

MORRIS MONTHLY



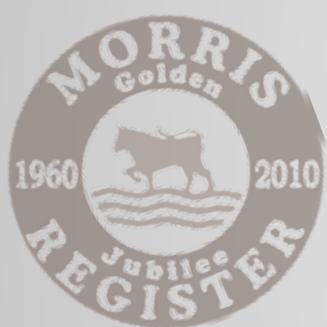
Volume 50

Number 1

January 2010



NEWSLETTER OF THE MORRIS REGISTER
A club for enthusiasts of vehicles designed before 1st January 1940
www.morrisregister.co.uk



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NEWSLETTER OF THE MORRIS REGISTER

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EDITOR **Rob Symonds** writes:

A Happy New Year and welcome to the first Morris Monthly of the Morris Register's 50th Anniversary year. You will notice that I have tweaked the appearance ever so slightly just to give a new look to things for this special year. In particular the 50th logo is replacing the standard club logo for the rest of the year.



As some of you will know, my daughter was taken ill over the weekend of the NEC Show in Birmingham, and although she is well on the way to recovery after some major abdominal surgery, this has meant I haven't had so much time to deal with MR business. In particular, I haven't been managing to reply as promptly to emails and telephone calls, so I apologise if you have been trying to reach me and haven't succeeded.

My lack of time isn't entirely the reason for this month's somewhat smaller edition: this is more down to the need to bring the deadline forward to ensure that we could post out on time. Don't worry, future editions should be back up to size expectations, and a number of items have been held over to a later date. In any case, size isn't everything!

The Morris Register



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

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

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

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

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

PRESIDENT **Bob Beaumont** writes:

A Happy New Year to members everywhere and safe Morris Motoring in 2010, our 50th anniversary year.

I make no apology for mentioning it again as it is a great opportunity to get out and promote the Club we can now be proud of. We are just a small part of the vintage car world and really need to let the rest, or more important the public, know that we exist and what we do.

For our 40th year I tried to visit every region but only made it to four, a case of must try harder!

I am still trying to find a member to whom I can give the President's Award for 2009, so if you know of a deserving deed that has been done for the Club in your area please let me know. Lunch at the next President's Conference comes with it!

To finish, could I urge you to take a look at the Club Clobber featured on the back page? It has been a long time since the Club updated its clothing, so I hope you will like what you see and get ordering! More details are available on the website, and a catalogue will be sent to you in the next couple of months.

**DEADLINE**

14th of the month prior to publication

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Contact: Jim Riglar, Webmaster

jimriglar@blueyonder.co.uk

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NON ARRIVALS

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

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By phone: 07950 972 401 (limited response hours)

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

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



CLASSIC MOTOR SHOW



Birmingham November 2009



Photos: Magiccarnpics.co.uk, Mike Porter, Terry Horn, Rob Symonds

A record breaking crowd was to be seen at the 2009 Classic Motor Show that now, incredibly, takes up four halls. It took all day to stand any chance of getting all round, and even then you had to move quickly, which wasn't easy with the large crowds seen on the Saturday and Sunday.

As in recent years, Midland Region Chairman Mike Porter had gathered a diverse collection of Morris for display, covering a broad range of models and condition of cars, including Eights of various ilk (including a restored rolling chassis and an E Tourer), a Ten, a Cowley Six, a Flatnose and a Bullnose.

The stand was well-manned and well-womaned over the three days, with John and Jo Nagle doing sterling work at the membership table, where altogether about 50 new and returning members were recruited.

On show for the first time in public (as opposed to in private at Thoresby) were the new display boards, together with samples of the new "Club Clobber" which has recently become available.

Also on show were the four new feather flags, and these will be available on request for any regional or noggin event to borrow.

Chairman Dave Harris and wife Gloria were present all day Saturday and Sunday, as was your editor, and there was a steady stream of visitors from home and abroad. This is certainly an event at which any self-respecting car club needs to be seen, and the Morris Register showed up well alongside many larger and wealthier clubs.

A long distance award was made by Mike Porter to the Yorkshire contingent and Michael Naylor in particular, for bringing his Bullnose all the way to darkest Birmingham.





Bulletin Board



from SECRETARY, **Mike Brears**

NOTICE OF EXECUTIVE COMMITTEE MEETING

The next meeting will take place on Saturday 23rd January 2010 at King Edward's School, Birmingham B15 2UA.

NOTE: THIS DATE WAS WRONGLY QUOTED IN LAST MONTH'S EDITION



What's it Worth?

Morris Eight 2-Seater



Recently on eBay. "Morris 8 2 seat tourer for restoration or spares barn find. What you see in the pictures is what you get. Unsure of the condition of the engine but it does turn freely. The chassis is in not too bad condition but will still need some work as would the body. Overall it is in not too bad a condition. I have seen worse restored. This would make a good project for someone or a good collection of spares for someone who already has one. There is no V5 or any documents for the vehicle."

Answer on Page 20



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WINTER STORAGE

As winter sets in and only the mad and the desperate venture outdoors, you might be forgiven for thinking this is a dead time of year for owners of the older classic car. It is in fact a time of great industry for the 'Worried Well' owner.

Before the classic car can be tucked up in its winter quarters, the garage floor must be scrubbed. Before the floor can be scrubbed, the floor has to be cleared. Before the floor can be cleared, the shelves have to be cleared to make way for stuff from the floor. Before the shelves can be cleared, the floor has to be cleared to make way for all the stuff from the shelves to be put on the floor while the shelves are scrubbed. ("Will you please find somewhere else to keep your trowel," shouts the irate classic car owner, desperate for space). These are indeed challenging times.

Once the garage is cleaner than the kitchen, the dear old car is cleaned inside and out before being fussed and petted into its corner, resting on blocks with the handbrake off. The battery is kept charged, the engine will be started every couple of weeks or so and the de-humidifier inspected, analysed and emptied regularly. During very cold spells, the heater will be left on low but warmer than the house. Gone are the good old days of leaving a candle under the engine.

Unless we have an exceptionally sunny day when the car can be taken for a drive, it will remain snuggled up inside its winter nest whilst the owner, ever anxious, remains on red alert for seizures and rust spots and body spillages. For every stately mile a classic car travels on the road, 100s of hours are spent in research to keep the car in its prime. Suppliers of spare parts must be tracked down and catalogued i.c.e. Catalogues with delicate little drawings of the car's private parts must be interpreted, understood, analysed and catalogued (again). Fellow classic car owners (catalogued) are consulted at regular intervals. He may need to know, urgently, of anyone who has experienced a smooth patch on the starter motor. Prevention is better than cure. Information is shared, analysed, put into practice, and progress, or lack of, is reported upon at regular stages. This means lots of emails, texts, phone calls and visitors. If a classic car was a woman, she would long ago have been dumped as an expensive, self-centred, time-consuming and cantankerous liability.

In a classic car household, the cuckoo is not the first sign of spring. Taking a five minute breather from preparing Sunday lunch for eight, the long suffering co-owner will be dunking chocolate digestives into her tea when the sound of an F1-11 fighter jet thirty feet away frightens the living daylight out of her. From experience, she quickly recovers and watches passively as the washing disappears inside a cloud of blue smoke and two little rows of pearly teeth appear followed by a twinkling of glasses as the delighted owner, legs going like pistons, shoots into the house saying, "What a Doll, did you hear that? Third go man and she's there! Where's the phone?" before returning to the playpen to phone his friends (who will soon be round for tea). "These sheets smell nice," he might say a couple of days later as he drifts off to sleep counting little pink car engines firing on all pistons.



The TV is tuned almost permanently to the weather channels, not for wet or dry tyres or the drying of washing, but hood on or off and will the wiper motor need to be working? Quietly confidant, with just a touch of apprehension, the consultant will run mysterious tests on the oil and fluid levels. Brakes, lights, battery, handbrake will be scrutinised. Tyres, indicators and wiper blade motor will be checked. With gloved hands and sleeves rolled up, face mask optional, innards will be oiled or greased and tweaked. Bright work and paintwork inspected and polished.

The anxious co-owner, long past caring that the cleanliness of the house can never match that of the garage, listens intently for signs of activity from the play, sorry, garage. Effing and blinding might mean a cut finger or a seized engine. Happy whistling might mean that all is well or he's just found a nice cup of cold tea laced with 20/50 oil. Shouting might mean he's discovered why the door flew open on the way back from the supermarket or that his glasses have fallen off and got lost in the engine compartment. Tearing down the garden, through the back door and out of the front door whilst singing, might mean he's just remembered where he left the torque wrench four months earlier. Reversing the journey at hyper speed but doing an emergency stop in the kitchen might mean he's found it and remembered he hasn't eaten for eight hours.

And so life returns to what passes for normal. Goodbye shiny sink, goodbye clean hand towels, goodbye (forever) mugs and teaspoons, goodbye closed doors and hello to mucky handwash bottles, oily rags, car mats pegged to the washing line next to billowing white sheets and a load of challenging days out with the owner and his classic car.

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A LOOK AT MINOR SPECIALS (Part 6) by Harry Edwards

Thomas Brainsby & Sons of Peterborough were extant during the years that the Morris Minor o.h.v. chassis was available for coachbuilders and it was on a 1930 such chassis that the Minor Special Sports body, shown here, was built by Brainsby, to the design of a Mr.G.S. Trentlein of the same town.

