

MORRIS MONTHLY



Volume 50

Number 7

July 2010



NEWSLETTER OF THE MORRIS REGISTER

*The world's biggest club for enthusiasts of Morris vehicles designed
before 1st January 1940*

www.morrisregister.co.uk

**ANNIVERSARY
EVENTS SPECIAL**



MORRIS MONTHLY

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CONTENTS

2,3	Editorial
3	President
4	Media Morris
5	Bulletin Board
7	Member's Morris: John Anson
10-13	Register Retro
14,15	Founding Fathers
16-32	Regional Round Up
32.33	Morris Mail
34	Diary Dates
35	Morris Mirth Caption Comp What's It Worth?
36	New Members
37	Membership Meanderings
38	Morris Mechanicals Thoresby Thoughts
39	Morris Mart
40	Foto Finish

EDITOR **Rob Symonds** writes:

As I anticipated last month the Anniversary season is now in full swing and in this special edition you will find reports and pictures of the Crich Tramway Museum weekend organised by the North West and East Midlands and Yorkshire regions, the Trans Pennine Anniversary Run and the Oxford Bus Museum event organised by the Chilterns. Congratulations seem in order for all concerned as all these events attracted a fantastic turnout and decent weather. Neither must I forget what would seem to be the first in a long series of Anniversary events in the Welsh region which kicked off at Tredegar Park.



Ardingly and Thorseby are still to come of course, and now that I seem at last to have resolved my Morris engine noise issues, I hope to meet many of you on the Sunday of the latter. Come to think of it, I'd better get my entry form off - I expect one or two of you haven't sent yours in, either!

Do keep letters and articles coming: although there is a slight backlog of letters I am still totally reliant on your contributions, so thanks if you have already sent stuff, and get cracking if you haven't!

Cover Picture: Ken Holden's 1934 Morris Twelve Pre-Series 4 door saloon

The Morris Register



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

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

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

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



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PRESIDENT **Bob Beaumont** writes:

My delight at driving the Club truck again was short lived, as the beast took exception to the driver or the foul weather, or both, and we never made it to the Ipswich to Felixstowe Run! Our thanks are due to Laurie Cook and Dave Lee who are having to sort out the mechanical problems.



I am writing this on the eve of leaving for the Trans Pennine Region Run from The Lakeland Motor Museum and the North West with East Midlands and Yorkshire Event at the National Tramway Museum the following weekend, both of which I am looking forward to and also to meeting members "up the north".

Time will come for more formal thanks from the Club but I would publicly express my gratitude to our outgoing Chairman and Secretary, Dave and Mike. They are a good team and have seen the club through some difficult years. I would not have blamed them for giving up in the face of some of the uncalled for personal criticism they have received.

To finish, could I just say that like it or not you hear from me every other month but I rarely hear from you, so why not get in touch?

My email address is thepresident@morrisregister.co.uk. I'll be delighted to hear from you!

DEADLINE

14th of the month prior to publication

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Contact: Jim Riglar, Webmaster

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PASSWORD changes this month to **hamcut**

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NON ARRIVALS

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

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



Morris owners to mark anniversary

A CLUB which celebrates one of Oxford's most famous exports has announced celebrations for its 50th anniversary.

The Morris Register will hold a 'Morris Motors Experience' at the Oxford Bus Museum on June 13 to pay tribute to the car company.

Roger Needle, secretary of the Chiltern branch, called on people in the city to come along on the day.

The club, formed in 1960, is for people interested in Morris cars built before 1940, such as the Morris Oxford Bullnose.

Other models made in that period include The Eight, the Series E and variants including MG, Riley and Wolseley.

Mr Needle, from Steeple Aston, was a Morris apprentice from 1956 to 1961 and worked for the company until the early 1980s.

He said: "Morris is a brand which is synonymous with Oxford."

"It plays a big part in its history and you only have to see the size of the BMW plant in Cowley now to realise how far it has come."

"There will be lots of people bringing their cars down on the day and we would love to see as many people as possible head along."

The Morris Motor Company was started in 1910 by William Morris, who opened

■ Dan Hearn

the firm in the former military college at Cowley in 1913.

In 1938 he became Viscount Nuffield, and in the same year he merged his company and MG with newly acquired Riley to form the Nuffield Organisation.

It later merged with the Austin Motor Company, before becoming British Leyland Limited in 1975 and finally MG Rover.

Mr Needle owns a 1936 Morris Eight Series One Tourer. He said: "I think people like Morris cars because they have character and were built to last."

"They still remain popular to this day, which is testament to the high esteem they have always been held in."

The event runs between 11am and 4pm at the museum, in Old Station Yard, Long Hanborough.

The Morris Register, which has branches across the UK, was previously called the Morris Eight Tourer Club and Morris 10/25 Register until it changed its name in 1968.

Members aim to promote "interest and enthusiasm" for the pre-1940 models and hold a number of national events each year, including a London to Brighton Run.

dhearn@oxfordmail.co.uk
 For more information visit the website at morrisregister.co.uk



■ CLASSIC: Club chairman Roger Needle in his Morris Eight

Picture: Steve Wheeler

The Chilterns region seem to have mastered the knack of attracting media attention, if these two cuttings from the Oxford Mail are anything to go by. First of all Roger Needle featured before the event, and then Chilterns Editor Doug Townsend popped up in a report afterwards. It didn't stop there either, as their Oxford Bus Museum event featured on local TV and Doug Townsend gave an interview for BBC Radio Oxford. This certainly sets a challenge to other regions to see if they, too, can get themselves noticed. Your editor is happy to admit almost total failure on this front, as the complimentary copies of Morris Monthly sent out in November with notice of our anniversary seem to have attracted no interest at all from the monthly classic cars mags, apart from a very brief mention in "The Automobile" at the start of the year.

