorrisTen saloons**

# RUNNING HINTS IN PICTURES No. 84

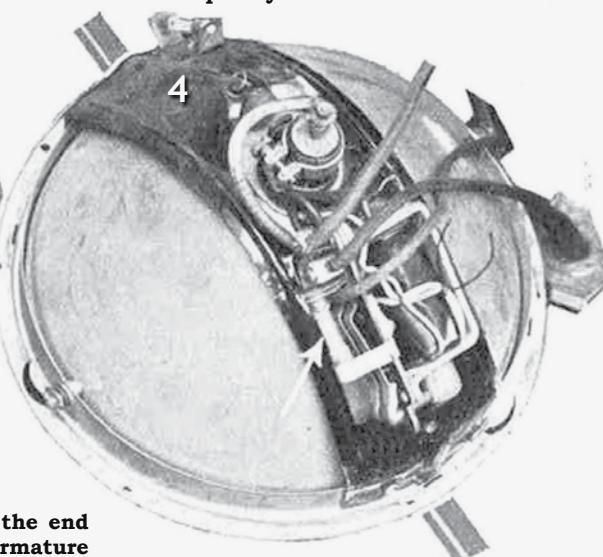
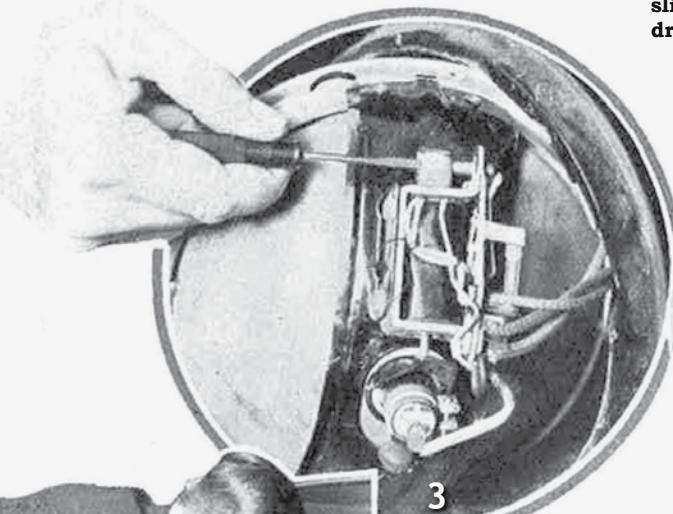


1. — Slacken off the screw at the base of the near-side headlamp with a coin or suitable screwdriver and remove the front rim

**Attention to dip-and-switch mechanism (which, in practice, will be found to be very seldom required)**



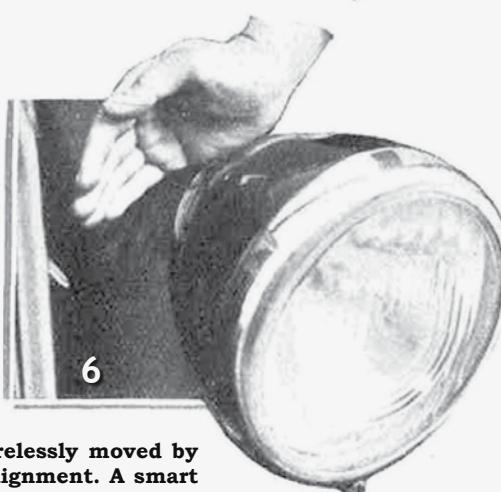
2. — After carefully lifting off the cork sealing ring, remove the small fixing screw in the top rim of the reflector. The latter may then be given a slight turn to the right and drawn out of the lamp body



3. — The long screw in the end of the solenoid armature controls the cut-out device governing the switching off of the off-side lamp. If the latter fails to extinguish soon enough, there is a small amount of adjustment provided by this screw



4. — Showing the general arrangement of the dip-and-switch mechanism and the position of the fuse (white arrow) and its spare In the clip at the top of the picture



5. — Method of replacing the front glass in position to ensure its easy reinstatement

6. — if, as sometimes happens in a public garage, the car has been carelessly moved by pushing on the headlamps, the latter may be put out of horizontal alignment. A smart tap as shown will sometimes restore a level beam, but in obstinate cases it is necessary to slacken the lamp bracket fixing nut under the wing

The complete edition of The Morris Owner for February 1939 is available as a pdf on the website.

Other items of interest include:

- Making the Most of Garage Lighting
- Travel at Night
- Low Horse Power Flying

## Pictures from the Past

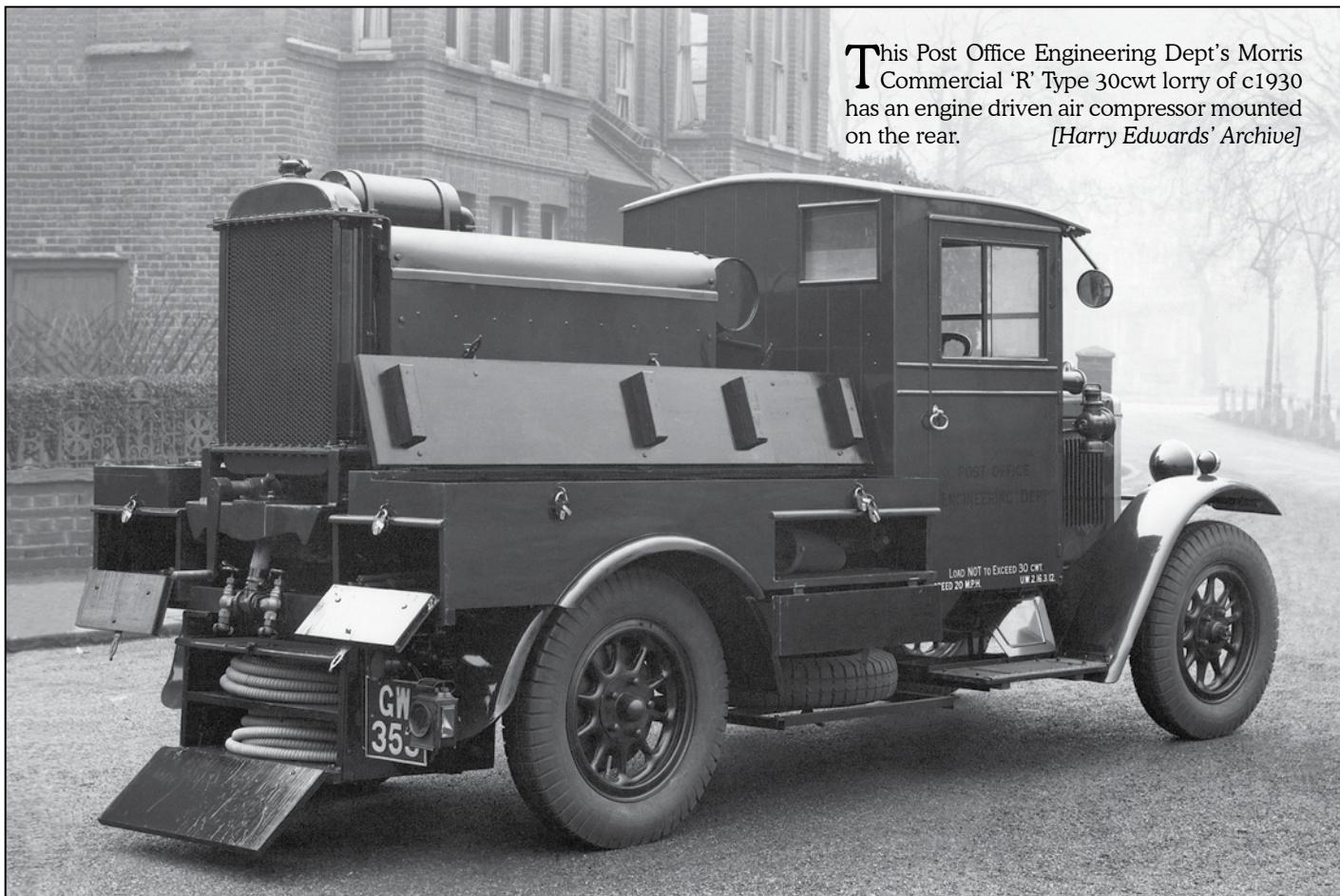
Presented by Ken Martin



 motorsport  
IMAGES

A London registered 1924 Morris Cowley Two-Seater with a 1550cc 11.9hp side-valve engine. This very attractive well-proportioned and nicely detailed car cost £198.

[Motor Sport Images Red 109]



This Post Office Engineering Dept's Morris Commercial 'R' Type 30cwt lorry of c1930 has an engine driven air compressor mounted on the rear.

[Harry Edwards' Archive]

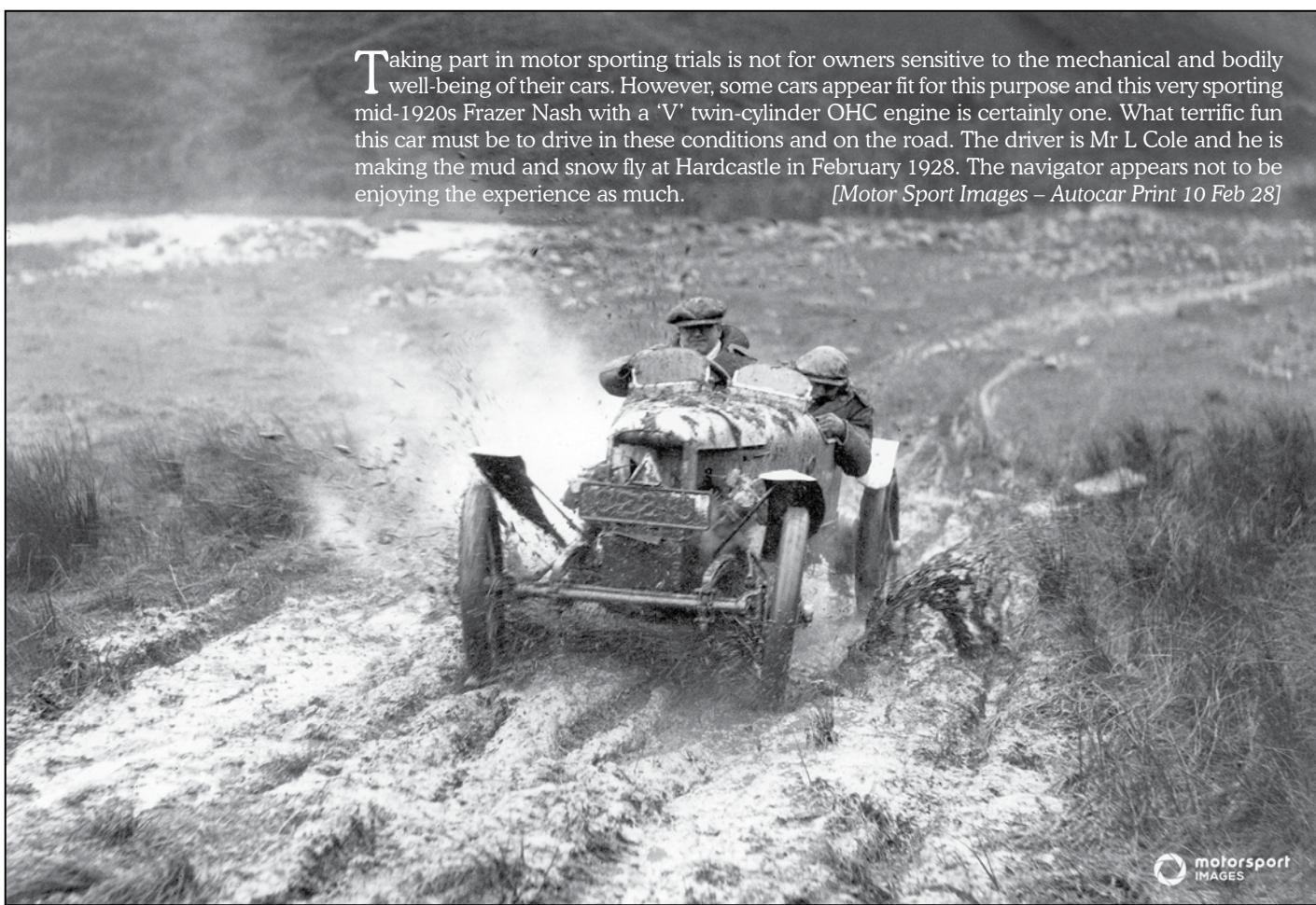


**S**ince roads became well engineered with piped drainage systems, maintenance of the run-off-water collection gulleys has had to be carried out to remove debris collected in the gully sumps. This steam driven gulley emptier belonged to Rochdale Corporation Cleansing Department, and was built in c1930 by the Yorkshire Patent Steam Wagon Co. in Leeds. Its steam engine is under the cab and the double-ended transverse boiler with central firebox, unique to this company, is mounted at the front. With snow on the ground the driver will have been happy in his warm cab.