As a typical provincial coachbuilder, Brainsby, appear to have begun in 1905 and continued by producing designs on chassis such as Crossley, Fiat, Hotchkiss, etc. The firm exhibited at the Motor Show from 1910 to 1912, then was absent until after the First World War, when they returned as an exhibitor at Olympia in October

1924 and continued to do so for the next

five years. The company name appears to change around 1929 to

become "Brainsby-Woollard", presumably due to a partnership between Thomas

Brainsby and a salesman named Charles Henry Woollard. They do not appear to have had bodybuilding facilities and instead sub-contracted work. Mr. Trentlein described his design as being panelled with aluminium, sprayed over in black cellulose paint, lined in orange and, to compliment this, the wheels were finished in orange. The steering column angle was adjusted to give a low seating capacity, the seats being upholstered in red hide.

Light transport for Post Office engineers around the year 1932 was provided, in the main, by motor cycle combinations.

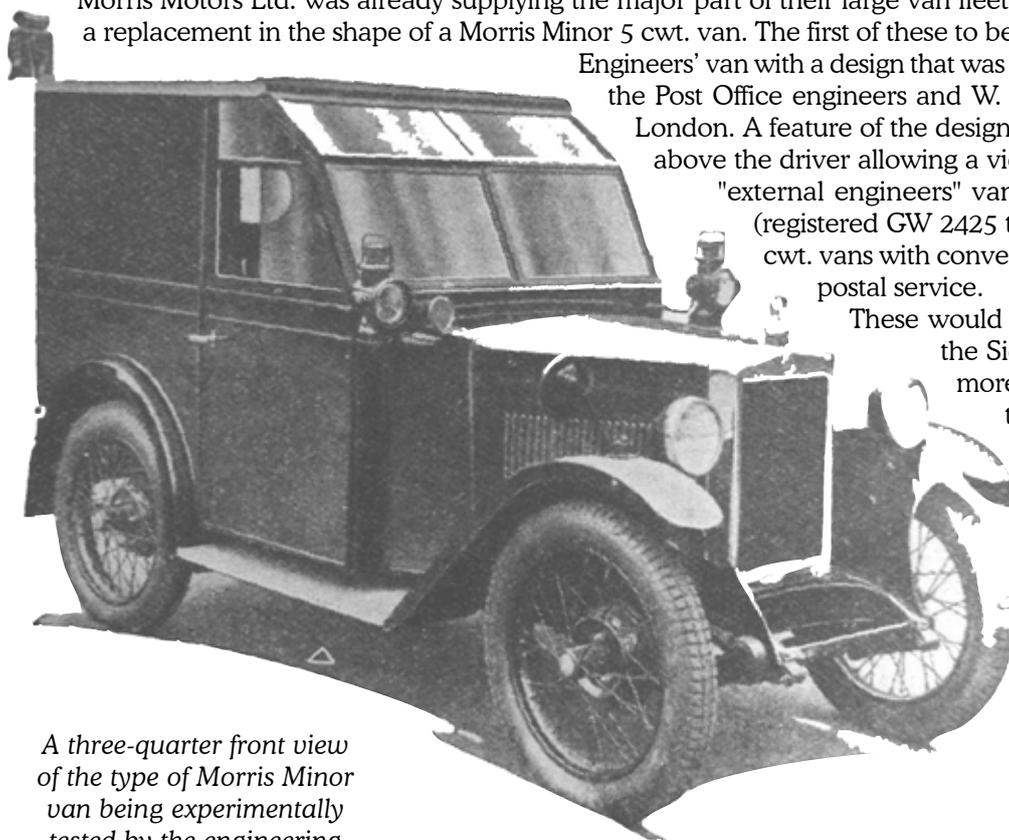
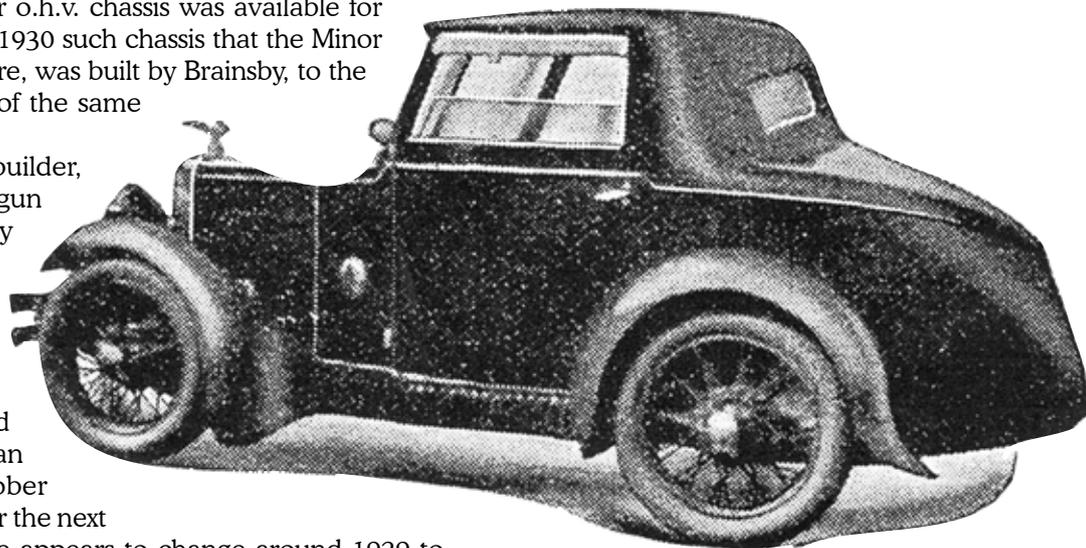
Morris Motors Ltd. was already supplying the major part of their large van fleet when they offered the Post Office a replacement in the shape of a Morris Minor 5 cwt. van. The first of these to be tested appears to be a Telephone

Engineers' van with a design that was the result of collaboration between the Post Office engineers and W. Harold Perry Ltd, Invictor Works, London. A feature of the design was a tinted observation window above the driver allowing a view of the overhead lines. Six such

"external engineers" vans were incorporated in the fleet (registered GW 2425 to GW 2430) followed by twelve 5 cwt. vans with conventional windscreens for Royal Mail postal service.

These would have been the Morris Minor with the Side-valve 847 cc engine and many more would, subsequently, be added to the G.P.O. fleet, both for Telephone Engineers and Postal duties. With the introduction of the Morris Eight in 1934 with its 918 cc side-valve engine, this engine and its gearbox was incorporated with the Minor chassis, to provide the subsequent and numerous Post and Telephone vans, until superseded by a replacement in the shape of the Series Z.

to be continued



A three-quarter front view of the type of Morris Minor van being experimentally tested by the engineering staff of the Post Office

**Please send any items for REGISTER RETRO to
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Adjusting and Tuning the S.U. Carburettor

With Notes on Synchronising Multi Carburettors
by "FLATSPOT"



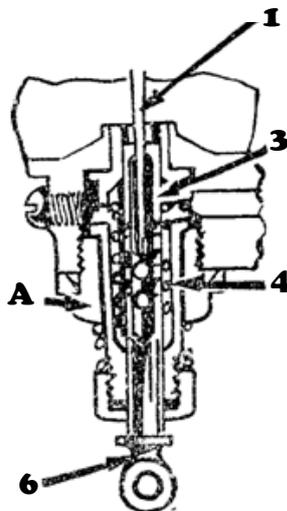
A feature of the S.U. carburettor is its comparatively few adjustable parts. In fact, it has been definitely shown that if the carburettor is the cause of the engine trouble that is being investigated, then it is extremely unlikely that the fault cannot be remedied by giving attention to the taper jet needle. The method of removing this part will first be discussed, together with the general dismantling and reassembling of the carburettor.

Dismantling

To remove the taper jet needle, the suction chamber must first be lifted off. This is quite easily performed by first removing the two screws which hold the chamber to the carburettor body. The suction chamber can then be lifted, and it will be found that the piston, complete with needle, will slide out. It will then be seen that the needle is retained in the piston by a small set-screw. Take out this screw and the shank of the needle will be released to permit its removal.

To remove the jet

This should not be carried out unless it is absolutely necessary to do so; as it also incurs a careful re-centring operation when the jet is replaced. Should there be no alternative but to remove the jet, however, unscrew the jet holding screw A shown in the detailed drawing of the jet assembly. The jet itself can then be removed.



To remove filter

Unscrew the petrol union, taking care to preserve the washers on both sides of the petrol pipe connections. The filter can then be taken out complete with retaining spring.

To remove the float

First take off the lid of the float chamber by turning anti-clockwise the large detaching nut over the chamber. This is attached to a long bolt passing through the centre of the float and eventually screwing into the base of the float chamber. With the nut and lid removed the float may now be lifted from the long bolt out of the chamber; but take care not to bend the float arm snaking contact with the needle. See photograph.

To fit the taper jet needle

Take the piston and insert the shank of the needle until the shank shoulder is flush with the end of the steel piston rod.

