

MORRIS MONTHLY

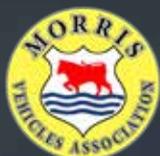


Volume 59

Number 1

January

2019



MAGAZINE OF THE MORRIS REGISTER

The Club for Morris vehicles designed before 1940

www.morrisregister.co.uk



MORRIS MONTHLY

Volume 59

Number 1

January

2019

MAGAZINE OF THE MORRIS REGISTER

CONTENTS

- 2 Chairman
- 3 Editor
- 4 Secretary's Spot
Bulletin Board
Warm Welcome
- 5 Younger Members' Initiative
What's it Worth?
- 6/7 Forum Files
- 8-15 Exactly Eighty
- 16/17 Pictures from the Past
- 18/19 Minor Musings
- 20-22 Backdrop to History (1939)
- 23-25 Steering Box Rebuild (Pt 3)
- 26/27 NEC Classic Car Show
- 28/29 John's Jottings
- 30/31 Bullnose French Holiday (Pt 2)
- 32-49 Regional Round Up
- 50 Morris Mail
- 51 Morris Mart
- 52 Foto Finish

CHAIRMAN **John Ford** writes:

By the time you read this Xmas will be over and we will be well into the new year. I hope everyone enjoyed the festive season. I would like, though, to mention our last big event at the NEC Classic Car Show in November, I feel that this was one of the best displays we have put on for some time, having the Cotteswold dairy van and Terry Robins' GPO Hybrid van on display with all their regalia really showed the versatility of our club's vehicles. Ian Harris's rare Calshot Minor, alongside Brendan Jones' also rare 10/4 special coupé and Anthony Tidswell's well cared for 10/4 Series 2 saloon were a credit to their owners and created a wonderful display for the club. The club shop was well manned and the tea and coffee flowed continuously, as did the supply of gorgeous mince pies and sweets! Our membership secretary, Christine Haigh, was kept very busy throughout the weekend signing up many new members. It was nice to see motoring journalist and Morris author and club member, Jon Pressnell, one of the former keepers of our loan car during the 1970s (it was all black when he owned it!) It was a real pleasure meeting and talking to our members who visited the stand. Several mentioned that this is one of the friendliest of all the classic car clubs, and I am sure they are right. A big thank you must also go to the Veteran Car Club for putting on a tremendous display commemorating 100 years since the end of World War 1, anyone who saw the display couldn't help but be moved by this wonderful depiction, and they were worthy winners for best stand display of the show (see photos elsewhere). My sincere thanks on behalf of the club for everyone's your efforts.



So what's to do this year? Well, more of the same, I hope. We now have a record number of members, more events, several new noggins, a new website on its way, additional spares officers to help spares secretary Dave Lawton, and new National Rally ideas. There always seems to be something new happening. Keep your regional reports coming in, these are always an interest to all members. I would like to see dates and events near you listed in your regional reports so other members can choose to attend when visiting your area - quite useful!

Cover picture: Mark Lander's E in front of a folly called Dunstall Castle, part of the National Trust Croome Park estate in Worcestershire.

[Photo; Mark Lander]

The Morris Register



The 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)

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:

Pat and Barbara Farmer
(10 am to 7 pm UK time)

☎ 0333 006 5255
info@morrisregister.co.uk

CHAIRMAN:

John Ford ☎ 01386 832 447
thechairman@morrisregister.co.uk

SECRETARY:

Jim Riglar ☎ 0333 006 5521
secretary@morrisregister.co.uk

MEMBERSHIP SECRETARY:

Office hours: 9 am - 5 pm, Monday to Friday

Christine Haigh ☎ 0333 006 5256 membership@morrisregister.co.uk

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.

Finally, the first big event of year is at the Birmingham NEC again, the Classic Car and Restoration Show, If you have a partly restored vehicle that would be of interest to members please let me know. You must be able to transport the vehicle to the show, but mileage will be paid if required. Our esteemed editor and secretary are on the move, and we wish them all the best in their new homes (don't forget to tell us where you are!) Good luck to you both.

A Happy New Year to all members!

EDITOR Rob Symonds writes:

By the time you read this, our move should finally be complete and the address and telephone number above right will be fully operative. I cannot claim that it has been normal service these last three or four months, so I apologise if any attempt to contact me has fallen through the cracks.

Of course, a lot remains to be sorted at the new house, not least the accommodation for the Morrises, but at least all out stuff is in the same place, even if we don't quite know where it all is!

No-one, not even me until very recently, has noticed that this edition of Morris Monthly completes its tenth year, since the first edition was in February 2009. That makes 120 editions, and about 5000 pages (although I haven't actually counted). Phew, no wonder it feels like I have aged twenty years since becoming editor!

I don't want to tempt providence so I will stop short of speculating as to what the next ten years might bring, both personally and for the Register, so I will just finish by wishing everyone a prosperous and happy New Year. Do please keep the contributions coming!



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

©Morris Register and various authors and photographers. Material published in Morris Monthly may not be published elsewhere without the permission of the Editor.

**EDITOR: Rob Symonds,
New Address:**

**21 Swallow Drive, Bingham
Notts NG13 8QA
theeditor@morrisregister.co.uk
☎ 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
Contact: Mike Rose, Webmaster
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**

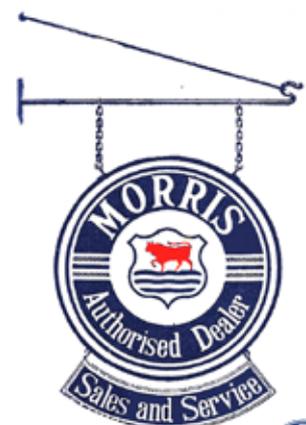
**PRINTED BY
CAMBRIAN PRINTERS
☎ 01970 627 111**

r 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 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



As a club, we enter 2019 in similar position to recent years, and whilst we may be enjoying a period of stability, it certainly does not give any cause for complacency. Some of the anticipated changes for 2018 happened as predicted, whilst some others are longer coming to fruition than we had expected. During 2019, apart from usual business, we will need to turn our minds to appropriate ways to celebrate the club's diamond anniversary in 2020. Who in 1960, would have been able to predict that, nearly 60 years on, the Morris Register, as an evolution of the Morris Eight Tourer Club, would still be a thriving car club? All of that is attributable to you as members; you are the club.

Over the next few weeks we will be assessing applications for the 2019 season use of our younger members' initiative loan car. If you are aware of a younger person (non member), ideally in the age range 25-40 years old, who might benefit from about 6 months of classic car use and motoring, ask them to send an email to me at secretary@morrisregister.co.uk and I will email them an application. I will accept any applications up to about the 19th January. After that members of the management team will be reviewing the candidates and selecting a shortlist who will be approached in February. Finally, may I, on behalf of the National Committee, wish you a Happy New Year and a successful and entertaining 2019 Morris motoring season.

MIKE THOMAS

As we go to press, Mike Brears sends the sad news that Mike Thomas, who was Club Secretary from 1999-2002, died suddenly in mid December. An obituary will follow next month. The funeral has already taken place.



Bulletin Board



DATES FOR 2019

22nd-24th March

Practical Classics Classic Car & Restoration Show - NEC, Birmingham. See us on Stand 5-720. This will feature the hand-over of our younger members initiative loan car.

6th April

National Committee Meeting to be held at Best Western Plus Magnolia Park Hotel, Golf & Country Club, Boarstall (near M40 Jcts 7 & 9).

(9th), 10th & 11th August

Morris Register National Rally – Thoresby Park, near Ollerton.

5th October

Annual General Meeting – Blundon House Hotel, Blunsdon, Swindon.



Warm Welcome



New and returning members

NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS		
14452	Martyn & Lena Edwards	Hants GU34	martynedwardsemail@yahoo.co.uk	1939	Eight Series E	4 Door saloon
14453	Henry Massey	Devon EX5	henry.massey@clystnet.com	1936	Eight Series 1	2 Door saloon
14454	Rodney Furniss	Derbys DE1	rod194424@hotmail.co.uk			
14455	Alan & Helen Reynolds	Hants GU34	alan.reynolds714@btinternet.com	1937	Eight Series 2	Tourer
14457	Michael & Andrea Strain	Berks RG31	mickstrain@tinyworld.co.uk	1938	Eight Series 2	4 Door sliding head
14458	Alan & Sheila Wilson	Northants NN11	alan_g_wilson@hotmail.com	1939	Ten Series M	4 Door sliding head
14459	Phil Ely	Notts NG23	phil@elyfamily.net	1931	Cowley	Tourer
14460	Robert Beasley	Cambs PE6	robertbeasley155@btinternet.com	1935	Eight Pre Series	4 Door saloon
14461	Peter Oliver	Oxon OX29	jobr1919@googlemail.com	1934 1932 1932	Ten Pre Series T2 1 Tonner Minor side valve	2 Seater Chassis/Cab Jensen bodied 2 str
14462	Frank & Lilian Fassotte	Linschoten 3461 GB Netherlands	info@frankfassotte.nl	1939	Eight Series E	2 Door saloon
14468	David Wise	Glocs GL51	d.wise1@sky.com	1927	Cowley	2 Seater with dickey



Younger Members Initiative



Ms Fry says she is still missing FYK terribly, and has produced this painting of the car as gift to her friend, Linda, who, with her husband, Martin, housed the car over the summer.



Above: Jon Pressnell reunited with FYK, his first Morris

Below: Ms Fry bids a final farewell at the NEC



Loan Car Insurance kindly donated by



1938 Eight Series 2 4 door Saloon



What's it Worth?



The eBay trader states: "1938 Morris 8 four door saloon series II. Factory maroon with black wheels and wings, red leather upholstery and a black sliding roof. This beautiful Morris was restored over the last three years by the previous owner who is a retired motor engineer, no expense has been spared and all of the work has been carried out to a very high standard. The car is simply stunning and is in superb order today. The car starts on the button and drives well with a good engine and gearbox. Perfect for shows or rallies. This Morris would grace any private collection and is a car we would be very proud to own. Absolutely any inspection is welcome. All major debit cards accepted. Free delivery within the U.K. mainland." Hint: is this one of the most expensive Eights ever advertised?



Answer on Page 50





I like to include some things a little different in my monthly review of Forum posts and this was the case with **Bob's** misleadingly titled post: **Message in a Bottle**: "Not quite a message but a 1924 Morris Cowley 2 Seater with dickey (see photo right). Bottle length 10.5" and car length 4.5". It looks amazing. The car must have been put into the bottle and then the end sealed but there is no sign of a joint. Found in an attic on a house clearance. I have searched on Google but can find nothing like it, a lot of bottles in the shape of cars but no bottles with a car in. Any ideas?" **Jeff T** was not impressed: "I seem to recall back in the late 1970s/early 1980s a company, I think they were based in Washington, Tyne and Wear, that specialised in glass ships, cars, animals, etc., in glass bottle. This looks very much like one of their creations, aimed at the collectables market that was very much in vogue at that time. The base in particular shows no real age to it. I've a feeling the company no longer exists, but I could be wrong. I've a feeling my late mother bought one of their ships or was it a horse in a bottle? It's probably still in my attic! They were never to my taste, I thought them a bit tacky!" **Andrew** thought differently: "Tacky or not, I would be delighted to have one of my 2-seater Eight. Surely the bottle was blown AROUND the previously blown car? Maybe the MR can buy it and award it to the Annual Technical Article winner?" **Jeff T** answered Andrew: "What you need to look out for is a Crossway Models Ref. CM14 1/43 scale limited edition model of a Morris 8 2-seater. They were available in either Series I or Series II style in the standard Morris Eight colour range. Back in the late 1990s when they were first introduced I bought one of their Ref. CM11 1/43 scale limited edition models of a Morris 8 Series I tourer in Morris green, the colour of my own tourer. When ordering from the company, you gave them the registration number of your actual car and replica miniature number plates were applied to the model. As they were a limited edition production run back in the late 1990s they're sadly no longer available new but do occasionally appear on eBay and at toy auctions. When new they were rather expensive – I think I paid around £85 in 1997 equivalent to around £150 today!"



Another **Jeff** had something similar: "Vauxhall in a bottle. Car boot purchase from around 20 years ago, Matchbox Yesteryears series, "Prince Henry Vauxhall". Shame it's not a Morris." (Photo right). Finally **Andrew**: "I do see many Crossway model Eights on eBay for obscene amounts of money. I find the Dinky type Minors more appealing and even see Cowleys, but no Eights. It is just as well as I am about maxed out on space!"



One of the main purposes of the Forum is giving information. **James** did this in his post: **Newnes Repair & Overhauling Charts**: "I thought some members may be interested/find useful these Newnes Motor Repair and Overhauling charts. I believe these are circa 1940s and are part of a larger set covering various manufacturers of the period. Multiple model series are covered on each sheet." (James's post included links to numerous Newnes Morris data sheets). **Dave**: "Hi James. Yes, I have the full set of the books and Data-Sheets." Peter thanked James.

More information came on the next post started by **David, Morris 8 rear springs**: "I purchased my 1938 2 seater about 7/8 years ago with much restoration being carried out. This included the rear springs being refurbished. However the car sits well down on the driver's side, the spring appearing much flatter than the nearside. I have spoken to Jones springs who can fabricate but need a part number. Can anyone provide or any suggestions?" **Roy**: "I think that there are companies who reshape and re-temper leaf springs. Somebody will know. If there is, I think I would have them both done to guarantee even stance." **Richard**: "As Roy suggests, most likely you just need to have a spring maker reset the springs. You would have to supply them with the spring 'free camber' dimension, which you can find in this second post" (link provided). **David** again: "Thanks both, I've spoken with Jones Springs, who sound very helpful, all they need is the part number, can anyone provide that please?" **Vernon**: "I was in touch with Jones and I think the original part numbers were N/S 38137 and O/S 53027 saying free camber of 3 15/32". Hope this might help." **Sirrom**: "I'm a bit late on this, as you have had very good help. But I do have a 1935 Morris Eight parts list and it lists the Springs. I would like those prices today!":

Part No.	Code No.	No. used	Description	Cost
53028	INZOH	2	Front spring	£12
36344	EWNAR	2	Front spring main leaf	£3 4s
53027	INZOG	1	Rear spring o/s	£13 8s
38137	EXJEB	1	Rear spring n/s	£13 8s
53624	IPHER	1	Rear spring o/s Two seater	£13 8s

38329	EXLAD	1	Rear Spring n/s Two seater	£13 8s
36371	EWNEY	2	Rear spring main leaf	£3 8s

Jeff: "As David's car is a 1938 Series II 2 seater, bear in mind that from around chassis number 87041/87615 during Series I production the diameter of the front spring eyes of the rear springs were changed from a standard shackle pin arrangement (same as the rear spring eyes) to a much larger diameter eye to accept the 1.125" diameter silent bloc bush/bolt arrangement. I believe the Morris Motors part numbers for these rear springs were as follows:

Two Seater: Offside: 81604 Nearside: 81605
 Tourer (4 seater): Offside: 81583 Nearside: 81584

The springs were 1.25" wide x 7 leaves

My late 1936 tourer has these silent bloc bush rear springs."

Mike: "I believe Jones Springs not only supply new, but reset and tempers existing springs. I have a set on my tourer that they did during the cars abandoned rebuild. I finished the vehicle off, fitting the reset springs, I found one fault, the front nearside eye was not square to the spring, it has worked, but could only be fitted by fitting it at the front first. To this end it is always wise to put refurbished parts directly into service, hence faults can immediately be brought to the attention of the supplier of the services. I found the problem 15 years after the job was done!" Back to **David:** "Thanks all superb help I will get in touch with Jones Springs on Monday." The post continued with information on silent bloc bushes.

More info with Steve's post, Oil Filters: "Which was the first Morris to have an external oil filter?" **Ronnie:** "I think it may have been the sidevalve lowlight Minor." **Jeff:** "With regard to the Morris 918cc 8hp engine, as Ronnie suggests, it was the post war 1948 to 1953 Morris Series MM Minor – more specifically those built after October 1950 until the end of MM Minor side-valve production in February 1953. However quite a number of Eight Series I/II and Es have been retro fitted with MM Minor oil filter fitted engines and with the military tank engine variant which was based on the 1950 to '53 MM Minor block – Ronnie's Eight has a tank engine fitted and I've got a tank engine ready to drop into my Eight Series I Tourer. The late MM Minor engines also had a water pump fitted within the water jacket at the front of the engine block."

Morristwelveblue: "My 1937 registered Series 3 12/4 has an external oil filter." Another question from **Steve:** "Did any 10s have external oil filters?" **Jeff:** "The 1939 10M had an external oil filter unit and I believe the 1938 Series III Ten had an external Tecalemit unit as fitted to the MG TA." **Andy:** "My 1937 S2 10/4 has an external tecalemit filter as standard."

If it is information you are after then the Technical Section of the Forum is the place to go. Simon has added another in depth post this time detailing **Morris Eight Differential Rebuild**. "My introduction to, and tuition in, stripping down the differential for my 1937 M8T came from Eddie Tregunno, my good friend and engineering mentor who has over sixty years' experience working on these old cars. As ever, his patience, enthusiasm and generosity of spirit are not only humbling, but make learning easy. This exercise over two Saturdays spaced over a couple of months was great fun, and as always Eddie's patience, depth of knowledge and sheer enthusiasm demystified the task as he imparted invaluable knowledge and skills." The post continued with 142 photos aiding the detail explanation of how to rebuild a differential.



If you want to view the Newnes chart for your Morris you can log on to the Forum, go to James's post and open up the appropriate link. Similarly if you have differential problems Simon's post in the Technical Section is a must to view.

Bob Williams (bob@justwilliams.co.uk)

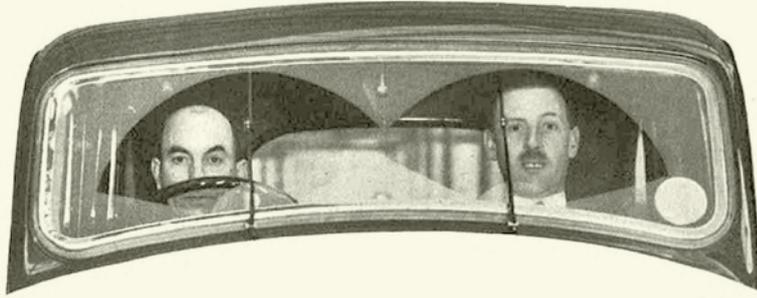
EDITOR'S NOTE:

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 Tel:+44(0)1302 711123
 Tyres for all Morris cars: Veteran, Vintage and Classic

If the windscreen wiper fails



the following hints may assist in putting it into commission again

By
STATON ABBEY



IN the early days of motoring a windscreen wiper, like other items of equipment now regarded as indispensable essentials, was an expensive extra, and the responsibility for fitting it rested with a sufficiently enthusiastic owner. Today the windscreen wiper is taken for granted, and it is only when this extraordinarily reliable component very occasionally goes out of order that the owner appreciates it at its true worth.

When faced with windscreen wiper failure, moreover, the average owner is apt to be at a loss to trace and remedy the trouble without expert assistance. The best plan, however, is to follow a systematic course of investigation, when the trouble can usually be rectified without great difficulty. When an electric wiper fails to respond to the switch, for instance, the first step should be to verify that the fault does not lie in the external wiring. The wiper is usually connected to the accessory terminal in the junction box — marked "AUX" — so that when a fuse is fitted to protect the accessories, which include the horn and trafficators in addition to the wiper, failure of this fuse will put the wiper out of operation. As both horn and direction indicators will also be rendered inoperative, however, diagnosis is a simple matter.

Check the Wiring

If the fuse supplying the wiper is in order, the lead between the wiper and the junction box should be checked over throughout as much of its length as is accessible. When the wiper is mounted on the windscreen frame, as on earlier models, the wiper leads may become chafed or broken close to the wiper owing to opening and closing of the screen. If in doubt, the best plan is to connect a temporary lead between the wiper and junction box; should the wiper then function correctly, the original lead must be renewed. This may possibly call for expert assistance if the operation involves the removal of upholstery or ornamental cappings.

If the fault is definitely localised in the wiper, the best plan is to remove it from the screen before commencing operations. Before detaching the wiper disconnect the battery or remove the accessory fuse from its clips in order to avoid possible short circuits. After removing the wiper blade and arm and unscrewing the two securing nuts, the leads to the motor should be carefully detached from the clips at the edge of the screen so that the instrument can be

drawn backwards. Two screws will be seen, one on each side of the moulded cover; on removing these the cover can be withdrawn, exposing the motor and electrical connections.

Removing the Cover

On types having a curved parking arm the cover can be manipulated to clear the arm. On one type of Lucas wiper the operating lever is secured by a small slotted screw which must be unscrewed before the lever can be removed and the cover withdrawn. There is no need to disturb the switch, as this comes away with the wiper cover.

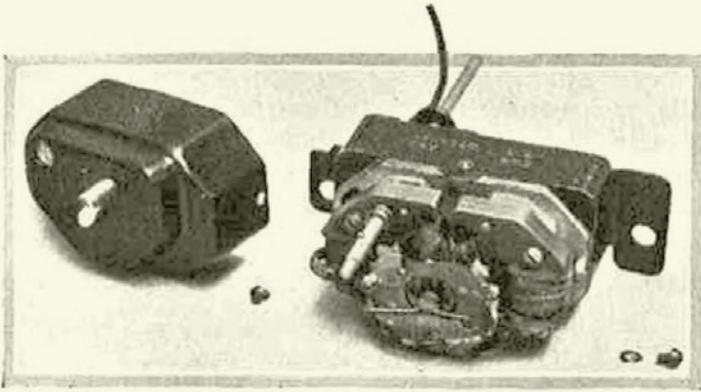
The first point to be checked is that the electrical connections are sound. The leads may be gripped by spring-loaded washers on the terminals or may be soldered direct to terminal tags. The construction of the switch on different types will be clear on inspection, and it should be seen that the contacts are meeting correctly and that they are not dirty or pitted.