MORRIS MEN SHOW OFF PRIDE AND JOY



OWNERS of vintage Morris cars from across the South East drove their historic vehicles to Long Hanborough for a display to celebrate 50 years of the Chiltern Morris Register car club. Owners drove from as far afield as Bournemouth in Morris vehicles aged

between 70 and 97 years old for the event. A total of 67 pre-1940 vehicles were on show at the Oxford Bus Museum on Sunday.

Organiser Roger Needle, 71, from Steeple Aston, said: "It was an absolutely brilliant day and the museum was pretty well crowded for

the event. It's a tribute to the workmanship in Oxfordshire that these cars have lasted so long."

Doug Townsend is pictured with his gleaming 1926 Morris Oxford.

Picture: Antony Moore



from **SECRETARY, Mike Brears**

NOTICE OF EXECUTIVE COMMITTEE MEETING

The next Executive Committee meeting will be held on Saturday 24th July 2010 at King Edward's School, Edgbaston Park Road, Birmingham, starting at 10:30 am sharp. All designated Committee members will shortly receive individual notification. However, following the recent unfounded criticism I felt that it might be worthwhile to reiterate that ordinary members are always welcome as observers at committee meetings.

Before you all jump at the opportunity to have a go at the Committee please remember that these meetings always have a full agenda and there is usually not a great deal of time for general chit chat.

The July meeting is the one where the Directors of MoClub, to comply with Company Law, have to review and sign off the accounts so that they can be published in the September newsletter. This meeting will also review and, if necessary, make recommendations on any nominations for office or resolutions submitted by members.

There will be one significant departure from standard procedure at this meeting and that is that Lionel Smith (MR 10449) has been asked to appear before the Committee to explain his actions in registering a company using the Club's name. (See the Statement below).

NOMINATIONS FOR CHAIRMAN AND SECRETARY

You will have read in the June edition of "Morris Monthly" that the Club will require a new Chairman and Secretary come the AGM in October. Nominations for both posts are to be submitted to the Secretary no later than 17th July 2010. While there is no set procedure for nomination papers there will need to be at least one proposer and one seconder for each post and that the person who has been nominated has agreed that their name can be put forward.

RESOLUTIONS FOR THE AGM

In order to comply with Rule 10(d) of the Club Rules resolutions to be discussed at the AGM need to be published in the newsletter at least 21 days before the AGM. To comply with publishing deadlines members are requested to submit details of any resolution to the Secretary in writing no later than 17th July 2010.

TRAILER REQUIRED FOR THORESBY

Members will be aware that the Club owns a chromed Morris Minor chassis that was displayed at the 1932 Motor Show. Since this is the Club's 50th anniversary year the plan is to show the chassis at Ardingly, Thoresby and possibly the NEC. Arrangements have been made to trailer the chassis from its current home at the Oxford Bus Museum to Ardingly but as yet there is no trailer available to get it to Thoresby and back.

If any member has a four wheel trailer suitable for a Morris Minor available for the weekend of 6th to 9th August and lives within a reasonable distance of Canterbury, Kent, please will they contact the Secretary. If we cannot source a trailer from within the Club then the only other option if the chassis is to appear at Thoresby is to hire one.

STATEMENT FROM THE EXECUTIVE

Further to the Special Announcement published in the June edition of Morris Monthly, Lionel Smith has now issued a letter to Executive and other Regional Committee members regarding his actions in registering a name "Morris Register Limited". This letter and the covering email contain a number of allegations of impropriety against members of the Executive Committee, all of which are totally without foundation.

Mr Smith has been asked to attend the next Executive Committee meeting on 24th July to explain his reasons for taking the action he did. The Executive do not want to prejudice the outcome of any future proceedings and therefore feel that it would be wrong to make any further comment until after the meeting has taken place and the matter has been resolved.

It may be that Mr Smith will issue further statements to various members of the Club, if this does happen we reserve the right to reconsider whether or not a further statement is required.

By Order of the Executive
M. Brears
Secretary

MEDICAL BULLETIN

News has been received this month of health problems for Historian Harry Edwards, who following tests is to undergo surgery. As a result he will not be able to reply to any MR queries or deal with Yesterday's Components business for at least a month.

In addition, South East regional Chairman Tim Harris, informs us that Audrey Frampton has had to go back to hospital to have more treatment done to her hip.

Finally, Tom Taylor heard from the daughter of Ralph Winstanley that Ralph, a former Spares Officer, has had a bad accident in Scotland. It seems he was supervising the offloading of his lorry at Hamilton when the load tipped over on to him. Ralph has broken his back, one of his legs and ruptured his spleen. He is under sedation and although his leg has been re-set, he is on a ventilator until he can be moved to a hospital in Glasgow for special treatment.

Obviously our thoughts are with Harry, Audrey and Ralph, as well as their families, and we hope that they are soon on the road to recovery. More news will be offered as it received.

MORRIS REGISTER MEMBERS' HANDBOOK 2010

If all has gone according to plan, along with this Morris Monthly you will have received your revamped handbook. As well as providing details of Club officers and noggins, you can trace any Morris you come across either from its registration number or from the vehicle type lists. Either way, you get to the owner's contact details at the back of the Handbook. You may need your magnifying glass in parts, as it has been a bit of a challenge to cram in all the information! Your feedback would be appreciated, either to John Nagle or your Editor.



HOLED BELOW THE WATER LINE!

In the May edition of Morris Monthly, we featured the "Naval" pick-up that was then for sale on eBay and elsewhere, and had been the talk of Thoresby in 2008.

A phone call was then received from the legendary Mike Bates of Derby, offering nothing less than the telephone number of the gentleman who undertook the conversion!

Not unexpectedly, I guess, this took place not in the 1940s but in the 1980s, when as an experiment and in all innocence, a saloon with a rotted out chassis was used, with the chassis itself undergoing modification. It is hoped to print a picture from just after the conversion at a late date.

In due course the pick-up was sold on, only to surface many years later having undergone its complete naval transformation and with some clever naval artefacts to support the deception. So there never was, of course, any actual connection to the 1940s or to the armed forces except for a conveniently invented story.