NOTE:

Some carburettors have a brass and cork bridge piece at the jet head, and in such cases the shank of the needle is set 1/16 in. below the end of the piston rod. Once the needle is correctly set it is fixed by tightening up the small set-screw at the side of the piston.

To replace suction piston & chamber

Slide the piston rod into its bush, making quite certain that the keyway in the suction piston coincides with the key in the carburettor body. Then replace the chamber complete with piston back to its position on the carburettor body and fix with the two screws.

To replace the jet

It is absolutely essential that it is correctly centred with the jet needle. To ensure this, the jet needle must first be lowered about 1/16 in. from its normal position, afterwards replacing the suction piston and chamber as previously described. Next screw up the jet adjusting nut as far as possible. Follow this operation by slackening off the large hexagon jet screw by one third to half a turn.

Now remove the brass oiler cap at the top of the suction chamber and push the piston rod downwards gently. See photograph.

This action will move the jet to a position that is exactly central with the needle. The hexagon jet screw must be fully tightened to fix the position of the jet.

NOTE :

It may happen that the final tightening up of the hexagon jet screw de-centres the jet again. Should this occur it will be necessary to repeat the operation. Return the needle to its correct position, again replacing the suction piston and chamber. It only remains now to reset the height of the jet to give the best slow-running position—an operation that is to be described later.

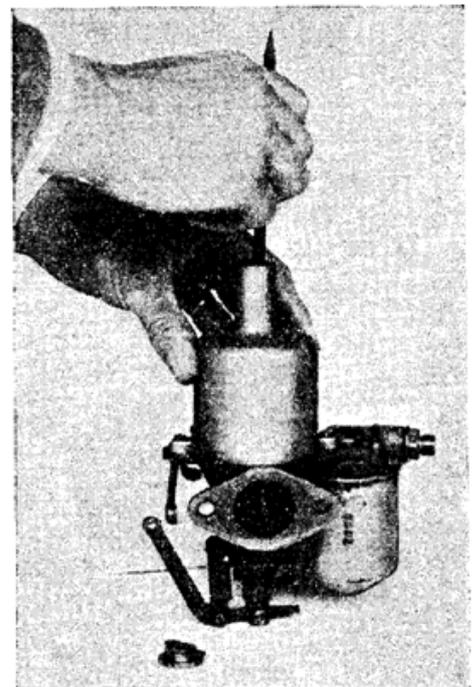
To replace the filter

It is merely necessary to reverse the order of operations for its removal, ensuring that the washers, undamaged, are replaced one each side of the petrol pipe connection.

Refitting the float

This easily performed by inserting the top of the long bolt that stands in the float chamber into the hole that runs through the centre of the float. The float will then drop to the bottom of the bowl. Take care during this operation not to bend the float arm. Now replace the lid and tighten down the large holding nut.

to be continued



Re-centring the jet. Oil cap removed, push down piston rod with pencil.

with acknowledgment to the MOTOR COMMERCE for May 1937





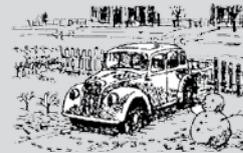
Regional Round Up



WINTER MOTORING

WESTWORDS

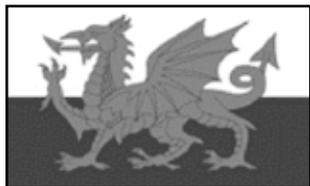
THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

EDITORIAL

As 2009 ushers in the Morris Register's Golden Jubilee, it is interesting to note that whilst the West Region of the Morris 8 Tourer Club was not constituted until June 1962, members living in what became recognised as the West Region were joining the M8TC as early as 1960, the Club's inaugural year.



Whilst no doubt there have been highs and lows over those 50 years, with various groups and noggins across the region waxing and waning, the fact that the region remains active, with a variety of events taking place each year, is testament to the sheer enthusiasm of members across the West Country. It is also a reflection of the friendly nature and generosity of spirit that seems to manifest itself in Morris enthusiasts.



At one stage the region was significantly larger than its current footprint and was patently a West of Great Britain Region rather than a West of England Region. With the formation of the Wales Region in about 1978/80, the region lost Pembrokeshire, Carmarthen, Glamorgan and Monmouthshire. We may have lost quite a few members in the process, but surely we gained many friends across the border.

The West Region was, of course, home to a national event, the M8TC/Morris Register's annual rally, at the Montague Motor Museum, Beaulieu, until work in the late 60s to create the National Motor Museum resulted in the loss of the facility. On a more parochial note the region organised a Bournemouth Rally for a number of years.

In print, the West Region produced the "Westerner" as a section in the Journal for many years. Quite when this migrated to a separate regional news sheet and monthly publication I'm unsure. Equally I'm in the dark when and why the "Westerner" was rebadged as "Westwords". I would be interested to know some of the history of the West Region's publications and indeed I wonder if any of the older issues are worthy of capture in an archive.

BY MIKE FINNIGAN

On the social front, the region held an annual dinner dance for a number of years. Such events are very much a rarity nowadays and whilst the loss of such social events may be bemoaned by many, I'm glad that I don't have to trip the light fantastic across a dance floor on my two left feet. If anyone would like to resurrect such an event or a modern equivalent with a disco, be warned, I'm no better at disco dancing.

With such a rich history behind us, I can only hope that members across the region continue to demand, organise and support regional activity into the future. If you have ideas for events or want support in organising an event yourself, don't hesitate to contact me or another regional committee member for guidance, advice or assistance.

Here's to the start of the next 50 years of the Morris Register and its warm hearted and friendly West Region membership. Happy New Year!

Jim Riglar - West Region Secretary

BRISTOL CLASSIC CAR SHOW - Saturday and Sunday 1-2 May 2010

The West Region will once again be exhibiting at this show. Details of the planned Morris Register exhibit will appear in a later edition of Westwords, but the intention is to reflect 50 years of the M8TC/Morris Register and hopefully present vehicles which reflect the diversity of the Morris Register and the vehicles it covers.

Pictured below, during the latter stages of setting up before the show opened, are the vehicle exhibits for the 2008 Show. The theme for that Show was the Morris Ten and its variants. Final "dressing" of the stand had yet to be completed and the editor's Series 2 had at that time not dropped too much water on the floor from a leaking top hose!



East Midlands and Yorkshire Region

Local Page



*EDITOR: Ken Holden 01274-882574 email: kenneth@kennethholden.wanadoo.co.uk
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HAPPY NEW YEAR!

Happy New Year to one and all. I hope this year is dryer than last year; I was starting to wish I had webbed feet. At least I live high enough not to have to suffer the floods some members have had. We all hope that the floods have not damaged any of member's vehicles. During October and November I was busy fitting a new multi fuel stove and a load of radiators, this took its time drilling 2-foot thick walls, also having to take down parts of ceilings to accommodate pipes. During this time, I received a phone call by a gent who used to be a member who is wishing to sell his Morris 8 Series 2 Saloon. I managed to pop over and have a look one evening. It is not the prettiest, but it is not that bad it needs a total restoration either. The paintwork has micro blistering; it has not been run for a few years. The interior is in reasonable condition having not been messed about with. It has a very good registration, which I will disclose to interested parties. Oh by the way it is blue over black, offers required in region of £3000. Anyone interested can ring me for more details. When I have time and the weather is fine, I will go take some pictures of this vehicle.

TIME FOR RESTORATIONS

Now is the time to get those heaters on in garages and sheds. (That's why I was fitting mine ready for the cold wet weather). I now have a heated barn to work in. Get those repairs done ready for the good weather. Oh by the way I am not the spares department. I have received a few phone calls recently for parts or where to obtain them. Ring the Club Spares, Graham or Tom will be able to help you, they will either have the parts or will hopefully be able to point you in the right direction where to obtain them. Details on the inside cover of the front page. Don't forget they stock a very good range now at very cost effective prices.

MEETINGS

Please accept my apologies to anyone who attended the Anne Arms at Sutton in November. I was unable to attend owing to work commitments and arriving home too late to attend. We should have had sandwiches and the like at the meeting in December at The Wheel, Wrenthorpe. This is a small thank you to all the people who have attended throughout the year. I hope you will all attend this year. We will tell you when the food will be on; we may change the date this year.

Anyone who attends the A6 meeting, who wishes to submit a report, will be most welcome. That way we all know what is going off in other parts of our region.

DINNER

Trevor has been looking at various venues for a dinner. (Not dinner and dance as previously). Well, very few ever danced so we thought with a bit of luck we can reduce the price considerably to entice more members to attend. By the time you read this hopefully the venue will have been sorted. If it has, we will advertise it in next month's newsletter.

Right: a scene from a previous year's dinner



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CHILTERN CHATTER



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

KOP HILL 26/27th SEPTEMBER 2009

This is a two day event and was last run in September 1999. It is a commemoration of the events which took place between 1910 and 1925. In those days it was a dirt track, whereas today it is a metalled surface and is the road which runs between Brimmers Road and Peters Lane on the edge of Princes Risborough in the beautiful Chiltern Hills.