[Motor Sport Images Ref 9403]

**T**aking part in motor sporting trials is not for owners sensitive to the mechanical and bodily well-being of their cars. However, some cars appear fit for this purpose and this very sporting mid-1920s Frazer Nash with a 'V' twin-cylinder OHC engine is certainly one. What terrific fun this car must be to drive in these conditions and on the road. The driver is Mr L Cole and he is making the mud and snow fly at Hardcastle in February 1928. The navigator appears not to be enjoying the experience as much.

[Motor Sport Images – Autocar Print 10 Feb 28]





## Minor Musings

Chris Lambert

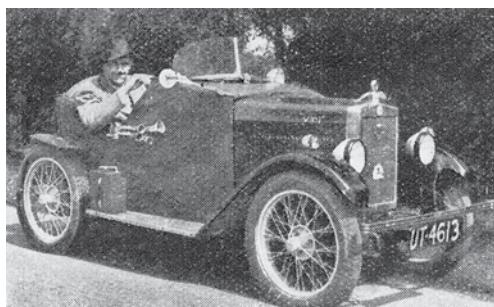
### The world of Morris Minor 'homebuilt' specials

A significant proportion of surviving pre-war Morris Minors are classified as 'specials', this term indicating that their chassis frames are not bearing a Morris Motors designed or built body. Broadly, these special bodies can be further categorised as either coachbuilt, i.e. professionally constructed, or homebuilt, a term that is self-explanatory and covers most other body types. It is the latter to which this article is dedicated.

The homebuilt is certainly not a recent phenomenon with plenty of contemporary references in the thirties motoring press, including the photo shown below (UT 4613) which appeared on the correspondence page of a June 1933 edition of *Light Car* magazine. Mr. Miller, the owner and builder of the two-seater seen in this press cutting image, mentions that the car was formerly a saloon with an accident damaged body which he discarded in favour of one of his own design. Although not particularly clear in this snippet, this two-seater resembles many other homebuilts constructed in the latter decades of the twentieth century and some much more recently than that.

#### The Fifties and Sixties

The peak period of homebuilt construction was the late fifties and very early sixties, a time when thirties cars could be purchased very cheaply and when Britain "Never had it so good". These cars provided inexpensive transport for the country's (predominantly male) late teens and early twenties who were either attending the new colleges of further education, were off to university or had been conscripted for National Service in one of Her Majesty's armed forces. In many cases this resourceful group modified the cars they purchased to reflect their new-found status and life style preferences, as well as providing the means to commute home regularly. So, saloons became two-seaters and vans were adapted for other, mainly nocturnal activities. Invariably, cost was a key factor when such modifications were carried out and, in many instances, the cheapest materials were used. As a result, plenty of these conversions didn't last too long and the vehicles involved soon found their way to a scrapyard, while those surviving soon had to negotiate a further hurdle in the shape of the new Ministry of Transport 'Ten-year test', introduced in 1960. Seen below are examples of two such fifties or sixties conversions, PN 8736 sporting a six-light body, while VT 7546 has what looks like a sleeping bag in the rear of its much-changed bodywork. Perhaps the raised roof-line is to provide extra headroom for the tall driver?



Those among this throng who wanted a sports car but could only afford the cravat, leather gloves and 'ratting' hat, also found ways to either adapt an existing Minor body, or to build a new one. These cars rarely featured a curve on their bodywork, except perhaps to tops of doors. Most of the panels were flat and refinements, such as trim, were minimal. Tread on tyres was considered a luxury and canvas had to visible before another tyre, perhaps a re-tread, would be purchased. Brake shoes were not replaced until the squeal from the exposed rivets was causing temporary deafness to pedestrians and occupants alike. Many of these specials had no weather protection other than the windscreen, therefore remaining dry in a downpour meant 'putting your foot down' while operating the wiper spindle by hand.



## Ex Saloons

A further alternative for those seeking an open car with only a saloon as a starting point, required very little use of the grey-matter to achieve the result they desired. The loan of an oxyacetylene set or plenty of effort and patience with a hacksaw resulted in an open tourer body for very little outlay. Some survive to this day, as can be seen below, although two of the examples can best be described as projects while the third is active and much photographed. It's origins (WD 7626) are revealed by the continued existence, above the scuttle, of the raked 'A' posts and the saloon windscreens they enclose.



## Across the Globe

Homebuilt specials are not restricted to the United Kingdom and have surfaced all over the globe. UK registration GL 1796 is attached to a car that resides in North Carolina, USA, while the blue fabric bodied 1934 model is located on New Zealand's South Island. The Dutch registered coupe is an obvious 'cut and shut' saloon, with the saloon's top rear quarter now nestled just behind and above the front seats, while a new rear section has been added, incorporating an opening hatch, beneath which is a dickey seat.



## Competition Specials

Other owners have converted their Minors for competition purposes. One such car is the former 1930 Semi-Sports owned by register member Martin Redmund (BS 9400) who built a two-seater body more suited to trialing, seen here at a VSCC trial with a boiling radiator and a 'bouncer' doing his stuff! The blue Minor (no.29) has been fitted with a single-seater body and a mystery engine that has been placed a lot further back in the chassis. The car is located in Australia and was photographed taking part in a Vintage Sports Car Club of Australia speed event. The third image (car no.101) was taken at the Montlhéry circuit in France. This special was built by PWMN member Philippe Prigent, a resident of the French coastal city of Brest. Philippe purchased the car (originally built as an SV saloon in 1931) in the UK as a project in 2003, at which time it had already been fitted with an OHC engine and an earlier two-seater body tub. The car's new body has a tubular aluminium frame and the engine has been rebuilt and tuned appropriately. The rebuild was completed in 2014.



## Ongoing Conversions

Minor homebuilt specials continue to be built today, although far more care is taken in their construction than appeared to be the case in fifties and sixties. The examples to be seen below illustrate that change. Of course, this does once again raise the often-argued topic of the loss of original bodied cars to specials. Unlike the Riley world, where perfectly viable thirties saloon bodies have been sacrificed only to be replaced by VSCC speed competition eligible, single or two-seat

aluminium 'affairs' of no merit, the few Minor special bodies being constructed today will replace proprietary Morris bodies, that in most cases were beyond salvation.

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The word 'special' means out-of-the-ordinary, and that was, and remains the prime motivator behind their construction. There are many more images of these unusual cars tucked away in the archive, most of which will have an interesting story perhaps to be told at a later date.

*NB Most of these images seen here have been freely forwarded to the author for use on the PWMN website, some are from the author's own collection while others have been sourced from the internet.*

## Removing the Cylinder Head What happens next?

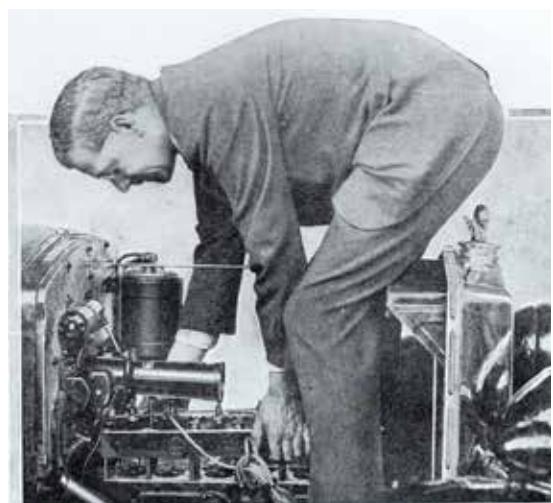
**Tom Bourne**

The Service Information Sheets issued by Morris Motors contain much useful and detailed information, particularly for the models of the early 1930s. They are effectively what present day enthusiasts would call a "Workshop Manual". Looking in detail at the edition for the Morris Oxford Six raises a light-hearted and interesting question about the adequacy and safety of the advice given, particularly in the section concerning cylinder head removal.

Enthusiasts who have worked on the six-cylinder engines of the larger Morrisses will already be aware of the difficulty of lifting off the cylinder head, once all the ancillary components and the 21 nuts have been removed. The head weighs about 34 lbs (compared with

12 lbs for the Morris 8), and the 36 inch distance from the outside of the front wing to the centre line of the head makes it difficult to lean over and apply the force needed to lift the head, particularly when the cylinder head studs may have rusted up within the head and the head is held on by gasket cement residue. The job is made even harder due to the 2 elongated studs that retain the air cleaner / cylinder head cover.

A useful type of lifting eye fabricated from old detachable plugs



The caption given to this illustration is "The cylinder head can easily be lifted from the studs by standing on the bonnet boards astride the engine"

The text states "Raising the cylinder head is best achieved by standing on the bonnet boards, astride the engine, so that a direct upward pull can be imparted to the cylinder head, thus enabling it to be withdrawn squarely off the studs". The photo, reproduced here, is supposed to illustrate this process more clearly. Not only does this stance look particularly uncomfortable, but also it raises questions, firstly how did he actually get into position on the bonnet boards without damaging the wings and the dumbiron shields, and secondly, what happens next?

What does he do with the cylinder head once he has lifted it off the

studs? He has not removed the horn, despite the instructions that this should be first removed. Also, the central stay bar for the radiator is still in position, and he has one arm each side of this. How does he manage to get back to terra firma carrying with him the cylinder head?

The present day enthusiast will devise his own method of lifting the head, in such a way that "a direct upward pull can be imparted". Options might include having an assistant the other side of the car, or by using a hoist. Suitable lifting eyes can be made by adapting two old detachable spark plugs.

The person in the photo is believed to be Alec Holberg, who was a senior draftsman at Cowley working on the illustrations and drawings. My thanks to Paul Lewis for his assistance with this article, and for the loan of the lifting eyes.