WHERE ARE YOU MIKE TURNER?

Frank Ashley has been in touch as he wants to renew contact with Mike Turner, whose item "A momentous journey in 1961" appeared in last month's edition. Unfortunately, whilst I still have the original article I seem to have mislaid the covering letter. So, if Mike, or anyone who knows him reads this, could they please contact Frank on 01789 720 375

Editor

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2 YEARS WITH NEDDY, A MORRIS COWLEY *John Anson*

I blame Nicholas Crane. He of the furred umbrella and walking boots.

Splendid fellow though I'm sure he is, it was one of the programmes he hosts in the "Great British Journeys" series that put me on the Bullnose path.

I'd been thinking on and off for a little while about getting an old car, triggered again by hearing the unmistakable 'thump thump' of a single cylinder veteran car driving through Farnham on a fine Saturday morning, it was probably the local newspaper magnate's '04 Speedwell Dogcart.

A week or so later I chanced upon the television programme describing H.V. Morton's trip around Scotland with Crane driving a 1926 two seater Oxford. That was it, I needed to get one! I had no idea of price but a quick look at eBay showed, by chance, that the very car navigating its way through the Highlands was up for auction! I wasn't going to be so rash as to bid for that car but it gave me a cost idea and then the hunt was on.

It was a few months later that I saw an advert for a 1924 4-seater Cowley for sale on the Welsh borders and so went to see it. The car seemed in fine mechanical order, the owner having taken great pride in the rebuild, but the paintwork, although adequate, was getting tired and a re-spray would be an early consideration when time and money allowed. The deal was struck and in December 2007 I trailed the car the 150 miles home.

For me the first important task from a safety aspect on the car was to install brake lights and indicators. There was a rudimentary system of brake lamp switching, but it didn't really work and looking at the mechanics of it showed that a better solution was required. So I built two sealed microswitches with long actuating levers (RS 150-710) on a frame made from an angle bracket (fig. 1) which used the existing bolt of a brake rod guide bracket as a fixing. Two nylon P clips with long M4 screws were then clamped onto the brake rods so that they actuated the levers on the microswitches (fig. 2). When the brakes are not operated the switches are pressed, so that it is the normally closed contacts that are used to sense brake operation. As seen from the photos I put a terminal block on the frame so that installation was simplified. Why two switches? I realised that a brake lamp on the hand brake was not going to be easy to implement. When the car is being driven fine, but when parked not too sensible! That switch was for a later project but was included in the initial design so no re-visiting was necessary.

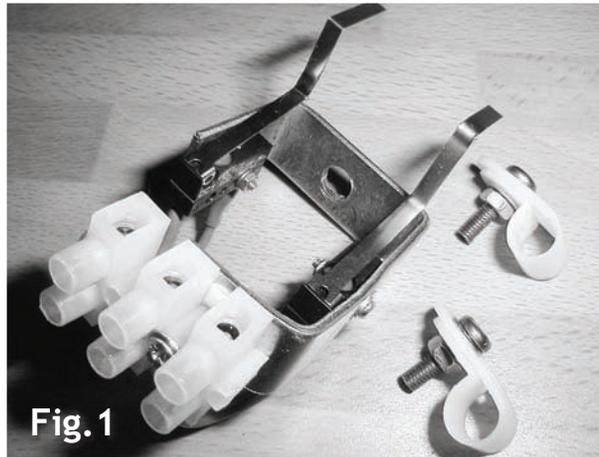


Fig. 1

The rear lamps on either side of the number plate were already there, they had fittings for 21/5W bulbs and the original single tail lamp had been re-fitted over the plate at the centre.

I did not want to greatly modify the appearance of the car so the direction indicators needed to be integrated as much as possible into the original look of the car. The rear was no problem as shared indicators with brake lamps could be used and so in a control box I built the equivalent of a Lucas DB10 dual relay unit. The front was more of an issue.

I wanted to fit dual filament bulbs in the sidelight housings but the standard size ones don't fit. Rather than permanently fix the fittings I opted for good sized 21W lamps that could easily be removed and refitted. Ring clear-lensed reversing lamps were used and fitted with amber bulbs. This meant that when the lamps weren't operating the fittings didn't look too orange. I fitted them with rubber wedges so they would sit neatly on the angled headlamp stalks (fig. 3) and be held in place by

releasable ty-raps. Electrical connection is by in-line XLR 3 pin connectors which clip into the dumb irons. Removal and re-installation of the lamps takes just 10 seconds apiece. I have since found a source of small globe dual filament bulbs so that I now have the option of flashing the mudguard-mounted sidelights.

For the wiring I used 7 core trailer cable (RS 542-3773) as it is a good way of getting multicore cable at a sensible price and can be easily split to get individually coloured wires. I know the purists won't like this but that's what I used!

Above the starter switch the dashboard had a vacant hole in it, don't know why, but it was exactly the size of a Lucas indicator switch so one was fitted without any drilling or extra screw holes. Had the hole not been there I would have used a lever switch clamped to the steering column. As well as the lamp in the direction switch a sounder (with tiny inhibitor switch to quell the noise if desired) was mounted out of the way under the dash as a noisy tell-tale

for indicator operation. I also fed the tell-tales with a lower voltage from the brake lamp switch to give a different sound. This gave reassurance that the brake switch was working after I had initially installed it and has remained there ever since!

Well, that gave me more confidence in driving the car, a couple of things less to worry about!