I saw the event mentioned in a letter in the Morris Monthly and decided to make an entry with my 1926 Bullnose Oxford. I also mentioned it to Kevin Ling who also applied and came in his 1940 Series 3 12/4. The day dawned overcast and as we left to meet Kevin at a lay-by on the Amersham by-pass, it was quite cold; we did of course have the lid down. By the time we had driven round the lanes behind Great Missenden and arrived in the Paddock the sun was shining and the temperature was lifting.

On arrival we were given a programme then directed to the parking area for the year of our car: we were in 1926-1930. The organisation was excellent. We were then told to attend a briefing. Once this was completed we were handed a wrist band that we had to wear. This was checked by a Marshal before we were allowed on the hill. As you will see from the photos there was a proper start line and the whole event was marshalled by British Motor Sport Marshals' Club.

This is not a timed event but it was good to be able to drive up the hill. It is approx ¾ mile long, after a gentle start it increases to a 1 in 4 gradient. My Bully with two on board did very well, although we never got out of second and were in 1st for the 1 in 4 section.

There is a viewing stand on the Hill and they also had covered trailers up the gradient at various points that you could use for viewing. In excess of 300 cars and

motor bikes took part, the earliest being a 1903 Humberette. The event had caught the public imagination as there was a huge crowd on the Hill and around the cars in the Paddock.

If you want to get the flavour of the day and watch a video go to www.kophillclimb.org.uk, where you can also view photos of all the cars taking part.

OXFORD BUS MUSEUM EVENT 2010

The Entry forms are now in the hands of the Noggin Leaders. So if you attend a Noggin please ask for one and return to me with stamp addressed envelope (the address is on the form). If you are unable to attend a Noggin then please send a request by email and one will be forwarded as a file for printing. If you do not have email you can request an entry form from me (address in heading). Please send stamp addressed envelope for return of the form. The first 2 entries have arrived so we are on our way to our minimum target of 50 cars. It would be helpful if you could send your entry in as soon as possible so we can get a feel for the numbers we can expect.





WELSH REGION NEWSLETTER

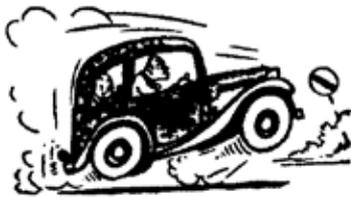
CYLCHLYTHYR RHANBARTH CYMRU



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

EDITORIAL

A final reminder that our regional AGM will be held on Thursday 21 January 2010 at the Aubrey Arms, Bonvilston, and, as usual, will form part of our regular meeting. One particular point for discussion will be to do with events in Wales to contribute to the celebration of the 50th anniversary of the Register. Please come with ideas. We already have an invitation from the VSCC to join them on a visit to the Brecon Beacons Mountain Centre to mark "Drive it!" day next April. Please also consider nominations for the regional committee – new volunteers are needed!



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ANNUAL DINNER

Our Annual Dinner on the 4th December was very well attended, and 30 members with family and friends enjoyed the warmth of the Aubrey Arms for an excellent meal. Unusually for us at the Aubrey Arms there was not a great deal of chat purely about cars, as in deference to the wider interests of family members and friends, a much wider range of topics was covered at all of the 3 tables which took up most of the available space in the restaurant.

It was good to see a number of new faces, not only members' friends, but also members from considerable distance. David and Marion Lyall from Swansea are the proud owners of the Morris Ten Four that we saw at last April's "Drive it!" day run at Aberdulais Falls. This is in remarkably original condition, with the patina that can only result from many years of enthusiastic polishing. Another Morris-owning non-member was invited along by John Costello, and by the end of the evening had succumbed to pressure to join up!

Chairman John gave the after-dinner speech, welcoming us all, and singling out John Belgion for thanks for organising the evening. In summary he said that it had been a very successful year, singling out the largest single contributor to that success as the new Morris Monthly. He then went on to present John's wife Irene with a delightful flower arrangement in recognition of her support for John in his Events Secretary duties. The raffle was then drawn, and several members went home heavily laden with boxes of chocolates and/or bottles of wine.

- 1: John congratulates treasurer Louise Carter for adding up the revenue from the raffle correctly!
- 2: Chairman John presents Irene Belgion with the superb flower arrangement.
- 3: Cyril Ridley was modelling the Register's new range of leisurewear!
- 4 – 8: Relaxing over coffee at the end of the evening.



Southeastern Newsletter 2009

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

EDITORIAL

As well as the usual Noggins and Natters, Evening Noggin Runs, annual visits, and local rallies where they show the flag, South East Region members have several other activities to look forward to during the forthcoming year to which others would be welcome.

EASTER BREAK 2010

Following requests for less travelling and fuel costs due to the current state of the economy, we are planning on using a camp site closer to home, just over the Sussex border into Hampshire at The Deers Hut Public House, Liphook, from 7-14th April, 2010, the week after Easter when site charges are cheaper. This is a Touring Caravan and Camping site which is partly surrounded by woodland, originally a royal hunting park. More details will follow but you are welcomed to send an s.a.e. for an entry form to: Audrey Frampton, P.O. Box 1608, Rottingdean, Brighton, BN2 6LS

DRIVE IT DAY 25th APRIL 2010

This will be a repeat of the start and lunchtime venues used in 2009 except for the fact that marshals will make sure those who arrive early will be better parked to improve space in the pub car park. Forms will again be available in the New Year by sending s.a.e. to Brian Carter, P.O. Box 649, RH16 9AL or email dewrancescammell@yahoo.co.uk

SUSSEX RUN 9th MAY 2010

Following difficulties found using starting venues in London and the current London driving charges, the original London to Brighton Run has turned into the Sussex Run, starting at the Car Park at the base of Box Hill where toilets and refreshments are available, and finishing at the Newhaven Fort where refreshments are available from the cafeteria after a pleasant morning's run. The Morris sales stand will also be in attendance. As usual Members can stay over Saturday night at the Dorking Travelodge (08700 850 950) and join with others for a convivial meal together. Members can also stay over Sunday night at the Premier Inn, Newhaven (08701 977 192) which is just over the Swing Bridge next to Sainsbury's. Entry forms will be available by sending s.a.e. to Ray Frampton, P.O. Box 1608, Rottingdean, Brighton, BN2 6LS.

ARDINGLY VINTAGE AND CLASSIC VEHICLE SHOW 10/11th JULY

Special arrangements are planned to cover the Morris Register's 50th Anniversary when it is hoped entrants will be present from all the Register's Regions. Jeff and Sue Anderson will be in charge of the car display area and Peter and Molly Levett will man the sales in the special Morris marquee, where it is hoped several vehicles will be on display. Harry Edwards, our Club Historian, has kindly written a special article for the colourful Ardingly Programme and Ray Frampton has designed a special horse brass plaque to incorporate the Register's Anniversary. If you do not receive an entry form for your Morris by the end of January, they will be available by sending s.a.e. to Jeff Anderson, 16a Wye Road, Borough Green, Sevenoaks, Kent, TN15 6DY. For Commercial entry forms send s.a.e. to Marian Kemp, P.O. Box 174, Crowborough, TN6 2WF.



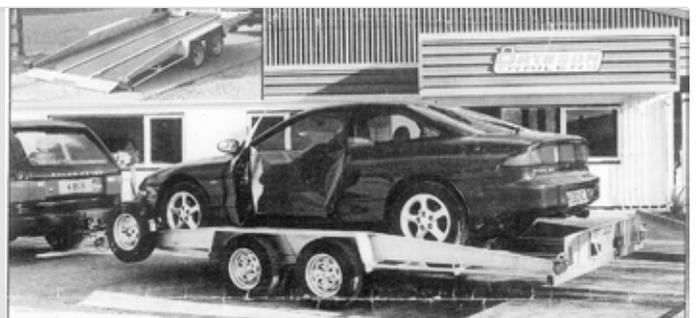
If you are interested in entering one of the other sections or would like a trade, craft or Autojumble stall, then please send an s.a.e. to Audrey as address above, giving details of your interest. Due to space, camping on site is only available for exhibitors and helpers but if you are a member of the Camping and Caravan Club do watch for their adverts as they organise a special weekend camp to coincide with our event on the adjacent car park next door, which has its own entry gate into the Showground. Just north of the Ardingly Showground is Wakehurst Place, the home of the National Seed Bank and a period Ironmaster's House and the well known Bluebell Railway is only a few miles away to the east. Both are places well worth a visit while visiting the area.

BARBECUE AND CAMPING WEEKEND

This enjoyable relaxing weekend at Old Star House, Piltdown is planned for the weekend after Ardingly on 17/18th July. Camping and the barbecue food are free but we do ask for contributions for home made type delights to accompany the Barbie food. More details will follow next year.

FOR SALE - THE SE REGION'S BATESON TRAILER

Galvanised Tilt-deck platform trailer with winch and spare wheel. 16ft x 6ft 2ins (4.85m x 1.87m)
Gross weight 2600 kg.
Capacity 1880 kg. Unladen weight 720 kg.
Overall size 16ft 11ins x 6ft 9ins. Price £1,500 payable to Morris Register SE Region. Apply to Ray 01273 306 817.