# Morris Eight Steering Box Rebuild (Part 4)

Simon Hadley

**Editor's Note:** This article originally appeared on the Forum in the Technical Articles section, but given that only about a quarter of members access the Forum, it seemed sensible to feature it, in episodes, in Morris Monthly

## Fitting the drop arm

Last of all was to fit the drop arm. Before fitting, I added a small foam washer (taken from the packaging on a stack of recordable CDs) and fitted this over the sector shaft to minimise grease leakage here; I assume originally there may have been a felt washer fitted. The drop arm was then aligned with its marked line to the centre line (added to the sector shaft as mentioned earlier — see pic 8). A snug fit to locate the arm's nut and bolt, but compressing the washer and tapping the nut gently in; and finally firmly tightened up.

Now time to refit the rebuilt column to car... job done.

Picture 14:  
Aligning to markings and fitting  
the drop arm



## Conclusion

Once fitted, I went out for a test drive. Wow, what a difference; firm, straight, no wandering, lovely firm and positive steering. On a gravelled drive, with only one's index finger and thumb on the edge of the wheel, a quarter-inch movement either side delivered visible wheel movement at the tyres.

Given how frequently I have heard or seen posts about the trouble these boxes give people, and Frankenstein solutions fitting VW parts, this job really is not difficult, once explained (as ever, thank you sincerely Eddie). If I were to give this task a difficulty rating, I would give it a 3 spanner rating out of 10. Obviously modifying for an adapter plate as I have here takes this beyond the average home garage by needing a lathe; but without, and using an original top plate, this really is just a Saturday job. I would do this again any day rather than change brake cylinders all round. This is NOT a fiddly job at all. Getting the column out of the car (7 bolts in total for me) and on the bench was harder than the work on the bench to rebuild.

The shimming is key in getting the required drag on the bearings and worm. Using combinations of different thickness shims to incrementally increase or decrease the thickness between plate and box by the narrowest margins (thousandths of an inch each time) is where this battle is won; hence the need for a note book and some mental arithmetic.

Aware this topic is far larger than just my ramblings ain the Forum, I hope this is of interest to some, encouragement to have a go, and a helpful reference.

## Disclaimer

*The views expressed are the views of the author, and do not necessarily reflect the views of the Pre-1940 Morris Register Ltd. Any advice given is not intended to be advice on which you should rely. You must obtain professional or specialist advice before taking or refraining from any action based on this article. No liability is accepted for the consequences of following any advice in this article.*

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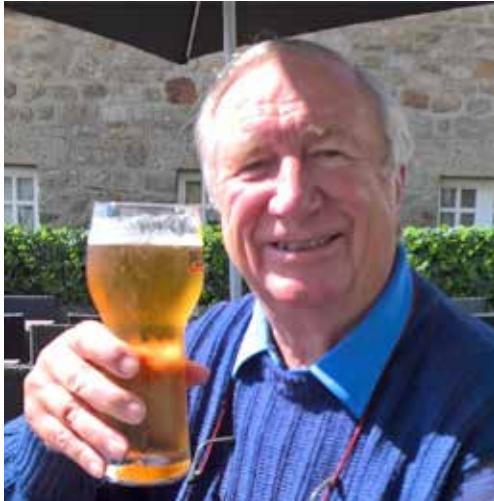


**Happy Birthday Morris Monthly**

**10 years old this month**

I have my Morris Monthly magazines in binders for each year and it was only as I went to refer to one a few days ago that I realised that this issue celebrates 10 years of the Magazine. Before I continue,

I would like on behalf of all members to raise my glass to Rob Symonds our editor who for the past ten years has faithfully and expertly produced a splendid magazine. I would also like to include Rob's wife Barbara who has contributed and supported Rob in his endeavours. Rob, Barbara, congratulations and here's to the next ten years!



### A Tale of Two Badges

The Morris Eight Tourer Club was the first incarnation of the Morris Register and the badges are now fairly rare as the metal backing plate and the cast badge part came unglued and were lost. I wrote in Membership Meanderings in Feb 2009, I was membership secretary at the time, about the loan of a brand new Morris Eight Tourer Club car badge from my late friend Peter Gafney, who was an early club member (No 206). He had one he had kept and never used and I put it on JN 1617, Josephine's Minor Family Eight. Would you believe it the badge and backing plate fell apart as I was fitting it to the car. It would have been tragic to have lost it the first day out! A few years later I purchased from Molly Levett, Peter Levett's widow, his Morris Eight Tourer Club badge to go on my Minor 2 seater OW 4224. It is strange that I should acquire two badges from two Peters! When we sold JN 1617 to Digby Morton in Glasgow, Peter's "loan" badge was sold to Phil Butland where it resides on his Minor Saloon WX 8485.



### Volume 49 Number 1

The first issue in February 2009 of Morris Monthly represented a major step forward for the Club's publications. It was a 32 page magazine with the covers and two inside pages in COLOUR and like all things Morris Register it continues to improve. We now enjoy a magazine usually of 52 pages in full colour, and at a time when subscriptions are only £34.50 compared with £30.00 ten years ago.

### Sad losses since 2009

In the last 10 years we have been unfortunate to lose many long serving National Committee members. The roll of honour of these members is:

Bob Beaumont	President
Harry Edwards	Historian
Audrey Frampton	Treasurer
Dave Harris	Chairman
Ken Johnson	Vice President
Peter Levett	National Rally organiser
Mike Thomas	Secretary

A great collection of characters who worked tirelessly for the Club over the years, you are sadly missed.

### Now you see them - now you don't

It must have been something in the air in February 2009, because of the 31 members we welcomed to the Club only 8 remain members to this day - Trevor Harris, Paul Sawyer, Keith Challen, George Cook, Murray Marchant, John Dickinson, David French and David Palmer are the only survivors! This is far from typical as our churn rate of members is very low and membership is now at record levels.

Josephine was checking the text of this article when Frank our cartoonist friend arrived and I told him about the Ten Years of Morris Monthly. "You should have a party," he said, "send out an invitation with this article"! A few hours later this arrived. I think he must have had a glass or two of wine because this is what he sent me.



Josephine's version:-

**MORRIS MONTHLY**  
Celebration Event  
10th Anniversary  
Decade Dance  
Dress Optional

R.S.V.P.



The moral of the story is:-

**ALLWAYS POOF RAID BEFOUR SANDING!!**



Don't forget the 14th of this month is Valentines' Day and I must also remember it is my wife Josephine's birthday four days later. Forget them at your peril John! However chaps, don't forget the 14th because I am sure the girls won't!

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# Regional Round Up



WINTER MOTORING

## WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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**SEC:** Jeremy Matthews, 01458 445 175, [jeremymatthews@live.co.uk](mailto:jeremymatthews@live.co.uk)

### EDITORIAL

Well, we may still be in the depths of winter, but judging by some of the noggin reports, West Region members are already busy planning events for the coming months, so it certainly looks as if there will be plenty to keep us occupied and or entertained during 2019. As usual January and February, articles for Westwords are generally in short supply so there is a pictorial flavour from some of the many events from last year to brighten up the dreary winter months.

Jim Riglar

### WEST REGION COMMITTEE

The next meeting of the West Region Committee will held at 12 noon, at the Poachers Pocket, Chel Lynch, Somerset on Saturday 23rd February. If you have any issues that you wish to raise with the committee, or nominations for the Tony Hale Cup (see below), please advise Jeremy Matthews, West Region Secretary, 01458 445 175 or [jeremymatthews@live.co.uk](mailto:jeremymatthews@live.co.uk) by Saturday 9th February.

### THE TONY HALE MEMORIAL TROPHY

Final call for nominations! If you have not yet submitted a nomination for a West Region member whom you consider has made an outstanding contribution to any aspect(s) of club activity during the past year, there is still time do so for the 2019 award. Nominations are required by 9th February, by phone or email to West Region Secretary – Jeremy Matthews (see above for contact details).

### NEWS FROM THE GROUPS

#### North & West Devon, 10th January:

The start of a New Year and another new member to welcome to our area, Pip Kingdom. Pip called in to say hello; she is the owner of Devon Custom Trimming, a very busy North Devon business, Pip & her husband own a 1939 Morris 10 and a WW2 Jeep.

We spent most of the morning discussing possible club visits and days out; I will make up an events lists as soon as events and dates are confirmed.

January Club Visit Organised by Jim Callaghan: By the time you read this we will have visited North Devon Metal Craft, another very successful company in our area specialising in repair and fabrication of body panels for the sports car market. We will have a full report of our visit and hopefully some good photos to go with it for inclusion in the March issue of Morris Monthly.

We had apologies from John Garrod, Theresa Dupuy, Tony Sparrow, and Frank and Diana Leach who were, as Frank put it, suffering with a "Seasonal Disorder". Ian Rayment

#### East & South Devon:

Fifteen members and partners met at the Bowd Inn, Sidmouth on 3rd January for a lunchtime meeting. Planning has already started on a programme of events in 2019. Phil Armour is planning a run in the Sidmouth/Seaton area in May and David Palmer plans a South Devon coast run June/early July to include a stop at his new house in Teignmouth.

Our next Noggin will be at The Bowd Inn, Sidmouth on Thursday 7th February. We are considering other locations for future Noggins which will continue to be held at lunchtime on the first Thursday of each month. Visitors are always welcome but please check on the venue by contacting me, [dcjp@hotmail.co.uk](mailto:dcjp@hotmail.co.uk) or 07770 235 518. David Palmer

#### Somerset:

The post-Christmas meal, at the 8th January noggin, once again organised by Colin Baker, attracted 37 members. Following the practice established at last year's meal, all participants were treated to a complimentary drink, funded from some of the proceeds of the noggin's monthly raffle. On the subject of the raffle, Celia Goodland reported that the January noggin raffle, which featured a significant increase in the number of prizes, raised £96 on the night! Following the raffle, a brand new wicker picnic basket, complete with crockery, cutlery and a cool bag, was then auctioned and fetched a further £23 for local funds. Socialising apart, the serious business of getting cars ready for the 2019 season



continues apace. Roy Bowden has now completed all of the bodywork for the back end of his M8 special and is about to start work on the bonnet; how he will accommodate the lowered and lengthen design and the raked radiator cowling will no doubt be a challenge and keep him busy for at least a few days. Steve Wright's 1937 M8 S1 2 door saloon is nearing completion, with leaks in both the fuel tank and in the radiator having been sorted by specialist repairs in the run up to Christmas. Steve is hopeful of getting the car on the road for Drive-it-Day towards the end of April.

Jim Riglar

## A FLAVOUR OF 2018 IN PHOTOS

This is a small sample of events from across the region during 2018. Indications are that 2019 will offer another and equally diverse, interesting and enjoyable range of events.



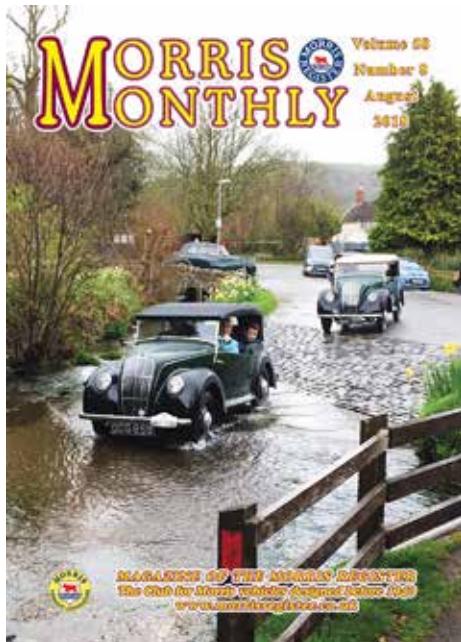
20th January:  
Willbore Engineering, Bideford (Devon).  
N&W Devon Noggin visit



23rd February:  
Visit to Revington TR (Somerset). TRs, from the rare to common everywhere!