One thing that was annoying was starting the car. On the handle there was no problem

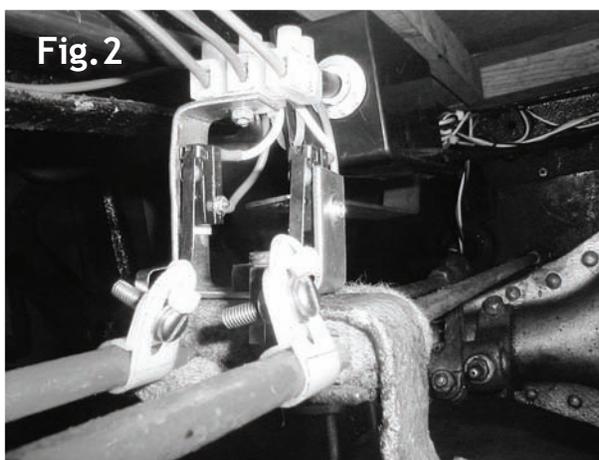


Fig. 2

but starting on the dynamotor was decidedly iffy. The battery had seen better days and so a new one was fitted. This helped but the engine would only turn briefly, albeit strongly, when the button was pressed, and if it didn't fire straight away then manual cranking was called for. A wait of a few minutes would mean that the dynamotor would turn once more, but again only for a couple of seconds. I envisaged that the dynamotor was the culprit but after quite a bit of investigation the fault was traced to the heavy duty cable from the starter switch to the dynamotor. It had the weird characteristic of

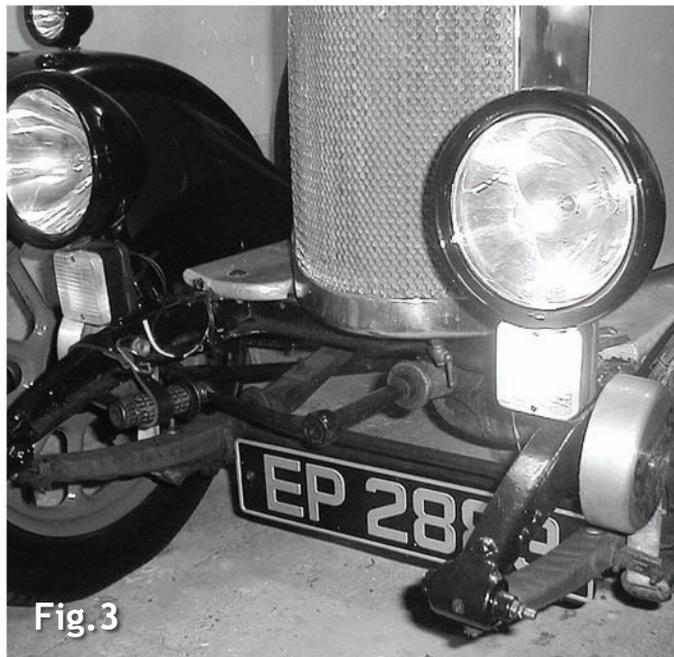


Fig.3

going open circuit when passing high current and then curing itself! I found it hard to believe but it was true. The cable seemed totally solid and the crimps were in good condition, but 12 volts would appear across it after 2 seconds of activity. It acted rather like a giant Polyswitch resettable fuse! Replacing the cable solved the problem and it has been fine ever since.

The time had come after a year of enjoyment with the car (carnivals, charity runs, going to the local, that sort of thing) to get a respray. I contacted a few workshops and the job went to a small company called Al's Classics of Farnborough Hampshire. Al did a splendid job and has since moved to larger premises at Lightwater Surrey (probably on the profit). He has a website where photos of the restoration can be seen.

Luckily there was only a small area around the ventilator on the scuttle that perforated when the bodywork was rubbed down to bare metal. Al fabricated a new section and welded it in. Looks as good as new. On both sides of the car hidden by the rear wheels and mudguards were repaired sections of bodywork where cut-outs were made to allow tractor type wheels to be fitted for war farm work. (I've found a company that used to make conversions for Bullnoses and others, Miller Wheels of Chelsfield Kent, and some photos of modified cars. With the weather we had at the beginning of the year I was tempted to contact the company to see if they had any old stock!) Again Magic Al rubbed the welds down magnificently and no scars remain although the photos are there to remind us of Neddy's heroic war effort!

When arriving home after a show I noticed that the ammeter was reading zero although the dynamotor was switched to charge on the Lucas CS12 switchbox. I also noticed that when I switched the charge off the tick-over engine revs increased. Another potential dynamotor fault? No. The

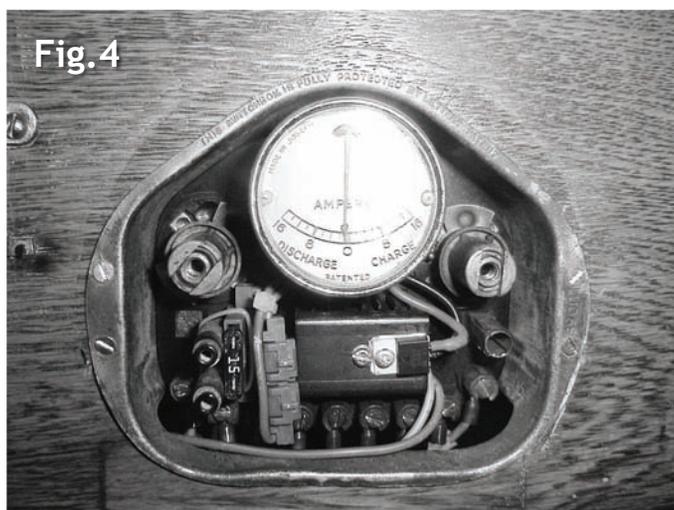


Fig.4

fault was an open circuit shunt winding on the cut-out coil but it highlighted an issue with dynamotors and the switchbox. If the field shunt coils are energised (D on) and there is no load on the main output then the output volts go up up up. As the volts increase so the field exciter current goes up and so the volts go up even more. The third brush regulator doesn't work when the dynamotor sees an open circuit (it doesn't exactly excel when all is connected correctly!) During tests I measured 36V on the output before I could reach the switch. I wonder whether burn-out of shunt windings of dynamotors is

provoked by unloaded main outputs.