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk
Mike Porter 01384 376961 email: mike.j.porter@btinternet.com

WEST MIDLANDS NOGGIN

Happy New Year to all our readers from the Kingswinford Noggin. As a result of the Noggin and contributions from other Noggins and members we now have 34 new members to read this report, welcome to you all. We put a stand into the Classic Motor Show at the NEC in November with the capability of signing up members on the spot, thanks to the presence of John Nagle and his wife Josephine. In addition we had a good number of Yorkshire members including our Chairman and a Bullnose Morris which I guess was trailered for at least 300 miles and reunited with its previous owner at the show, by chance! Splendid effort thanks to all.

The November Noggin was just 2 days after the show, with a lot of members present who had been at the NEC helping or with their vehicles so we had plenty to talk about. Lionel Smith lobbied the Chairman Dave Harris at the NEC to consider a review of the spares service, a subject that drew great interest in the Noggin. It was obvious in the meeting that the majority present desire to have a parts list to give confidence as to what we can obtain ex-stock without troubling the spares service officers, who must have many enquiries that do not result in orders. Since his enquiry we have now heard that a computer programme has been obtained for the purpose of creating a stock list, we await the result with enthusiasm and gratitude. Certainly we are appreciative of the efforts of the spares group who endeavour to help all members at great expense to their personal time. One suggestion was that we could go and give help with a physical stock-take, a task that then could be undertaken by a different area each year, to spread the burden and support the club with practical help. The Noggin gratefully received another invitation to the Leysters Noggin Christmas meal on 10th January at the Cadmore Lodge again; hopefully the weather will be as good as last year. Our new members Colin and Mo Marsham are attending enthusiastically but require a car! Does anyone in the Midlands have a Morris 8 for sale, preferably a runner that requires improvement? If you have a car for disposal but want it to remain local here is your chance, please ring me if you can help on 01384 376 961. Finally please don't forget the Midland Region AGM in January!

Mike Porter

JOGLE OFF

See October's Morris Monthly: due to lack of sufficient interest, this proposed Jubilee event will not now take place.

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

LEICESTERSHIRE NOGGIN

Twelve members attended the last Noggin of 2009. Our table was all decked out for a Christmas meal with fancy serviettes and crackers which prompted us to think of 2010. A suggestion was put forward that, in lieu of a pre Christmas lunch we have, as occasionally in the past, a post Christmas Sunday Lunch Run. This was generally agreed and a date fixed. We decided on 10th January 2010 for a scenic run to Exton, near Rutland Water. The arrangements are that we shall meet at the Service station, (filling station, Hotel and MacDonalds), at the roundabout at the junction of the A6 from Leicester and the beginning of the Market Harborough by-pass at 10.30 a.m. Everyone is, of course, invited but anyone who was not at the Noggin and would like to join us for lunch must contact me immediately as country inns are always busy for Sunday lunches and you will not have received this January's Morris Monthly until very close to the event, even if it is on time. Telephone: 0116 271 5933 or email: kenjohnson19@talktalk.net. Morrisises (weather permitting), or moderns: all will be welcome.

Ken Johnson

HEREFORDS & WORCS NOGGIN

Des, John and Mike had a good Sunday at the NEC Classic Car Show meeting many other members from the Morris Register. Des had a good run back to Hereford on Sunday night travelling at 50-55 mph with 6 volt headlights. John and Mike got back to Peopleton covering the 40 miles in an hour and were pleased with the way in which the car ran. Our December Noggin was attended by thirteen members who were treated to an impromptu supper organised by the ladies, plus Joy, our pub landlady, providing mince pies. Joy was given a card and Christmas present from us all in appreciation for letting us have the meeting room FOC and her kindness during 2009. Hope you can all make it and wish everyone a great Christmas and a Happy New Year. Our next meeting is 5th January 2010.

John and June Sargeant

WANTED: MEMBERSHIP SECRETARY

Ken Johnson has expressed a wish to relinquish this rôle in the Midland region, so if any member is interested in taking this on, please let Secretary Rob Symonds know before the AGM (see below).



TRANS - PENNINE GAZETTE

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

JANUARY LUNCH

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



REST AND BE THANKFUL

Dear Editor,

Some may remember that in May 2000 Jemima was a participant in the Classic Malts Rally around Scotland. As part of this rally she too stormed that famous hill "Rest and be thankful", so your article by Ronnie Johnston brought it all back. In my notes at the time I noted that I tried second gear for a bit but it was too much. One thing I do remember was that in the bar the night before, I was told that there was a pothole on the inside of the last bend. As I remember, there was a substantial hole that could have been quite damaging, so I was glad to have been warned. The picture shows our view as we approached the start and gives an idea of the state of the road at that time.



Our time was 167 seconds. A BMW 328 dated 1938 did it in 92 seconds and we were not the slowest, although not everyone was trying as hard as us! On the final hairpin, just before the finish, we had a round of applause from those watching. The map is from the rally book and shows the instructions that we got for that stage of the rally. The stopping and reversing is done deliberately to prevent cars going too fast, but sometimes



presented us with difficult hill starts. You will notice that the navigator has written in "left" and "right" by the cones as in the heat of battle sometimes it was hard to work out which way, especially when the diagram was complicated. As I remember there is a hill called Kenknock which proved to be a much more challenging climb for us, the faster cars taking about 3 minutes while we were just inside 10 minutes, doing 1.3 miles.

Editor's Comment

Thanks for this Simon. I presume yor native land's mountains don't provide enough of a challenge for you!

Simon Moffett
Pembrokeshire
2412/9

HOLIER THAN THOU?

Dear Editor,

In reply to Dudley Hedge's question about access for the starting handle on a Morris 10M, my car HAS a got hole in the bumper which lines up nicely. Now the catch. It's an export model I acquired in Cape Town and brought back to the UK a few years ago. It was supplied originally by the then Morris agent, Malcolmess Ltd of Port Elizabeth and it left South Africa for home on Mossel Bay number plates. Could it be that the bumper was fitted higher to get extra ground clearance for the unmetalled South African roads? When I got to work on the car I found evidence of significant accident damage, so could it be that it was simply that the bumper brackets were reversed on repair and a new bumper found from something else?

I hope to be at the Northwest Rally at Crich next June (where the photo below was taken), so perhaps there will be other 10Ms there for comparison. Maybe there are other UK/Export detail differences too?

Malcolm Wright
10647/6

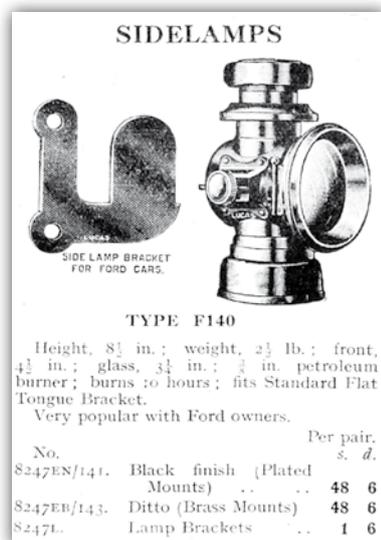


MYSTERIES SOLVED!

Dear Editor,

Reference the "Mystery Items" on page 24 of November's Morris Monthly, The item illustrated to the left is a hub protector supplied by Morris Motors to the Morris Cowley for the 1925 and 1926 model years, between chassis 57101 and 156500. This item was also fitted to the van. The Morris Part no. for this was 16216. The other item illustrated is a Lucas sidelamp type F140. The attached illustration and details date to 1924.

Harry Edwards
101/4



L22

Dear Editor,

I think the answer to Arthur Sainsbury's Mystery Item No 1 is Part No 16126 from the Oxford and Cowley Parts list of January 1930 illustration No L22.

If I am correct, it is a "Spare wheel hub protector" complete for a Morris Cowley and Van (spare wheel on side) I attach a scan (left) from the Parts Book.

Doug Townsend
4582/1

Editor's Comment

Thanks to Harry and Doug for your very prompt replies to these queries. I am sure Mr. Sainsbury will be impressed.



THE PARSON and THE FIDDLER (Part 12)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard



Neutral Switzerland proves to be not quite as tranquil as expected

I remember nothing of the meal. No one spoke to us, and after dinner we went out into the cool night air, and walked about the town. All the cafes were full of soldiers, and the sound of music and singing. Everyone we passed wished us goodnight, but we could not quite catch the words. It sounded to us like "bulldog", possibly some kind of patois. After a while we tried using it ourselves, to see what effect it would have. We would greet the approaching stranger with "bulldog". "Bulldog," he would reply as he walked past us into the night.

Early the following morning, we were awakened by a sharp knocking on our door, which was flung open to reveal a soldier in uniform. He saluted and said something, and promptly disappeared, shutting the door behind him. This was a new experience for us, but we assumed that we were being awakened according to military drill. After breakfast, I left Shephard in the hotel, while I walked across the street and entered the little church. After the excitement of the previous day it was pleasant to sit for a while in the silence of the Nave. I went over in my mind the events of the previous day, and again felt that we had been fortunate.