25th March:  
Cheese & Grain, Car Meet Frome (Somerset). First meeting of the season – very quiet!



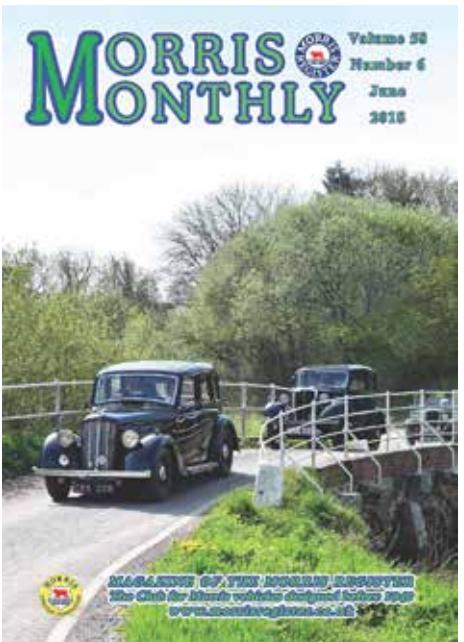
Some West Region D-i-D runs make it to front covers of Morris Monthly.

Left: (N&W Devon) Stephanie & Doug Whittlestone's M8E tourer leads David Palmer's M8E tourer through the ford at Winsford

[Photo: Ian Rayment]

Right: (Wiltshire) Jeremy & Amanda Matthew M10 S3 saloon, leads Dave Barden's M8 S1 saloon over the River Kennett bridge near West Kennett.

[Photo: Kate Martin]



10th May:  
Moretonhampstead Motor Museum (Devon). M8 S1 4 Door saloon.



19th June:  
Helicopter Museum, Weston-Super-Mare. Terry Temlett's 1937 M8 S1 Saloon and Bob Sackley's 1932 2 seater Minor bask in the mid-summer sunshine.



20th June:  
Orchard Park Gillingham (Dorset). Awaiting the start of the Three Counties Run.



7th July:  
Blackmore Vale Revival (Somerset).  
Dave Fitton's 1939 M8 SE Tourer (ex 2  
seater).



12th August:  
West Region at Thoresby. Neil Troake's  
M8 S2 tourer on the rally field.



22nd September:  
Somerset Festival of Transport, Frome  
(Somerset). Wind & rain all weekend!

### WEST REGION EVENTS

**9-10 Feb:** **Somerset:** Great Western Classic Car Show (Autojumble) – Royal Bath & West Showground, Shepton Mallet. **Note: we will not have a stand at this show.**

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**SECRETARY:** John Powell, 01895 672 706, [flatnosejp@gmail.com](mailto:flatnosejp@gmail.com)

### EDITORIAL

The traditional Boxing Day gathering at Sarratt provides a welcome outing after the Christmas festivities. With favourable weather conditions, many classic and vintage vehicles were in attendance on the common of the delightful Hertfordshire village which lies close to the River Chess and near Chorleywood. Benefiting from its rural setting, three pubs, Norman church and unspoilt village character, it seems to be an excellent venue for such an event.

The Sherbucks noggin was represented by Ray and Mary Bickerton's 1935 Series 1 Morris Eight Saloon, together with their MGB driven by daughter, Helen and Roger and Ingrid Knott's 1932 Wolseley Hornet. Roger Clark's Austin Seven Ruby was also on show.

The traditional Morris dancing was in full swing outside The Cricketers pub while The Boot was busy with classic motorcycle enthusiasts.



Ray & Mary Bickerton's M8 & MGB



Austin Seven Rubies



Roger & Ingrid Knott's  
1932 Wolseley Hornet



1930s Ford



*Top L to R:  
Works MGA  
Sunbeam Tiger  
MGT  
Middle L to R:  
Another MGT  
Jaguar SS corner  
Bottom:  
L: 1923 Sunbeam 14/40 Tourer  
R: 1930s AC Six*

## OXFORD NOGGIN CHRISTMAS LUNCH

After a change of landlord during the autumn, the Oxford Noggin is back at its normal venue, The Hand and Shears in Church Hanborough. The new landlord provided us with a splendid Christmas meal and despite some unsmiling faces on the photograph (I surprised them) we all enjoyed ourselves and the food. There was a surprise visit from Santa in his tractor drawn sleigh. The reindeers were saving their strength for later and besides there was no snow.

We also were able to help Mike Rayson celebrate his birthday (21 and a good few months!) Nobody held back when it came to sampling his birthday cake. Everyone agreed it tasted very good. We look forward to more Morrising in 2019.

Article and photos by Steve Gant



# THE RED ROSE

North West Region inc. N. Ireland and Isle of Man

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SECRETARY: Neil Truslove, 01204 598 526, [christinetruslove@btinternet.com](mailto:christinetruslove@btinternet.com)

I am always conscious that what you read in Red Rose one month might well have been written up to six or even eight weeks earlier. Editorial, printing and publishing deadlines dictate the timetable and a classic case in point is the following report from Martin Clarence: "Nine of us attended the Stockport Noggin Xmas meeting on 17th December – Martin and Anne Clarence, Neil and Christine Truslove, Rob and Helen Booth, Rob Brown, Gary Clarke and Ted Whelan. Mince Pies, Christmas Crackers, a raffle and a quiz were the order of the day. The only ones not to win a raffle prize were Martin, Anne and Gary! The quiz winners were Neil, Christine and Anne with a score of 16 out of 20 – a joint effort! The prize was a box of chocolates that we all helped to finish off. Our Noggin schedule for 2019 will again be the second Monday in each month. Why not come over and pay us a visit? Give me a call on 0161 427 1237." Thank you again Martin for keeping us in touch with the Stockport crew.

Despite being confined to bed with a bad case of man flu over most of Christmas, Kate and I still ventured out in the Morris on New Year's Day to our usual car meeting venues of The Corner House at Wrightington and Briars Hall at Burscough, the venue for our Post-Christmas Dinner a few days later. Other Morris's were also out and about including the Roters' Bullnose Oxford, the James' Flatnose Cowley, Richard Wilson's Ten Six Special Sports, David Young in his Leyburn bought Series II Ten/Four and new members John and Dawn Cooper in their recently purchased Series II Eight 4 door saloon. We also bumped into (not literally!) John Littler, Anne and Bill Dyke, Jon and Susie Newbould, Keith Ball, Richard Abraham and Mel and Millie Ashcroft, at various times but sans Morris except John in his Moggie. Apologies for anyone else I spoke to but have not mentioned. As I said, I was a bit under the weather that day.

The Ashcroft's annual Post-Christmas Dinner has become something of a tradition in recent years and 38 members attended this year's gathering at Briars Hall on 12th January. Apart from the usual clutch of local Mid-Lancs regulars from The Anchor, we also welcomed members from Doncaster, Ulverston, Oldham, Workington, Bolton, Burnley, and Stockport. It was especially good to see new members John and Dawn Cooper, and Colin and Jean Goodwin turning up. Colin tells me he has a Morris 8 Tourer project dismantled in lots of boxes. Santa Paul Studdart gave out presents to everyone and later conducted a hilarious game of 'Play Your Cards Right' in which it seemed you did not really need to know what the cards were! Thanks to Mel and Millie from everyone for another enjoyable Dinner.

I'm portantly, the North West Region AGM will take place on Saturday 2nd March at The Shrewsbury Arms near Chester commencing at 2.00 pm. Do try to get there and have your say. Why not come along in time to enjoy a lunch with other members



Bullnose and Flatnose



New Year's Day:  
Cooper and Young Series IIs



Ten-Six Sports Special



Briars Hall Dinner:  
John and Dawn Cooper

beforehand? Finally, early notice for you that there will be Drive-it-Day Runs on Sunday 28th April from each of the

Stockport and Preston Noggin venues. Let us know if you have any route suggestions.



Harold and Tricia Blair



Rob and Helen Booth



Santa calls in

## RAMSEY ANNUAL CAR SHOW, ISLE OF MAN

The Ramsey Car Show is the last Manx Classic Car event of the year. Sunday 25th November was thankfully dry and bright, if not a little chilly, with the show being held in Ramsey Market Square. Verena and I entered our Morris 10/4 Special Coupé and our ex-Harry Edwards' 1930 Morris Minors saloon. We took both cars early to secure a prime spot, which was lucky because when we arrived the Square was filling very quickly, with a wide variety of different makes and models of classic cars. The event started at 10 and went on until 4 o'clock.

This, along with market stalls and shops open, all in a Christmas atmosphere with Santa's Grotto and Christmas lights, brought a large crowd into the town to view our cars. The last car to arrive in the Square was owned by fellow Morris Register members, Chris and Judith Wellings, who brought their 10/4 saloon which on arrival promptly sprung a water leak from the cylinder head core plugs (hope they got home ok). I think a very enjoyable day was had by all and we certainly look forward to attending the event again next year.

Derek Russell



**North West Region - AGM  
Saturday 2nd March 2019  
Commencing at 2.00 pm  
At The Shrewsbury Arms,  
Mickle Trafford, Chester CH2 4EB**

**On Warrington Road (A56) about two miles from the M56/M53/A55 intersection.  
Extensive Lunchtime menu available from 12.00 noon**

**Enquiries to Neil Truslove on 01204 598 526 or christinetruslove@btinternet.com**



# SOUTHEASTERN NEWSLETTER

Editor: Jenny Smithson  
01959 525 265, willowfarm22@gmail.com  
Chairman: John Mason  
01689 858 546, jmmason1942@gmail.com

## SURREY NOGGIN

You will see from the attached picture that the Surrey Noggin had a very festive meeting in December, with 17 members attending at the Kingfisher pub in Chertsey. This was followed with some of the group meeting again at the New Year's Day Classic Car gathering at Brooklands Museum. This event was attended by over 1500 cars, 8000 people and had quite a few Morris cars in attendance.

The program for roving noggins is well advanced and local members are finding some lovely locations to meet up on the third Friday of each month. February we will be on Friday 15th February at the Stag on The River in Eshing, Godalming. GU7 2QG, 12 for 12.30 at the newly refurbished Jovial Sailor in Ripley GU23 6EZ. April has yet to be announced and May is expected to be held at the Fairmile Cobham. The June and July meetings are planned to be evening events as the days will be longer and we should be driving home in daylight. Any new members wishing to join us at any of the noggins should contact Geoff Mullens on 07748 012 596 or morrisgbm@gmail.com.

Monty Mumford



## SE ROVING NOGGIN DATES

Please note the days have changed to alternate Tuesdays and Wednesdays to give more options for members who found Tuesdays difficult. Noggins start at 12.00.