In the case of the earlier Lucas "spin start" wiper it will be noticed that a four lobed cam operates a contact breaker. The contact points should be cleaned by passing a slip of very fine glass paper between them, followed by a petrol moistened cloth. Make sure that the points close correctly, and that they open when the cam is rotated. If necessary, the gap between them may be adjusted by slackening two nuts and a screw which secure the insulated top plate carrying the fixed contact. The screw holes are slotted to allow the plate to be moved slightly in order to obtain a setting at which the motor runs smoothly, with the minimum of sparking at the contact points.

The later types of motor are more powerful and are self-starting on switching on the current; they are provided with a commutator and two carbon brushes. The practically-minded owner, in fact, will recognise this motor as a miniature edition of his starting motor or dynamo, and similar care to keep the commutator free from oil or carbon dust, and to ensure that the brushes are free in their holders and bedding correctly, will be repaid by trouble-free running. Renewal of the brushes may be required, but these are of a special type of self-lubricating carbon and last quite a long time.

When the Motor is Working

So far it has been assumed that the wiper has failed to respond to the switch, or has operated sluggishly.



The cover removed, exposing the brushes and commutator and showing the two retaining screws

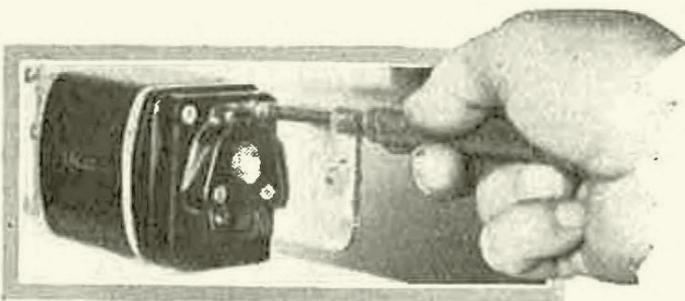
Sometimes the motor can clearly be heard to be running, although no movement of the blade is taking place. This is usually the result of failure to pull out the parking handle of the windscreen-mounted type sufficiently when returning the blades to their parked position, or applying undue force to the blade when cleaning the screen. The drive from the motor is taken through a pin which will shear under undue load.

It is not a difficult matter to renew the pin once the wiper has been removed from the screen. The packing block between the wiper and screen should be slid off the securing bolts, when it will be seen that at the point at which the wiper spindle passes through the back plate it is positioned by a short coil spring bearing against a washer and split pin. On removing the split pin and sliding the spring and washer off the spindle this can then be withdrawn from the domed cover on the other side of the wiper.

The Driving Pin

With the cover removed, the slot cut across the outer end of the sleeve through which the spindle passes will be seen; the pin in the spindle fits into this slot. If the pin has sheared, tap out the broken portion from the hole in the spindle with a small punch, and fit a fresh pin. If necessary this may be cut from mild steel wire of suitable diameter to provide a fairly tight fit. Do not use hardened steel wire, since the pin must provide a safety factor, and take care not to bend the spindle.

The latest electric wipers are mounted under the bonnet, the drive being taken through a rubber coupling to a cranked arm which operates the driving links actuating the wiper arms, this mechanism being built into the scuttle below the windscreen frame. The switch mechanism is incorporated with



Removing the end cover of the under-bonnet type of wiper motor

the control knob on the driver's side; rotation of the knob puts the blade on the screen, engages a dog clutch, and switches on the wiper motor.

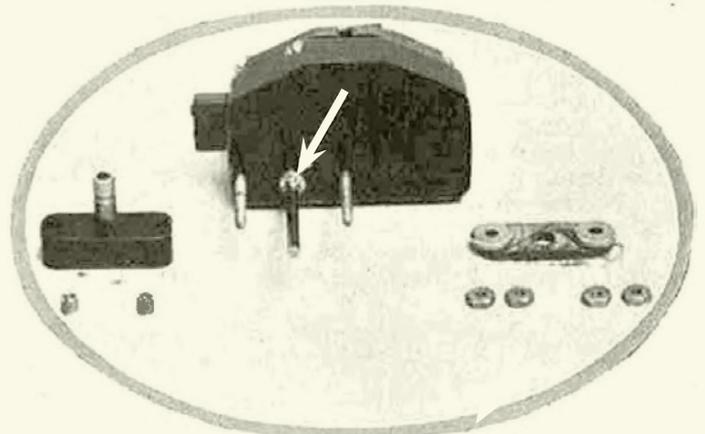
In order to gain access to the switch or operating linkage in the remote possibility of trouble occurring here, it will be necessary to remove the capping beneath the windscreen, and the advice of the local Morris Dealer or Lucas Service Station is usually desirable.

Access to the brushes and commutator of the motor under the bonnet can be obtained by removing the end cover, after taking out three screws. The worm drive and reduction gear at the other end of the motor can be lubricated through two spring-loaded oilers.

The suction wiper, once almost universal, is still to be found today on elderly Morris models which continue to give good service. This type of wiper is on the whole remarkably free from complications, and normally maintenance is confined to ensuring that the suction tubing is in good condition, and that all connections are sound. When lubrication is necessary, provision is usually made for the injection of oil through a small hole at the top of the wiper, normally sealed by a screw. Should the wiper work erratically, or the arm stick obstinately at one end of its travel, the probability is that the valve gear is faulty, when it is preferable that the wiper should be returned to the makers for attention.

However efficient the wiper itself may be, a clean screen will not be obtained unless the blade and operating arm are in good condition. It is a good plan to renew the blade from time to time, since the rubber may perish, or may acquire a permanent "set" through disuse. Make sure that the blade is held loosely by the arm, and is free to pivot and "flop over" at the end of each stroke. A practical accessory which increases the value of the wiper when dust or partly dried mud accumulates on the screen is a vacuum-operated spray which directs a jet of water on to the screen for approximately six seconds after a dashboard knob has been pressed.

In frost or sleet an electrically-heated "defroster" panel, attached to the screen by suction cups, is invaluable, greatly easing the wiper's task. An alternative dodge is to wipe the outside of the screen with a cloth saturated with pure glycerine or a radiator anti-freeze mixture.



The white arrow in this illustration indicates the position of the split driving pin

HOW DO YOU KNOW *that you are a Good Driver?*

Suggestions for self-interrogation which may indicate small imperfections that could advantageously be eradicated

By
JOHN PENN



PARDON me for asking a personal question, so personal, in fact, that it may be taken almost as an affront by everyone, including my best friend. How dare I question your driving ability when perhaps mine is at fault even after twenty years of experience? In some respects driving is as fickle as marriage, but in motoring your partner is your car. Try to understand it and it will serve you well; neglect will often bring trouble.

As I have already suggested, to be a good motorist you have to become part of your car in the same way that your car has to be exactly to your liking — that is to say, controls, seating and visibility have got to be just right, and this is not difficult. In these days a popular car fits as well as a good shoe; a few minutes at the wheel and the fitness of things becomes apparent; driving no longer consists of special concentration in mastering the vagaries of a crash gearbox. Research has minimised the mechanical aspect of motoring; automatic ignition, silent change gearboxes, finger-light steering — all these factors have enabled the motorist to concentrate more fully on the one thing of paramount importance — driving.

If You Have to Stop

Assuming that you are approaching semi-automatic traffic lights at 55 mph with your foot resting lightly on the brake pedal and the road ahead is clear. The lights being still green, do you cut your speed down so as to cross the strip at 30 mph in anticipation of getting across? The moment the car's wheels have made contact with the strip the foot is changed from brake to accelerator. If the lights turn to caution on crossing the strip, then the brakes will pull the car up comfortably on the stop line.

Overtaking traffic on a road with only room enough for one line of traffic in each direction becomes a problem of judging relative speeds: the speed of the line of traffic to which your car belongs, your car's acceleration and the speed of the oncoming traffic. The tendency for overtaking vehicles to string out across a road is not only bad driving, but bad, manners.

Supposing the "string" is led by a lorry doing 20 mph, then surely it is the privilege of the driver of the leading

car to choose the right moment to overtake, the rest following as best they can, this being governed by the density of oncoming traffic. Sometimes there is only time for one car to get by, sometimes more, but I have noticed how on frequent occasions many drivers play "Follow-my-leader" when they have no business to do so.

The Technique of Overtaking

Overtaking, it must be emphasised, is a one-driver job, not a collective institution, if accidents are to be avoided.

In following the leading car do you pull out before it is your turn? My practice is to leave about two cars' lengths between myself and the vehicle in front, enabling me to see the road ahead. If there are four oncoming vehicles, then I count "four" before attempting to pull out again for another "view", having selected the most suitable gear for the occasion. In practice it is easier to do this so-called "weaving" at high speeds than at low, but a cool head and keen judgment are vitally necessary, coupled to years of accident-free experience.

To my way of thinking, the definition of a good driver is to be able to take a car out for a thousand-mile tour and come back without recording a single incident or a moment when personal safety was the least bit doubtful. By vigilance almost every accident can be avoided, and by understanding, other road users less experienced than yourself may be saved moments of unnecessary anxiety.

Taking a chance in any shape or form becomes entirely ruled out. The penalty for a mistake may be permanent injury; but the penalty for coming to a standstill at a cross-roads is the loss of a few seconds. Sometimes it happens that a junction with a main road comes at the top of a steep incline. For safety it is necessary to come to a standstill level with the corner, whether there is a "Stop" line or not. Here, the usual method is to apply the foot brake, throw the clutch out, pull on the hand brake, place lever in first gear and start off when the road is clear. To allow the car to roll back even a foot causes great apprehension to the driver of the car immediately behind. Now most cars have very sweet clutches and it is a matter



Left:
A bad habit of the by-pass;
driving over the white line

Below:
The proper method;
overtaking traffic is thus
afforded full benefit of the
passing lane



of the greatest ease to hold a Morris stationary on a gradient even in second with the clutch slipping and to start off directly the road is clear, with the right foot on the accelerator to provide engine power to keep the car stationary. Needless to add, one should not make

a practice of this sort of thing, it would not be fair to the clutch; nor is it fair to let in the clutch with the side brake on.

The driver who seldom applies his brakes hard is a being capable of taking stock of all his immediate surroundings, and at the same time knows exactly what is happening not only to the car in front but three cars ahead. He is never caught napping in traffic streams by having to apply his brakes suddenly. Fierce braking not only makes unpleasant motoring but is annoying to following drivers. The moment before coming to a standstill he eases the pressure on the brake pedal so as to prevent rebound, and minimise wear on stub axles; he comes to rest effortlessly with his wheels within a foot of the "Stop" line, or on other occasions just two inches away from a kerb without touching it.

By-passes are perhaps the best places to spot Bad driving.

The White Line

Do you drive at 45 mph with your off-side wheels either on or over the line defining the centre lane? If so you will not be very popular with the man who is trying to overtake at 60 mph in the face of oncoming traffic.

Divide 32 ft. into three: that makes 10 ft. 8 in. The width of the latest Morris Ten (Series "M") is 5 ft. 1 in.: that leaves 2 ft. 9¼ in. each side — an ample safety margin even for the least experienced motorist. In traffic do you keep a sharp look-out for any pedestrian who might step out from behind a bus? The ground clearance of the vehicle usually divulges a pair of legs. Sound your horn or be prepared to pull up. Then the problem of turning right in face of oncoming traffic makes me enquire: do you keep to the crown of the road? If not, you will hear angry protests from drivers whose right



Above:
Stalling on a "Halt" line is
not likely to happen if the
mixture is correct

Left:
The modern car fits
the driver perfectly, all
controls dropping naturally
to hand

of way you are blocking. When a right turn is to be made, take the crown of the road with the right indicator out. Oncoming traffic has unqualified right of way and when the road clears then only is it time to make the turn.

Room to Pass?

A street with a parked car presents another problem. Supposing a car has been parked on the opposite side of the road and there is a car coming towards you, do you give way and keep as close as possible to the near-side kerb in order to let the oncoming car get by, or do you insist on having your road clear and sound your horn? Here judgment becomes necessary; first of all if a decision should be made that there is enough room, then your action of

driving close to the kerb and letting the other driver through will be much appreciated by him.

If on the other hand you consider that there is insufficient room, then it is best not to draw in but to continue at a decreased speed, sounding your horn. Actually there should be no question about passing an obstruction in the face of oncoming traffic on road that is too narrow. Judge your distance from the obstruction and the speed of oncoming traffic, and in most cases there will never be any need to change gear, or to cause inconvenience to other road users. Quite recently one famous British firm who make a car capable of doing 100 miles an hour stated that it was inadvisable to maintain that speed on German autobahnen. They pointed out that 75 mph or 75 per cent. could be maintained more or less indefinitely and maximum used only on short bursts. Whereas 100 mph or maximum is seldom possible in this country, many owners of 20 hp cars drive them for long distances at an approximate maximum speed of

60 mph when in fact they should not be maintaining a speed of more than 45-50 mph.

When the driver in front waves you on, never take it for granted that the road ahead is clear. Some motorists do this because for some reason they would rather not have a following car, but do not take the trouble to ascertain if the time and place are opportune for overtaking. This practice should be condemned.

Choice of Place

In coming to a standstill on a main road are you

careful in choosing a suitable place to pull up? Is the view of the road unrestricted in both directions? If not, then continue to a more open section of road. If you have never been guilty of any of these common motoring faults, if you have never justifiably had a black look from other motorists, if your brake linings and tyres run for the mileage they should, then I feel certain that your claim of being a good driver is justified.

What's New in "Electricalities"

Interesting Lucas equipment developments on 1939 models

THE electrical equipment of the current Morris models features a number of interesting new developments. Some visible, others only apparent in use. To take the visible changes first, the new-shaped headlamps fitted on the Ten will be at once remarked. These are a new pattern which the Lucas people have developed, known as the "M" type and their bold, streamlined shape fits perfectly into the 1939 lines of the latest Morris models. Nor is appearance their only virtue. Examine them and you will find that fronts are secured by a pull catch at the bottom of the lamp which greatly facilitates rim removal. At the top of the lamp body is a locating arrangement which ensures that the front is replaced correctly.

The reflector is secured by a rubber bead which also acts as a seal between the lamp glass and reflector and so prevents the entry of dirt and moisture. Also, this method of fitting prevents rattle, and enables the reflector to be removed without a screwdriver or any other tool.

On the Eight a new type of lamp is fitted flush with the car wings. These incorporate the famous Lucas "dip and switch" reflector system. Needless to say, all the lamps fitted on Morris cars fully comply with the new anti-dazzle regulations.

New "C.V.C." Improvement

Now let us look inside the bonnet. The little moulded box containing the compensated voltage control regulator looks the same, and even if we removed the lid it is doubtful if many would notice the difference. But there is a very important

difference. This C.V.C. system has temperature compensation. When the temperature rises, the windings of the regulator increase in resistance, causing a reduction of current which has the effect of preventing the regulator from operating until a higher voltage is reached. Previously this difficulty was partly overcome by making the shunt winding of comparatively low resistance and connecting in series with it a high resistance which altered only very slightly with temperature changes. But the new temperature compensation finally and effectively solves the problem.

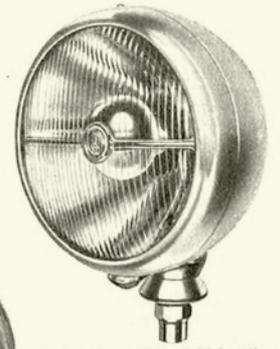
Briefly, with this system, the regulator incorporates a strip of thermostatic metal in conjunction with the regulator adjustment spring. The strip is made up of two layers of different metals permanently bonded together. The metals expand differently with an increase of temperature, and this difference of expansion causes the strip to bend when subjected to temperature changes.



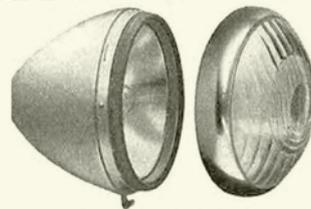
This inspection lamp, with fifteen feet of reeled flex in its body, costs 12s. 6d.

"Mellotone" electric wind-tone horns are now shorter in length

The type FT57 foglamp and anti-dazzle passlight



The new "M" type headlamp



Different Coefficients of Expansion

The bending of the strip causes the spring pressure applied to the regulator armature to alter and consequently the setting of the regulator varies accordingly. Thus, in cold weather the regulator operating voltage increases and in warm weather it is lowered. The advantages of this feature are:

1. To give a higher average setting under wintry conditions. This compensates for the increase in battery charging voltage during the cold months,
2. To give a higher initial setting at the beginning of a run compared with the end. This quickly restores to the battery the energy used in starting.

The purpose of compensated voltage control, of course, is to keep the battery always at its proper



state of charge, so maintaining its efficiency and lengthening its life. Lucas batteries are fitted, and they, too, have many special features worth mentioning. Non-corrosive terminals safeguard you against the sudden appearance of "cauliflowers" if you are unwise enough not to keep the terminals greased, and for a very slight additional charge one can have the Lucas patented combined acid-level indicators, filler cup and vent plugs which make topping-up easy and rapid.

Two Years' Life

Each of these batteries is protected by a unique two years' insured life scheme, whereby at any time during the first two years of its life you can exchange it for a new one at a cost proportionate to its length of service, and you have at your disposal a chain of Lucas Service Depots and good official battery service agents situated throughout Great Britain.

Before we come to the accessories there is one other feature of the 1939 models which should be mentioned, the windscreen wipers. On all models these are of the Lucas SW4 type driven by a powerful concealed motor under the scuttle. Except in the case of the Eight these are all dual-arm wipers.

The wiper is now of particularly robust design and its motor is mounted on the engine side of the dash. This motor incorporates a reduction gearbox which takes the drive to a continuously rotating final shaft, having a flexible rubber coupling. This reduces the amount of noise transmitted by the shaft to the interior of the car. The end of this shaft is fitted with a crank connected by links to two clutch boxes mounted on the screen rail, which transmit the motion to the spindles of the wiper arms.

On the 1939 cars a new method of operating the wiper has been introduced, by which, when you wish to park the blades, you push the knob inwards, then turn it until the arms lie on the scuttle. On the earlier type, it will be remembered, the knob had to be pulled outwards to park the blades. This new method is much easier to operate.

Additional Equipment

Where not fitted as standard a

useful addition to the lighting equipment of your Morris is a Lucas flat-topped beam foglamp and pass light. All these incorporate the split reflector design which, in conjunction with the bulb shield, gives a broad, flat-topped beam which does not dazzle other road users and is free from any upward or back glare in mist or fog.

There is a very full range for the new season, from the new large FT67 type which costs 73s. 6d. down to the FT27, the smallest, costing 30s. yet designed on exactly the same principle as the larger models. The original FT37 type (50s.) in which Messrs. Joseph Lucas Ltd. introduced the flat-topped beam principle is, of course, included, as well as the handsome chromium-plated FT57. With its domed and fluted front glass and shallower, streamlined body for fitting on the latest model cars. Incidentally, this model forms part of the standard equipment of the new Twenty-five. The price of the FT57 is 57s. 6d.

In order to meet the present-day demand for a foglamp having a very wide spread beam, the FT67 and FT57 types are now fitted with a lamp glass which is specially designed to give this wide angle characteristic.

The latest addition to the range, the FT67, is specially designed for large high-powered cars and gives a fine widespread driving beam.

The front is secured by means of a pull catch at the bottom of the lamp which facilitates the removal of the front.

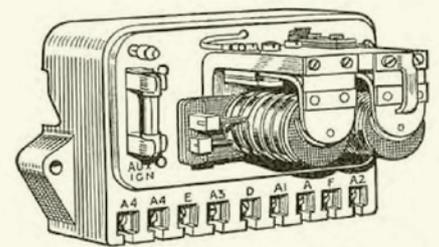
Other useful Lucas accessories are the well-known "Mellotone" and "Posthorn" electric windtone horns. For them the Mellotones have been reduced in overall length so that they fit more snugly. They give a blended, sweet-sounding note, with alternative signals, loud for country, soft for town, controlled by a convenient rocking push. The Posthorns are under-bonnet horns, utilising the same wind-tone principle as the Mellotones.

For those who would like to fit

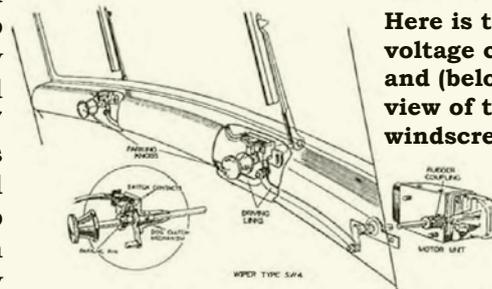
either of these excellent horns on their present car the prices are: Mellotones £5 5s. per pair, Posthorns (without alternative "loud" or "soft" signals) £3 12s. 6d. per pair.

There is also an excellent range of Lucas mirrors for both internal and external fitting.

Rigidity of mounting is a special feature of Lucas external fitting driving mirrors, which are equipped with a new type of universal bracket which remains firm under all conditions, yet is instantly adjustable. The S528 (12s. 6d.) has a pleasing design, and the 4066 mudwing type (7s. 6d.) is an attractive model which can be obtained for fitting not only on the off-side wing, but also on the near-side.



Here is the compensated voltage control regulator, and (below) a diagrammatic view of the latest windscreen wiper details



Other additions to your standard equipment are

the handy Lucas inspection lamp (12s. 6d.), in which fifteen feet of cable are retained on a reel in the body of the lamp so that it does not get entangled with the tools in the toolbox. Then for 3s. you can get the BC3 bulb case, surely a cheap insurance against broken bulbs! This type has a die-cast base with provision for one headlamp and two sidelamp bulbs. There are others of larger capacity.