So I needed a new cut-out relay but I thought there must be a better way. This relay is a clever but flawed mechanical diode, so why not put a real diode in? One thing (probably the only one) in the relay's favour is that there is no voltage drop across the contacts when energised and so no heat generated (although the coil will get warm). A low current silicon diode will drop around 0.7V when conducting but a 16A device which is what is needed drops about 1.5V equating to 12W of power when passing 8A. Too much heat to get rid of and a waste of volts. To the rescue comes the Schottky diode, and the suitable MBR1645 (RS 545-2850) drops only 0.66V which will still generate heat but can be adequately dissipated by a commercially available heatsink (RS 401-964) that fits in exactly the space left by the cut-out relay. I've been quoted £50 for the repair of the coil and the aforementioned diode cost 88 pence. Guess which option I've gone for!

Another good side effect of a semiconductor diode is that it will start charging the battery at much lower engine revolutions, rather like comparing alternators and dynamos in more modern cars. The cut-out is adjusted to make contact at relatively high volts, the assumption has to be that the battery in the car is in tip-top condition otherwise, if the contacts closed at lower volts, a well-charged battery would try to discharge through the generator. The diode on the other hand has 'intelligence', conducting at about

0.66V above whatever the battery voltage happens to be. I start to get charge current barely above tick-over. It has to be said though that the battery must be in a reasonable condition as no allowance is made to reduce charge current if the battery volts are very low. If you look at alternator circuitry you'll see that there's more than a few diodes in there! Whenever possible I still trickle charge the battery on one of Halfords' finest and just

use the dynamotor to top-up on an outing.

Although installing the diode effects a repair for the cut-out relay it doesn't address the high output volts situation if the dynamotor fails to see the battery. So while gently modifying the Lucas CS12 switch box for diode operation (no extra holes drilled!) I changed the existing fuseholder to an ATO 257 series blade carrier and put in a 15A

(RS 125-6759 typical) fuse. This left space for another similar carrier which holds a 7.5A fuse and is in series with the SH output of the switchbox and so gives protection for the shunt field winding of the dynamotor (fig. 4). Testing the 7.5A fuse to destruction (running the engine with no battery connected) showed the maximum volts to be 25V before disappearing. Obviously any lamps on at the time would blow but the dynamotor windings should be safe.

The dynamotor on the car is an A900T and so not adjustable for output current. It seemed to be rather high and I found that a 0.39R 25W resistor in the field drive knocked it down to about 7A so that there was still just credit in the current account if all the lamps were on.

While the switchbox was still in pieces I did a further modification. The feed to the lamps goes via the ammeter so you can see what's occurring on the charge/discharge front, but additional loads like indicators and brake lamps which would normally be connected via a fuse directly to the battery don't. Terminals 7 and 8 are linked together to feed the side lights on the outside of the switchbox on a '5 lamp set' car but in reality only terminal 7 is necessary. This factory fitted link can be removed freeing up terminal 8 which can be internally rewired to the 'cut-out' side of the ammeter and then loads connected to this terminal will affect ammeter readings in the same way as the lamps do (fig. 5). On '3 lamp set' cars the front side lamps are integral with the headlamps and are extinguished when the headlamps are switched

on and so terminals 7 and 8 with no link are still required. That's about it for the switchbox apart from saying that the wiring diagrams for the CS12 don't quite match reality. All the drawings I have show the frame stud of the cut-out going to the wiper of the magneto switch, on my unit the stud actually goes to the fused output of the dynamotor via the original brasswork wiring. The end result is the same but it does mean that if you knock the cutout relay contacts with the engine not running the ammeter bangs over to discharge and the fuse blows! Looking at the circuit diagram shows that can't happen, had me going for a bit! Also some Lucas drawings show the single fuse

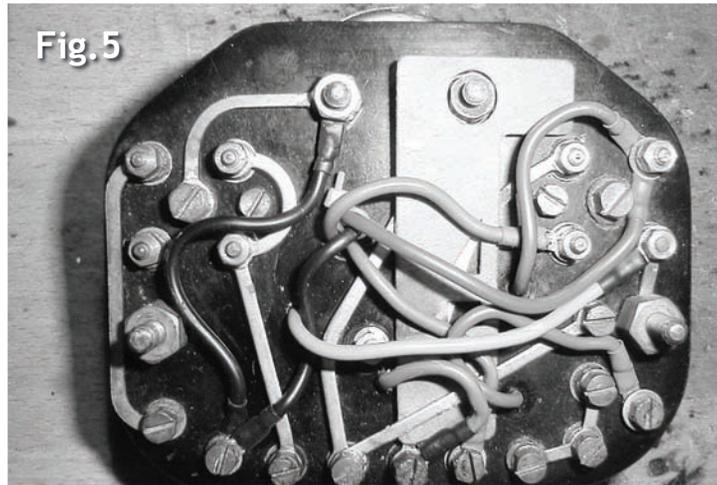


Fig. 5



Fig. 6

not in series with the main dynamotor output but in the feed to the shunt field windings. The CS12/CS6 name seems to represent the shape and function of the switchboxes, not the way the brass connections are made on the rear!

To finish the electrical side I fitted a small ATO fusebox (RS 250-6314) and now everything is protected.

Just a few months ago in the late summer of 2009, again returning from a

show, there was a bang, a misfire and a lowering of power. Just what you don't need! I checked plugs and visually inspected the engine at the road-side but all was OK there and so limped home on probably 3 cylinders. To find which cylinder was the culprit I took off the cables to each plug in turn and was amazed to see that the engine will start with only one cylinder on-line. It takes slightly longer to get up to idling speed on the standard flywheel, but it gets there! (I used this phenomenon later as a test of plugs etc. If the hot engine is reluctant to start on one cylinder, as happened once, then, on that occasion, a clean of the plug put all to rights). Exposing the valve chest revealed that the cotter had come off the inlet valve stem of culprit cylinder 1. The cotter was totally round on its inside reflecting the diameter of the valve stem that had punched its way through and so had been pushed off. I ordered 8 from Cooke's of Leicester and then had the messy job of replacing them all. Some of the cotters were OK but most showed wear of the same nature. The book makes the job look so easy,

no mention of taking the wheel and mudguard off and potentially needing the assistance of St. John's Ambulance!