**Tuesday 19th February:**

The Haycutter, Tanhouse Road, Oxted, RH8 9PE

**Wednesday 20th March:**

The Elephants Head, Hook Green, Lamberhurst, TN3 8LJ

**Tuesday 16th April:**

Greyhound, Uckfield Lane, Nr Hever, TN8 7LJ

**Wednesday 22nd May:**

Horse & Groom, Marklye Lane, Rushlake Green, TN21 9QE

**Tuesday 18th June:**

Half Way House, Horsmonden Road, Brenchly, TN12 7AX

**Wednesday 17th July:**

Bush Blackbird and Thrush, Bush Road, East Peckham, TN12 5LN

**Tuesday 20th August:**

The Fox and Hounds, Toys Hill, Westerham, TN16 1QG

**Wednesday 18th September:**

The Star Inn, Waldron, Heathfield, TN21 0RA

**Tuesday 15th October:**

The Woodman, Goathurst Common, Ide Hill, TN14 6BU

**Wednesday 20th November:** Kings Arms, Station Road, Rotherfield, TN6 3LJ

John Mason

## RIVERSIDE RUN 2019

This year's Riverside Run will take place on Saturday 27th April, the day before Drive it Day. The run is still in the planning but the change to Saturday is the result of my daughter running the London Marathon on Sunday 28th for Bowel Cancer UK and we wish to attend the event to support her. Details of the run will be published nearer the time but the usual format is expected. We will probably meet in Cobham at around 10 am for a departure at 10.30. A 25 to 30 mile meander around the picturesque Surrey country side, ending at the Thatcher's Hotel East Horsley for a spot of lunch. All the usual fun and games with one of my easy quizzes along the route. Please email me if you intend to participate in the run so that I have some idea of final numbers of runners and riders.

Monty Mumford

monty.mumford@gmail.com

If you wish to donate to Vikki's charity sponsor please visit: [www.justgiving.com/fundraising/vikki-mumford](http://www.justgiving.com/fundraising/vikki-mumford)



## The Yellow Pages

No. 492



EDITOR: [mdadams1969@hotmail.com](mailto:mdadams1969@hotmail.com)

## FROM THE CHAIR

As the new year started I heard that David Illsley had taken a tumble and added a fractured hip to his poorly leg. I am sure that all register members wish him a speedy recovery. Get Well Soon David!

Sadly, the January Essex Noggin had to be cancelled at very short notice as The Duck had been taken over. Thanks to those who emailed and rang people to let them know. Apologies to anyone who went along. I am assured that it will be business as usual in February.

Mike Adams



## ROOKE'S RAMBLES

**T**is the season of goodwill. The Region's Christmas noggin has passed. It was an excellent evening and the food was superb. Well done to all those that made this happen. The end of the year is nigh and it is that time when many cars have hibernated. Perhaps that time also when those servicing jobs put off during the active times can be carried out. Unfortunately, it is probably also that time of the year when I personally am less enthusiastic in doing it. Too cold, too wet and too damp. I have in the past always carried out those tasks but I smiled, well it was probably more a grimace, when I recently decided just to move a dynastart in the garage. Admittedly it was in a rather confined space and it was cold and I could barely lift it!

I have occasionally over the years had to succumb to professional help and of course it was essential for that MoT when we had to have it. However, way before my ownership of our Cowley saloon it had a past life in the village of Yoxford, Suffolk. The past owner's ancestral shop still remains as does the local garage in that village. Back in the 1960s I met the then garage owner. The garage was something of a time warp complete with a flatnose saloon and the most unbelievable antiquated electrical system! Many years ago a photograph did appear in the journal of the owner complete with his period petrol pump.

The first professional garage I used in Ipswich was a firm called Brownlee and Marriott, now no longer in existence. It hired out cars, provided several lock up garages and general garage services. In fact when we married In 1966 we hired a Ford Cortina from them as our honeymoon car as I guessed our Eight would get fully "dressed up", and it was! I could find even today a few pieces of confetti in the nooks and crannies! It was on their forecourt I broke off many a trafficator arm when I pulled in for petrol and failed to cancel it or it had failed to drop. When they closed down I acquired, from their attic, about ten flatnose head gaskets. They were rough and really could never be used but I still have them! Why I had them I do not know as I did not even have a larger Morris at that stage. Thinking ahead maybe? I also remember at this time I occasionally used my parents modern and my father used my Eight. I well remember he used to top up at this garage with half a gallon of fuel at a time so as not to give me too much credit! This garage is perhaps best remembered because of the "incident of the broken half shaft". We had broken down in the South West corner of Ireland in the Eight. At the time I organised by telephone the removal of a half shaft from an Eight saloon languishing behind these premises. An emergency very kindly handled by my father in acquiring the shaft and getting it to London airport. Aer Lingus, who flew it over to Cork and the local garage who arranged collection by the AA, use of a coach and lorry for part of the journey and final collection by car and delivery to Waterville! At the time it seemed just a normal day's work! Mind you it would have been useful to have had a mobile phone. Watching the plugs being put into the telephonist's console, from a red telephone box outside the window of the telephone exchange, now seems a world away. It was 1963 and I think I did have to pay some duties on that shaft!

I still use a local garage in Ipswich. The photos shows part of the interior. A document on the wall shows it commenced business officially in 1949 and I suspect the interior is little changed. They have served me very well since the 1970s. It has a certain visual antique appeal!

I also use another just outside Ipswich. Again they have been extremely helpful over many years with the advantage that the Morris Register connected owner acquired and restored his fathers originally owned Morris Eight Two seater.

Will these establishment still compete in the future? Modern technology has taken over and there have been so many changes on the automotive front. Whilst accepting a repair is a repair will future generations of 'mechanics' want it? Seems to me those self-taught practices we have learned may have to be carried forward to later generations as custodians of our prides and joys.

I do appreciate a good roof structure. I do also wish I had built a wooden garage fifty years ago. Mind you having mentioned visual appeal I took this photo (bottom) some time ago in a boat builders yard. What a structure!



## NEW YEAR'S DAY AT SUTTON HALL FARM

Jane and I took the Morris 8 the short run to Sutton Hall Farm for the annual New Year's Day meeting. The lovely morning attracted many cars and owners, enough to need overflow parking (for the cars!). Tea, Soup, Rolls & Mince Pies were available. From Morris Register there were the usual keen members, Phil Vidler, Richard Yetton, Jane and I. (Or is it Jane and me?). As a result, the photos are of the three Morris 8s present and repeats of earlier years.

Other Morris Register members present were Mary and Roy Pilkington with their Model T Ford. Just to add that Chris Tabor (left of top photo) organises the meeting, he and family own the farm.

Tony Nathan



## NORTH CAMBS NOGGIN

The last meeting of the 2018 for the North Cambs Noggin was held on Wednesday 14th November and once again Dudley's luck held with regard to the weather. Sadly, this did not encourage too many classic cars to leave their garages. As can be seen in the picture, the cars that did arrive were Eve and Peter Gray's Series 2 Eight, Dudley Hedge's Series 3 Twelve and Ian and Carole Westrope's lovely Bullnose. There was some discussion whether the Eight was a Tourer or not - if there is an expert on Series 2 Eights out there, perhaps they could enlighten me - is a soft top two-seater or a four-seater at tourer - or what is it called? There were apologies for absence from Cliff Smalley, Brian Newland and Bill Williams.

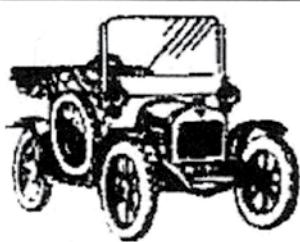
During the summer, Dudley was approached by a professional photographer to be allowed to take pictures of his Twelve and the result was a small book of beautiful pictures which was handed round for all to see.

After our meal was finished, Nick Mayne gave a very detailed and technical talk on his life involved with the car industry, including a thirteen-page handout containing pictures and narrative regarding his talk. He also passed round a few unusual car parts for us to examine, one of which was a wartime grill for attaching to a car's headlights.

Nick put a lot of time and effort into preparing his talk, ably assisted by his wife Lesley and the audience showed their appreciation with a large round of applause at the end of his talk.

The next Noggin will be held at our usual venue (Jude's Ferry Inn, West Row, Suffolk) on Wednesday 6th March 2019 where the talk will be given by Nigel Chapman, so please make a note in your 2019 diaries now to ensure that you don't miss it."

Dudley Hedge



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## OBITUARY

Many of you will remember John Strelitz and his immaculate Series E which was at one time the Simoniz feature car, and a general prize winner. He then restored to an equally good standard a Bergerac Triumph Roadster in white. John also owned a 1933 Vale Special, one of only seven left, this was his first car back in the day. Sadly, John passed away on 17th September 2018. John's daughter intends to advertise the Series E in Morris Monthly.

Tony Nathan

### EA REGION EVENTS

- 14 Feb:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF.  
Treat your loved one to a special night out!
- 6 Mar:** North Cambridgeshire Lunch Time Noggin, Jude's Ferry, West Row, Bury St. Edmunds IP28 8PT
- 14 Mar:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 11 Apr:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 28 Apr:** Drive-it-Day
- 16 Jun:** Classic Car Show at the Epping to Ongar Railway
- 7 Jul:** Maldon Car Show
- 11 Jul:** 10th "Classics on the Green", 3 pm onwards, Friston, Saxmundham, Suffolk, IP171NP
- 1 Sep:** Classic Car Show at the Epping to Ongar Railway
- 8 Sep:** Capel Manor Rally
- 29 Sep:** The Whitewebbs Museum Morris Minor Day

# THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



EDITOR: June Sargeant, 01905 840 155, sarg37@outlook.com

SECRETARY: Barbara Farmer, 01536 711 620, patbarfar@gmail.com

## LEICS AND NORTHANTS NOGGIN

On the first Sunday in January, we held an informal noggin at our home and 34 people turned up in various cars, classic and modern, on a sunny, bright but mild winter's day. There was lots of talk outside about the various models, their differences, peculiarities and problems but once the chill set in, everyone moved inside and enjoyed a buffet lunch which had been supplemented by our ladies with beverages of all kinds and the conversations flowed once more.

During the afternoon, there was the opportunity to visit Stuart Summerfield's wonderful antique collection and this too was enjoyed by all and we thank him for his hospitality. We took the opportunity to plan some events for the 2019 season and these will be discussed in our regular monthly noggins which are held on the first Tuesday of the month at The Angel Hotel, Market Harborough – come and see us, you'll be made very welcome.

Pat Farmer



## HEREFORDS & WORCS NOGGIN



We did not hold a noggin in January but 47 of us met on 13th January for our New Year's meal at The Fountain Inn. As usual we enjoyed an excellent meal served in their beautifully laid out conservatory. Before commencing with the meal we held a minutes silence for Harold Morgan who had passed away in late 2018. Stephen Parkes (Midlands Chairman) and his wife, Roz, joined us for this meal. Stephen made a speech mentioning past and future matters and referred to club and noggin attendances. (See 3 photos top left and 3 photos top right).

John Sargeant also recapped regarding 2018 and asked everyone to give thought to Drive-it-Day taking place on 28th April this year and which we will discuss at our next noggin.

David Henthorn gave a vote of thanks to John for all his efforts during 2018 and for arranging our meal today.



Michael and Clare Halls went to the New Year's Day classic car show at Much Marcle, organised by the Vintage Sports Car Club. (See bottom 9 photos taken by Clare of a few of the cars including three Morris.



Also see photos from Des Lewis one with an amusing caption which is self-explanatory. I have warned John not to get any bright ideas! Des and James came to the meal in the Morris car after it had been off the road for three years, having now renewed the full braking system and cleaned and polished the car to make it look its best (see photo). His wife, Debbie and daughter Emily, followed Des in their modern car with a tow rope (just in case). Des reckoned it was for the modern car!