With the Winter ahead of us we must not forget the necessity for protecting the radiator against frost. The Lucas "Frostguard" heater costs only 75. 6d. and is cheap in use, too, burning 250 hours on a single filling of paraffin. Though chiefly intended as a radiator lamp it has many other uses, from preventing freezing of the household pipes to heating greenhouses.

HERE THERE AND EVERYWHERE



4307 MILES IN 16 DAYS

WITH only two weeks for his annual leave, Mr. M. Paternoster, a South Australian motorist, planned to see all he could of four Australian States in his Morris 8/40 roadster.

He set out accompanied by a companion for Brisbane, travelling via Murray Bridge, Albury, Goulburn, Sydney and Bathurst, finally reaching his objective, the Queensland capital, in three and a half days. Including the complete kit, the car's load was equivalent to four passengers.

On the return journey the Great Ocean Road was followed as far as practicable, and average speeds of between 40 and 55 mph were obtained throughout; the best single day's run being 580 miles. On arrival home they had covered 4307 miles.

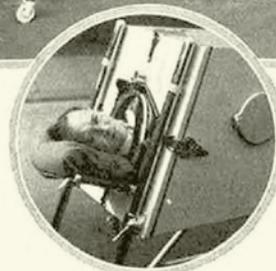
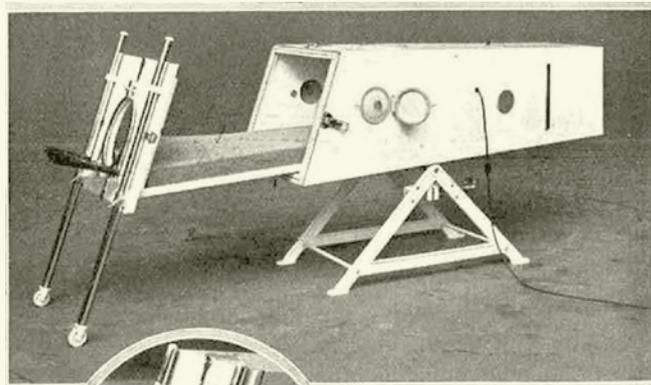
Extracts from Mr. Paternoster's log book reveal that an average of 37 mpg had been maintained. Oil consumption was negligible, as beyond draining and refilling the oil sump every 1000 miles no topping-up was necessary. The tyres of his Morris 8/40 showed but little wear, and should easily attain a total of 30,000 miles. Mechanical replacements amounted to one new tail-lamp bulb. Mr. Paternoster's car was later displayed in the showroom of Motors Limited, of Adelaide, who hold the Morris, M.G. and Morris-Commercial franchise throughout Southern Australia for Morris Industries Exports Limited, of Cowley.

AN ELEPHANT HELPS

IN a big circus which tours about India, one of the Elephants helps with the motor lorries. His job is to fill the radiators of the cars used to take the circus about. A barrel of water is placed by the side of the lorry which requires attention. The great creature takes up a trunkful and at once starts to fill up the radiator. So well has the elephant learned his job that there is no need to tell him what to do. As soon as the radiator caps are off he will go from one lorry to another until all have been filled with water. First of all he used to spill a good deal of the water, but now hardly a drop is splashed over.



AT THE SCOTTISH SHOW — Stand 79 in the Kelvin Hall, Glasgow, A. & D. Fraser's display of Morris vans and Morris-Commercial vehicles, and Mr. Shinnie, the Aberdeen Morris Distributor, introducing the Series "E" Morris Eight to Mr. Will Fyffe, the well-known Scottish comedian.



IRON LUNGS AT COWLEY — In view of the urgent demand for iron lungs for the cure of infantile paralysis, and in order that no hospital in the British Empire having

need of one shall go short, Viscount Nuffield has arranged for their manufacture at Cowley in large quantities.

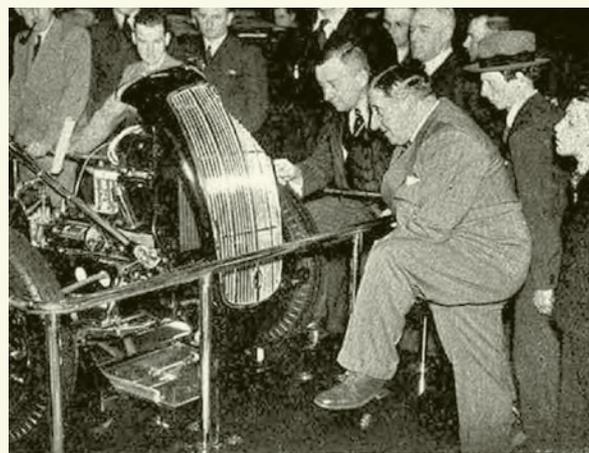
The respirator being made has been designed by Mr. E. T. Both, a young South Australian inventor, and owes its inception to a severe epidemic of infantile paralysis which broke out in Australia in 1937. Hospitals and similar institutions requiring lungs should apply, marking their applications "RESPIRATOR" to the Nuffield Institute of Medical Research, Oxford, England.

A MORRIS EIGHT FOR MONTE CARLO

ONE of the most interesting cars which will compete in the 1939 Monte Carlo Rally—the most gruelling rally in the world, which starts on 17th January — is the Morris Eight (Series "E") saloon entered by M. N. Mavrogordato, the eminent racing motorcyclist, and W. A. Mackenzie.

Starting from John o'Groat's, the two drivers will be almost continuously at the wheel of this little car for four days and nights.

Frequently the competitors have to drive through raging blizzards, batter their way against winds of gale force, or drive on ice-bound roads, in their efforts to maintain their speed schedules. So the progress of the Eight will be watched with interest by all motoring enthusiasts.



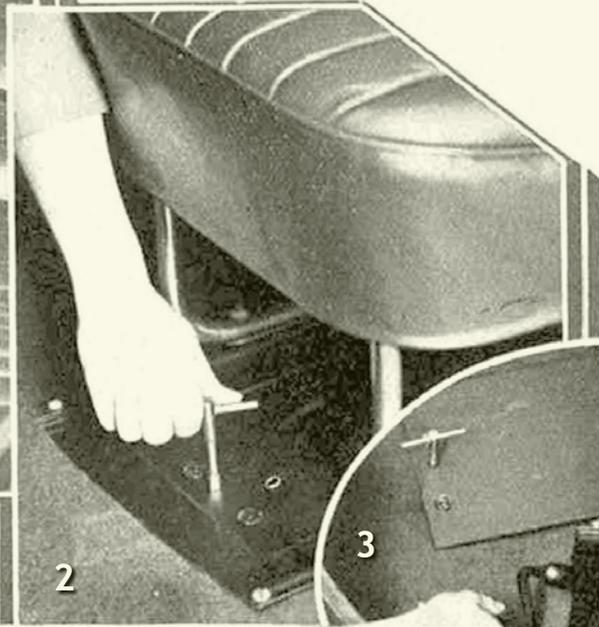
Mr. Shinnie, the Aberdeen Morris Distributor, introducing the Series "E" Morris Eight to Mr. Will Fyffe, the well-known Scottish comedian.

RUNNING HINTS IN PICTURES No. 83

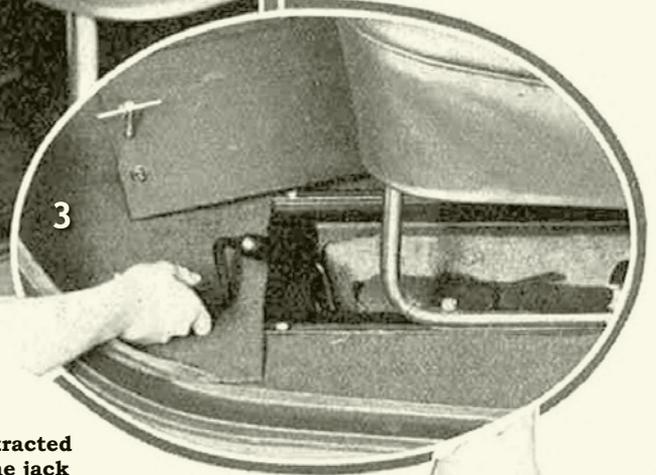
Using the new corner jack on the Series M Morris Ten. (The Series E Eight is equipped with a similar jack, carried under the bonnet)



1. The new jack is carried in clips beneath the front of the rear seat, and is simply pulled away to release —



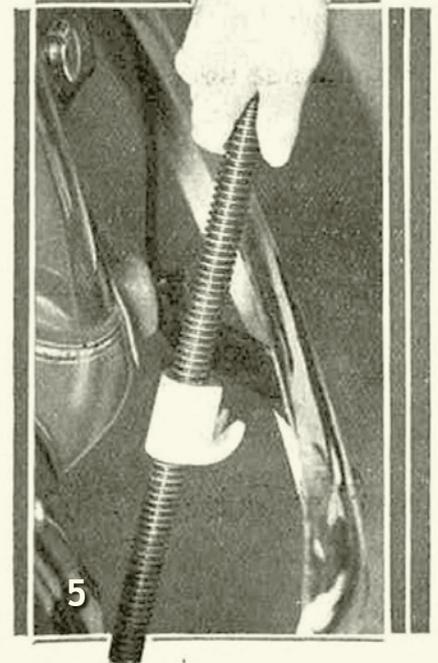
2. — the toolbox under the near-side front seat is unlocked with the bonnet and rear-locker key, and —



3. — the wheel-brace extracted therefrom for use with the jack



4. — Having hooked the jack under the bumper bar bracket as close as possible to the bumper anchorage, and engaged the brace with the upper end of the jack, operation is simplicity itself



5. — Close-up of the jack, showing the hooks about to be engaged with the bracket of the rear bumper

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

Other items of interest include:

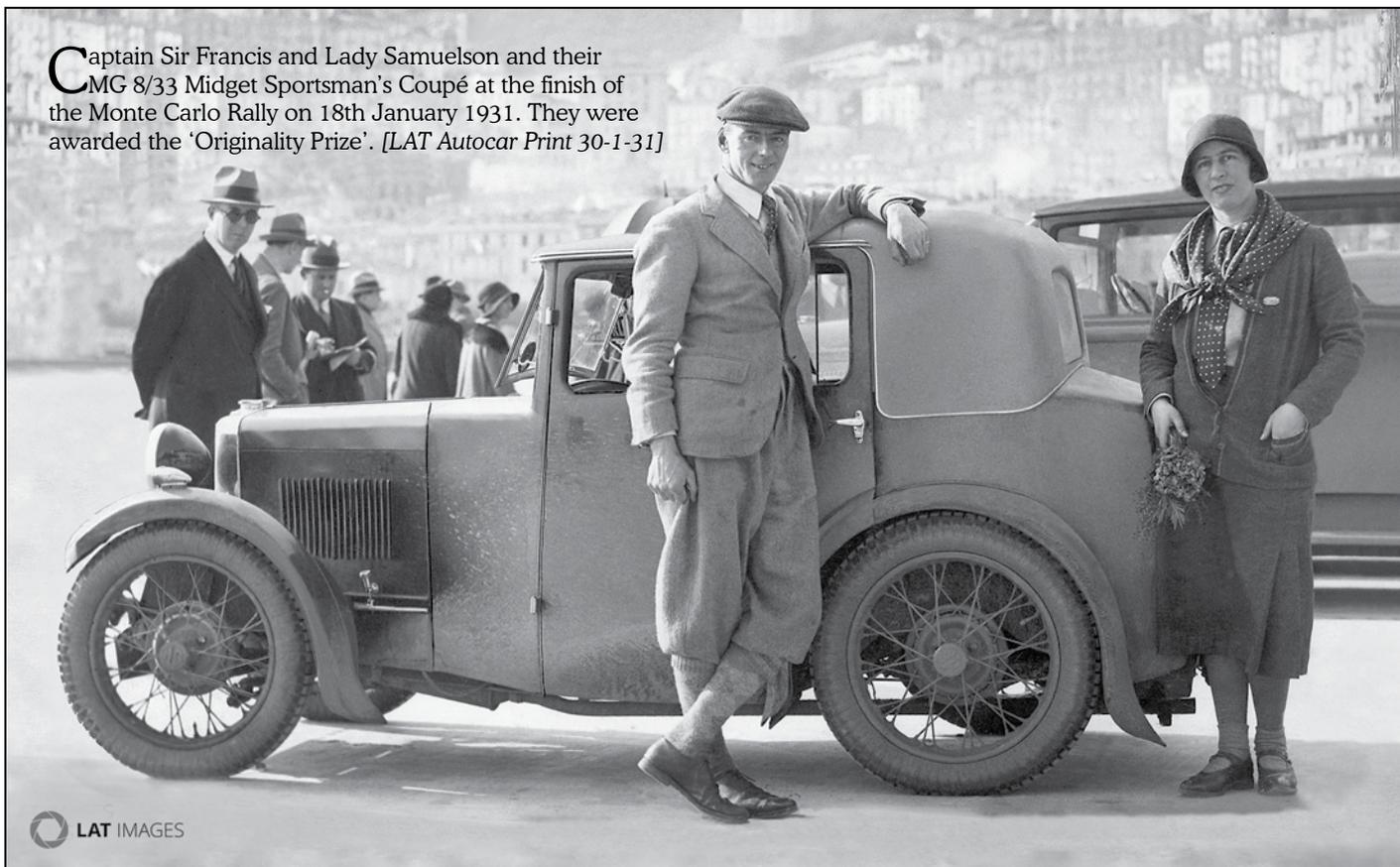
- With a Morris Twenty-five in the Near East
- An All-Weather Midget (MGTB)
- Cold Weather Comforts

Pictures from the Past

Presented by Ken Martin



Captain Sir Francis and Lady Samuelson and their MG 8/33 Midget Sportsman's Coupé at the finish of the Monte Carlo Rally on 18th January 1931. They were awarded the 'Originality Prize'. [LAT Autocar Print 30-1-31]



LAT IMAGES



Morna Lloyd Vaughan and her co-driver Charlotte Nash, won the 'Ladies Cup' in the 1932 Monte Carlo Rally driving 3250 miles from Umea, N. Sweden, in this Triumph Nine 'Royston' Coupé. Mrs Lloyd Vaughan was an eminent surgeon and Miss Nash was a medical student. 100 miles from the finish, they stopped at an accident and attended to seriously injured competitors in adverse and cold weather conditions. [LAT Plate E1995]

LAT IMAGES



This Morris Minor fabric-bodied saloon is not taking part in a motor sporting trial. The occasion was a demonstration in 1929 by Morris Commercial Car's Ltd. of its 'D Type' 6-wheeled lorry chassis, fitted with removable tracks [inset], at the company's rough terrain test site in Bilston between Wolverhampton and West Bromwich in Staffordshire. The site was located at the corner of Moseley Road and Willenhall Road. The driver of the Minor was possibly a representative from Morris Motors Ltd who was showing off to the assembled onlookers, no doubt including dealers, sales persons and journalists. [Ken Martin's Collection]



This 1935 Morris 'Ten-Six' saloon had a 12hp 6-cylinder side valve engine and cost £189. The 'Ten-Four' was £184. [LAT Plate Motor 548-11]

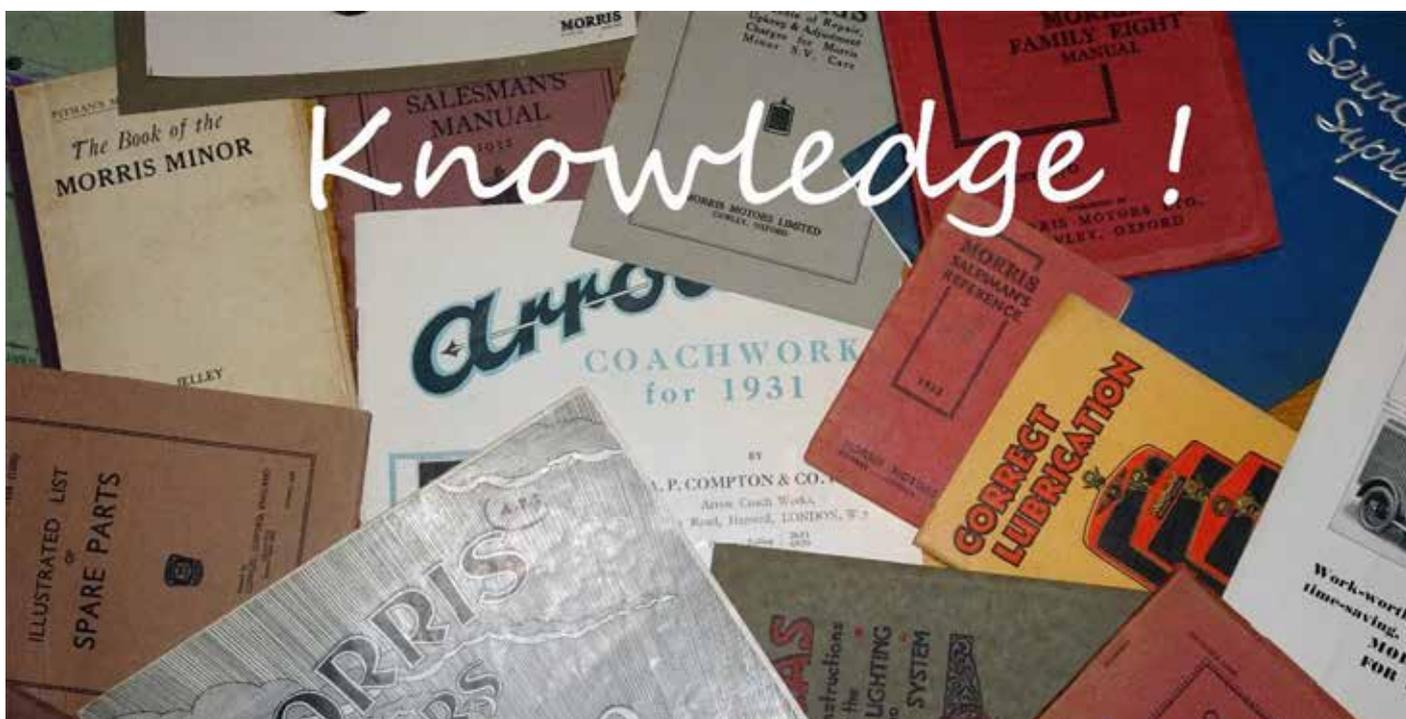
LAT IMAGES

The LAT images featured appear courtesy of LAT IMAGES. Prints can be ordered by emailing info@latimages.com quoting the image reference number provided and mentioning Morris Monthly. See the LAT IMAGES website for sizes and pricing at www.latimages.com. Important notice: Prints supplied may differ in appearance to those reproduced here, as images may have been cropped and subject to digital enhancement..



Minor Musings

Chris Lambert



A Long-Winded Post Christmas Appeal

As this is being written, Christmas is still a fortnight away, the decorations go up tomorrow and not a single Christmas card has been posted. However, a very welcome early Christmas present dropped into the writer's 'inbox' overnight. The email was from a long-term Network member from Northern Ireland who had just acquired a small number of Morris Motors' publications via an eBay auction. His 'present' was the offer to scan two fifty-page documents both of which could then be stored in the Network's on-line archive, where they would join a third such document, enabling all three to be viewed by the Network's membership.

The publications are all entitled 'The Morris Salesman's Manual', each for differing model years of the pre-war Minor. That these specialised documents have survived at all is something of a minor miracle (no pun intended), while they contain a goldmine of information for present day enthusiasts. The manuals are prefaced by short articles from Sir William Morris and Miles Thomas before then going on to record general and technical information about the cars in a clear and concise fashion. While some of the information can also be found in editions of The Morris Minor Manual (the owners handbook), there is much that can't, including a seating dimensions table and an excellent cut-away diagram of a Minor Sliding-head Saloon body. Even the material you would expect to find in such a publication is presented in a manner that is useful to a 21st century enthusiast in that the data is model specific and not generalised as in the (all variant) Owner's Manuals.

These A5 sized booklets were no doubt kept in desk drawers by the salesmen to whom they were issued. This, in order that they were close to hand when needed while being questioned by a prospective customer seated opposite. Morris Motors provided other tools for the sales staff at their dealerships. One such item was the Morris Salesman's Reference (suffixed by the model year) booklet, a small 24 page, 3.25" x 5.24" pocket sized, all-model reference manual. In other words, a document they could consult when away from their desk. At that time (1932), Morris Motors had a 24-car model range and this little 'bible' contained specific information on all of them. Remarkably, space was also found to provide a model-by-model annual running costs data table, a Hire Purchase schedule and table of instalments, as well as complete calendars for 1932 and 1933!

These items were printed at The Morris Oxford Press, the print works also being based at Cowley, where they sat alongside the parent company's car manufacturing plant. The two documents cited above represented a minuscule proportion of its vast output. These print works supported the needs of the whole Morris group, at that time one of the U.K.'s biggest manufacturing conglomerates. The month of August must have been a particularly busy period as this was when the brochures for the next model year were produced. Throughout the six-year period of Minor production, most Morris

Motors range brochures are dated 1st September in the year preceding the date on the brochures front cover. If that wasn't enough, all the technical and service documents to support the annual model changes will have been required across the dealership chain prior to, or as soon as the new models began leaving the factory gates.

Alongside these annual frenetic periods of activity, the ongoing output of the works had to be maintained. The list of this material is endless but here are a just a few of the items that were essential to the successful running of businesses like Morris Motors Ltd, MG Car Co. Ltd and Wolseley Motors (1927) Ltd. Viz. Business cards, letter heads, guarantee documents, service bulletins, parts lists, marketing material etc. The Morris Oxford Press also printed every edition of Morris Owner magazine, a print-run that ran into the tens of thousands every thirty days. It's also little known that the print factory contained the works photographic department, providing photographs for the many Morris publications and for the motoring press.