Leaving the church, I began to feel vaguely unwell, and made my way back to the hotel. I concluded that it was probably due to something I had eaten the night before, or to the unaccustomed high altitude. Shephard recommended brandy, small doses of which I imbibed from time to time during the morning. We had hoped to get away early, but this rather delayed matters. However, about mid-day my condition had improved sufficiently for us to leave, and we set off, making our way along the shore of the Urner See to Altdorf. From there on the road rose steeply and we climbed mile after mile through stupendous scenery, the little Morris 8 behaving splendidly. The St Gotthard Pass was still snowbound, so we were obliged to entrain the car at Goschenen and go through the tunnel. We emerged at Airolo, and began the long descent down the Valle Leventina.

The character of the country had changed abruptly. The German language, and German place-names, had given way to Italian. It was a region of high peaks, wooded hill-sides and rushing streams. The infant Ticino roared and foamed by the roadside, and plunged in torrents through rocky gorges. About the middle of the afternoon, we pulled off the road into a wood to eat some of the food we had brought with us, and we walked for a little way along a path to find shade. From where we stood, the woodside fell steeply into a narrow valley below us, and rose abruptly on the other side to a rocky summit. We had barely arrived at the spot when we heard rifle fire, coming it seemed from the wood on the other side. We peered through the trees towards the summit of the hill, and I heard the unmistakable whine of a bullet as it passed my right ear. "That was a bullet!" Shephard said. I said "Yes; let's get out of here", and at that precise moment a man appeared out of the wood about 50 yards away waving frantically at us and shouting "Bersaglieri!" We got the message, and walked quickly back to the car. Swiss sharpshooters on the other side of the valley were shooting at targets on our side, and for a short time, it seems, we had been standing in front of them. A little

careless of them, we thought.

Later that afternoon, we passed through Bellinzona and ran along the western shore of Lake Maggiore through Locarno. We thought Maggiore very beautiful, and decided to stop the night at one of the villages overlooking the lake. Crossing into Italy at Valmara we stopped a few miles further on at Cannaro, and booked in at the Albergo Britannia. That night we walked through the dark streets of the village enchanted by everything we saw. Moonlight shone on the waters of the lake, and lights twinkled from the far shore. This was Italy, romantic Italy. The night was full of scents and muffled sounds. We peered through doors into moonlit gardens, and stopped at small wayside shrines of the Madonna illuminated by little lamps, and stood for some minutes listening in a dark lane to someone singing in a nearby house. We were reluctant to go back to the hotel.

The next day we continued our journey along the lakeside through Pallanza and Stresa, taking the road to Milan.

We were now crossing the flat Lombardy plain, and as we approached nearer the city, the traffic increased considerably. To us, the Italian driver seemed to travel at a furious speed, even to the point of recklessness. On one occasion, the car in front of us struck a cyclist and hurled him into the ditch. The car drove on, but we felt obliged to stop. The cyclist was lying face down in the ditch, and appeared to be unconscious. We were about to clamber down to him, when we became aware of an angry crowd running down the road towards us. They came from the little village through which we had just passed, some 200 yards back. They were shouting and screaming and gathered round us in a very hostile and threatening manner. We realised immediately that they thought that we had

“
They were shouting and screaming at us in a very hostile and threatening manner.
”

caused the accident, but we both pointed frantically down the road and said "non me", not the best Italian perhaps, but it had the desired effect. It was an ugly moment, but they grasped the situation remarkably quickly, and their attitude changed. The unfortunate cyclist appeared to have recovered consciousness, and we helped them to get him over the bank of the ditch and on to the road. He was obviously very dazed, and there was a lot of blood on his face from a cut on the head. We offered to take him home in the car, but they declined with thanks, and gently supporting him on all sides, slowly led him back along the road.

A little further on, at Gallarate, we were held up by a long Church procession, which included a Bishop walking under a canopy supported by four young men. Ahead of him walked a double file of boy and girl Confirmation Candidates, the girls in white dresses and the boys in neat white suits. An hour or so later we entered Milan. The city teemed with people and motor vehicles, and we noticed that policemen were walking among the crowds with collecting boxes, and whenever possible, waylaying stationary motorists. One of them put his box through the window of the car and appealed for a contribution. When I asked him what it was for, the only Italian word I recognised was "Duce". As we were very short of cash, we were only able to give him a small coin, which he received with rather a bad grace we thought.

to be continued



LORD NUFFIELD'S WOLSELEY 8 (Part 2)

by Ian Thompson

It would appear that Lord Nuffield's Wolseley 8, FOF 112 was used as a rolling test bed with Lord Nuffield stating it was a superb car as it never gave any trouble or wore out, and he was so pleased with it he obtained an early 1946 version for Lady Nuffield. What he did not know was that when he was away from the works or on holiday, the car was pulled to pieces and extensive replacement of all wearing parts occurred, the work being undertaken by the Cowley apprentices apparently. There does not appear to be any remaining records of how many pre war 8s were made. Wolseley's Ward End factory was extensively bombed during the war and the majority of their records were lost and destroyed post 1948 when the 'real' Wolseley Company was shut down. Possibly other 8 prototypes were lost or destroyed by enemy action or cleared for scrap.

It is recorded that six MM Morris Minors were fitted with Wolseley 8 engines for evaluation for inclusion into the new Minor. This did not occur, the evaluation testing was never released and Leonard Lord ensured that the Model E engine was fitted instead, more in keeping with his 800 ohv Austin engine. Thus keeping the Minor performance retarded for 5 years until the 948cc motor arrived and despite Lord Nuffield's unkind remark that the Minor was "like a poached egg", it is clear why he retained his Wolseley, especially with its enhanced performance against the early Minors with superior interior trim and external presence. Where it did fail was on the quality of ride, even though it was fitted with the Wolseley "balanced suspension" system that in all fairness did eliminate front end bounce and nod, it was not anywhere as good as the Issigonis Minor System. But even here there is a twist, FOF 112 has all road springs bound in heavy insulation tape, this will have some effect on the suspension characteristics, we don't know how, as the car is not running and therefore unable to be evaluated.

The statement made in 1939 within the Autocar Magazine that the car was on road test in Scotland, non shows what was being tested and what data was able to be gathered and probably what instruments were fitted to enable compilation of performance to a reasonable degree of accuracy. There is evidence that some fittings have been attached and removed from the holes located within the front tray fascia on the driver's side.

The photographs provide evidence of non standard components and attachment points for instrument connections confirming that Lord Nuffield's car was indeed a rolling test bed and no doubt he gathered data from time to time as his own experience with his brainchild products from the early 20th century would make him eminently qualified as a test driver and evaluator of high standing.

The speedometer reading is currently showing 99,899 miles. There is no reason to show this is none other than the actual run mileage of the car. The only visible departure from our car internally is the gearstick knob. Both of the Nuffields'

cars are fitted with the larger pre war fitting. The boot space has different clips and brackets to the standard later models with indication that the wheelbrace or starting handle was accommodated here rather than beneath the bonnet on the bulkhead. In FOF112, a long screwjack takes up the width of the bulkhead, thus indicating some production changes occurred post war with different tools being supplied.

FOF 112 is featured throughout the Wolseley 8 advertising brochure and appears in several colour guises. These and the lovely blue and gold hard cover instruction books were printed and produced pre war on high grade paper, being stored away within Nuffield Press to await better times. The brochures were re-issued post war with over print silver blanking of the pre war price of £172.10s showing



Lord Nuffield's 1939 Wolseley 8 at Gaydon Motor Museum



Boot space has different clips and brackets to the standard later models

the new price inclusive of purchase tax of £416, making it a very expensive 8hp car, but with a performance that is on a par with the "Y" Type MG of larger capacity and probably the highest performing 8hp car on the market at the time. The brochure also states that the only post war colour scheme being provided is black with brown upholstery yet the brochure displayed cars in French Grey, Trafalgar Blue and Connaught Green, the latter being a metallic paint finish which was a 1937 Wolseley colour. However, a dark green was provided and this colour is depicted within the catalogue. A few cars still exist in this colour and surprisingly a car exists in Otago, New Zealand, with ivory leather seats and door panels, the exterior is hand painted non-standard, the original colour is unknown. Its instruction



All road springs are bound in heavy insulation tape

book resides in a small bookshop fronting the university. Grey and blue examples did not appear post war as far as we know. Ours is the light green metallic Connaught Green as shown in the catalogue, as yet no other examples have been seen.

Lord Nuffield had a similar '8', again finished in black with brown upholstery, which is still garaged at Nuffield House, Reg No BUD 65, an Oxfordshire registration. FOF 112 is a Birmingham registration indicating that this was initially a Wolseley Works based car.

As a postscript, only about 4,500 of these little cars based upon the Morris Model E were produced, a batch was

issued to the East Birmingham Police, one example exists, there are a few surviving examples left. About 200 are recorded and world wide there are probably only twenty still complete and in running order. Colours are mainly black but some colour examples exist showing that Wolseley did not stick rigidly to their post war catalogue statement.

Unfortunately the six MM Minors fitted with the Wolseley 8 engine did not appear to have gained release from the 'Works.' They would have proved a performance embarrassment to the Austin ohv engine intended by Leonard Lord. Therefore, in my own view, unproven of course, they were dismantled and the engines scrapped. There is documented evidence within the Morris Production Records that completed cars were dismantled,

this would then support a case for the demise of these cars being victims of Leonard Lord's chip on his shoulder against Lord Nuffield who stated in 1948 that he would not be seen or photographed with a product not having a proper radiator.