Finally, everyone was thanked for coming and wished a happy, enjoyable New Year. Our next meeting takes place on 5th February at the Duke of York.

June Sargeant



Left:

When the cat's away or when the wife's at work, give the Morris wheels a good scrub in the kitchen sink!



## WARWICKSHIRE NOGGIN

Happy New Year. Our Noggin on 8th January was honoured with the presence of Frank Ashley and his wife, Thelma: Frank was one of the very early members of what was then the Morris Eight Tourer Club and a past President of the Register.

The dozen or so members also welcomed the owner of the green Family Eight called "Popeye." There was lots of chat about various projects and car updates ready for Drive-it-Day in April.

John Ford outlined the plan for the club stand at the NEC Classic Car and Restoration Show running from 22nd to 24th March. He gave details of the vehicles he had chosen and we agreed to wear overalls and "work" on one car.

Next meeting is to be held at the Crown Inn at Claverdon 7.30 for 8.00p.m. Everyone is welcome!

Stephen and Roz Parkes

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# WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



**EDITOR AND SECRETARY:** John Howells, "Bronlllys", Vicarage Road,  
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## SECRETARY'S SPOT

It's mid-January when I'm writing this, and the AGM hasn't happened yet, so I'll give a short report on it next time.

## NORTH WALES NEWS

Rhiannon and I have started work on this year's Llangollen Rally. This week-long rally has taken place for many years in North Wales, and sometimes moved to Mid and South Wales. This year the dates are 26th August to 1st September, and the rally will be split between Mid and North Wales, staying at two different venues. If any Morris owner is interested in taking part, please give me a ring. Please note that this is not a Morris-only rally, and many other marques will be taking part.

## MID WALES NEWS

**Morris Break:** We are also running a Morris Long Weekend Break in beautiful Mid-Wales again this year. The dates are: Arriving on 24th May at The Metropole Hotel, Llandrindod Wells, and leaving on 27th May. (3 nights). You can check out the Metropole online.

Again, would members from any region who wish to take part, please give me a ring or email me for more information about the weekend break, with its enjoyable runs and visits.

## SOUTH WALES NEWS

**Coffee and Cars:** Last week, for the first time, Rhiannon and I attended the 'Coffee and Cars' meet at The Aubrey Arms. People turn up from 11 am and display and discuss their old cars of any make/ type. They were a very friendly bunch, and showed quite an interest in our Humber. They meet on the 2nd Tuesday of each month, and it's well worth the visit.

## FEBRUARY COMPETITION

Can you tell where this photo was taken?  
The first correct answer out of the bag wins  
a prize.



## DRIVE-IT-DAY PLAQUES

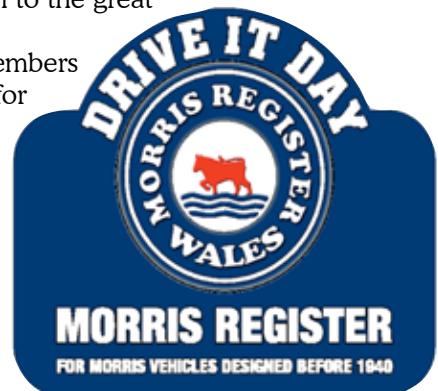
The Wales committee are looking into the possibility of Drive-it-Day plaques for the front of your Morris. These would be made from very strong, but pliable plastic and digitally printed to a high quality. The print does not come off in the rain. They would not be dated, and so could be used year after year.

The Wales Committee feel that the plaques would not only help to promote our club in Wales, and let the public be more aware of the great interest that there is in old cars, but also help to draw attention to the great feat of 1900, when motoring was still in its infancy.

We have a company which will produce these at very low cost, as long as enough members show interest, so please let me know asap if you would like one for your Morris for Drive-it-Day. The design for Wales is shown below, and the central roundel is the one we used for the anniversary Tour of Wales. The plaques will be hole punched at the factory for attachment. I'm sure that your Morris would be proud to display this on the bumper.

Please support your committee in this venture, and let me know that you would like one, by phone or email. If I'm not in, just leave your name and number and I'll phone you back.

If enough interest is shown, we can also order plaques with the English (original) Morris version of the central roundel.





# The North East Region Local News

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roy\_pidgeon@yahoo.co.uk*



## CHAIRMAN'S CHATTERINGS

I trust you all had a good Christmas and Happy New Year. Our regional Christmas dinner was well attended and my thanks go to Trevor Willsden for organizing the function. 2019 looks like being our busiest for many years and I hope all members will support the hard work and efforts by Roy Pidgeon and his team.

In addition to the monthly noggin and lunchtime meetings, plans are being finalised for the trip to Holland 19th May to 26th May. So far 14 classic cars and 27 members are involved but if you are interested please contact Roy.

Beamish Living Museum is scheduled for 14th -16th June and we are hoping to increase the numbers from Scotland and North West region this year particularly with the future of Thoresby in doubt after 2020. The event is supported by the National Executive so if you want tea and biscuits please come. Last year, Dick and Rochelle Nyquist, Morris members from California, joined us for the weekend. Theirs was a sad story. They lost their home and valuable classic car collection in the forest fires and when look at the photographs, you will realise the enormity of the situation. However, they have since informed me that they have recently purchased a house in northern California along with an E type Jaguar. Dick will be going to look at a Morris 8 but he thinks it's too expensive.

The National Rally at Thoresby Park, Ollerton, Notts is scheduled for 10th-11th August and I trust our regional members turn out to support the Club and Ben Gadsby who pulls out all the stops in making this event enjoyable and successful.

Malcolm Dixon

### NORTH EAST EVENTS

- |                     |   |
|---------------------|---|
| <b>7 Feb:</b>       | Lunchtime Noggin at Fox and Grapes, A64, Leeds, 12 noon                       |
| <b>20 Feb:</b>      | Noggin 8pm at Soothill Working Men's Club, 151 Soothill Lane, Batley WF17 6HW |
| <b>19-26 May:</b>   | Trip to Holland. Contact Roy Pidgeon NE region secretary.                     |
| <b>15/16 Jun:</b>   | Weekend at Beamish Living Museum. Contact Roy Pidgeon NE region secretary.    |
| <b>9/10/11 Aug:</b> | National Rally at Thoresby Park, Notts  |

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## Morris Eight Tourer, EKN 911

*Roy Pidgeon*

Back at the end of October 2012, late on a Sunday night, I was looking at a vehicle sales site on the internet (carandclassic.co.uk) that I often viewed with anticipation but never taking it any further. Anyway, this time I saw a Morris Eight tourer, so I said to my wife, Val, "that's what I've always wanted, it would be nice for my next car", to which she replied "why don't you just go and get it." Well, I looked at her in surprise and she said "what else do you intend doing with your redundancy and pension payouts if your not going to enjoy it?".

I have, since a small child, always loved cars. I was born and brought up in Coventry and my dad worked for Rootes Group at the Humber factory where he was responsible for the transportation of complete Hillman Minx cars to be sent abroad

in kit form to be built in the local assembly plant factories. Two of the many countries that bought these vehicles were Persia and South Africa, and when completed the Minx was the major vehicle to be seen on the roads of these countries.

All our friends and family worked in the motor industry with my dad and uncle working at the Humber, two uncles at Standard Triumph, another at Meriden working for Triumph Motorcycles, another at Fort Dunlop and yet another at a Morris engine plant, as well as friends and neighbours who worked at Hillman, Alvis and Standard works, it was a great area and era to be living in because sometimes you got to know about, and see, new models, other new project cars and prototypes. I can remember going at over 110 miles an hour down Gibbet Hill, between Kenilworth and Coventry, in a



development car that our neighbour, who was also dad's work colleague, brought home for the weekend. This was quite some feat for a saloon car in the fifties, and with no seat belts. This was many years prior to the national speed limit, so by today's standards this would be seen as somewhat irresponsible, but we were always quite chuffed about and talked about for a long time afterwards as this was not what a four seater saloon would normally be capable of at that time.

Anyway back to my Morris Eight Tourer. When I was five my uncle Charles had one and he used to come over regularly and take my dad and I out at weekends in the summer, so it's nostalgia as well as the love of cars. So, the day after I saw the advert on the internet, I rang the seller for more information and also asked if he'd had much interest and he said "yes someone is going to come on Thursday from London, and a chap from Germany on Saturday" so I asked how long it had been for sale, and he said that he'd only put it on the day before, the same day as I'd seen it. Well it may have been a good ploy to get me more interested and if it was, it worked as I there and then arranged to go and see it the next day. So Tuesday morning saw Val and I off on a two hundred odd mile journey from Wakefield to Yeovil to see this car. Well, the car was what I would consider to be in pretty good condition except for the fact it would not start. Nevertheless without hearing and seeing the run or having a test drive I was so sure it was ok that I negotiated a few hundred off the asking price and left a deposit then and there, arranging to pay and collect the car some 10 days later. The seller rang me the following day and having replaced the condenser, the car was now running, but I was back home by then.

Ten days later I hired a covered car transport trailer and went to collect my new acquisition and brought it back and was able to garage it, with the seller, at a house I was waiting to complete on in the next couple of weeks. I had by this time found, on the internet, the Morris Register club and noted that they held a monthly meeting just three miles away from the location of this new house, so it was a no brainer. Well, I may not be able to fix cars but I do know that they go wrong and need new parts and I needed to know people who would be aware of the sources of the supply of these items, so I joined, went to my first noggin on the third week of November and found not only what I was looking for but also some really good friendships and all sorts of information about car shows, road runs, rallies and other things that hadn't occurred to me.

Now, having made friends with members of the club that I had only joined a few months previously in the spring of



2013 I started going out with a group of local members to Drive-it-Day and car events and thereby sharing the fun of having a classic car. I also like to use my Morris in the good weather whatever time of year, for other things as well we go to the shops or out to lunch or just out for a drive round on an afternoon for twenty to thirty miles or so and not just at weekends but anytime the weather's dry.

On the first Sunday of August of that year Val and I went to Guisley and parked in a car park at the side of the road to watch the Cross Pennine Commercial Vehicle Rally as it passed through on its way to Harrogate. After watching and photographing this event pass through, we started for home and I noticed a noise that had not been apparent previously sounding like a bag of spanners rattling about at the back end of the car. I stopped several times to investigate and couldn't find the cause. We got home safely without any major disasters and over the next few days tried to find and replicate the noise to no avail. So on the following Friday it

was time to set off to Thoresby for the National Rally. Well, of course, now it started again and by the time I got halfway to Barnsley, about 7 miles, I knew that we had to turn back as I felt I would do some major damage. When we got home I rang around and found a trailer, hired it for the weekend and managed to get the Morris to the National Rally.

After talking to many people in the know and describing the problem and the noise it made, it was suggested that the differential needed replacement so I sought purchasing one, I phoned and emailed many people over quite a few days before locating one from Dave Molyneaux in Cumbria, he said that what I described sounded more like the prop shaft, but I said that several other people had said it was the diff, and I arranged to go over and purchase it. Whilst I was there I decided to buy the whole back axle rather than just the diff giving me two spare half shafts and hubs just in case ever needed. This is the point where I say that should you ever need to purchase anything from this man then try and collect it in person if at all practical, as you will visit a museum of some twenty or more cars in various state of repair, a number of which are in absolutely mint condition, but as well as that he has every bit of memorabilia you could think of including road signs chewing gum machines and so much more besides from a bygone era.