For those among us who are interested in the minutiae of our passion for Morris cars, much can be gleaned from studying the back cover (or inside back page) of most Morris Oxford Press produced documents. Here in small print, beneath or alongside their name, can be found a code. The first (usually) five-digit sequence is the job reference number followed by a month reference (e.g. September is represented by the figure 9, followed by a slash after which appear the last two digits of the year and finally the number of documents printed – either represented by a single numeral (occasionally more than one) followed by the letter M or indeed the complete number of documents in the print run. Therefore, this example 14798-12/31/3M tells us that job no. 14798 called for 3000 items (M representing 1000) which were printed in December 1931. Other examples found show the number required or printed displayed in a different manner, as in the example 16953-8/32/3500 where 3500 items left the press in August 1932.

Apart from the regular output there were plenty of one-off print runs including at least two flag waving, 'Buy British' brochures produced during the depression while there are sure to be plenty of others of which the writer is not aware. But Morris Oxford Press were not the only concern producing printed matter relating to the pre-war Minor at that time. Pitmans, of course, produced many editions of 'The Book of the Morris Minor and the Morris Eight', but the one to find has the foreshortened title of 'The book of the Morris Minor' by Jelley & Eastwood, first printed (it's believed) in 1933. There were also at least four versions of Minor lubrication charts available from fuel and oil suppliers during this period. The London Morris main dealer, Stuart & Ardern, also produced more generalised Morris-centric documents which also covered the pre-war Minor. Their productions were lavish and one entitled Service Supreme and printed in 1931 is superbly illustrated in the style of the period and carries photographs of the Minor in their showrooms and en-route (in convoy) from Oxford.

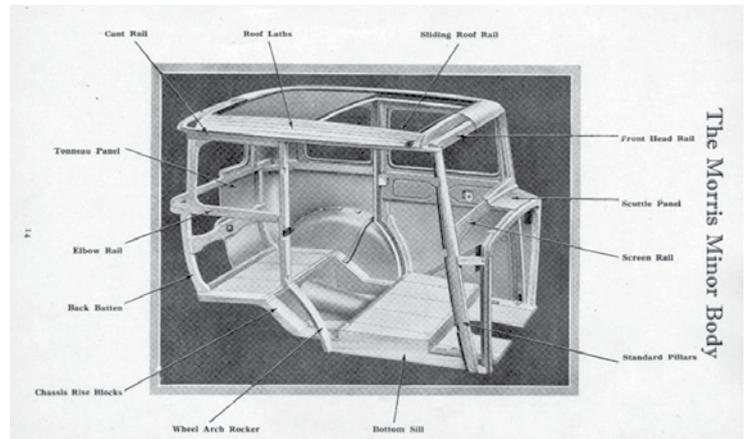
However, the holy grail of these early non-Morris Motors/Morris Oxford Press documents are the brochures and leaflets issued by the coachbuilding companies of the era. It's recorded that a total of 23 separate coachbuilders constructed bodies for the Minor chassis and it's known that the larger concerns produced leaflets that were available via the dealerships marketing their bodies. Just one such item from the Arrow concern resides in the Network's archive.

And so (eventually) to the point of the preceding 1000+ words. All these documents contribute to the knowledge base being constructed for the model, both on the network's website (prewarminor.com) and in publications such as Morris Monthly. So, if you are an existing Minor owner, or thinking of becoming one, then please investigate and make use of the information held in these databases. Finally, and just as importantly, if you believe that you might possess a rare or unusual document relating to the pre-war Minor (or any Morris car come to that) then please consider sharing it with your fellow enthusiasts in much the same spirit as that generous 'Networker' from Northern Ireland. A Very Happy New Year to you both!

Chris Lambert
chris@prewarminor.com

ENGINE UNIT DETAILS						
	Morris Minor (Oxford and Long Wheelbase)	Morris Ten	Morris Cowley	Morris Oxford	Morris Oxford	Morris Six
Number of Cylinders	4	4	4	6	6	6
Bore	3.24" 83 mm	2.5" 63.5 mm	3.77" 95.3 mm	2.42" 61.25 mm	2.50" 63.5 mm	3.27" 83 mm
Stroke	3.27" 83 mm	4.21" 107 mm	4.21" 107 mm	4.21" 107 mm	4.21" 107 mm	4.27" 108 mm
Stroke/Bore Ratio	1.006	1.68	1.12	1.74	1.68	1.31
Cubic Capacity	51.87 cu. in.	78.84 cu. in.	78.84 cu. in.	108.52 cu. in.	125.89 cu. in.	150.41 cu. in.
Compression Ratio	6.5-6.8	6.3-6.4	6.5-6.8	6.5-6.8	6.5-6.8	6.5-6.8
Valve Position	Side	Side	Side	Side	Side	Overhead
Firing Order	1, 3, 4, 2	1, 3, 4, 2	1, 3, 4, 2	1, 3, 3, 4, 2, 4	1, 3, 3, 4, 2, 4	1, 3, 3, 4, 2, 4
R.A.C. Rating	8.50 h.p.	10 h.p.	11.9 h.p.	13 h.p.	16 h.p.	17.7 h.p.
Tax	0	4/0	4/0	4/0	4/0	4/0
Number of Gears	Three	Four	Four	Four	Four	Four
Gearbox Ratio 1st	3.5	3.86	3.87	4.0	4.0	4.0
2nd	2.2	2.25	2.25	2.28	2.28	2.28
3rd	1.47	1.49	1.49	1.49	1.49	1.49
4th	1	1	1	1	1	1
Reverse	2.83	3.86	3.1	3.0	3.0	3.0
Clutch	Single Dry Plate	Single Plate (Cork Insert)	Multi-plate (Cork Insert)	Single Plate (Cork Insert)	Single Plate (Cork Insert)	Single Plate (Cork Insert)
Engine Sump Capacity	1 gal.	4.5 gal.	4.5 gal.	11 gal.	11 gal.	11 gal.
Gearbox Oil Capacity	1 gal.	4.5 gal.	4.5 gal.	3.5 gal.	3.5 gal.	4.5 gal.
Water Capacity (Total)	12 gal.	24 gal.	24 gal.	24 gal.	24 gal.	24 gal.
Spark Plug	A.C.—311 long	A.C.—329 short	A.C.—329 short	K.L.G.—K1 long	K.L.G.—K1 short	K.L.G.—K3 long
Power Output	8.50	8.75	11	11.5	14	16.0
1000	11.5	12.5	15.5	16.5	20.5	24.5
2000	16.5	22.5	28.5	30.5	38.5	46.0

The table above is from the 5" x 3" 1933 Morris Salesman's Reference booklet while the r/h cut-away below is taken from the 1932 Morris Minor Salesman's Manual



NB: To share a document with the Pre-war Minor Network, contact chris@prewarminor.com
To share a document with the Morris Register, please contact Tom Bourne, the Register's historian, historian@morrisregister.co.uk



Backdrop of History: 1939

Tom Bourne

As we step into a new year, it's a good time to look back at the historical events taking place when your Morris first took the road in 1939, 80 years ago. This article was first published in the Morris Register Journal of Spring 1970. The text, by the late Harry Edwards, has been transcribed, edited and updated by Tom Bourne, Club Historian.

1939 A year which started with Britain enjoying the first few months of the "peace of our time" and ended at war with Germany. In March Franco's troops entered and occupied Madrid, thus ending almost three years of civil war. August saw the signing of a Nazi-Soviet non-aggression pact so perhaps, with hindsight, it was predictable that weeks later Germany would invade Polish territory.

Before turning to the results of that aggression, take a look across the Atlantic in August to where a large crowd gathered at Bonneville Salt Flats, Utah, on Wednesday the 23rd watching John Cobb driving the "Red Lion", designed by Reid A. Railton, beat the existing World Land Speed Record by over 11 mph by covering the measured mile at 368.85 mph. The previous day Cobb had had to abandon an attempt at the record when, after clocking 369.23 mph in one direction, one of the twin engines stalled on the return run.

His Railton car was powered by two Napier Lion engines of 1,250 hp each. One engine driving through a three-speed gearbox to bevels for the front wheels and the other engine driving the rear wheels via a second three-speed gearbox to a solid rear axle. Built by Thomas & Taylor (Brooklands) Ltd, the record breaking car had brake drums cooled by water from the engine cooling system tank of 75 gallons. To avoid the need of a radiator, ice was placed in this tank before each run. The tyres used on the vehicle were inflated with nitrogen for cooler running and Ferodo took credit for the brake linings, transmission brake and shock absorbers.

At the Berlin Motor Show on February 17th the German Peoples Car, the Volkswagen, alternatively called the "Kraft Durch Freude" (Strength Through Joy), finally made its appearance after several years of reports, many contradictory, in the motoring press. On May 26th 1938 Herr Hitler had laid the foundation stone of a new factory at Fallesleben, Brunswick, which was to produce a car available to German workers subscribing the then equivalent of 8 shillings per week.

See Morris Monthly of November 2018, page 21, for more about the KDF Wagen.

The death occurred on the 25th June of 26-year-old J.R.B. (Dick) Seaman as a result of a crash in the Belgian Grand Prix. Having gained the lead in appalling weather conditions, his car left the road going round an extremely slippery bend. Amongst successes in racing were his victory in the 1938 German Grand Prix and a second place in the 1937 Vanderbilt Cup in America. Another fatal crash this year was that of Jean Bugatti, son of Ettore Bugatti, killed in a car crash at Salzburg in August.

In the U.K. the motorist's pocket was again hit when in April the Chancellor of the Exchequer, Sir John Simon, announced a new rate for the Road Fund Tax, 25 shillings per horsepower - an increase of 5 shillings on the existing rate. This was ominously followed by the appointment of a new Minister of Transport, Mr. Evan Wallace.

It was on the first day in June 1939 that a tragedy was played out in Liverpool Bay. His Majesty's Submarine "Thetis" on diving trials failed to surface, and of the 103 men aboard only four managed to escape despite the fact that for eight hours on the following day rescue vessels were able to approach part of the hull above the water. Subsequent evidence showed that the bow cap on a torpedo tube remaining open to the sea had caused the tragedy. "Thetis" was later salvaged and under another name served with the Royal Navy in the war. To this day all submarines carry a reminder of the accident in the so-called "Thetis Clip" fitted to torpedo tubes to prevent the rear door being opened by a head of water.

Morris cars still made news. Three Halifax men, Messrs. Boulton, Stead & Hargreaves, set out from Yorkshire in March 1939 on a trip by Morris 14 Series III saloon (Reg No JX 7294) and caravan. The 5,000-mile itinerary including a journey of 3,000 miles across the Sahara Desert. In December a Morris 10 four-door saloon with sliding head was supplied to His Excellency The Administrator of Samoa.



*Morris 8 Tourer Series 1 & 2 ash frames 2 or 4 seater
Complete frame (less doors) or parts thereof
Door frames available as an addition
Rear View Motor Cars
Call 07519 930 318
email: russ.farnell@hotmail.com
Morris Register Member*

Earlier, in June, thirteen Morris Eight Series E tourers were commissioned for use by the Sheffield Police Force. These cars, supplied by Kennings Ltd, carried the registration numbers GWB 350 to GWB 362. The unsuperstitious Sheffield Police were no strangers to the Morris Eight for the previous year they had taken delivery of thirteen Series II Morris Eights. At least one of these Series 'E' tourers, GWB 358, is still going strong and owned by a Morris Register member.

The 6th Annual "Morris Owner" Rally was held at Donington Park in Derbyshire on Sunday 4th June. Organised by Mr. C. Lucato, the then editor of the magazine "Morris Owner", the events included a Concours d'Elegance, an obstacle race, a needle-threading competition, a reversing test and a speed-judging contest. The musical chairs competition was held twice, first for men drivers and then the ladies had a go. A special prize was awarded for cars with special bodies, engine finishes or gadgets. Drivers of the Morris cars attending came from far and wide; one driver, G. Jolley, is recorded as coming from Shanghai in a 1935 model Morris 10 taking 68 days to complete the trip. Prizes presented by Captain G.E.T. Eyston included cups sponsored by "The Motor" and "The Light Car" magazines. Soon after 7 p.m. an aeroplane dived low over Donington in salute, as it were, piloted by Flying Officer M.N. Mavrogordato, a well-known racing motorcyclist. The evening was rounded off with a dance in Donington Hall.

As well as a TT Rider, Michael Mavrogordato was a professional pilot, personal pilot to the Nuffield Organisation in fact, and he also flew his personal vintage Bristol Fighter as well as DH Leopard Moths. He owned a 1914 GP Opel, which he ran as normal road transport, and also had a 4½ litre ex-team blower Bentley. In January 1939 he drove a works-entered Morris Eight in the Monte Carlo Rally, as co-driver to W A McKenzie, coming 14th in class and 60th overall. Starting from John o'Groats, the Morris was the smallest car in the rally. The team kept a clean sheet until they lost points for arriving in Monte Carlo too early! They blamed a sticking speedometer drive for this. The car was awarded 4th place in the Car Comfort Competition under 1,500cc class.

May the 22nd was a notable date for Morris Motors in general, and for Lord Nuffield in particular, for on that day the millionth car was driven from the Cowley works. Some years were to elapse before any other motor British manufacturer passed this milestone. The car, a Series III, six-cylinder overhead valve Morris Fourteen, was presented by Lord Nuffield to the Ladies Association of Guy's Hospital to be subsequently offered as a prize in a special draw which benefited the Hospital Appeal Fund by nearly £1,700. Stewart & Arden Ltd had the car on show at their Berkeley Square showroom before it went to the winner, J.H. Wildman of Brockley, London.

Twelve days earlier at the Morris Works an experiment was undertaken to see how the mono-construction Series M Morris 10 and the earlier Series II version (which was of chassis construction) would fare in a crash. The two cars, electrically controlled, were lined up one each end of a 200 yard road. The first test was an anti-climax, for the cars started, accelerated and passed each other with a fraction of an inch to spare! The second test was more successful and the cars hit head on. The earlier car, 2½ cwt heavier than the Series M, overturned as a result; predictably, it was said that the damage to the Series M was less than that sustained by the earlier car.

Between January and March some 31,000 Morris cars were delivered - in March alone 12,349 models left the factory. Morris Motors continued to provide some of the highest export statistics for the motor industry. 1,079 Morris cars and 79 Morris commercials were exported to New Zealand between July and December of 1939 and 3 cars that went to Norway in February. In Eire, Messrs. G.A. Britain had represented the Morris interests in Ireland since 1913. In February the Dublin firm chartered a special steamer, the SS Norbritt, for the sole purpose of carrying the regular weekly consignment of Morris cars, averaging 50 per week.

Motor racing enthusiasts didn't realise it at the time, but what was to prove the last meeting at Brooklands Racing Track at Weybridge took place on the 7th of August, a meeting which brought to an end 32 years of racing. Vickers expanded during the war using the site as an aircraft factory and airfield.

As air travel became more commonplace so individual records became less newsworthy. On reflection the pace of development of aircraft was phenomenal. In 1939, a mere 36 years after the Wright brothers flew 284 yards and got the whole thing "off the ground", the first regular passenger service across the Atlantic began with the "Dixie Clipper" in June. Weeks later the "Yankee Clipper" service from New York to Southampton was taking a mere 27½ hours, dropping to 24 hours with the "American Clipper" in August. Imperial Airways "Caribou"



GWB 358, one of the thirteen Morris 8s supplied to Sheffield Police in 1939, still survives and is now owned by a Morris Register member. Photo taken in the 1960s.



The Morris 8 Series E Works entry for the 1939 Monte Carlo Rally. Flying Office M N Mavrogordato (left) with co-driver W A Mckenzie on the right. In the light suit is A F Organ, General Sales Manager at Morris Motors.

[Photo Morris Register Collection]

Publicity shot of the Monte Carlo Rally car on a trip through the Pyrenees in 1939.

[Photo Geoff Barnes, MR Collection]

inaugurated the Atlantic mail flying boat service from Foynes in Ireland to Montreal and New York. Gliding records were made and broken, in the USSR Klepikov flew 465½ miles from Moscow to Stalingrad in July breaking the U.S.A. record of 263 miles held by Woodbridge Brown for 30 days, and a month later the "out and home" record was made by another Russian Boris Kimelman gliding 213 miles. In Germany the speed record was taken by Fritz Wendel in April at 469.22 mph.

Films made this year included "Destry Rides Again", the film in which Dietrich made the song "The Boys in

the Backroom" famous and David Selznick's epic "Gone With the Wind" which brought Vivien Leigh to stardom.

On September 1st Hitler's forces invaded Poland. Within three days, after serving Germany with an ultimatum to withdraw from Polish territory which was ignored, Britain and France were at war with Germany. Hours later London echoed to the sound of the air raid sirens but this proved to be a false alarm. At the Control Room of Alexandra Palace the staff received a telephone call ordering a close down of the television service. With the war it was feared that the Alexandra Palace radio signals would be used by the Luftwaffe to guide their bombers to London. By way of tragic-comic contrast, the last programme transmitted until the resumption of TV programmes on the 7th June 1946 was a Walt Disney cartoon film called "Mickey's Gala Premiere". The last words transmitted were those spoken by a caricatured Greta Garbo "Ah tenk ah go home".

After a few days delay in commencing, the official date for petrol rationing for the private motorist was set for the 23rd of September. As the stock of branded petrol was used up the single grade "Pool" petrol at 1/6d per gallon was introduced and the familiar trade signs disappeared or were relabelled. By the end of October the price had gone up to 1/8d per gallon. Another obligation for motorists was the requirement to paint bumpers and the edge of running boards white. If no bumpers were fitted then the tips of the wings had to be painted white. All lights had to be masked to cut down the amount light shown and on the road the traffic lights were screened with black discs leaving only three inch crosses visible.

It was not long before the manufacturers were marketing devices to enable cars to run on coal gas, and solid fuel producers for vehicles used on long distance running.

Bradford Corporation fitted a 432 cu.ft. gas bag in a roof frame on a Morris Commercial 1 ton lorry (Reg No AAK 186) while across the Pennines the Liverpool Gas Co. were producing a suitable carburetter for town gas and a 170 cu.ft. gas bag, which, when fitted to a Morris Eight, gave a range of 17 miles town driving. Leeds Corporation installed a special 4-inch gas main in readiness for more users. One Morris Eight known to have been fitted with a gas bag was a Series I two-door saloon, Reg No DMM 375.

At Cowley the production of private cars ceased immediately although cars actually being worked on were finished, these vehicles being commandeered for the Services as they left the assembly lines. Some lighter vehicles required by the Forces and Civil Defence Services continued to be made. Cowley became the headquarters of the Civilian Repair Organisation and its No. 1 Repair Depot for the repair of damaged and crashed aircraft.



VINTAGE CARRIAGES - Coach Builders

Specialising in MORRIS 8 2 & 4 seater tourers

Complete rebuilds or repairs to panels

Wings, running boards and other panels made for all types of
MORRIS VEHICLES

Tel and Fax: 01706 883 881 Eve: 01706 845 331

VISIT OUR WEBSITE @ www.vintagecarriages.net

email: assistance@vintagecarriages.net

Morris Eight Steering Box Rebuild (Part 3)

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 bearings and bearing races

Time to start the refit and fitting new bearings and new bearing races. Following a second thorough cleaning of the box and all components, the first new bearing race was lightly oiled on its outer edge and offered up and fitted with a brass drift, making sure the curved end was facing the correct way, into the inside of the box to take the bearings. The first bearing was lowered down the full length of the inner steering column after greasing its back side, and butted up against the back of the worm; bearings facing away from the worm. The visible face of the bearing was then given a good coating of grease.



Picture 9:
Shows the fitting of the inner bearing and bearing race and their greasing

The inner steering column with worm and top bearing could then be pushed all the way back up the inside of the outer column. I was fortunate that the felt at the top of the outer steering column was in perfect condition so did not need replacing. A small amount of grease on the top of the inner shaft's tapered collar eased centring and pushed straight through the top felt. The bottom bearing was then greased on its back side and pushed into place at the bottom of the now fitted inner column at the bottom of the worm, ensuring the bearing faced outwards and visible through the bottom bearing plate opening.



Picture 10:
Shows the above steps

The bottom bearing was then greased and the bottom bearing race was then fitted with a brass drift, ensuring the curved and chamfered race faced inside against the bearings and its flat side facing outwards, which would sit flat up against the bottom bearing plate once refitted.

Setting up and adjusting the bearings

Next was tightening and adjusting the bearings and setting the number of shims correctly, which was time consuming. After fitting the steering wheel at the top of the column, the bottom bearing plate was offered up and all 4 bolts fitted and nipped up in place without any shims. It was tightened evenly until a small amount of drag was felt when turning the inner column with the steering wheel.

Once a small amount of drag could be felt, the gap between the bottom plate and the box itself without any shims was measured with a set of feeler gauges. At first measurement I estimated the gap was about 0.028". Adding and removing shims and retrying numerous times ended with 6 shims in place amounting closely to the aforementioned gap; tightened until a comfortable amount of drag could be felt when turning the wheel; and obviously zero movement backwards and forwards down through the bearings (tugging backwards and forwards directly through the column on the steering wheel). Removing the bottom plate, adding and removing different sequences of different thickness shims and refitting the plate took about eight attempts to attain the satisfactory drag. I could feel the bearings moving when turning the inner column, without any feel of them grinding. Too tight and you feel them grind; too loose and you cannot feel the drag, and the inner column had vertical movement through the length of the column.

N.B. Keep a notebook to note all the shims' thicknesses and the sequence they are in. This helps when adding and removing and keeping track of the number and their overall thickness; aiding decision-making when adding or removing.