References:

- 'An Eight in Embryo' The Autocar September 29th 1939
- 'A New Small Wolseley' The Autocar March 29th 1946
- 'The New Wolseley 8' The Motor April 3rd 1946
- 'Wolseley 8 Instruction Manual No. 2000' October 2939
- 'Wolseley 8 Catalogue' 1939
- 'Wolseley by St John C Nixon' 1939.

HISTORIC MORRIS INSURANCE

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



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

- CAR CLUB MEMBER DISCOUNTS
- UP TO 65% INTRODUCTORY DISCOUNT
- LIMITED MILEAGE DISCOUNT
- GUARANTEED AGREED VALUATIONS - UP TO 3 YEARS
- LAID-UP COVER
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MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS
William Costello	Swindon SN2		aquafoof@btclick.com	
Hugh & Sonia Jackson	Sutton Coldfield B75	0121 378 2572		1936 Ten Four Series 2 Saloon
David & Anne Boore	Shrewsbury SY3	01743 873 887	davidjboore@yahoo.co.uk	1937 Eight Series 2 4 Door Saloon
Edwin & Gina Herbert	Malvern WR14	01684 565 208		
June France & Keith Puller	Sibsey PE22	01205 750 185	jfs2000@btconnect.com	
Christopher & Kim Whitehead	Newmarket CB8	01440 820 738		1926 Cowley 2 Seater Tourer
Andrew Cogman	Norwich NR13	01603 715 059	andrew3@cogman.net	1935 Twelve Series 2 Sliding head Saloon
Jim Gannon	Willoughby WaterLeys LE8	0116 247 8659	jim@gannon.uk.com	
John Miskelly	Hillsborough BT26	02892 682 730	jmiskelly@btinternet.com	
Neil & Lesley Smith	Slaithwaite HD7	01484 844 826	neil.smith@unn.ac.uk	
Robert Hudson	Holmfirth HD9	01484 687 285	hudrob@O2.co.uk	
John & Alison Boulton	Nr Northwich CW9	01606 591 559	johnboulton999@yahoo.co.uk	1939 Eight Series E 2 Door Saloon
Jonathan Kassam	Wootton Bassett SN4	01793 853 987	jonathankassam@yahoo.co.uk	
Arthur & Anne Lowrey	Shrewsbury SY2	01743 354 098	arthur.lowrey@btopenworld.com	1939 Eight Series E 4 Seater Tourer
Derek & Maureen Potter	Romney Marsh TN29	01303 870 915	derek.potter4@virgin.net	
Mike Haskell	Chippenham SN15		mike.haskell@virgin.net	
Robert & Clare Radford	Nottingham NG5	01159 202 753	clare.radford@ntlworld.com	1936 Twelve Saloon
Lee May	Barrow-in-Furness LA14	01229 471 568		1934 Ten Six Saloon
John & Doreen Patten	Stafford ST19	01785 712 472	johnnypatten@aol.com	
Karl Leaper	Southampton SO40	02380 813 089	roxyeno@hotmail.com	
Steve & Nicola Lawley	Telford TF2	01952 417 602	steve.flying12@blueyonder.co.uk	
Edward & Irene Hall	Mauchline KA15	01290 550 738	enquiries@eddiehallmotors.co.uk	1922 Cowley 2 Seater Tourer with Dickey
Nigel Wildman & Margaret Sorenson	Harrow HA3	0208 954 7254	wildmannigel@aol.co.uk	
Russell Bristow	Stroud GL6	01453 767 762	russellbristowuk@yahoo.co.uk	
Raymond & Anne Jones	Wallheath DY6	01384 823 703	hylift@hotmail.co.uk	1935 Eight Series 1 2 Door sliding head Saloon
Charles Meyer	Chester CH1		cedameyer@yahoo.com	
Ronald & Jean Fairweather	Glasgow G77	0141 639 3403	ronfairw@aol.com	
Stephen Bell	Harrogate HG1	01423 509 302	steve_helen@btinternet.com	
Harrie & Monique van Erven	Lage Mierde, Holland	+31 1350 91617	h.erven@chello.nl	1936 Eight Series 1 2 Door Saloon
Richard & Margaret Goodwin	Lydbury North SY7	01588 660 388	martoncottage@googlemail.com	1936 Eight Series 1 Saloon
Joe Falzon	Coventry CV3	02476 306 244	lahlah817@hotmail.co.uk	1938 Eight Series 2 4 Door Saloon
Gerry & Karen Finnerty	Winterley CW11	01270 760961	gerrykas@334home.fsnet.co.uk	1930 Cowley Flatnose Saloon
Keith & Valerie McCallum	Chichester PO19	01243 778 255	kamccallumuk@aol.com	1934 Minor SV 2 Seater Tourer
David & Sheryl Edwards	Llanelli SA14	01269 831 052		1948 Eight Series E 4 Door Saloon
Cameron & Gillian Shaw	Stoke-on-Trent ST6	01782 823 548	g7tjq@hotmail.com	
Michael & Linda Ovenden	Lowestoft NR33	01502 560 400	m19419@aol.com	1938 Eight Series 2 2 Door Saloon
Tariq Khuja	Garsington OX44		tariq@assetmax.co.uk	1934 Ten Four Pre Series 4 Door Saloon

A DEAR JOHN LETTER!

I received a letter from a member a few weeks ago, in which among other matters he told me he had had a great deal of difficulty finding my address. One of my crusades over the past year has been to create good communications within the Club by utilising the new data base. It would seem I am not doing too well!!

My address is on page 3 of every Morris Monthly as well as on the Club website. In addition, all Club officers are listed in the Handbook which every member was issued with on renewing their subscription. In addition Membership lists are available from me or your Regional membership secretary. I REST MY CASE!!! Happy New Year.

John

What's it worth? (See p6): Sold for £1275.85



from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

WIND, RAIN AND A NOVEMBER HOLIDAY

You need no reminding of the appalling November weather that devastated people's homes and lives in November last year. Well yours truly, wife Josephine and our friends Terry and Wendy had months before arranged to take our caravans to 'Sunny Somerset' for a week's holiday. A week's holiday we had, but sun we did not have, but we still managed to enjoy ourselves and track down some splendid hostelrys where good food and drink were enjoyed.



Yours truly and Harold

Conscious of those who may not have been so well off, I phoned fellow member Harold Blair who lives just outside Workington in Cumbria, where there was the terrible flooding, to ascertain if we had any members caught up in the disaster. His first reaction on hearing my voice was, "I am amazed that your call got through as

the phone lines have been down for long periods". However the reassuring news was that all was otherwise well, and no Members had been directly affected by the conditions.

Inevitably the conversation turned to our cars (surprise, surprise) and the respective progress on the rebuilds of our '34 2 seater Minors. It is a race to the finish as to who can complete theirs first! Harold is determined to finish his in time to bring his car to this year's Annual Rally at Thoresby.

How about that for a target for those of you who are rebuilding a car to set your sights on finishing the project for this year's event? We could even give a bottle of bubbly for each new completed restoration at the event!! (I will have to consult the Exec. before making such promises!!).



Harold's Minor in his workshop



On the subject of restorations, I looked up to see who might be doing something interesting in the Minehead area and contacted Roy and Mary Hudson who live a few miles from away, and are shown in the records as restoring a '34 Ten Six Saloon KV 7602. Off we went to their home, where they entertained us with tales of Morris motoring past.

Roy had worked for the Morris company (by then BMC) from 1950 to 1968. His first job at the body plant in Coventry was fitting the door frames to TD

MGs at the piece work rate of sixpence halfpenny a door (that's about 2.8p in new money!). I am surprised he managed to eat. He went on to



The body is in the attic of the barn, where it is being worked on, and all the bits are in there somewhere!



work on the body tubs for TFs and the woodwork on the Minor estates.

His first car was a '35 Pre Series Eight 2 seater tourer BWL 675 (sadly no longer extant) purchased in 1959 for £28.10s (£28.50). This car served as a family car transporting Roy, Mary and three children (one in a carry cot) on the shelf behind the front seats! What would our friendly traffic cop have to say about that if we tried it today?!

In 1968 Roy purchased the Ten Six, for the princely sum of £4, and the car served as family transport for the next two years (luxury now for the children!) until the car was laid up when he moved to Somerset in 1970. The intervening years have not been kind to the car, and Roy is now faced with a massive task of getting the old lady back together. He assures me he has all the parts and progress, although slow, is going ahead. I look forward to the message that I can come down to Somerset for a ride in the Ten Four in the Somerset Sunshine.





for **Mike Porter**, DAILY EIGHT DRIVER, It's Springtime in January

Well what does Springtime have to do with Morris activity in January? As previously mentioned I am having to work from memory at present due to physical restrictions. So back in April 2009 I was finishing off my Series 2 eight saloon and like most of us had left the seats until last. Time was getting short as I had to have the car finished for my son's wedding in July, the reserve plan was to obtain vinyl paint to change newly re-upholstered seats from red to blue, this would have been problematic to get paint into every fold of the material, however the paint does stay on very well so I did not expect a return of the red once applied. The red seats were supposed to be leather when purchased but the price was driven down when they turned out to be leathercloth! The next option was brand new leather but I was certain that this would lead to disappointment if the result did not look exactly as per the originals. Rescue came in the shape of a cheap blue Morris 8 body /chassis with respectable seats. A restoration kit was obtained from Woolies, complete with matched paint and a full restoration job undertaken, cleaning applying hide food, painting and sealing (most important for the wedding dress). At this stage springtime finally comes into the equation - the seat squabs although useful in terms of the leather, lacked shape due to the springs being tired. To overcome this problem replacement was required, I decided that to remove the upholstery from the sprung frame would be fatal for the seat. To overcome the problem I took springs from spare squabs, but ones from nearer the front that are taller as the squabs climb quite a bit from back to front. I found it possible to unscrew the springs and screw a replacement in without too much disruption, the result being a seat with better support and less deflection under load, that may stress the old leather beyond its limit, so the car retains period seating, but hide food has to be applied quite frequently.