A local farmer from whom we buy beef on Farmer's Market days in Farnham has a prize-winning herd of Aberdeen Angus cattle. When I first got Neddy I thought what a wheeze it would be to take a photo with the car and a bull together "Bullnose meets bull's nose". The farmer agreed and last summer an appointment was made

with Jeronny, a "docile" bull from the Rosemead herd, and many photographs taken. I'm quite pleased with the results (fig. 6).

Why call the car Neddy? A sort of anglicised contraction of the French for 'bullnose', I'll let you work it out!

"Bullnose meets bull's nose" photo: John Bradshaw

Links:

RS components - rswww.com

Al's classics - alsclassics.co.uk

Jeronny and Angus Stovold - aberdeenangus.co.uk

JENSEN and McEVOY MINOR NOTES

(Part 1)

Harry Edwards

First of all let me clarify the connections between Jensen and McEvoy as members tend to make assumptions. Jensen brothers Richard and Alan joined the old established coachbuilding firm of W.S. Smith & Sons of West Bromwich, having severed their connection with Patrick-Jensen Motors Ltd. This would be in 1931. They subsequently acquired control of the company, changing the name to Jensen Motors Ltd. Prior to this they had been trading as "Jensen Motors, Proprietors W.J. Smith & Son Ltd.", witness the report in Motor Sport dated January 1932 describing the four-seater car based on the side-valve Minor "by M.A. McEvoy (London) Ltd., in conjunction with the well known body firm of Jensen's." The McEvoy Minor Special illustrated was "RC 300". (I don't need to remind readers that then, as now, magazines were always dated ahead. In short, the January 1932 issue would have been on the book stalls in December 1931).

So we have McEvoy selling the McEvoy Morris Minor with Jensen bodywork in the form of the Model 60 which had the standard Minor side-valve engine, the only modification being the polished cylinder head, and Model 90 with Jensen bodywork which had a specially tuned Minor side-valve engine with such modifications as stronger valve springs, slightly higher compression ratio, specially designed manifold with a downdraft carburettor, etc. About the same time Jensen's were marketing what they called a LeMans type 2-4 seater which would appear to be the same basic body as supplied by Jensen to McEvoy to do his modifications.

In the same way that Morris enthusiasts tend to immediately assume that a Morris 10/6 Special is a Cunard bodied version (which invariably is not), so the Jensen bodied side-valve Minor is automatically dubbed a McEvoy. Again this is not always the case.

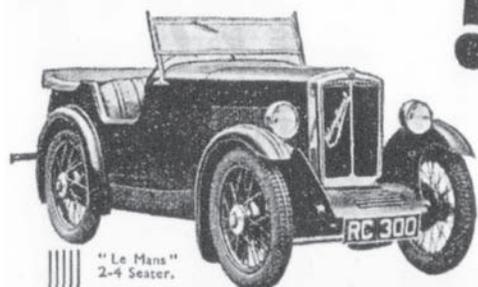
This is what the late Richard Jensen wrote to me in 1969: "I recollect that some of these bodies were made to the order of Michael McEvoy and that the cars he sold were called McEvoy Specials, and I clearly remember that the labour and overheads per body were £20, materials £20, and £5 profit".

M.A. McEvoy (London) Ltd with their registered office 146 High Street, W11, was a private company registered on September 17th. 1931, with a capital of £100, to carry on the business of manufacturing and repairs of, and dealer in, motor cars, etc. The permanent director was M.A. McEvoy with not more than two other directors to be nominated by M.A. McEvoy. The company thus set up continued until 1935 when a new company was registered.



Above: Original prototype McEvoy Special Morris Minor RC 300 used by Col. McEvoy in his advertisement. Driven in various events by Mr. Squilraio, including the R.A.C. 1000 mile Torquay Rally in 1932, accompanied by Johnnie Johnson, shown here at the start.

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Bearing all the above in mind, some known Jensen/McEvoy Minors are/ or were:

VK 6518: Chassis number SV 14288, engine number 14972, registered Newcastle-on-Tyne 16/4/32. In 1969 it was said by Pete Tovell that this car came from Darlington (which is in County Durham) complete and original and at that time (1969) it was in pieces in various garages in Bristol. Photos show this to have the McEvoy script on the radiator. Last owner I have record of is Miss S. Gibson, member 2249, in 1989.

JHT 596 or XJ 5717: Chassis number 23534, engine number 24054. The last known owner that I am aware of is/was in 1975, an Andrew R.A. Forbes of Chipping Norton, Oxon. I wrote to him at the time as follows: "I do in fact know something of the history of XJ.5717. It started life as a Jensen bodied Special registered XJ.5717 in Manchester early in 1933 and known is the fact that an Mr. S.F. Gunn had it until 1941 when it went into the hands of a Mr. M. Marshall. Between 1941 and 1945 it was not used due to the war. In 1945 Walter Ernest Victor Kethoo and his son Laurence Ernest Kethoo bought it and completely reconstructed the vehicle as a trials car. Modifications at various times included the fitting of an overhead valve J-type M.G. engine and later (1952) a Rover 12 hp engine went into a much modified chassis and body.

On completion of the original reconstruction, this trials Special (given the name "K.K. Special" taxation purposes) was re-registered JHT 596 on the 20th February 1946. The car was used for trials and on the road until 1959, when it was taken off the road and left to deteriorate in a garage—not

helped by the fact that the garage roof fell on it — in Bristol. In 1968 Pete Tovell bought the remains and began to collect Minor parts to add to the remaining Jensen bits, in order to reconstruct the vehicle to its original Jensen appearance. Fortunately Pete Tovell and his wife managed to salvage the original engine Number 24054. Pete Tovell told me some years ago that when completed he was going to get the vehicle re-registered under its original registration XJ 5717. This he appears to have done. Subsequently Pete Tovell and his wife emigrated and are now somewhere in Australia or New Zealand”.