Picture 11:
Shows the above
shimming, and
double checking
each shim with a
micrometer



Sector shaft peg into worm -top plate adjustment and setting

Once the bearings were correctly adjusted and tightened it was time to follow a similar exercise in setting, adjusting, and shimming the top plate for adjustment of the sector shaft peg into the worm. My Bishop Cam Steering Play Control Adaptor needed to be replaced for this exercise with an original top plate to correctly set the number of shims needed. Thus the next job was greasing the new sector shaft and dropping it into place, ensuring it had full and equal movement left and right and was centred without touching either side of the box at full locks by turning the steering wheel. Following the same procedure as with the bottom bearing end plate, a standard top plate with no shims was lightly and evenly tightened in place till drag could be felt in the steering wheel; specifically a tight spot in the centre of the steering (the straight-ahead position). This tight spot in the centre is as a result of the worm channel being slightly narrower at its centre than at each extreme. The slack at each lock assists the return of the steering to centre once the wheels are fully turned. Again a set of feeler gauges was used to roughly measure the gap between the top plate (no shims fitted) and the box itself. With the new sector shaft in place I estimated the gap was about 0.058"; quite a big gap. Again, with a selection of top plate shims, fitting, removing and refitting the top plate and adding and removing shims till the correct drag was felt. This took many attempts, sometimes with too few, one would lock up the steering with no movement; too many and the centre tight spot was not discernible. Due to the large gap, two temporary shims had to be made from 0.015" metal as I had not purchased sufficient shims for such a large gap.



Picture 12:
Fitting of the new sector shaft (top) and (bottom) offering up the original top plate, and measuring the gap

Again, keep a notebook and note all the shims' thicknesses used and the sequence they are in. This helps when adding and removing and keeping track of the number and totting up their overall thickness, allowing you to make judgements about which thickness shim to add or remove. Frequently it would be too tight or too loose, so a good selection of different thicknesses allows for a large variation and adjustment. I feel a larger selection of different thickness shims will allow for greater future variation of adjustments with inevitable wear and tear given the large gap in my unit at this time. This exercise was a bit like a maths question on Countdown; however, sadly my instructor was no Rachel Riley to look at! Good job or no learning would have taken place.

Finally with the shimming concluded I ended with the best part of ten shims giving me a lovely feel through the wheel. All that was left was to fill the box with semi-fluid grease and replace the top plate with the Bishop Cam steering play control adapter I had. I used a freezer bag, filled a corner with a good wad of grease, and piped the majority of the grease into the box. Turning the wheel dragged the grease down into the lower parts of the box quite quickly, allowing further filling to be done. After the box was filled with grease and the upgraded top plate fitted, I worked the steering a dozen or so times through full lock, then removed the plate's upper nut and used the grease nipple to ensure the box was fully filled. Once the grease started coming through the removed top nut hole, the nut was replaced and all three re-tightened.



Picture 13:
Final grease filling and adapter fitted

to be continued

MORRIS REGISTER AT THE NEC, 2018

At November's NEC Classic Car Show, some 71000 visitors enjoyed over 93000 square metres in 7 halls, so mobility scooters will soon become a necessity for visitors! The show theme was "built to last" and the VCC combined this very effectively with the centenary of the WW1 armistice on their award winning display.

On the MR Stand:

1937 Eight 5 cwt van
(Cotteswold Dairy)

1932 Minor Cunard Calshot Special
(Ian Harris)

1937 10/4 Series II saloon
(Anthony Tideswell)

1938 P.O. Hybrid 5 cwt van
(Terence Robins)

1935 10/4 Special Coupé
(Brendan Jones)

1939 Eight E tourer
(MR loan car)



Elsewhere at the NEC



Above: the award winning VCC stand commemorating WW1



Photos: John Ford and Rob Symonds



In November I related the story of how I acquired my Minor. Well, to continue the story, after I tried to push a lorry up the road with my little car I was forced to with the aid of a donor scrap car to make one good one out of two. That is why if you inspect the build plate and the chassis number on the dumb iron, they don't match and OW rose from the ashes to fight another day.

She was finally usurped by an Austin A35 and went out of my life in 1963.

Forty years later in 2003 the lure of a Morris Minor caught up with me again, and I purchased my wife Josephine, a 1932 Minor Family Eight for her birthday. Well I supposed she would let me share it, and so she was introduced to the joys of Morris Motoring and as a result we joined the Morris Register.

In 2008 I got the urge to try and find my beloved two seater from

my youth, and as a result asked the Club for a copy of the Register of cars. To my astonishment the Morris Register did not live up to its name - no such item existed.

By various means and with the help of fellow members I located the car in the ownership of the late Derek Powell of Basildon in Essex. I travelled there on July 18th 2008 which turned out to be a special day for me. After 50 years almost to the day I was reunited with my old pride and joy and first love Emeline, where she resided along with a large collection of pre war cars in various stages of repair and restoration. All the time I was there I could not help thinking that it would be splendid to bring her home to Shinfield. Sentimental old tosh, but true. What is it about old cars that turn grown men into little boys again!

Well they do and they did! While I had been talking to Derek I asked him that if he ever wanted to sell the car would

he please call me first. To my surprise he was not averse to the idea and we casually discussed the value of the car. When I returned home my first task was to con-vince the

'management' that our '32 saloon was lonely and needed a stable-mate! I am delighted to say that rea-son prevailed and permission was given for a new toy! A very wise decision by my wife Josephine.

Emmeline had been enjoyed by eight different owners since she left me in 1963 and returning home with me.

Little could I have foreseen what was to follow over the next few weeks. My wife, Josephine, thought it would make a nice story for the local paper to tell them about Emmeline's return to my ownership. The Reading Evening Post sent round a re-porter and photographer, and published an article on August 13th. I think there must have been a lack of news worldwide at that time,

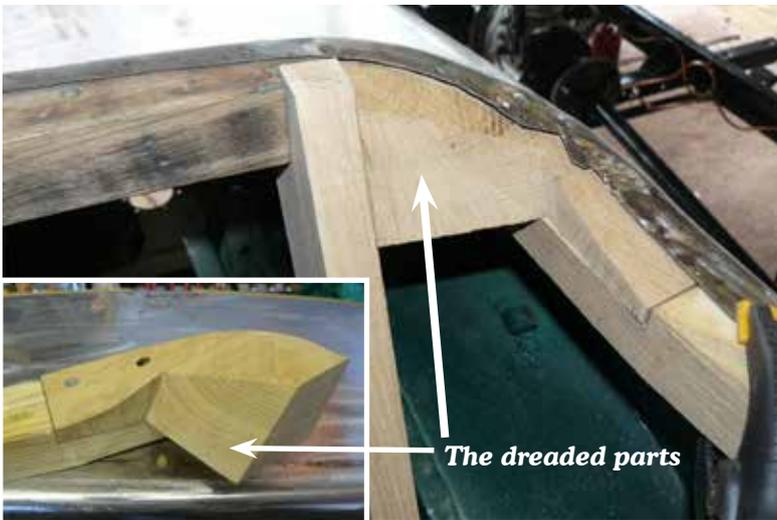
because from the moment the article appeared my phone rang off the hook from local and national newspapers, regional radio and national television stations! By the time the whole episode was finished, I had given dozens of interviews and had received loads of calls from friends and acquaintances on the subject. It continues to surprise me that the subject is still men-tioned by people I meet. It just goes to show what a fascination our old cars have, even to the non enthusiast.

After the furore had died down, I had time to take a close look at OW, and the more I looked the more I realised that there was only one course of action to be taken - A COMPLETE RE-BUILD. There were so many things that were not right, that on the 24th August 2008 I started the process of taking the car apart. The more I worked the worse matters got!! Been there, done that I hear you cry. I suppose I should not



The handbrake cross shaft in place





Yours truly making scrap!

have been surprised. There was wet rot, dry rot, wood worm, metal worm, rusty bits, seized bits, broken bits, boded bits, worn out bits and few good bits. Other than that it was in overall good condition!

There are three things that stand out in my memory about the rebuild. Firstly the magic moment arrived on 18th March 2009, and I could start bolting things back together! The first item was the hand brake cross shaft swiftly followed by all the chassis parts excluding the engine, steering column and gearbox.

Secondly, the paintwork. I think that since I stripped and repainted the car in 1958 the profits at Dulux must have soared! There were so many layers on the car it was unbelievable, it must have spent half its life in the paint shop! You could almost measure the thickness with a ruler! I stripped the paint off one of the small plates illustrated on the left and weighed them both. The results were amazing. With paint, 11 ounces. Without paint. 8 ounces. If you multiplied that around the whole

The handbrake cross shaft in place car it must have been the equivalent of carrying around an extra child as a

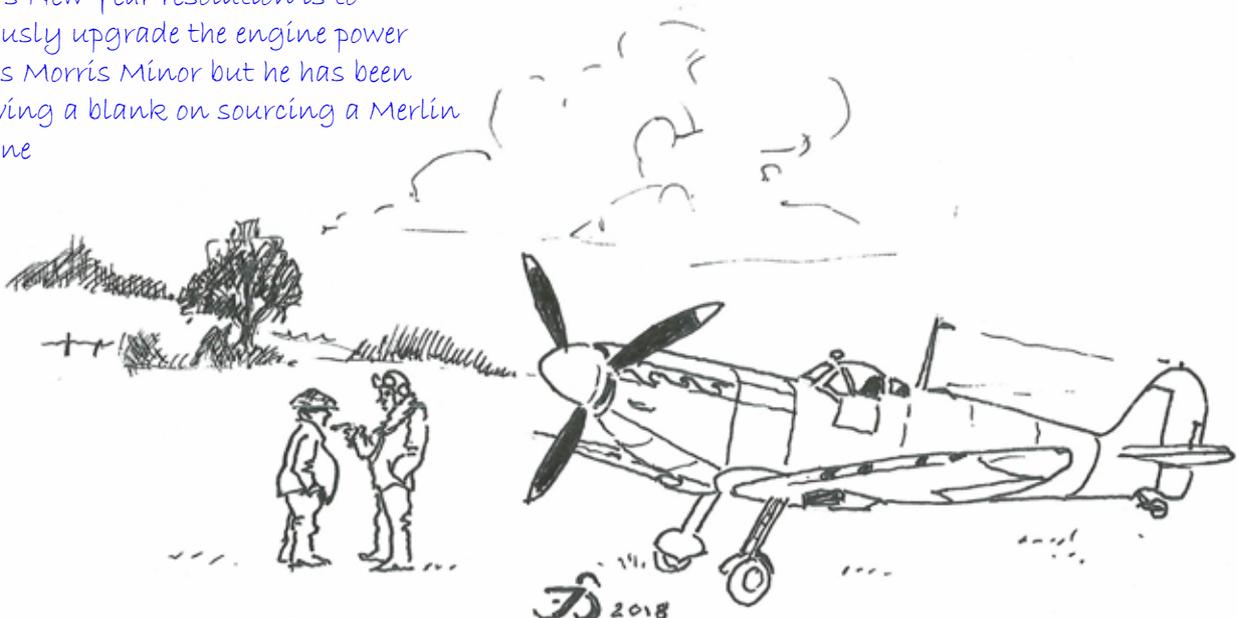
passenger all the time. Quite a consideration when you have only 19bhp at your disposal at best.

Lastly was the building the ash frame. Although I am a reasonable hand at woodwork in general I had never attempted a job like it, especially as I was working with the original pieces which were in many cases a crumbling wreck, the worst of all being the pieces shown in the picture below. The two components concerned were quite small, but a complicated shape, and the old ones had been cannibalised and were dropping to pieces. It was impractical to make a pattern from them, so I had to set about the task by trial and error. Mostly error it would seem, as I reckon I have denuded several forests of all their timber turning perfectly good trees into scrap!! The task was made even harder as there were right and left hand versions required. I finally succeeded, but I must say I have seldom spent so much time and effort to achieve so little! The band saw worked overtime. What a useful tool. In spite of the problems, without it the task would have been almost im-possible.

to be continued

As you are no doubt aware, 2018 has not been a good year for Emmeline due to continued problems with the engine. I was talking to Frank Sneyd (who draws the cartoons for me) the other day about New Year and any resolution we were to undertake for 2019. I informed him that 2019 was going to be a cessation of engine problems with Emmeline. His interpretation of my remark would certainly produce a Minor of startling performance!

John's New Year resolution is to seriously upgrade the engine power of his Morris Minor but he has been drawing a blank on sourcing a Merlin engine



Bullnose French Holiday (Part 2)

Andy Wilson

We stayed two nights at Giverny. The gardens more than lived up to their expectations and it was nice to be looking at nature rather than man's destruction. Also in the village is an engine museum, free to enter, that houses many stationary engines. It even has a huge engine that is reported to be the oldest working diesel engine. Having spent so much time in the car we decided to take a 5km walk to Vernon, the nearest town. This proved to be a great decision



Monet's garden

as there is much to see. There are many buildings from the 15th and 16th centuries and a wonderful mill on a former bridge over the Seine. Saturday saw us heading further south to Pithiviers, about an hour out of Paris. We have friends there who we had planned to stay with for a couple of nights. They had no idea that we were coming in the Bullnose, so as we rolled up outside their gates and sounded the klaxon they were quite shocked. Within an hour Hubert had his family in the car and we headed off to a rose garden.



Engine museum

He also organized that we would attend the small classic car show in the town centre the next day (later in our journey we were sent a newspaper article showing the Morris and talking of us driving down). Also on Sunday the Pithiviers Narrow Gauge Railway had a special historic day. As we passed by to take a quick look they were turning the engine round. The rails extend into a carpark so that the train can get to the other side of the platform. We

stopped to get a couple of pictures and I was then approached by the driver, who asked that if he reversed the train back a bit, could I then drive onto the platform so that people could have pictures of the car and train together (it would have been rude to refuse).

Monday was a day of driving to get to the northern side of Paris, we went via Fontainebleau and kept a good distance out of Paris to its east.

Alex had recommended that we take a look at the Canadian Memorial at Vimy. This is at the site of the battle to retake Vimy Ridge by the Canadian Army. The ground has been left pockmarked by the fighting and you can see where the trenches and craters from large explosions were. The Canadians have restored some of the trenches and tunnels and it is possible to take a tour around them. Our guide was explaining how on the morning of 9th April 1917 their troops gathered in the tunnels. Then at 5.30 am the guns went off and they went over the top to take back the ridge.



Vimy



Pithiviers railway

Jenny said to me that the 9th April seemed familiar to her, so when we got back to the car she looked it up in the diary. We discovered that her grandfather was just down the road from Vimy, this is what he wrote. "Reveille 3 am, marched off at 4 am towards Arras. Left main road and proceeded by artillery track to St Catherine. Guns went mad at about 5.30 - hideous din. By 10 am hundreds of prisoners had passed by". We had another silent drive as we both took in all we had seen and experienced. The afternoon was spent driving around other towns and Villages where Jenny's grandfather had been. In one place he described how he entered the trenches via a railway cutting and slept under wagons. By overlaying trench maps onto modern ones we were fairly confident that we found the area.

Up to this point the Morris had been going really well, I had used very little oil and no water. As we headed for our next B&B on the Belgian border we had some quite steep hills on very narrow roads to climb. The last but one of these proved too much for the radiator and for the first time in my ownership the car boiled. A downhill section soon cooled things down and the final hill to our destination was driven with ease.

The morning of our final full day was spent driving and walking around the Messines Ridge, again a place that Jenny's grandfather had been. Some of the hills here were the steepest we had encountered, one was cobbled and had to be taken in first gear. Later we walked up this hill with far more difficulty than car had shown.

The afternoon was spent in Ypres. We left Billie parked in the central square whilst we went around the First World War Museum and climbed the clock tower. It was interesting looking down at the people taking selfies with our car. It seemed very fitting that the final thing we did on this trip was to be at The Menin Gate for the Last Post played by four buglers, probably one of the most moving experiences I've ever had. Yet another quiet drive back, this time in the dark.

The next morning we had a couple of hours drive to Calais and managed to roll straight onto an earlier train. In hindsight I would have also had the Morris trailered back from Folkestone, as there were lots of roadworks on the M20 with width



Sunflowers



Menin Gate - there's a Morris down there somewhere

restrictions in the outside lane. This meant that the trucks had to sit behind me up some quite steep hills for about 16 miles in 2nd gear (30 mins at 25 mph) and then for another 6 miles further up the road. Bluebell Hill, between the M20 and M2 also proved too much for the Bullnose cooling system and we needed a stop at the top to cool things down and top up levels. However, we did make it all the way home, albeit a little sore. In total we were in the car for 9 ½ hours that day. I'm aware that there are many of you who use your Morris cars a great deal and have done other journeys like this. We covered 980 miles in ten days, with no breakdowns and only boiling twice, what a testament to the great cars we own. For us it was an adventure, a holiday and a chance to reflect on a terrible war. A few years after Jenny's grandfather returned from the war he bought a Bullnose Morris, making this journey even more special.



TYRES

TONY ETHERIDGE

(Club Member)

SPECIALISTS IN TYRES FOR VINTAGE AND COLLECTORS VEHICLES

118 Oaklands Avenue, Oxhey Hall, Watford, Hertfordshire, WD19 4LW

Telephone: 01923 231699

(24hr Ansafone)

MAIL ORDER ONLY



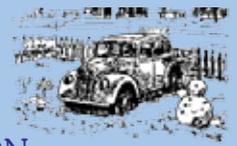


Regional Round Up



WINTER MOTORING

WESTWORDS



THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

EDITOR: Jim Riglar, 01225 754 981, jimriglar@blueyonder.co.uk
SEC: Jeremy Matthews, 01458 445 175, jeremymatthews@live.co.uk

EDITORIAL

I hope all of you had a good Christmas and New Year break. No doubt a few of you have already got the 2019 classic motoring season off to a start by participating in some of the New Year's Day events that take place across the region. I suspect it may yet be a couple of months before I venture out in one of my Morris. Regardless of when your 2019 season gets underway, I wish you an interesting and enjoyable one.
Jim Riglar

NOGGINS

During the course of 2018 there were a few changes to the venues of our noggins. Please be aware some may yet be subject to further change, but at the start of 2019, the noggins are as follows:

Jersey - 1st SUNDAY of the month, 11.30 am – 1 pm, Les Fontaines Tavern, La Route du Nord, St. John, JE3 4AJ (Jersey Old Motor Club)

Hampshire (Solent) – 1st MONDAY of the month, 7.30 pm start, Queens Head, Fishers Pond, Portsmouth Road, Eastleigh, SO50 7HF (junction of B3335 & B2177) (British Made Car Club).

East & South Devon – 1st THURSDAY of the month (lunchtime) 12.30 pm start, The Bowd Inn Sidmouth Devon EX10 0ND. Subject to change February onwards, so contact David Palme, 07770 235 518 or dcjp@hotmail.co.uk for details.

Somerset – 2nd TUESDAY of the month, 7 pm onwards, The Highwayman Inn, Cannards Grave Road, Shepton Mallet, BA4 4LY (just off the A37 on the southern edge of Shepton Mallet).

North & West Devon – 2nd THURSDAY of the month, lunchtime 11 am-2 pm, The Cranford Inn, St Giles in the Wood, Torrington, North Devon EX38 7LA

Jersey – 3rd SUNDAY of the month, 11.30 am – 1 pm, The Farm House Bar & Restaurant, La Route du Nord, St. John, JE3 8AJ (Jersey Old Motor Club).

Hampshire (New Forest) – 3rd TUESDAY of the month (evening), The Royal Oak, Ringwood Road, North Gorley, Fordingbridge, Hampshire SP6 2PB.

North Wiltshire – 3rd WEDNESDAY of the month 7.30 pm onwards, Royal Wootton Bassett Conservative Club, 53 High St, Royal Wootton Bassett, Swindon SN4 7AQ.

North East Wilts – 4th WEDNESDAY of the month, lunchtime 12 pm-2pm, The Roebuck, London Road, Marlborough SN8 2AJ.

If you live out of reach of one of these noggins, you may wish to start one local to yourself. The West Region Committee can provide advice and guidance should you need assistance with a noggin start-up.

THE TONY HALE MEMORIAL TROPHY

Do you know of a West Region member whom you consider has made an outstanding contribution to any aspect(s) of club activity during the past year? If you do, then why not nominate that individual for the Tony Hale Memorial Trophy. All nominations for the trophy should be submitted to West Region Secretary, Jeremy Matthews e-mail: jeremymatthews@live.co.uk or 01458 445 175 by 9th February. The West Region Committee will consider all nominations at its 23rd February 2019 meeting. The award of the trophy will be made at the West Region AGM in April.

NEWS FROM THE GROUPS

North East Wilts (Marlborough): A select group of ten met for the November noggin. With the next noggin date falling on Boxing Day, we wisely decided to keep to our practice of not normally holding a December noggin. Our first meeting of 2019 will be on Wednesday 23rd January, starting at 12 noon. Why not join us for a chat over a spot of lunch? We look forward to seeing you.
Paul James

East & South Devon: A Christmas lunch was enjoyed by fifteen (8 members and partners) at The Bowd Inn, Sidmouth on Thursday 6th December. Phil Armour arranged a small raffle to keep us amused at the end of the meal. Sadly Bob Snowdon didn't make it due to ignition problems with his Morris 1000 Traveller.

Our next meeting on 3rd January will be held at 12.30 at The Bowd Inn however we are considering other venues so visiting members should contact David Palmer on 07770235518 or dcjp@hotmail.co.uk to check where future Noggins



will be held. As usual our Noggins will be held on the first Thursday of each month.

North Wilts (Royal Wootton Bassett): The first noggin of 2019 will be from 7.30 pm on Wednesday 16th January, at the Royal Wootton Bassett Conservative Club. *Paul James*

North & West Devon: Christmas lunch at the inn. It's December already and time for our club Christmas lunch, we had 28 members and guests at our new meeting place the Cranford Inn. Chairman Jim gave his usual excellent after Dinner speech, reviewing our club outings over the past year, in his usual amusing way. With Brexit still the hot topic, he dipped his toe into the world of political satire; something for everyone.