With the new axle back home and a volunteer to help me replace it, in the form of the late Clifford Carl, a man very sadly missed by many, we set to work jacking onto axle stands drained off the diff oil and went to undo the prop shaft only to find it was nearly hanging off already. Every bolt on about its last bit of thread and about to fall off completely. By now we were pretty sure that Dave had been right and all others had not, but in fairness nobody had looked at it, they'd only made suggestions on my description of the problem. So after tightening these up replacing the diff oil all fixed problem solved, and days later fitting nylon locking nuts.

I learned some valuable lessons. First, why didn't I call the breakdown company on the way to Thoresby or even before that, as I would have done with a modern? Also, just because I know nothing about repairing vehicles I still could have looked underneath and would probably have seen the problem for myself. As well as that, why I didn't get it checked out properly before purchasing replacement parts? I think maybe the problem is either my age or maybe just the brain! Anyway I have a spare back axle including diff should I ever need it. Since that time my Eight been used regularly mainly in Yorkshire, but also travelled in and around in Durham, Lancashire and Cumbria, doing some long distance trips including 800 mile round trip the Netherlands in 2014 after an invitation to join the Netherlands Morris Minor Club's 40th celebrations. Then a 600 mile round trip in France in 2015.

After the diff incident I did find a good garage that was reasonably priced and the owner was very knowledgeable about older vehicles and enjoyed working on the car. However he suggested that before I went on the France trip to Laon in 2015 that I should take it in and he would check timing and a few other things, which I did. Unfortunately he removed the distributor as it was jammed but when he replaced it he failed to replace some washers causing the car to breakdown numerous times on the continent, each time holding up our small convoy of 1930's Morris cars, as well as this he also had left the carb loose and leaking fuel, probably due to some distractions but I'm afraid that I lost confidence in him. So EKN is now kept on the road with the help of some good pals in the register especially Trevor Willsden and Terry Horn.

That's a bit of my Morris but now probably quite enough!



# Spirit of DKE Still Here

# *Ray Frampton*

Following on from the Rowntree's box with the cut-out Eight tourer, back in the June 2018 issue, of Morris Monthly, I also have two Eight tourers, one with the hood up and the other with the hood down, made by Vintage Pottery Collection from Essex, now retired (see photo).

South East members may remember that at our local AGMs there used to be one or two of these models, including Eight saloons, as raffle prizes.

Nowadays, I like working on my 00 scale layout, which fills half of my lounge (see photo). The railway around the outer edge, has buildings including houses, shops, garages, a bus garage, pubs, etc., etc., which I enjoy builing from from flat pack Metcalfe kits.

I then add vehicles, mainly from the Oxford die cast people, and create situations like those (bottom photographs) of a Morris meet/coffee shop (all but one are Oxford models, the Eight tourer being a white metal model I have had for many years.

I also have another white metal model, three inches in length, of my old Eight tourer, painted like the real thing, plus badges on the grille and luggage rack on the back, DKE 142! (At the front in the top photo.)

*Top:*

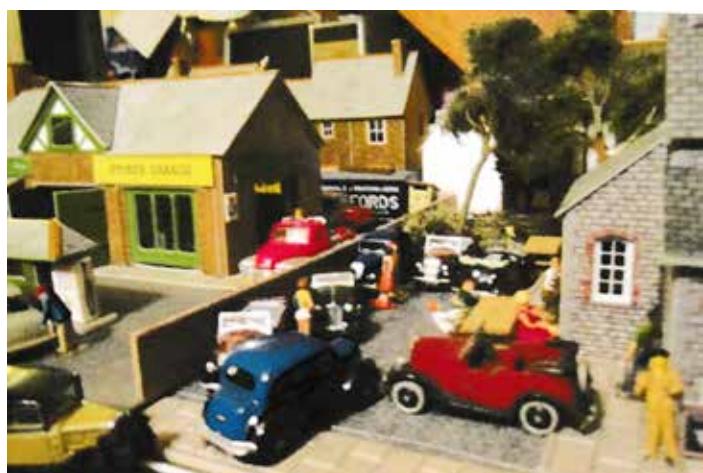
Two Vintage Pottery Collection Eights (back) with white metal DKE 142 at the front

Middle:

About 1/3 of the layout in the lounge

Bottom two:

*Close-ups of the Morris meet (at the top in layout)*



The logo for Tony Etheridge Tyres features a symmetrical design. On the left and right sides, there are black and white illustrations of early 20th-century open-top cars, possibly Fords. Between these two cars, the word "TYRES" is written in large, bold, sans-serif capital letters. Below "TYRES", the name "TONY ETHERIDGE" is written in a slightly smaller, italicized, sans-serif font.



### 10/4 TWO SEATER AND EIGHT UTE

Dear Editor

Just a couple of points from October's Morris Monthly.

Firstly, on page 39 the car in the photo bottom left is a two-seater 10/4 with dickey seat not a tourer, the 10/4 tourer has 4 doors and 4 seats. (See photo right)

Also, on page 45, the letter from Brian Jackson in Australia was interesting. I have in my collection the soft top "ute" reg no: VGY 180. I bought it from Gawler near Adelaide several years ago and will be using it for the North West Lakes weekend. I enclose a bit of its history for your perusal. I am told that it is the only one with this body by Ruskin, although I heard of a wreck being found and shipped to Tasmania so another one may surface in the future.

Gideon Booth

00991/7

Cumbria



*Many thanks for your comments, Gideon. I have used this month's back page to feature the info you sent about the "ute".*

### SPANNER FOR LADY N

Dear Editor

Regular readers may remember we look after Lady Nuffield's Wolseley 8 (BUD) at Nuffield Place, near Henley-on-Thames.

We have had great difficulty obtaining a suitably large spanner to undo the sump nut on BUD. Following an appeal in Morris Monthly we had a couple of helpful suggestions but thanks to fairly local Register member Mark who loaned us his spanner, I was able to use and then take a tracing with a view to locating one for ourselves. The autojumble season had come to an end so when thinking about how to source such a tool I remembered that David Gregory of nearby Cobalt Blacksmith, when doing work at Nuffield Place, had invited us to give him a visit.

A visit to the forge ensued. (Imagine the BBC 2 series 'Repair shop', except the whole barn is the blacksmith's shop). Amongst the vast horde of heavy duty blacksmith's odds and ends in the smithy barn, David found a large old spanner. The apprentice was then tasked with working his metalworking magic to get the spanner suitably finished to fit the template.

Within the week the spanner was delivered and after a grovel under the car on a cold October morning, I was delighted to find it fitted exactly. Oil changes should no longer be a cause for concern with the worry of accidentally 'rounding off' the nut now removed. Many thanks to David, Billy and Tom of Cobalt Blacksmiths not forgetting the helpful Mark.

Paul Cook

National Trust Volunteer

Nuffield Place

*Well and truly sorted then. Special thanks on behalf of the club to member Mark (whichever Mark you are!)*

### CATS AND CLASSICS

Dear Editor

A bit more interesting information about the 1931 Morris Minor Special(pictured) featured in 'What's it Worth' October 2018 which I now own, along with my 1935 Morris 10/4.

It came from the collection of the late Brinley 'Brin' Edwards which was sold at Goodwood Members' Meeting last March. All proceeds going to the RSPCA.

The following extract gives more background to the story:

"Animal lover leaves £300k classic car collection to raise funds for RSPCA(16th March 2018/inNews/byCompanion Life)



A cat lover and car enthusiast has left nearly £300,000 worth of classic cars to the RSPCA. Brinley 'Brin' Edwards who was from St Austell in Cornwall was a supporter of the charity for many years and proceeds from the sale of his car collection, will support the RSPCA's vital animal welfare work. The car collection, including his much-loved Lancias and other classics, are to be sold at auction by Bonhams at the Goodwood Members' Meeting.

Mr Edwards, as a former chairman of the Lancia Motor Club, had a passion for the classic Italian cars, as well as other vintage vehicles. Some of the classic cars were owned by Mr Edwards for more than 50 years and taken to race meets around the country. Sally Cornish, Head of Fundraising at the RSPCA, said: 'As an RSPCA supporter and cat-lover, Mr Edwards left the classic cars to us as part of his estate so that we can continue to rescue, rehabilitate and re-home animals in desperate need of care. This is a very generous gift for the RSPCA for which we are incredibly grateful to the late Mr Edwards'."

Ian Micheson

14217/6

Lincolnshire

*A very generous bequest, indeed! All the more so because, I guess, none of the classics were actually fitted with cats...*



## WHAT'S IT FROM?

Dear Editor

Great mag as usual thanks. I have read all with interest and now found time to collect a trailer load of Morris spares from a barn in the middle of nowhere, which of course is where all the best stuff is found!

Anyway I collected a bulk lot of mainly flatnose parts to help with my rebuild of my 1927 Oxford tourer.

Now to a monthly feature I could most probably furnish you with "What's it from?"

I have now got a Morris gearbox that definitely will not fit the flatnose, So what does it fit? (See attached pictures). I reckon I have many other parts that could do with identifying in the future! Also if you want to include my email I can let you know the outcome of what it's from for publishing in the future.

Ivor Durrant

14288/4

Suffolk

mrdurrant@hotmail.com



*Definitely the best offer I have had all year, so I look forward to hearing more from Ivor about the outcome of this query and about more unidentifiable parts. Do please join in and suggest other items that need identifying.*

## MORRIS ON THE SQUARE

Dear Editor

I am a club member and also a Freemason, so was Sir William Morris (Lord Nuffield).

Oxfordshire Freemasons are planning to start a new Lodge (Members Groups) for Classic and Performance Vehicles, this will be based in Oxfordshire and will be called "Sir William Morris Lodge".

I am sure many members of the Morris Register are Freemasons and I would like to write a short article about Sir William, his Masonic career, especially his charitable nature and ask members whether masons or not, to enquire about the new lodge. If you would agree to publishing it.

Roger Hampshire

13891/1

rogerhampshire@oxfordshirefreemasons.org

*Thanks, Roger, only too happy to publish your request, and look forward to your article. Interested members should email you directly, please.*

## REGISTER STALWARTS

Dear Editor

I thought members might like this picture of Ian Harris and Frank Ashley, taken this year at Pre-war Prescott. The car featured is Ian's Calshot Cunard bodied ohc lwb Minor.

Phil Butland

11867/5

East Sussex



*Many thanks, Phil. This could just as well have been taken at a National Rally 50 years ago!*



## Morris Mart



### Car for Sale

1937 Morris Eight two seater



Red over black. Chassis up rebuild. New trim, seats, carpets, hood and side screens. Totally rebuilt engine (shell bearings). New clutch. All new braking system. New tyres. S/S exhaust. New loom and battery (6 volt electrics). Old style log book plus new V5. Original registration number and plates. Handbook, manual, receipts etc. Reason for sale: space required for new project.  
£11950 ovno.

Keith Lee 01206 823 379 (Essex)  
k.lee540@btinternet.com

### Car for Sale

1934 Morris Oxford 16/6 4 Door saloon



2062cc. Professionally restored several years ago to a very high standard and still in lovely condition. I have been the proud owner of this car for over ten years and in this time it has been awarded several trophies, most recently Best Classic on A Club Stand and Car of the Show at Beaumanor Hall 2018, as featured on the front cover of the Morris Monthly September 2018. On the button, reliable and a joy to drive. Large history file. I prefer to sell outright in the region of £20000 but may consider a part exchange if it helps.