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Car For Sale

1947 Morris 10M Series



Totally restored inside and out including new head lining, carpets sets and door trims. Rechromed and resprayed. New clutch assembly. New brake shoes. New petrol pump. Waxoyled. All MoTs since 1996. Heritage Certificate. MoT and taxed. Excellent condition. £4995.

Colin Dixon

tel/fax 0191 416 0064 (Tyne & Wear)

Parts For Sale

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

Malcolm Dixon

0113 267 0424 (Leeds)

Parts Wanted

Set of four Armstrong DAS8 suspension dampers/shock absorbers as used in conversion kits to replace original 'Pears' on 35/Series I/Series II Eights. Part nos. are 2374N/S and 2374O/S (front) and 2375N/S and 2375O/S (rear), although some are marked L/H and R/H. Complete with links and conversion plates would be ideal, but anything considered.

Richard Fuller

rfuller@orcon.net.nz

Items For Sale

Morris Register Journals, Newletters, etc. for sale in 14 box files. Many complete years, and volumes from 1961 to date. Would £50 be a sensible price? However, any sensible offer considered.

Mickian Mills

01733 571 763 (Peterborough)

Parts for Sale

For Series E: Gearbox in good condition, £50, halfshafts £20, springs £10, set of windows £30, several boxes of misc. spares £0.

Peter Sluce

01379 644 339 (Norfolk)

Car for Sale

1947 Morris 10M 4 door

Original throughout. Vgc. Good runner. MoT Dec 2010. Trafficators and indicators, screen washer, new carpets. £5000.

Fernando Grixti

01903 242 198 (Worthing, Sussex)

Car for Sale

1934 Morris 10/6 Special Tourer. Has had an engine rebuild, new: hood, side screens and toneau, in very good condition. MOT July 2010. Offers in the region of £12,500.

Peter Ward 01303 251 286 (Kent)

morristsixspecial@hotmail.com

Parts For Sale

For Morris Eight: 3 speed gearbox, excellent condition. Unused old stock cylinder head, offers.

Chris Gregory

01874 623 637 (S.Wales)

Parts Wanted

For 1936 Morris 8 Series 1: Two 4.50 x 17 6 stud spoked wheels in good condition.

Keith Allen 01424 215 698 (Sussex)

Parts Wanted

Water pump for my Morris Major, 1931 (1932 model). Ideally in good working order.

John Bates

01527 458 278 (Redditch, Worcs)

johnbates.1938mg@blueyonder.co.uk

Parts Wanted

For Morris Minor c1932/2:

Steering box, also radiator shell.

Chris Gregory

01874 623 637 (S.Wales)

Parts For Sale

For Morris 8: Crankshaft and conrods NOS believed to be Morris 8, £300.

Four conrods NOS £150. Series E;

prof. refurbished chassis £300. All

subject to offers of course. Huge collection of Series E parts surplus to requirements including a complete but disassembled 1947, 2 door. Prefer to sell for a very low price as a job lot as I am starting the restoration of my E Tourer.

Peter Ward 01303 251 286 (Kent)

morristsixspecial@hotmail.com

Parts For Sale

For Morris 8, Pre-Ser, Ser 1/2:

2 engines, one of which is fully reconditioned, 2 gearboxes, rear axle, 2 new running boards, with rubbers, dynamos, starters, distributors, springs, and more! Prices negotiable.

S. Stephens-Merrifield

07890 623 551 (Dorset)

Car For Sale

1929 Minor



MoT June 2010. Tourer body, non-original, 4 seats. OHC engine and all performs well on road. Reg. UO 9795 £4600.

Jim Worth 01202 488 253 (Dorset)

Parts For Sale

For 1932-3 Isis (or other large Morris): Radiator shell and shutters, need replating £200 the lot. Many other Isis parts too numerous to list here but including engine head, air cleaner/pre-heater box, o/h camshaft with Fabroil gear, exhaust manifold, headlamp reflectors and glasses. Also, pair Lucas spotlamps 6¾" diameter, in working order but rust on shells. Most parts rusty/tarnished but perhaps reusable or for patterns. Available for small donation to charity. Buyer to collect.

Fred Garwood

0208 989 6859 (London E11)

Parts For Sale

MM minor gearbox 4 speed. excellent internal condition but minus the gear lever. Otherwise complete. £85.

Dave Ballard

01329 833 619 (Southampton)

Parts for Sale

For Morris Minor and Eight:

2 rear brake back plates, £10. 8

brake shoes for same, £10.

2 halfshafts, 2 ft long with 6 hole

flanges, £12.50 ea. 1 propshaft, both

ends converted to Hardy Spicer, £10.

SU carb, flanged both sides, £25.

Front bumper (I think Pre-Series)

4ft 6 by 2", £35. 2 Pear shaped rear

shock absorbers (Minor?), £40. 6v

wiper motor, good working order

with fittings, £25. All parts + post and

packing.

Alan Filby

07976 353 953 (Bedford)

Parts Wanted

For 1931 OHC Minor: top water outlet from front of cylinder head complete with clamp for the fan assembly.

Chris Butler-Cole

01968 660 517 (Midlothian)

e-mail c.j@butlercole.plus.com



Club Clobber



Here we feature a very small selection of the clothing items now available to order on the Morris Register website.
If you have no internet access, it is expected that the complete full colour brochure will be included with your Morris Monthly in the next month or two.

Please refer to the separate price list and use the correct official order form provided on the website.
REMEMBER: THERE IS A DIFFERENT ORDER FORM FOR THE 50th JUBILEE LOGO
You also need to specify what additional embroidery (if any) you require!
Remember to check all sizes particularly carefully as once personalised, merchandise is not returnable.
Also remember to include the correct postage.

SS202
Premium polo

FRUIT&LOOM.

2 button fused placket with self-coloured buttons. Fashionable side vents. Taped neckline for added comfort. Ribbed flat knit collar and cuffs.

FABRIC: 100% COMBED, RINGSPUN COTTON
ASH - 90% COTTON, 10% POLYESTER

WEIGHT: WHITE 170gsm, COLOURS 180gsm

SIZE: S M L XL XXL

CHEST (to fit): 35/37" 38/40" 41" 44/46" 47/49"



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SS226
Sweat Jacket

FRUIT&LOOM.

Turtleneck collar with herringbone back neck tape for comfort. Raglan sleeves with twin needle stitching detail. Fashionable full-length YKK pewter zip. 2 jetted front pockets, ribbed cuffs and hem with Lycra® for shape retention.

Also available in kids* - see page 340.

FABRIC: 70% COTTON, 30% POLYESTER

WEIGHT: WHITE 260gsm, COLOURS 280gsm

SIZE: S M L XL XXL

CHEST (to fit): 35/37" 38/40" 41/43" 44/46" 47/49"



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SS560
Lady-fit polo

FRUIT&LOOM.

Shape retention. Flat knit collar with taped neckline for added comfort. 2 button narrow placket with self-coloured buttons. Ribbed cuffs with single needle top stitching. Shaped fitting with side seams and side vents.

FABRIC: 97% COTTON, 3% ELASTANE

WEIGHT: WHITE 210gsm, COLOURS 220gsm

SIZE: XS S M L XL

CHEST (to fit): 8 10 12 14 16



SS002
Lady-fit sweat Jacket

FRUIT&LOOM.

Raglan sleeves with twin-needle stitching detail. Self-coloured YKK zip with branded zip puller. Self-fabric cuffs and waistband with twin-needle stitching detail. Herringbone back neck tape for added comfort. 2 front pockets, shaped fitting with side seams.

FABRIC: 75% COTTON, 25% POLYESTER

WEIGHT: WHITE 265gsm, COLOURS 280gsm

SIZE: XS S M L XL

CHEST (to fit): 8 10 12 14 16

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JH001
College hoodie

JUST HOODIE BY AWDiS ALL LIVE DO IT

Twin needle stitching detailing. Double fabric hood with self coloured cords. Kangaroo pouch pocket. Ribbed cuffs and hem.

Also available in kids*

FABRIC: 80% COTTON, 20% POLYESTER

WEIGHT: 280gsm

SIZE: S M L XL XXL

CHEST (to fit): 36" 40" 44" 48" 52"

*XXL only available in French Navy, Heather Grey and Jet Black.

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