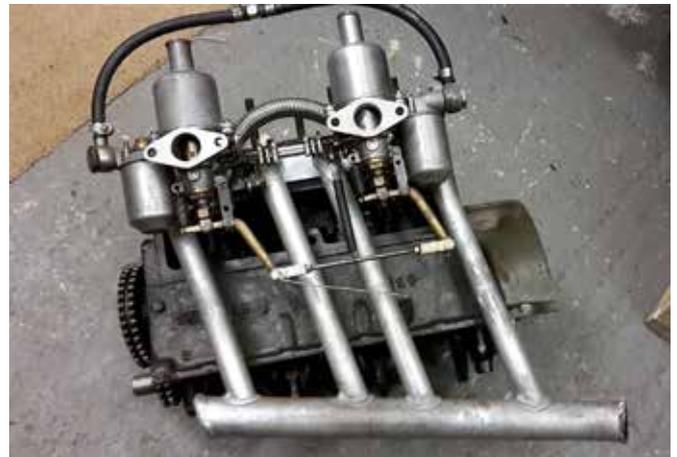
The day seemed to whizz by, and before we knew it, it was time to depart, full of Christmas cheer. Some clever souls left clutching their quiz prizes, and others with their raffle winnings. All was very kindly arranged by quiz masters Rick & Theresa who organised the lunch and gifts. Wishing you all a very happy and peaceful New Year. *Jim, John, & Ian*



Our next meeting will be Thursday 10th January from 11 am at the Cranford Inn, Gt Torrington, EX38 7LA. Ian Rayment, 01805 804 094, rayment888@btinternet.com

Somerset: In the absence of John and Celia Goodland, who were enjoying a pre-Christmas break in Norfolk, Sandra Brockway organised the noggin raffle which once again added nearly £40 to local funds. Colin Baker was busy taking bookings for the noggin's post-Christmas meal. This will be on the next noggin night, Tuesday 8th January and is a 7 pm start for a 7.30 meal – so don't be late! So far about 40 members are booked for the meal.

On the restoration front, Pete Cannard is still awaiting the return of his Pre Series M10's re-built gearbox. It has just passed a year since the gearbox together with a spare were delivered to the gearbox specialist. In that time it looks as if nothing or next to nothing has been done to it. Pete is contemplating rescuing the gearboxes from the repairer and looking for another solution to get his M10 back on the road. Roy Bowden, who continues to make steady progress with his M8 special, is planning to pause that project for a week in the new year whilst he replaces the standard manifold on his M8 2 seater, with a four branch special and twin SU carbs. The manifold is pictured temporarily fitted on a spare engine.



Hampshire (New Forest): It may well be quite unseasonal by the time you read this or see the picture, but editorial deadlines unfortunately mean we sometimes have our noggin reports 6 weeks after the event! Anyway a good time was had by all, although illness prevented John and Vera attending.

Other commitments also sadly kept some other regulars away but in the end Malcolm, Rachel, Toby and Linda, Geoff and Christine enjoyed a hearty Christmas feast. We were supported by very welcome newcomers Paul and Viv as well as old friends John and Gill who had commuted from their new home in Dorset to catch up with us all. There was very little Morris talk but plenty of chin-wagging and laughter!

Toby Sears



WEST REGION EVENTS

- 4 Feb:** Breakfast Club 9 am onwards - Haynes International Motor Museum, Sparkford, Somerset
9-10 Feb: Great Western Classic Car Show (Autojumble) – Royal Bath & West Showground, Shepton Mallet, Somerset
A 15% discount on ticket prices can be made by booking in advance on-line at: <https://www.classicmagazines.co.uk/product/show/id/19/>



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



EDITOR AND SECRETARY: John Howells, "Bronllys", Vicarage Road,
Penygraig, Rhondda, CF40 1HR
01443 432 542 bronllysvicarage867@gmail.com

SECRETARY'S SPOT

As I write this, Christmas isn't far away, and we're looking forward to that time of year which brings about a fundamental change in our usual living habits.

For some it means time to visit relatives during the festive season (remember that cousin you meant to phone or visit over the last two years?), for others it means time to relax at home or take part in carol services in church and watch the Queen's Christmas Message to the Commonwealth on TV. Still others find time to fettle their Morrises, and give them a run around the block, or for those in the Southern Hemisphere, enjoy a good Christmas Rally in the sunshine.

Whatever you did, I hope that you enjoyed your activities at this special time.

When you read this, Christmas is probably receding into the depths of times past, but I hope you feel renewed in health, strength and spirit, ready for the U.K. 2019 Morris rally season ahead.

But the time for relaxation is now past – remember the occasional misfire when pulling hard in April, those brakes that didn't seem to be so good in June, and the radiator that seemed to boil at most inappropriate times in August?

Do you want a repetition in 2019, or should your car give the service that William Morris insisted upon. Well, now's the time to make sure that all is tip-top with your Morris. So leave the telly to the rest of the family, don your tank top, overalls and knee length wool stockings, get into the garage with your trusty fan heater, and do your best to make sure that all is correct with your car. By the way, how old are those new-looking tyres? Remember, D-i-D approacheth.

Our esteemed Chairman, Bob Colley, has been in hospital before Christmas, but is out again. I understand that he is now feeling fighting fit, and has probably been allowed to drive again, even before Christmas. At the Christmas Dinner, everyone present signed a get well card which was then posted to Bob's home.

Bob, we all missed you greatly at the meal and wish you well.

WEST WALES NEWS

From the pen of Simon Moffett:

"The story is something like this: 'Seen around in Wales this year. This barn find has been substantially recreated as an early ambulance and shown around Wales to celebrate the 100 anniversary of the St John's Cymru Wales. From what I gather the chassis and some of the heavier metal bits underneath have survived, but not much else.

Actually it is a Morris Bulnose from around 1925 so it's not 100 years old quite. From what I understand it hasn't really been driven enough so there are problems with the mixture. Maybe someone else knows more!

Simon's Photos follow. I'm sure that the Bullnose experts amongst us will run an eagle eye over them.





CHRISTMAS DINNER

The regional Christmas dinner went well, with twenty six members attending. Some of us did think that the sprouts, whilst better than last year, were still a little hard. That said, we enjoyed the evening. A fun raffle and quiz were arranged. The winners of the quiz were Phil and Kay's team with 31 points out of 40. Well done! More pics next month.

*Right: Some of the members in anticipation of their meal.
The prices on the board didn't apply – shame!*

Below Right: One of the winners of the after dinner raffle



WALES REGION AGM

This is on January, 17th. Please will members within reasonable travelling distance make every effort to attend. The venue is at the usual Noggin meeting place, The Aubrey Arms, Bonvilston. Time is 7.30 pm. Ideas are needed for events, etc., for the 2019 Morris motoring season.

AND FINALLY

No news in from the other parts of Wales this month. Don't forget – nothing in, nothing out! I understand that there is snow forecast – how about some 'Morris in the snow' photographs for the magazine?

Have you sent in your completed GDPR form in to National Secretary Jim Riglar yet? It is very important that you have. If you don't have the necessary form, please give me a ring or email.

Also, if you have changed your email address please make sure that the membership secretary, is informed. If you haven't, please do so now, as I noticed that several emails have recently 'bounced back' when I tried to contact members. Happy New Year. John

WONDERFUL WELSH MORRIS MAY WEEKEND BREAK

Rhiannon and I are yet again organising the May Weekend Mid-Wales Break, by popular demand. The accommodation venue is the renowned 4 star Metropole Hotel at Llandrindod Wells.

Dates: Arrive Friday, 24th. May for 3 nights. Leave on Monday, 27th. May.

Cost of the hotel: £74 per person per night in double occupancy rooms, or £84 per person per night for single occupancy.

The above rates include accommodation, evening meals, breakfast, use of spa facilities, reserved car parking.

Evening meal is 3 course choice menu with tea or coffee (5 starters, 5 mains, 5 desserts).

There are also small amounts payable to Rhiannon and me to cover incidental costs which we have incurred.

Whilst there, you can take part in various runs in your Morris to some beautiful and interesting places in Mid Wales.

Seriously, if you wish to come to this wonderful weekend break, please let Rhiannon or me (John) know very soon, as we have been able to reserve only a very limited number of rooms. Don't ring the hotel at this point.

Please contact us on 01443 432 542 or 07976 301 723. If we don't answer for any reason, please leave your name and number, and we shall call you back. John Howells



CHILTERN CHATTER



EDITOR: Geoff Campbell, 01494 875 783, g.campbell937@btinternet.com
SECRETARY: John Powell, 01895 672 706, flatnosejp@gmail.com

EDITORIAL

I wish a very Happy New Year to all readers. As you may be aware, 2019 marks the Centenary of the formation of Morris Motors Ltd. At our October Sherbucks Noggin, our Secretary, John Powell, gave us an excellent presentation about William Morris and the history of Morris Motors.

This month, I am grateful to Peter Seymour for his article on the formation of the Company by William Richard Morris (later Lord Nuffield) in 1919 that follows this Editorial.

On Tuesday November 20th, the Sherbucks Noggin held its annual Christmas Party at the Thames Water Social Club Hall in Maple Cross. The members and guests from the Austin Clubs numbered thirty three and a good time seemed to be had by all with an excellent raffle expertly managed by James and Lindsey Wyper, quizzes and a feely bags competition. Thanks are due to George and Jane Cook, John and Ann Powell, John Martin and my wife, Jane for their contributions that made the evening possible.



Deep in discussion for the quiz/feely bags



Jane, Jane and Ann with a splendid buffet

NOGGIN CHANGE

Please note that the Chilterns Region's North Hants Noggin which takes place on the second Thursday of each month has changed its venue, with immediate effect, to:

The White Hart Inn, White Hart Lane, Charter Alley, Tadley, Hants, RG26 5QA.

CENTENARY OF THE FORMATION OF MORRIS MOTORS LTD.

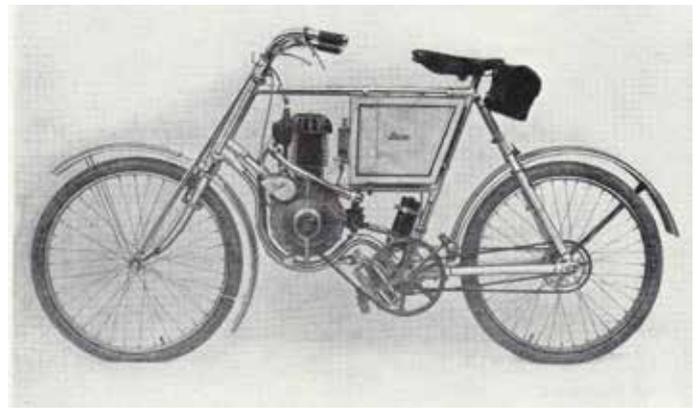
Forward

In 1893, at the age of sixteen and with £4 as working capital, William Richard Morris (later Lord Nuffield and for simplicity known hereafter in this account as WRM) set up his first business in a brick building at the rear of his father's house in James Street, Oxford, repairing bicycles. The business expanded and by 1901 he could advertise himself as: 'W.R. Morris, Practical Cycle Maker and Repairer, 48 High Street and ... James Street, Oxford'. During 1902, WRM entered into a partnership with another bicycle maker, so that he could expand his business even further and proceed with the making of motor-cycles, but, within a year, the partnership had failed.

WRM then started repairs on motor cars and he entered into another partnership in 1903, trading as 'The Oxford Automobile & Cycle Agency' but, once again, the partnership failed when the Agency became bankrupt in 1904 due to the excesses of one of the partners. WRM lost heavily and he had to attend an auction of the Agency's assets in order to buy back his own set of tools with money he had borrowed.

With characteristic determination and with financial assistance from a tobacconist, George Cooke, WRM resumed trading under his own name and he continued with his cycle and motor-cycle business until 1908 when he sold the enterprise together with the rights to manufacture the Morris motor-cycle. This enabled him to concentrate on developing his





Left: A Morris pedal cycle
Right: A Morris motor bicycle

motor car business at premises in Longwall which became known as The Oxford Garage*. In addition to hiring cars and operating a taxi service, the business held agencies for several makes of car and motor-cycles and the Oxford directory then listed WRM as 'a motor car engineer and agent and a garage proprietor'.

*The Oxford Garage was re-named The Morris Garage in 1910 and it became known as The Morris Garages (incorporated in 1927) after additional premises had been acquired in 1913.

Having operated The Oxford Garage successfully for a number of years, WRM began to pursue his idea of making motor cars in about 1910. WRM decided to obtain the component parts for the car from specialist manufacturers, thereby keeping his costs down as the need for expensive plant and machinery was avoided, and that he would undertake their assembly in the same way he had built bicycles and motor-cycles.

W.R.M. Motors Ltd.

By 1912, the design of WRM's first car, the 10hp. Morris Oxford, had been completed and orders had been placed with several manufacturers for the car's components, including White & Poppe Ltd. of Coventry for the supply of engines and gearboxes.

With a financial investment from the Earl of Macclesfield and with a loan from Gilletts bank, together with deposits taken for the car at the 1912 Olympia Motor Show, production of the 10hp Morris Oxford commenced at the Cowley factory of W.R.M. Motors Ltd., a company that had been formed in August 1912 for the manufacture of motor vehicles. The first 10hp. Morris Oxford was despatched from this factory on 29th March 1913.

In order to market the cars made by W.R.M. Motors Ltd., it was decided to appoint two agents. Consequently, H.W. Cranham was given the agency for the northern part of the United Kingdom while W.H.M. Burgess was given the agency for the southern part of the country, with the exception of Oxfordshire, Buckinghamshire and Berkshire which were retained for The Morris Garages. Burgess's agency agreement also authorised him to deal with all of W.R.M. Motors' export business.

As they already held agencies to handle the products made by White & Poppe Ltd., it made sense for Burgess and Cranham to be given an agency by W.R.M. Motors Ltd. and in fact, White & Poppe Ltd. may have made this a condition before agreeing to make engines and gearboxes for the 10hp. Morris Oxford. Being an agent for White & Poppe's products, Burgess agreed to give W.R.M. Motors Ltd. credit on the engines and gearboxes that he was to supply to the company.

Some nine months after the outbreak of the First World War, W.R.M. Motors Ltd. introduced another

An advertisement, issued by W.R.M. Motors Ltd. for the 'Bullnose' Morris Cowley, copied from 'The Light Car and Cyclecar' dated 18th Nov. 1918

A 1913, 10hp, 'Bullnose' Morris Oxford

model, the Morris Cowley which was to gain considerable popularity. The first of these cars appeared in April 1915 and they were fitted with engines, gearboxes and other components that had been imported from the U.S.A. As well as making motor cars at this time, W.R.M. Motors' factory at Cowley was also engaged in making mine sinkers (of which some 50,000 were made) and other munitions to support the War effort under Government contracts.*

*An article in the Bullnose Morris Club's Magazine no. 160 entitled 'Morris Cowley production 1915-1919', not only contains details about these cars but it also gives information regarding the importation of engines from the U.S.A., and an article in no. 306 of the same Club's magazine gives information about the munitions made at the Cowley factory during the First World War.

At the end of First World War in November 1918, WRM, who was then aged forty one, was suffering

from poor health owing to the intensive work and stresses that had been placed on him during the War. To restore his health, he then spent six weeks in a clinic and this was when he faced difficulties concerning his business that required his attention.

Soon after the end of hostilities, Government contracts for munitions were terminated abruptly and the Ministry of Munitions vacated the Cowley factory of W.R.M. Motors Ltd. taking with it their equipment which had been installed. The factory was left in poor condition, after four years of war production, while its own plant had suffered heavy wear and tear. WRM needed, therefore, to re-organise the factory including the re-establishment of its capital equipment and its workforce, so that the production of Morris Cowleys could be continued; the 10hp. Morris Oxford having ceased production in 1917, after one thousand, four hundred and seventy five examples had been made. In addition to these issues, there were two more aspects that needed WRM's attention.

Firstly, the Continental Motor Manufacturing Corporation of Detroit decided to take no further orders for their Type 'U' engine, which the company had been supplying for the Morris Cowley, as it was not of a type which was called for in the United States. Secondly, import duties of 33 1/3%, which were designed to conserve foreign exchange and to prevent the importation of goods not necessary for the war effort, had been imposed by the Government during the War. This meant that the cost of components imported from the U.S.A. for the Morris Cowley were increased by one third, so the price advantage over British made components diminished.

Having purchased the drawings and some of the tooling for the Continental Type 'U' engine and for a gearbox that the Detroit Gear & Machine Company had been supplying for the Morris Cowley, WRM searched for a company to make these components in Britain so inquiries were addressed to British manufacturers. An order was subsequently placed with Hotchkiss et Cie. of Coventry who agreed to manufacture engines and gearboxes from the American designs, production of which started during the summer of 1919. Axles and steering boxes for the Morris Cowley, which had also been imported from the U.S.A., were broken down into their separate parts.

These parts were then supplied by British manufacturers and assembled at Cowley while other components for the car, such as radiators, bodywork and electrical items, continued to be ordered from British firms.

Morris Motors Ltd.

Now that he had secured the supply of components for the ongoing production of Morris Cowleys, together with a new model derived from the Morris Cowley, the Morris Oxford, WRM made the far reaching decision to change the structure of his business which not only created good fortune for the business itself but also for WRM personally. W.R.M. Motors Ltd. was, therefore, put into voluntary liquidation and the successor company, Morris Motors Ltd., was incorporated in July 1919 to take over its assets. The primary reason for this change was get rid of the onerous agency agreements that W.R.M. Motors Ltd. had with W.H.M. Burgess and H.W. Cranham as these agreements prevented the company from setting up its own network of dealers and from controlling its

W.R.Morris with one of the prototype Morris Minor fabric saloons in May 1928



A Morris Motors Ltd. publicity photograph of a 1931 side valve engined £100 Morris Minor 2 seater.



own export business. WRM realised that such a network was needed if he was to sell the volume of cars he hoped to produce.

The cash requirement before the reformation of the company could take place was considerable as Burgess had to be paid a substantial compensation, due to his action for the loss of his agreement, and the accounts held by the creditors of W.R.M. Motors Ltd. had to be settled. The fact that WRM made these payments indicates the importance he attached to being able to establish a new dealer network.

The role of a dealer, in WRM's opinion, was such that it had to combine salesmanship and management skills coupled with a sound financial ability. In order to achieve these pre-conditions, WRM chose a person rather than an organisation

so the dealer contracts issued by Morris Motors Ltd. during the 1920s were usually with named individuals.

WRM divided the home market into territories and a dealer, who usually operated in large towns or cities, was appointed for each. The dealer was responsible for sub-dividing his territory into smaller areas and allocating each to a sub-dealer. As WRM preferred to keep the sales and service departments at Cowley small, only dealers had direct contact with the factory on a routine basis while the sub-dealers were administered by the dealers. Vehicles and spare parts were sold to the dealers ex-works and no vehicle or spare parts could leave the factory until they had been paid for in full in cash or by banker's order. Cheques were only accepted if they had been tendered in advance and allowed to clear before a vehicle or spare parts were released. If there was a suggestion that a dealer was in financial difficulties, WRM requested a further bank reference.

By 1924, Morris Motors Ltd. had appointed one hundred and fourteen dealers who, in turn, had appointed over four hundred sub-dealers in the U.K.* The new distribution system continued to expand for many years thereafter and it was soon to develop into a world-wide network. The Morris franchise held by these companies was considered to be a prized asset owing to the demand for Morris Cowleys and Morris Oxfords, the price** of which was being reduced annually due to the economies created by a rapidly increasing level of production. During their first Season***, between July 1919 and November 1920, Morris Motors Ltd. produced a total of one thousand, nine hundred and ninety four vehicles. In 1925, the company was making nearly one thousand vehicles each week, which represented 41% of the U.K's 'Total Industry Volume' and as a consequence, Morris Motors Ltd. became Britain's market leader in only six years since its formation.

* From 1931, Dealers and Sub-dealers were known as Distributors and Dealers.

** In October 1920, a Morris Cowley two seater was being advertised for £465 whereas in September 1926 the price of a similar car, but with an improved specification and with a year's insurance, was £162-10-0.

*** The 'Model Year' or 'Season' usually ran from one London Motor Show to the next.

After the formation of Morris Motors Ltd., WRM's business expanded and in 1923, he bought three of Morris Motors' suppliers notably, Osberton Radiators Ltd., Hotchkiss et Cie., which became Morris Engines Ltd., and the bodywork manufacturers, Hollick and Pratt Ltd. In addition, The M.G. Car Co. Ltd. * was formed in 1930 and the firms of Wolseley Motors Ltd., E.G. Wrigley & Co. Ltd., which became Morris Commercial Cars Ltd., ** the S.U. Carburettor Co. and Riley(Coventry) Ltd. were also acquired by WRM.

* The M.G. Car Company Ltd. was formed in July 1930, with WRM as its Governing Director, to purchase the assets of the M.G. Car Co. which had been set up in 1928 as a branch of The Morris Garages Ltd.

** The first Morris-Commercial, a 'T' Type one ton truck, was introduced in 1924. Morris Commercial Cars Ltd. subsequently introduced a range of commercial vehicles, military vehicles and buses. By the end of the 1930s, the company had become the largest manufacturer of commercial vehicles in Europe.

Morris Motors (1926) Ltd.