The car now appears to have gone from Pete Tovell to a Mr. Warley of Wantage, in Berkshire, then onto a Morris Register member Leonard Lloyd. By 1993 the car was owned by Oliver’s Garage, Long Hanborough, near Oxford.

RC 727: I don’t recall having a photograph of this car which is claimed to be a McEvoy Special. In 1994 I had a letter from C. Williams of Griesheim, Germany, who said he and a friend had purchased the remains of a Special Morris Minor side-valve from a farm sale in Somerset. The registration number appears to be RC 727. Chassis number not quoted. A Derby “RC” prefix registration similar to the prototype McEvoy Special gives weight to the claim.

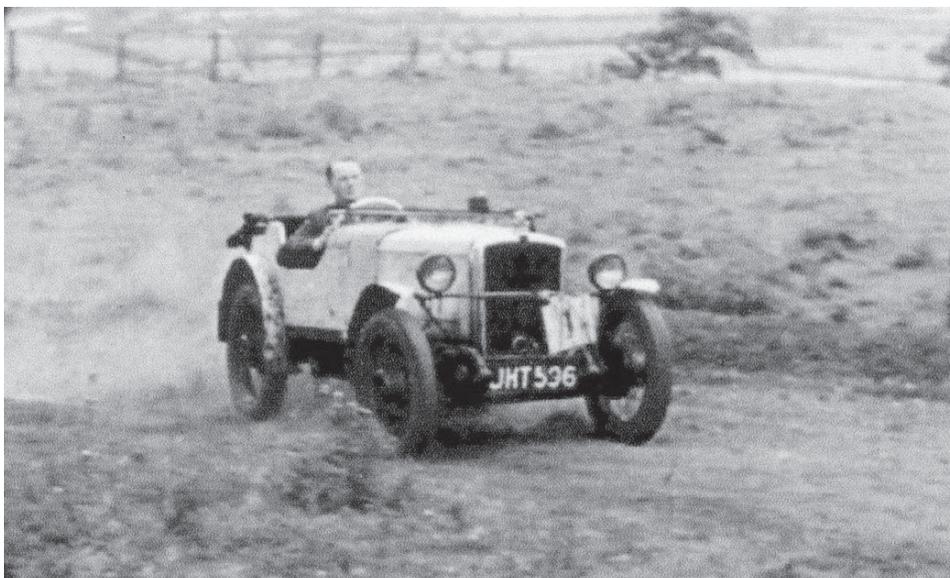
TJ 1876: McEvoy Minor Special, chassis 31850, engine 32032 Originally first in the Morris Register when bought by Bev Hicks from the parents of a member of the Royal Air Force who was killed during the war. Bev, in turn, sold it to Tony Dunster who, in 1976, sold it to Heiner Kempkes of Germany The next record I have is when in 1987 it was owned by Roger Carrette, Morris Register member 7443. I have no later data.

to be continued

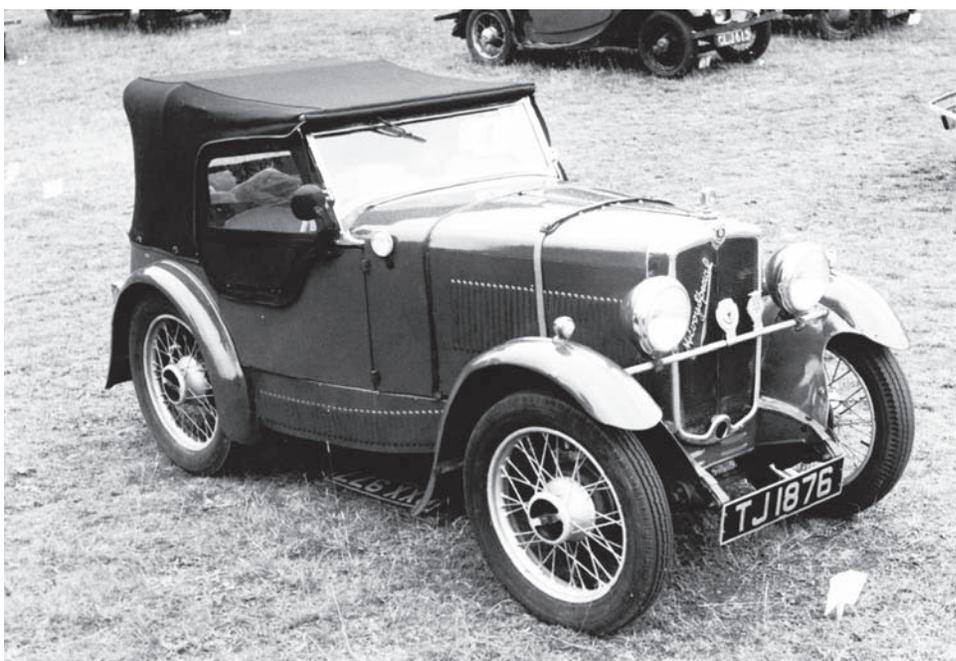
Right: TJ 1876, McEvoy Special Minor, registered in Lancashire in 1933. Shown here when owned by Bev Hicks. Photo taken at MR Rally at Beaulieu.



Above: Mc Evoy Special Minor, VK 6518, Newcastle-upon-Tyne registration dating to 1932, when owned by J. Verity of Darlington.



Above: Originally registered in Manchester as XJ 5717 in 1933, JHT 536 is seen here after reconstruction as a trials special registered as a K.K. Special in 1946.