Geoff Hamblin  
01162 607 617 (Leics)  
geoffandjean@sky.com

**Members: A single private small ad, with/without a photo, is free.**

**Non-members: contact the Editor**

### Car for Sale

1935 Morris Eight two seater



First registered 1/1/1935. One previous owner, Current owner since about 1973. 62k miles (approx). Black, in generally good to reasonable condition. Used regularly for shows and carnivals up to May 2018. Drives well. Garaged. I have a number of MoTs, tax discs and a few invoices for repairs.

Inherited from my late grandad and sadly I'm not able to maintain it or drive it! Looking for a new loving home where someone will enjoy it as much as he has. Oiro £9000.

Lesley Fripp  
01420 543 320 (Hampshire)  
lesley.fripp@yahoo.co.uk



**Car for Sale**

1938 Morris Eight S2 4 door fixed head saloon



White over Brown. Excellent runner with solid body. Still pretty much original. Offered for sale by long standing club member who owned it since 1976. £4995.

Eddie Costello

07984 721 324 (Wiltshire)

eddiecostello4@gmail.com

**Cars for Sale**

Morris 10/6 Special for restoration £8500 ono.  
1932 Cowley Two-seater with dickey, in good running order, £18000.

1916 Morris Cowley saloon, very rare, possibly the only one left and in good order, £40000 ono.

Bad health forces sale of my precious collection. Please telephone to discuss.

Gideon Booth  
01931 714 624 (Cumbria)

**Literature for Sale**

Ten copies of The Morris Owner magazine, 2 from 1939, 6 from 1940 and 2 from 1941. Good condition apart from some rusting of staples. £10 each. Prefer to sell as one lot.

Tony Etheridge  
01923 231 699 (24 hr answerphone) (Herts)

**Parts for Sale**

Original 17 inch dia. Blumels "Brooklands" steering wheel with alloy boss to fit Morris 8, in good condition, cost new over £375, yours for - £150 plus postage.

For a nominal sum to a good home : The Automobile Volumes 1 (Dec 82 to Feb 84) & 9 to 35 (1992 to 2017) all complete except Feb 2015. Buyer will have to collect due to the large quantity of magazines.

Mike Brears

07973 384 291 (Kent)

mike.brears@btinternet.com

**Parts for Sale**

For 1932 Minor: 2 rear wings, £40.

Gerald Chainey

01725 517 591 (Dorset)

**Parts for Sale**

For Morris Twelve Series 3: Rear quarter-light hinge, bracket and all the small pieces to make a complete quarter-light frame both nearside and offside. All in vgc, some re-chromed. £10 each plus p & p

Dudley Hedge

01223 882 057 (Cambs)

dudleyhedge@gmail.com

**Parts for Sale**

Many years ago I came across a Series 3 Morris Twelve which had been owned by a recluse. It had been stored uncovered in his back garden since 1964 and obviously the body was riddled with rust. However, I was able to remove all kinds of spares and I have stored them for about twenty years. I have now (at last!) sorted and boxed them (16 Quality Street boxes) and now have a complete list in alphabetical order which enables me to find them easily. If any Member is looking for that vital part, I may have it so please contact me and I will forward a copy of the list.

Dudley Hedge

01223 882 057 (Cambs)

dudleyhedge@gmail.com

**Parts for Sale**

For Eight Z van: gearbox, clean, undamaged, good working order, £50. For Eight S1/2: pair of under wing to chassis plates, £40. For Pre Ser. 10/4 or 10/6: Triplex toughened windscreens in good order, £40. All p&p extra.

Dave Bond (non-member)

07967 921 212 or 013288 818476 (Co. Durham)

**Parts Wanted**

For Morris 10 Series M 1947: a set of door catches.

Samuel Grech

+35699 403 079 (Malta)

sgrech200270@gmail.com

**Parts for Sale**

For 1934 Cowley Six/1935 15/6 All used parts sold as seen but came from a running car. 4 speed gearbox, complete Inlet/exhaust manifold with carb and air induction pipe. Starter motor, distributor, fan blades, pulley, bearing assembly plus new fan belt. Clutch cover, springs, centre plate, pressure plate, release bearing, etc. Timing chain idler gear & bearing & pin, crankshaft gear, dynamo gear. Head gaskets x2 (unused but old stock). Manifold gaskets x2.

Ray Bradley

01604 760 706 or 07594 103 996 (Northants)

gill.bradley5@btinternet.com

**Literature Wanted**

Morris the Cars and the Company by Jon Pressnell. I believe this book features my very rare 1937 Maltby bodied 14/6. I am considering entering the car for auction in July after owning it for 30 years and would like this article to be included. The car has given me a good living during this period doing an average of 20 weddings per year of which I am committed to complete 3 more before selling. Norman Hodkinson  
07831 543 210 (Surrey)  
nikcva@hotmail.co.uk

**Car for Sale**

1928 flatnose Morris Cowley 2 str with dickey



In very good condition owned since 2011 sad to sell but need space for new project. £12850. ono.

Bob Ansingh

01530 452 971 (Leics)

bsansinghfox@hotmail.co.uk

**Parts for Sale**

Exhaust Systems: New, high quality, thick gauge, stainless exhaust systems for most Morris cars. Made to the original design or your pattern. Price from £220 plus £20 for postage & packing or can be collected from Leeds.

Malcom Dixon

0113 2670 424 (Leeds)

malcolmrdixon@msn.com

**Parts Wanted**

For 1934 Minor: set of front brake shoes, hydraulic brakes and blanking plate for starting handle hole, same as Pre series 10/4nd series 2 cars.

John Humphries

01746 780 177 (Shropshire)

A.Humphries392@btinternet.com

**Parts for Sale**

For Pre Ser, Ser 1,2 Eights: Reconditioned Carb (uba) by Andrew Turner, £185. Radiator cover in good useable condition, new master cylinder, 6 volt windscreens wiper motor, 2 doors for a 2 door saloon, windscreens and frame, prop shafts one with fibre UJs, steering wheel and column, front axle, wire wheel, sliding bar to operate rear window blind. Many other parts ring or email for more info and I can email you pictures.

Trevor Marris

01507 601 404 (Lincs)

trevorandbarbara@live.co.uk

# Morris Car Spares

New and used spares available

Enquiries welcome

Happy to assist

For more information,

contact

graham440@

btinternet.com

or

07506 309 281

## DAVID MOLYNEUX

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**01229 584 972 or**

**07715 059 280 or**

**dmmmem@tiscali.co.uk**



## UNIQUE UTE?

### MORRIS IN AUSTRALIA

#### HISTORY OF 1938 MORRIS EIGHT SERIES 2 ROADSTER UTILITY

This Australian bodied "ute" was ordered in chassis form from the Cowley Works in the U.K. by Motors Ltd. Adelaide on the 21st May, 1938. It was shipped on the S.S. "Waipawa" from the U.K. on the 4th. July, 1938.

The Victoria made Ruskin body was fitted to the chassis on the 6th September, 1938. The first owner was Mr. R W Mattner of Tanunda in South Australia who owned the local Morris dealership in that area. The delivery date for the vehicle was the 20th October, 1938.

On June 12th, 1939 the car, driven by R W Mattner, tied for 1st place in a 24 hour endurance rally that was held annually in South Australia and sponsored by 'The Advertiser' newspaper which was and still is the local newspaper for South Australia.

Mechanically the ute is the same as the other models of the Series 11 Eights, the only exception being the 16 inch wheel rims used on export vehicles.

The body comprises of original factory panels from radiator to firewall, with the only difference being the Australian made 'Boomerang' front bumper bar. Running boards and rear guards are the same as other models in the range. The rest of the body is Australian made and very unique though I suspect the doors are shortened roadster type. The tray or load area is wooden lined with the spare wheel carried in a metal cradle under the tray and is accessed via an external door directly under the tailgate. There is no rear bumper bar. The method of fixing the hood is the same as other convertibles in the Morris Eight range. In the cab instrumentation is of typical Morris 8 type, with a full width bench seat replaces the normal style roadster type and between this and the rear of the canopy is a flat, full width parcel shelf. Instrumentation and controls along with all other mechanicals as typical Morris Eight of the period. This ute is unique and rare in South Australia as records indicate there was only 8 vehicles completed in 1938 in Adelaide. This being the only running survivor. It has been mentioned to me that there is one other utility, approximately 200 miles north of Adelaide, condition unknown and another about 80 miles south of Adelaide though I have never been able to locate these vehicles.

Bob Carr (previous owner)



**T**he following is brief history of Ruskin coach builders by our late historian, Harry Edwards, and reproduced with acknowledgement to Morris Register of Victoria and their website.

Most Morris cars of the period to be seen in Australia, would have bodywork from one of the many coachbuilders who took advantage of the policy of allowing the import of motor cars in chassis form while complete cars carried a penal import duty. One such body builder was Ruskin Motor Bodies Ltd., of Dudley Street, West Melbourne in Victoria.

Ruskins evolved out of the early Melbourne motor business of Tarrant Motors which appeared during the first decade of the 20th century, spawning several operating subsidiaries including Smith's coach building business in Queensbridge Street, South Melbourne in 1903. Four years later the motor body department moved to larger premises in Exhibition Street, Melbourne and adopted the title "Melbourne Motor Body Works".

In 1909 larger premises in Lygon Street were acquired when contracts were obtained from Fords. There followed further expansion with a new factory in Lonsdale Street during the First World War. In 1925 the Ford contract came to an end when Ford built their own plant at Geelong and the Melbourne Motor Body Works concentrated on the manufacture of bodies for a range of British and American car chassis. In 1929, the trade depression hit hard and a workforce of 400 fell to just 40. In February 1930 the company changed its name to Ruskin Motor Bodies Pty Ltd. The new name was derived from that of the famous English author, John Ruskin (1819 – 1900), and the company exemplified its ideals from the quotation by that author. "All works of taste must bear a price in proportion to the skill, time expense and risk attending their invention and manufacture. These things called dear are, when just estimated, the cheapest. They are attended with much less profit to the artist than those which everybody calls cheap. A disposition of cheapness and not for excellence of workmanship is most frequent and certain cause of the decay and destruction of arts and manufacture."

As "Ruskin Motor Bodies Pty Ltd," bodies were made on numerous chassis and it would have been during this period that Colin MacDonald's Ten Four was bodied. A contract was made with Morris Motors Ltd. and another with Hudson for their Taraplane chassis. These two make accounted for much of the firm's workload up to the outbreak of the war when, in common with most of the Australian motor industry, the company became involved in defence requirements, increasing its workforce to 600 in the process.

The immediate post-war years were given over to the continuance of the pre-war Hudson contract and there was probably little bodybuilding for Morris in view of a contract that was signed with the Austin Motor Company in 1945 to build Austin 8 h.p. tourer bodies.

Two years later Austin Motor Company bought the bulk of ordinary shares and obtained a controlling interest in Ruskin, changing its name to Austin Motor Co. (Australia) Ltd in 1948. The merger of Austin & Morris to form the British Motor Corporation in 1952 would eventually, in 1958, see the greater part of the plant and equipment be transferred to then B.M.C. plant on the site of the former Victoria Park race course in Sydney, New South Wales.

Harry Edwards