Until 1926, Morris Motors Ltd. had been owned by WRM but on 29th June of that year a public company, Morris Motors (1926) Ltd., was registered; the suffix (1926) was discontinued in August 1929. The new company acquired the assets and goodwill of Morris Motors Ltd. and those of Morris Engines Ltd., Osberton Radiators Ltd. and Hollick & Pratt Ltd. These three companies then became branches of Morris Motors (1926) Ltd. WRM became the sole ordinary shareholder in the new company, over which he therefore retained full control and £3 million (about £165 million at 2017 values using the Retail Prices Index) in cumulative Preference shares were issued to the public for cash. The financial records of Morris Motors Ltd. and that of its predecessor company, W.R.M. Motors Ltd., demonstrated the achievements of the business to the public and the floatation was oversubscribed.

Apart from financial reasons and the money it would secure him personally, WRM decided to form Morris Motors (1926) Ltd. because both he and his advisers were becoming increasingly concerned by the effect of Estate Duties on

his personally owned companies. At that time, the duties on large estates were 40% and immense wealth can also bring other problems, which in the case of WRM, included an assessment for Super Tax that was paid in addition to Income Tax for those with particularly large incomes.

Unlike Income Tax, which was levied at a fixed rate, Super Tax rose progressively with rising income and as companies paid the standard Income Tax rate, there were advantages in leaving money in a company. Since starting the business, one of WRM's financial policies was to plough profits back into his companies, for their development. The Inland Revenue claimed that WRM had used his position to retain these profits in his companies in order to avoid paying Super Tax which would have been due if the profits had been distributed and become part of his income. The appeal, which was won by WRM, was heard in November 1926. Several witnesses were brought to the Court, including Ernest Payton the finance director of the Austin Motor Co. Ltd., to demonstrate the perilous position of the motor industry and its requirement for large financial reserves.

Even though WRM had formed a holding company, Morris Industries Ltd., in July 1927 to enable the movement of money between his companies without incurring tax liabilities, he faced another Super Tax assessment in respect of the two years ended December 1927 and December 1928. The appeal, which was heard in 1929, was once again won by WRM and he later became convinced that, by change in the law or otherwise, it may be impossible to continue his policy of keeping back profits if the equity continued to be his personal property. If these profits were to become liable to Super Tax, Morris Motors' reserves might suffer a very heavy and sudden depletion so he decided to merge some of his remaining personally-owned companies and to offer shares on the London Stock Exchange, when conditions were favourable. These actions were considered the best way of minimising WRM's Estate Duties and possible Super Tax liabilities.

Between 1927 and 1933, Morris Motors Ltd. expanded its product range from two models, the Morris Cowley and the Morris Oxford of 11.9hp and 13.9hp respectively, with ten bodywork styles, to nine models with twenty six bodywork styles in an attempt to reverse the slump in its market share due to changes in taxation, that involved motor vehicles, and shifts in buyers' preferences. As a result, the 'up to 10hp' sector of the market showed a steady growth between 1927 and 1933, whereas the '11hp to 14hp' sector showed a decline during the same period, so the introduction of the 8hp Morris Minor in 1928 was, therefore, an important addition to the Morris range.

The 8hp Morris Minor remained in production until 1934 when it was replaced by the Morris Eight to counter the increasing competition in the small car market particularly from Ford. The Morris Eight was good value, easy to maintain, spacious enough to make it a proper family car and, unlike its main competitor the Ford Eight, it had hydraulic brakes. Owing to their popularity, over two hundred and twenty thousand Morris Eights, including vans, had been made by the time the Series II of the model had ceased to be produced in 1938, more than any other British car of the 1930s.

By 1937, the range of Morris cars had been reduced to five while the number of bodywork styles was pruned to ten, to bring about economies in production, and a £500,000 (about £30 million at today's values) extension and modernisation plan for Morris Motors' Cowley factory had been put into effect. Four mechanised assembly lines were installed, incorporating the most modern techniques available, and Morris cars were once again leading the market for quality and value. On 22nd May 1939, the millionth Morris car was driven off its production line making Morris Motors Ltd. the first British motor manufacturer to reach this milestone.



The Nuffield Organisation

The general recovery in trade by 1935, following the depression of the early 1930s, brought better stock market conditions which made it feasible for WRM to sell some of his shares and some of his personally-owned companies. During 1935 and 1936, therefore, Morris Motors Ltd. acquired Wolseley Motors Ltd., The M.G. Car Co. Ltd.,

Taken on 22nd May 1939, Lord Nuffield (in a light coloured suit) is seen congratulating Alfred Keen, the General Works Manager of Morris Motors Ltd., as the one millionth Morris vehicle comes off its production line, making Morris Motors Ltd. the first British manufacturer to reach this milestone. Lord Nuffield gave the car, a Series III Fourteen-Six, to the Ladies Association of Guys Hospital to be offered as a prize in a special draw. Tickets could be purchased from Morris Distributors and Dealers for one shilling.

Taken on 22nd May 1939, Lord Nuffield (in a light coloured suit) is seen congratulating Alfred Keen, the General Works Manager of Morris Motors Ltd., as the one millionth Morris vehicle comes off its production line, making Morris Motors Ltd. the first British manufacturer to reach this milestone. Lord Nuffield gave the car, a Series III Fourteen-Six, to the Ladies Association of Guys Hospital to be offered as a prize in a special draw. Tickets could be purchased from Morris Distributors and Dealers for one shilling.

Morris Commercial Cars Ltd., Morris Industries Exports Ltd. (later Nuffield Exports Ltd.) and The S.U. Carburettor Co. Ltd. thereby creating a business which became known as the Nuffield Organisation. The only companies then left in WRM's personal ownership were The Morris Garages Ltd. and Wolseley Aero Engines Ltd.

Although permission to deal was given to the whole Ordinary Stock – ie. 2,650,000, five shilling (25p) units – WRM decided to retain three-quarters himself and to sell the balance to the public. The shares were made available at £1-17-6 (£1.87) and dealings commenced at £1-19-0 (£1.95). Public demand was strong and after a hectic first day's trading, the shares closed at £2-1-10 (£2.09).

When the Second World War broke out in September 1939, the Nuffield Organisation was the largest manufacturer of cars and commercial vehicles in Britain and it was operating in twelve factories with a workforce of twenty thousand. However, when the War ended in 1945, even though much of its workforce had been called up for the duration, the number of the Organisation's employees had increased to thirty thousand and it was operating in sixty three factories, which had been making military vehicles, tanks, aircraft, guns, torpedoes, mines and many other products to support the War effort.

After the War, Morris Motors Ltd. introduced three new models including the Morris Minor, *of which some 1.3 million examples were made. The Company continued to make motor vehicles until 1952 when it merged with the Austin Motor Co. Ltd. to create the British Motor Corporation with WRM, who was, then, aged seventy five, as its chairman. On its formation, the Corporation was the third largest motor manufacturing business in the world.

* It is often said that WRM did not like the Morris Minor but it was the prototype of the car, known as the 'Mosquito', that he disliked and which he likened it to a poached egg. Following this remark, four inches were added to the car's width to improve its proportions. One of the legacies of this change is the raised four inch wide centre section that can be seen on the bonnets of Morris Minors.

Conclusion

During the time it was in operation, Morris Motors Ltd. made large contributions to the U.K's. economy and it provided employment for thousands of persons, both in the U.K. and overseas. The Company also created great wealth for WRM, some £30 million of which (ie. about £1 billion at current values) he donated to hospitals, universities, Trusts for the benefit of the Forces of the Crown and to the setting up of the Nuffield Foundation, which remains in being today for the advancement of health, the advancement of social well-being, the care and comfort of the aged poor and the advancement of education, in addition to providing benefits for his employees, aid to depressed areas and financial support to numerous other good causes for the advantage of many.

The significance and the importance of WRM's decision to form Morris Motors Ltd. a century ago in 1919 cannot be overstated.

Article and photos by Peter Seymour

25% DISCOUNT FOR MEMBERS OF THE MORRIS REGISTER.



To enjoy your club car membership discount and find out about other benefits call us on 01480 400 926. Our dedicated classics team will ensure you have the right insurance cover to keep your classic protected.

INSURANCE BENEFITS

- Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • European cover • Cover for track days, charity events and wedding use
- Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Multi-Car Policies • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of BOML Connect Limited. BOML Connect Limited is authorised and regulated by the Financial Conduct Authority (No. 309140). For mutual security, calls are recorded and may be monitored for training purposes.



Call us today:
01480 400 926
www.lancasterinsurance.co.uk





The Yellow Pages

No.491



EDITOR: mdadams1969@hotmail.com

FROM THE CHAIR

Happy New Year one and all! Our regional Christmas Noggin was held on Saturday 1st December at the usual venue in Great Leighs, Essex. Penny Adams had taken over the reins from Pam Lee and the previous committee members and associates and was very nervous as they are a very tough act to follow!

Here is Penny with her great team of helpers (right); thanks for all your hard work. Members from across the region helped to put on a delicious feast by contributing mouth-watering seasonal offerings. They had to work hard to demolish the party food whilst battling with a quiz and, of course, one of Laurie Cook's fiendish "Feely Game" competitions.

And Christmas wouldn't be Christmas without a visit from the man himself! During the course of the evening a raffle was held for a booze soaked Christmas cake made by the Adams girls Pippa, Polly and Poppy. This year we raised £34 for Tear Fund in memory of their Grandma (Penny's Mum) who had recently died. Pam Lee won the cake.

The 2019 East Anglian Christmas Noggin will take place on Saturday 7th December 2019 from 7 pm onwards. Go and write the date on your nice new calendar now!

Mike Adams



OBITUARY

Sadly, whilst at the Christmas Noggin we learnt that Essex member Derek Bardwell had passed away on November 15th having battled with pancreatic cancer, only one week after what was to be his final visit to the Essex Noggin. Our thoughts are with his family and friends.



ROOKE'S RAMBLES

A space has appeared in my garage. A sight I have not seen for many years. The 1923 Bullnose engine and gearbox have gone. I feel quite sad because I always had plans for it although I knew it was never going to be easy! I knew the engine had been used to pull boats up onto the shingle beach at Sizewell on the Suffolk coast. I knew it had been underwater in the 1953 floods. I knew it had resided on the beach until I rescued it in the early 1970s. Now however maybe someone will find a use for it or parts of it at least. From a practical point of view, I can now retrieve the Morris Eight engine and gearbox which has resided in a neighbour's garage for far too long!

We had an invite to the club classics day at the Ipswich Transport Museum. As it happens Morris Register member Peter Avis mentioned he was going in his 1927 Oxford coupé, so I scrounged a lift with him. Jolly nice it was too. Very rarely do I have the pleasure of enjoying someone else's vehicle. Shame the weather forecast probably kept several vehicles away.



The photograph (left) shows three Morrises, Peter's Oxford, Harold's Major and Bernie Miles' Family Eight coupé. It was a very enjoyable day and the museum never ceases to amaze me with the variety of exhibits all generally in some way linked to Ipswich. It was good to see member Eric

Mouser who there with his Minor. Eric was a founder member of the museum. His purchase of a period bus back in the 1960s was, I believe, the catalyst to start the museum.

Strangely enough a few weeks later I had the pleasure again of accompanying Peter in his stately Oxford to the museum, but this time at night to the Lamplight Evening. I must confess I have never been to this event although it has been on the calendar for many years. To say it was atmospheric at the museum was an understatement.

The museum, using limited electric lighting in the main exhibition area, took on a ghostly appearance. On reaching the lamplit areas one experienced the warm glow of hundreds of ancient lamps, oil, petrol, paraffin, and no doubt other oils. It was all in the mix: very elaborate lamps with clockwork mechanisms to lift the oil which I had never seen before.

Also there were plain straightforward attractive glass pieces and carriage lamps, Tilley lamps and those small tea lights which are weighted with sand so they do not fall over, irrespective of the fact they have almost rounded bottoms. You name it, it was probably there, including irons, no not steam, electric or gas irons but liquid fueled ones!

I regret the few photographs will not do it justice. Register member Harold Landin a regular exhibitor was again in attendance with his collection of lamps. He and his family seem to have unlimited interests! The warmth and the aroma within the building was almost intoxicating. In fact, very much an autumnal night to remember and for anyone who is interested in nostalgia a few pounds entrance fee was money very well spent.

Ivan Rooke



JN 7204 – A BIT OF HISTORY

My Morris Eight Series 1 four door saloon, JN 7204, was rescued in 1967 from Ron Loveridge's scrap yard in Albert Road, Rayleigh, Essex. Now a housing estate, it was originally in "the jungle" at the end of Bull Lane, Rayleigh, Essex. Cost was £5 and it was driven out under its own power after an hour or so of working on it in the yard and it was registered in my name 7th April 1967. A lot of work was needed to get the car ready for its first ever MoT and after a lot of effort on suspension, steering and brakes plus some improvements to lighting, it finally got its first MoT. The car was also sprayed metallic green and a colour called Rover sand beige. The paints came with the car from the scrap yard! A full service as per the handbook was completed at 164,082 miles with all oils being changed and all bearings/grease points done.

After the first MoT on the following weekend we drove all the way down to Caerphilly from Rayleigh to stay with Hazel's



Brighton run in 1968
[Picture courtesy of Dave Illsley]

aunt Dora for a week. Oil consumption was probably higher than petrol but JN was reliable apart from some minor electrical problems. A new battery was purchased locally on 20th June (164,458 miles) but in the end, we found out the dynamo was the problem and after repairing this bad internal connection (on the beach!) all went well. The original scrap yard battery was probably OK. The holiday was completed and return to Rayleigh was successful. The car was then used generally until 165,248 miles and then a full decoke plus valves ground in and tappet bolt heads refaced. Quite high engine wear was apparent.



JN in 2003

At 165,900 miles I decided to spend some money and overhaul the engine, complete strip down followed by a re-bore and new pistons to 57 mm +0.060". Crankshaft mains and big ends also reground to -0.020" on the diameter but for some reason they left the thrust faces at standard. This necessitated facing down the centre main thrust faces on the white metal bearings to fit by hand. The prices for this work would make you cry now. I could do all of this on an apprentice's wages but now I would need a mortgage! The oil pump was overhauled by John Wrigley. Engine re-commissioned November 1967. The valve timing was found to be 1 tooth out and needed to be reset. I make this mistake occasionally!

Note - The mileage of an additional 100,000 miles has had added to the speedo reading based on limited information from a previous owner that I contacted and the general wear and tear on the car. Particularly the engine bores. I used the car for several years whilst I was an apprentice but at 183,333 miles in 1969 the car was put into storage as the chassis had failed in several places due to corrosion and it would have failed an MoT test. Since then I have completely removed the chassis out of the car, welded in new repair sections, strengthened it in the known weak points and repainted it. The car is now more or less whole again but waiting for me to do some welding on the body.

Contrary to popular belief, the 50% water/antifreeze mix has been in the engine since it was laid up over 40 years ago. It is still liquid, has withstood bad winters in storage including at least two where the air temperature in the barn at our farm in Lincolnshire was -20 (yes minus) degrees Centigrade! and the engine has not leaked and it still is run occasionally just to keep it free. The car is now awaiting its second complete restoration but my 1932 Minor 2-seater has been put in the front on the production line.

Chris Healey



Peter S. Taylor & Co



MORRIS INSURANCE

Established in 1949. A family run business that prides itself on customer service.

Competitive rates

Discounts for club members

'Agreed Value'

Salvage buy back rights

Club events and rallies covered

Free European cover



No call centres

Experienced staff

One central office

Assistance with claims

Long established family business

A name you can trust

We also have schemes to cover your:
Veteran - Vintage - Classics - Modern Private Cars and Bikes
or why not ask for a quote for all your vehicles under our 'Family Fleet' policy

Please contact us for a free and without obligation quote:
www.peterstaylor.co.uk - 01273 820303 / 329307

First Floor, 81 Church Road, Hove, BN3 2BB

Authorised and regulated by the Financial Conduct Authority





SOUTHEASTERN NEWSLETTER

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

There is not much to report from the South East Region this month apart from the Roving Noggin Christmas meal at the Kentish Horse at Markbeech near Hever on Saturday 8th December. A select group of 23 members enjoyed a lovely Christmas lunch with all the trimmings. A raffle was held with the proceeds going to a pancreatic cancer charity. The photos were taken at the end of the meal, I think everyone looks very full. No party hats, I'm afraid, as there were no crackers! Our thanks go to Mike and Margaret Duckworth for organising the meal for us all.

The next meeting of the Roving Noggin will be on Tuesday 15th January at 12 noon at The Mark Cross Inn, TN6 3NP. Details of the rest of 2019 will follow in next month's magazine.

On behalf of all the South-East committee I'd like to wish all Morris Register members and their families a very happy New Year and successful Morrising in 2019.

Jenny Smithson



CLASSIC CAR INSURANCE



PBIS specialises in classic car insurance, as well as insurance for other collectable classic vehicles. We have been arranging insurance for your classics for over 30 years, so we know what is important to you.

Most of our classic policies include free agreed valuations, roadside assistance and recovery within UK/EU, limited mileage options and discounts for multiple car ownership.

ASK US TODAY ABOUT OUR CLASSIC CAR AND BIKE INSURANCE COVER.

CALL NOW FOR AN INSTANT QUOTE

01376 574000

visit: www.classiccarinsurance.co.uk

email: info@classiccarinsurance.co.uk



The North East Region Local News



EDITOR: Roy Smith, 01937 581 793,
rspostbox@ntlworld.com

SECRETARY: Roy Pidgeon, 01924 252 415
roy_pidgeon@yahoo.co.uk

CHAIRMAN'S CHATTERINGS

Are we all waiting to see the outcome of the current Brexit discussions and how it will affect us? A recent survey by the Office of National Statistics (ONS) indicates life expectancy has stalled for the first time since 1982. Currently I am over the average age (79.2) for a man as are many of our members so it's important to encourage younger people to join us to keep the club alive. Spread the word.

We operate a very successful car club of which we can be proud - but it will only continue if we have a steady stream of members willing to assist in the general running of the region. Noggins help keep members in touch with each other and we would like to start these, e.g. in the Newcastle, Darlington, Hull and Sheffield areas. All that's needed is a willing member. Are there any volunteers? The committee would provide the necessary information and assistance.

Malcolm Dixon

LIFE WITH A PRE-SERIES 10/4 (Part 2)

Moving on to 1980, knowing my interest in old vehicles, a friend at work informed me of a pre-war Morris 10 which had been shut in a garage for twenty years or so. This car belonged to one of our colleagues who had recently died. The Morris was inherited by the deceased bachelor from his father who, it is almost certain, bought the car new from C H Mitchell, Morris Distributors in Huddersfield, in late December 1933. I must admit that I would have preferred the M10 with the overhead valve engine but, after a brief discussion, Rosalind thought for £150 it was worth buying.

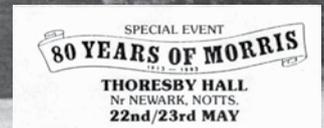
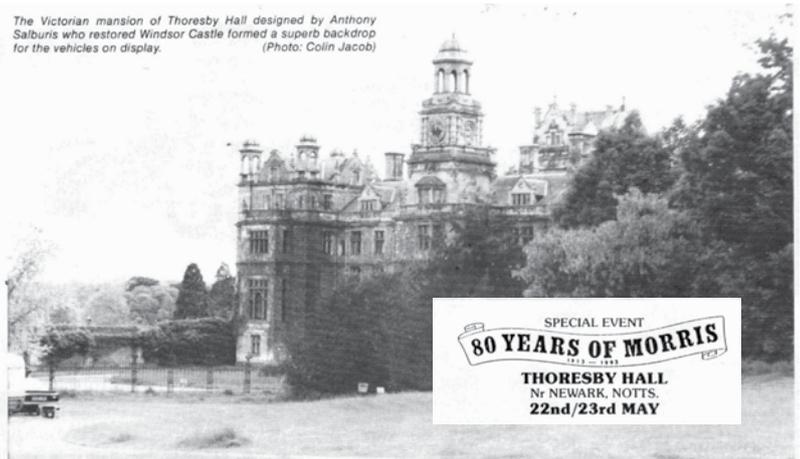
So, in April 1980, I became the owner of VH 5924, a 1934 Morris 10/4 sliding head saloon car and joined the Morris Register. The car had to be removed from a wooden garage along with many other items in, around and on top of the vehicle. It did appear to be complete including the two six-volt batteries left connected. The engine wouldn't turn, the sliding roof and headlining had rotted away and the bodywork was badly rusted. The wheels had dropped through the floorboards but did eventually turn which aided removal. The seats and door cards were in reasonable condition although very dirty. The windscreen and side windows were intact but some were almost opaque due to a strong yellow/brown hue. There was no sign of any water in the system.

The car was eventually extracted from the garage with the help of work colleagues and the son of a friendly local garage proprietor. Once in the garage at our home it was realised that it would take a great deal of time and work to restore the car. The tyres were inflated at this point and amazingly they all held pressure! The best one was foolishly used as a spare, but that is another story.

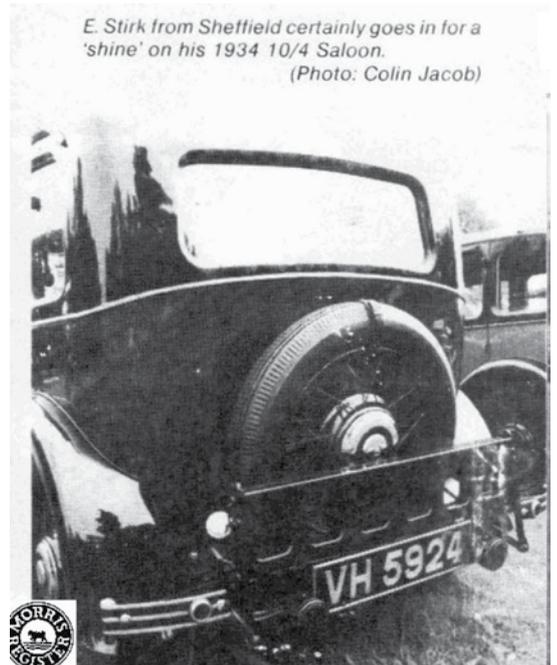
Over the next nine years other cars were viewed (including an Austin 10), some purchased, put to one side or sold. The Morris was however given preferential treatment. Despite full-time employment, university fees, house improvements and other family commitments, it was completely refurbished with friends and professional help when required.

A road licence for the car was obtained on March 13 1989 for the sum of £60. The car won second place in the appropriate class at the Morris Register Rally at Stanford Hall one August, but I am unsure of the year. However, I do remember that this was a very enjoyable day with a round trip of some 200 miles completed without a problem. When was the last Morris Register Rally held at Stanford Hall? What I am sure about is that on Sunday May 23 1993, we attended "80 Years of Morris", a special event at Thoresby Park organised by Derek and Jill Russell and Peter and Molly

The Victorian mansion of Thoresby Hall designed by Anthony Salburis who restored Windsor Castle formed a superb backdrop for the vehicles on display. (Photo: Colin Jacob)



E. Stirk from Sheffield certainly goes in for a 'shine' on his 1934 10/4 Saloon. (Photo: Colin Jacob)



Excerpts from Morris Register Journal,
Summer 1993



Levett. Much to our surprise, we were rewarded with a magnum of champagne being the car the estate management would like to take home with them - but again that is another story.

Since then we have made many friends, driven miles to car shows and autojumbles and attended all the Morris Register Rallies at Thoresby Park but, for one reason or other, not always in the 10/4. Indeed, our twin granddaughters, Lily and Ruby, have attended these Rallies since they were six months old. This year (2018) was the first one they have missed in fourteen years because of a family wedding in Canada. They will not be able to attend next year (2019) as they hope to be on a visit to help improve the facilities of a school in Malawi during the summer holidays.

So here we are towards the end of 2018. We didn't buy an Austin 10 but couldn't resist an Austin 16 with an overhead valve engine - again that's another story!

Over the last 39 years our dear old Morris has given us, and hopefully many others, much pleasure. It is also worth mentioning that we never have had to call on a breakdown service to get the Morris home. Perhaps we have been very fortunate. Nowadays though, the volume of traffic has increased, the cars getting bigger and parking spaces (if you can find one) getting smaller. Is it just me, or my driving (particularly when in the 10/4) that inconsiderate drivers seem to be speeding everywhere? Roadworks and road closures appear to be round every bend and, this (definitely is me) being less mobile and older, has curbed my enthusiasm a little.

However, driving a well-maintained old car on quiet road early on a sunny Sunday morning is a therapeutic and soothing experience in this troubled world. Maybe if other drivers shared more of our old-fashioned values they would perhaps be polite, slow down, lose some arrogance and display more consideration to all road users. We all may then even enjoy driving like I think most of us certainly used to do.

Edward Stirk

NORTH EAST EVENTS

10 Jan: Lunchtime Noggin somewhere near York - venue to be decided.

16 Jan: Noggin 8 pm at Soothill Working Men's Club, 151 Soothill Lane, Batley, WF17 6HW

19-27 May: Trip to Holland. Contact Roy Pidgeon, NE region secretary

15/16 Jun: Weekend at Beamish Living Museum. Contact Roy Pidgeon, NE region secretary.

10/11 Aug: National Rally at Thoresby Park, Ollerton, Notts

THE RED ROSE

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

EDITOR: Tom Taylor, 01772 316 598, tomtaylor57@gmail.com

SECRETARY: Neil Truslove, 01204 598 526, christinetruslove@btinternet.com

I really ought to start this month by wishing all our North West Region members all the very best for 2019. Of course, that goes too for all our Register members wherever they live. 2018 was a good year event-wise and the NW committee hope to repeat the varied menu this year too. Sad to say the Manchester Classic Car Show at EventCity is something we will not be doing again. Event organiser Andy Rouse has circulated participating clubs to say that ever-increasing costs and event conditions that cannot sustainably be met have forced the decision to wind up the event. He pays tribute to sponsors Footman James and states that the event goes under without owing anyone a single penny. A shame really, but I did opine a few months ago that it seemed to me that pre-war cars at the event were increasingly becoming almost an irrelevance amongst 'classic' cars barely twenty years old.

I was able to get to the Chester Christmas Noggin a few weeks ago, but I am grateful to Martin McClarence for sending me the following report; As you all know, our Chester Noggin is held on the fourth Monday of the month which means the December meeting would fall on or around Christmas Day! So our Christmas Noggin was held on 26th November! Four of us enjoyed a meal together before twelve members in total; Peter and Dawn Freeman, Neil and Christine Truslove, Martin and Anne McClarence, Ken and Angela Oram, Barbara Whitton, Peter Lund,

Dave Stockbridge and Tom Taylor enjoyed drinks and chocolates, a raffle, crackers, and Dave's twenty-question quiz. Neil won the crackers, Ken the box of drinks, Tom the chocolates, and Dawn the star prize of a Cheshire themed hamper. The quiz was won by a joint effort from Anne and Angela who were not quite sure how they did it! Thanks to all who attended and supported the occasion on what was quite a cold evening. Thank you Martin, I certainly enjoyed the evening, and in good company too.

One week later it was the turn of The Anchor to host the Preston Christmas Noggin with a bumper attendance of thirty-two members, despite several regulars being absent for various reasons. Main absentee was Mel Ashcroft who, along with Millie, had organised raffle prize hampers for all three of our Noggin venues. Mel had undergone hip replacement surgery just a few days earlier and was busy recuperating. The raffle raised a whopping £112 thanks to Paul Studdart's 'active marketing' and the main prize winners were Ray Bamber, Martin Roters and new members John and Dawn Cooper. Landlady Alison had laid on a supper of Baked Potatoes with Cheese or Tuna, none of which seemed to survive much beyond ten o'clock and it was good to see so many members enjoying a good night out.

I cannot tell you how much I enjoyed Richard Abraham's item 'A New Vintage Motorist' in last month's Morris

Monthly. Richard told me what he was planning to do but I never expected such a professionally written article with superb quality photographs to go with it. I knew of Richard's Pre-Series 10/4 long before he bought it and I knew he would buy it as soon as he saw it. It really is a lovely car and a credit to previous owner of thirty years, David James, who must be delighted his car has gone to

such an enthusiastic new owner.

In a few days time it will be the Ashcroft's Post Christmas Dinner at Briars Hall near Burscough, an event which has become a fixture in our calendar in recent years. Before you know it Easter will be just around the corner and Morris Motoring in 2019 can begin again in earnest. Make sure you are part of it!



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

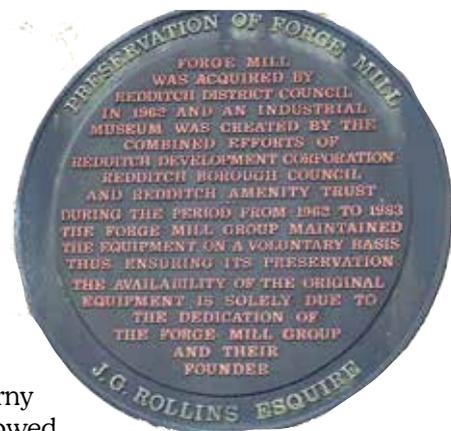
Happy New Year! Firstly, thank you to all those Midland Region members who attended the AGM at The Forge Mill Needle Museum, Redditch, and we all enjoyed a guided tour of a very interesting, and not that well known, museum before we held our meeting. Thirty-two people came along and having had tea and cake, all went smoothly. Afterwards, 16 people went across the road to a local Beefeater for a meal – all in all, a good day out!

Our last noggin of 2018 was a more relaxed informal evening with everyone attending sitting down to Christmas Fayre, and being entertained by Derek

Eastwood with his rockin' Christmas Robin, festive anecdotes and corny jokes! This was followed by Peter Yates playing Christmas carols and songs on his clarinet.

We did have a bit of car talk – me showing photos of my latest acquisition, the Oxford Sports coupé, Stuart King reporting the sale of his Wolseley, Chris Baker discovering woodworm underneath the passenger seat of his Cowley (get ready to pedal Jill!), and a discussion on some possible events in 2019. We are always open to suggestions for outings and visits so please contact us if you would like to arrange something. Look forward to meeting up with you in February 2019 at The Angel.

Pat Farmer



HEREFORDS & WORCS NOGGIN

Our noggin took place on 5th December and our meeting room was packed to capacity. An excellent turnout and fantastic food.

John and I accompanied by Michael Halls attended the Midland Region AGM at the Forge Mill Needle Museum at Redditch. The Museum was well worth a visit which tells a fascinating and sometimes gruesome story of needlemaking. John gave a brief report on the meeting to our noggin mentioning that the Committee had been re-elected en bloc and the various noggins gave their individual reports including the new noggin of Lichfield & Shenstone. Discussions had ensued regarding 2019 Regional Events, the NEC, and the future of the National Rally.

It was with sadness that we reported that Harold Morgan, a longstanding Morris member, had passed away early in November and we held a minute's silence in memory of him.

Following on from this we enjoyed the excellent buffet meal and presented Lynn (unfortunately Joy was unwell) with Christmas presents for herself and her mother (landlady and daughter) of the Duke of York in recognition of their help and cooperation throughout the year.

Janel Cannon had prepared an excellent quiz which we all enjoyed and this was won by Paul & Bryony Jolliffe with David & Brenda Henthorn being close runners up.

We are now looking forward to our New Year's meal at The Fountain Inn on 13th January 2019.

Wishing everyone a Happy New Year and enjoyable Morris motoring

June Sargeant



WARWICKSHIRE NOGGIN

A large number of the Warwickshire Noggin had a most enjoyable Christmas celebration at The Crown, Claverdon on 11th December! It was certainly the best Christmas Meal that we'd enjoyed in recent years! The new management did us proud! And didn't the table look attractive!

The glass of prosecco on arrival helped us into the Christmas mood: ample fine food, beautifully served and excellent fellowship – what more could we need? Everyone enjoyed the occasion as can be seen by the photographs!

This year our musically talented member, Geoff took a well-deserved

rest from his ukulele and piano accordion. Instead, he brought carol sheets which were distributed after the meal and convivial conversation. Communal carolling ensued and was enjoyed by all. (We are lucky enough to have several members who count singing as a pastime.)

We hope that all members of the Midlands Region had an equally enjoyable time and wish everyone a Happy Christmas and successful Year of Morris Motoring in 2019.

Next meeting at the Crown Inn is on Tuesday 8th January – all members and friends welcome.

Stephen and Roz Parkes



LICHFIELD-SHENSTONE NOGGIN

At our November meeting we welcomed two newcomers, Alan and Marion, who own a 1939 Series E. Our numbers were also boosted as Simon, who normally cannot get to the meetings, was able to attend. It was great to see members old and new. We had a very informal meeting and chatted about the problems that a few of us are experiencing with our cars. Alan and Marion have been restoring their car for a while and are pleased that it is now up and running. They are experiencing a few teething troubles, one being the age old problem with Morris 8s of the vehicle cutting out when it is warm. All of the usual suspects were discussed and Alan went home with a full list of things to check. The main thoughts were that it may be the condenser or coil breaking down as the car starts well and the fuel pump is not racing. Let's hope that Alan had some positives to report at December's meeting.

A few of our members attended the Midlands AGM at the Needle Museum in Redditch. They experienced a very informative guided tour around the museum. Who could have guessed that needle making is so complex and time consuming? The museum staff gave a really good insight into the production of needles and the different types of needles made in Redditch right through to how they are produced today.

The AGM was very constructive. The annual event at Thoresby Park and ideas for going forward at a new venue in two years time were very much in the forefront of the discussions. The points of view of members attending the meeting were discussed and the views of Lichfield Shenstone Noggin were passed on so that they can be voiced at national level.

This will be Lichfield Shenstone Noggin's first Christmas. We would like to thank all of our members for the support we have had since our initial meeting in February 2018. We wish you all a Merry Christmas and a healthy and happy New Year. We have many ride outs and events planned for 2019 and we look forward to the continued support of members old and new.

Mike Roden



PARAFFIN: FINAL WORDS

Dear Editor

Further to the addition of paraffin to fuel, readers may be interested in this Wikipedia article:

https://en.m.wikipedia.org/wiki/Tractor_vaporising_oil?fbclid=IwAR2k4KXQyq1FlxBjmanhTTIR6S7CDhrkfBSnlvX49NMYJ5iEwbIHLxXMJPs.

I was probably not alone in regarding the words kerosene and paraffin as interchangeable, but this is not the case. Kerosene (used as central heating oil) is a 28 octane fuel, and as such might have the effect that Ken Thomas suggests. It would also incur the wrath of the taxman, were he to discover it was being used as a fuel in a vehicle. The previous owner of my Morris 8 passed on a note that he put 5% central heating oil in the petrol tank, but left no mention of why he did so.

I have tried putting just half a litre of paraffin in a nearly full petrol tank, and there is no doubt that the engine sounds quieter and smoother as a result. I can only suppose that it acts as a cylinder lubricant. You can smell it in the exhaust. However, as it is rated at 0 octane, it presumably has no effect on the firing of the engine, and would not be subject to taxation, as it is a fuel additive rather than a fuel in itself.

Chris Gutteridge
14377/4
Norfolk

Thanks for these additions to the recent correspondence. Let's now consider this topic closed, for the time being at least!

Dear Editor

A note to confirm that Ken Thomas is correct in his letter in the December issue of Morris Monthly. I quote from the Federation of British Historic Vehicle Clubs' website (fbhvc.co.uk): "...in 1991 the Federation obtained a general licence from HM Customs & Excise permitting the addition of rebated kerosene to fuel in the tanks of pre-1940 vehicles". For those who wish to read more on the subject, please go to "Legislation and Fuels" on the Federation website.

Stuart King
MR FBHVC Representative
12951/2
Northants

MORRIS 8 CAGE FIND

Dear Editor

Travelling in India recently I was visiting the Kangra fort in Himchal Pradesh when I came across this Morris 8 (pictured right) which might prove of interest to your readers. It was outside a restaurant and the owner told me it was not in running order, but it was clearly well looked after and the interior looked in as good a condition as the bodywork. Presumably it's kept in a cage to prevent someone stealing it – not that many visitors make it to the Kangra Fort and I'm not sure it would survive the local roads. From the stickers on the windscreen it appears to have been driveable in the 1990s.

Martyn Ross
non-member

Thanks, Martyn. I don't suppose any members resort to such drastic security measures!

A MINOR QUERY

Dear Editor

In 1957, my father bought his first car, a 1934 Morris Minor. He sold it to a local garage owner in about 1963, after which we didn't know what had happened to it.

Recently, my brother found that it had been lovingly restored and sold at auction. The car is included in a few of the photographs which were taken during the time of my dad's ownership; there are also a few interesting entries in his diaries which relate to it. We wondered if the current owner would be interested in copies of them. The registration is ANU 308.

Val Jennings
Non-member

If you have any information about the current owner of this car, then please email tojennings@hotmail.com Val directly.

A PROPER CARD!

Dear Editor,

I found this lovely plain greetings card (right) amongst the range of cards they have for sale in my local Cancer Research UK charity shop.

Dave Thompson
01701/2
Lancs.

Thanks, Dave. It looks like it comes from a Morris Owner cover but I can't quite place it.



**Members: A single private small ad, with/without a photo, is free.
Non-members: contact the Editor**



Morris Mart



Car for Sale

1937 Morris 8 Ser 2 2 door fixed head saloon



Runs very well, used all year round. Good overall condition, steering box a bit stiff but OK to use. Gearbox noisy on overrun. Comes with V5, manuals and spare gearbox. More pictures available. £5250.

Maurice Lott

01395 232 012 (Devon)

mprcobra@tiscali.co.uk

Parts for Sale and Wanted

Set of new Covmo std pistons for a Morris 10/4 (32-35) which I am willing to sell but need a set of piston rings and a DJ4A distributor for the same car. Can anyone help please or is anyone interested in the pistons? Contact me for more info if required.

David Nation

01363 774 441 (Devon)

nationdandm@yahoo.co.uk

Parts for Sale

Morris 8 Pre-Series chassis, shot blasted and stove enamelled in 2003, no welds, log book available. Reconditioned radiator. Fibreglass rear wings, never fitted. Steering wheel and box plus other bits.

Malcolm Dixon

0113 2670 424 (Leeds)

malcolmdixon@msn.com

Parts for Sale

For Morris 8 Series E: engine and gearbox, supposedly in good nick but not used by me - any reasonable offer.

Stuart Braddock

01204 63260 or 07552 616 340 (Lancs)

pab135@hotmail.co.uk

Car for Sale

1931 Morris Minor sliding head saloon



Rebuilt in 2000 as an ongoing restoration. It's been so much fun driving, I have rather neglected the restoration. Engine rebuilt in 2012. Has taken part in several South Coast runs, travelling about 130 miles each time. Also regular at Eastbourne Magnificent Motors, Wiston Steam Rally and other local shows. Spare engine block and head plus some pistons and conrods that might sell separately. Plus prototype lightweight folding caravan. All is work in progress as I get other ideas! Offers around £6200 please, with preference going to a younger person. Dave Bennett (West Sussex)
morris.owner@datmanbu.net

Parts Wanted



"Viking" bolts for securing luggage rack in open and closed position on a Morris 10 Series 2 but I believe it is common to other models.

Patrick O'Kane (Merseyside)

mmvanman@yahoo.co.uk

Parts Wanted

Diff for 1934 10/6 or 10/4 in good condition.

Roger Pantling

07764 975 008 (Warks)

rogerpantling@hotmail.co.uk

Parts for Sale

4x boot lid handles from a Morris Twelve Series 3, bearing the following MRN key nos: 1, 13, 18, and 31, £5 each plus p & p. Also, 1x boot lid locking mechanism, £5 plus p & p.

Dudley Hedge

01223 882 057 (Cams)

dudleyhedge@gmail.com

Parts for Sale

For Minor Side Valve '30-'34. 1x 4 speed gearbox, 1x crown wheel & pinion (8/43), 1x camshaft, 1x camshaft rear bearing, 1x pair of timing sprockets, 1x crankshaft rear bearing housing 1x spiral crankshaft oil pump drive gear, 3x unused pistons (Std). 1x set of pistons (+40s), 1x oil filter, 1x first/reverse sliding gear (three speed), 1x front axle, 1x rear axle case, 1x 19" wheel, 1x 18" wheel, for re-conditioning, 1x clutch cover, 1x handbrake lever, 1x brake cross shaft, 4x leaf springs, set of brake drums.

Brian Shufflebotham

01782 515 802 (Staffs)

Car for Sale

1938 Morris Eight S2 4 door fixed head saloon



White over brown. 39,796 miles currently on clock. Body and mechanics very good. I have owned run and maintained it since 1976 and still pretty much original and run regularly. Offers over £6000.

Eddie Costello

07984 721 324 (Wilts)

eddiecostello4@gmail.com

Parts for Sale

For Morris 8: set of easi-clean wheels(5) plus usable hubcaps (need chrome), £100. Complete rear axle (including diff and halfshafts), £90. S2 radiator cowling (with badges), £50. Brake master cylinder (brand new unused - Morris spares), £180.

Roger Akhurst

01590 677 456 (Hants)

roger.akhurst@btinternet.com

Parts and Literature for Sale

Pre-war Minor engine complete including head, manifold, flywheel, sump etc. Engine no. 257??, casting dated 14.11.32. £450. 3 speed gearbox for same £100. Handbooks and service information (workshop manuals) for many pre-war Morris cars and vans. Various conditions and prices.

Stuart Cooke

01254 772 372 (Lancs)

ju250@btinternet.com

Literature Offered

3 large Morris blueprints from the works, approx 5' x 2.5'. Morris 8 saloon Ser 2, 1931 8 cwt van, 1930 Morris Oxford coupé. Anyone interested can email or phone.

Mike Stubbings (non-member)

01344 483 968 (Berks)

mikestubbings@aol.com

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 MORRIS PISTONS for all models

**Morris 8 and Series E
used parts supplied**

**Job lots of M8 and E
parts bought**

**M8 and E abandoned
projects/complete cars
bought for
spares or repair**

01229 584 972 or

07715 059 280 or

dmmem@tiscali.co.uk



BOOK BEFORE END OF FEBRUARY TO BENEFIT YOUR CLUB**



practical
CLASSICS
CLASSIC CAR
& RESTORATION SHOW
With **Discovery**

SPRING'S BEST CLASSIC CAR SHOW

22-24 MARCH 2019 • NEC BIRMINGHAM

1,000 classic cars on display | Over 160 classic vehicle clubs | Live restoration demonstrations
350 specialist exhibitors & traders | Spring's largest indoor autojumble
Lancaster Insurance Pride of Ownership | Classic cars for sale with leading dealers
Classic Car Auctions two-day sale | Practical Classics live stage with Discovery | Carole Nash Barn Find display
The Workshop, sponsored by Skill Shack | Sporting Bears Dream Rides Garage

BOOK TICKETS NOW TO SAVE!
EXCLUSIVE CLUB DISCOUNT ON SATURDAY OR SUNDAY TICKETS*
NECRESTORATIONSHOW.COM | QUOTE YOUR CLUB CODE C7083RS19

In association with



ClassicCars



Official Show Partners



*Club discount is applicable to Saturday or Sunday, Adult or Family tickets booked before midnight on Thursday 21 March 2019. After applying the club discount code: Adult ticket price is £18.50 (£23 on-the-door) and Family ticket price is £45.00 (£58.00 on-the-door). The above code is for use by club members only. ** Book before 28/2/2019 and in doing so you are helping your club earn additional show passes and commission. To book by phone, call 0844 858 6758. Calls cost 7ppm plus network extras. All bookings are subject to a single transaction fee of £1.95. Tickets include a show guide worth £4.00. Information correct at time of publishing. See website for more show details.