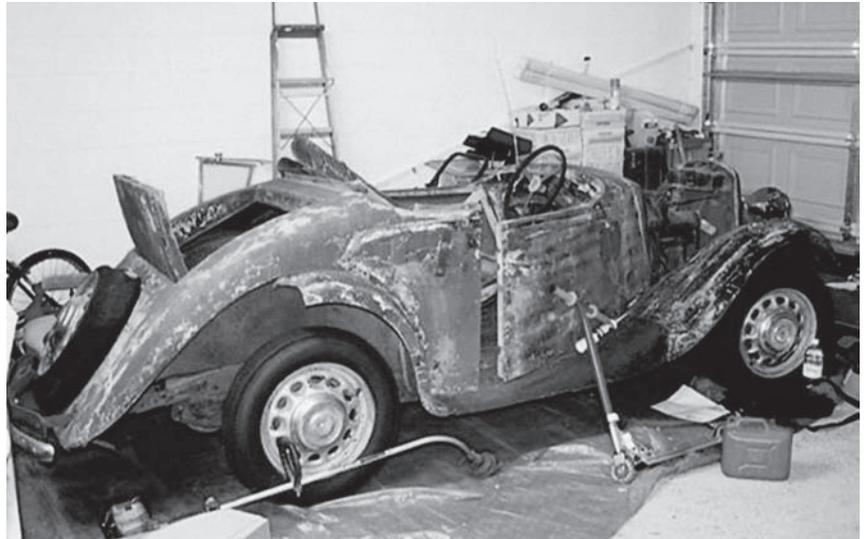


Letters to the Historian

Dear Sir,

I have recently found my deceased Dad's Morris 8 roadster (two-seater) with dickey seat, chassis number S2/E. 192316, Engine 193354. The whole car is there all but one mud guard. I have already taken the windscreen off and the little park light off the front mud guard. It says Morris 8 on the badge thingy on the bonnet. It's a two seater if you can't make that out from the photo and you see the dickie seat. An article by you is the only one I have been able to find that mentions this model. I was told that although the engine was 1938, it wouldn't have been put together until 1939. I haven't found one picture yet though. Might you have ever seen one restored? I am going to Gooniwindi for inspiration (if you saw the car you would understand why). I would love to look someone up who can tell me more....

Yours etc.
Prue Chiris
PO Box 8110 Cairns
Queensland
Australia 4870



(Historian's note: Your Series II Morris 8 chassis would have left the Morris Motors factory at Cowley in March 1938 as a complete chassis. Almost all the Morris cars in Australia at that time would have been imported as basic running chassis and bodied in Australia by the many bodybuilders there. The reason for this is that in order to make employment for Australians there was a high tax put on complete cars imported. You may find very few Morris cars in Oz with UK bodywork. You may well be correct in saying that the car was completed the following

year, 1939, when you consider the time factor in shipping and then the time building by the Australian coachbuilder. Morris Motors never offered a Morris 8 two-seater with a dickey seat, but I am aware that some Australian coachbuilders did such bodies on the Morris 8 chassis (which in Australia are called Morris 8/40). Once such bodybuilders were J R Richards & Sons of Keswick, Adelaide.)

Dear Sir,

I have recently acquired a 1950's Special built around a Morris chassis. Do you know how I can trace the history of the car? I have checked with the DVLA and they have pointed me to the Bradford Council archives. All I have been told is that the car had the registration number allocated in August 1946 and the car was first registered in September 1946. They have no other records. The registration of the car is EKU 16.

The car in question is still in its hiding place – and has been there since about 1965. I cannot see a chassis number but parts of it are still inaccessible. Please can you let me know where to look and I will send you the information as soon as I get it. I have already contacted the Wakefield Archives but unfortunately they only have a record of the registration being allocated and assigned. There is no copy of the original log book or any other information. I have asked for a photocopy of the ledger but this has yet to arrive. I tend to agree with you that the chassis is Series E. I do not know of many chassis that had the C-section chassis rails pointing outwards as the Series E does. The wheels also appear to be Morris pressed steel type. The front brakes appear to be hydraulic with two leading shoes. Was this normal? The body on the car is a Convaire Mk I glass fibre one and was produced in the late 1950s. It looks similar to a small C-type Jaguar. The whole car is very light so even with the Morris engine performance should have been above the norm for the period.

Yours etc.
Angus Dudley
Royston
Hertfordshire

(Historian's note: If the chassis dates to September 1946 and is a Morris, it is almost certainly a Series E Morris 8 chassis. Unfortunately you didn't quote any chassis numbers but the registration number EKU 16 is not a car that has figured in past or present Club membership.

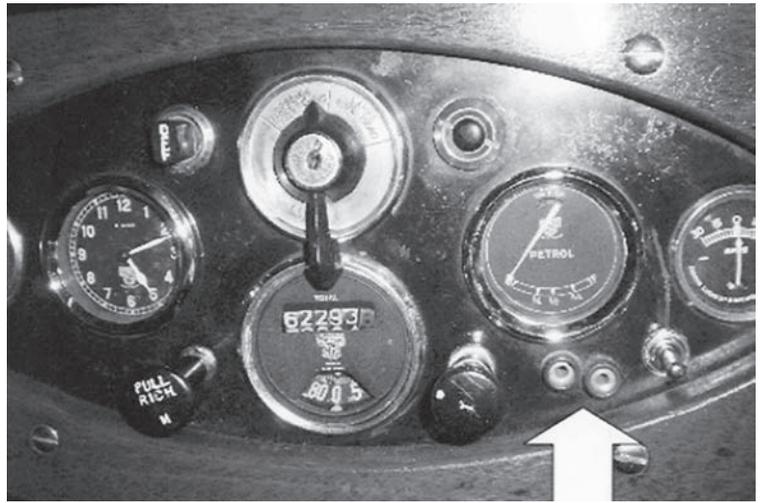
The only other information I can give you is that all the Bradford registration records - which would include EKU 16 - are kept at West Yorkshire Archive Service, Registration Deeds, Newstead Road, Wakefield WF1 2DE.

Perhaps I may add that at the present I am doing a series of articles on Morris based Specials and I would be interested to see a photo of your particular Morris Special that I could include in our Club magazine, Morris Monthly.)

**Please send any items for REGISTER RETRO to
HARRY EDWARDS, Wellwood Farm,
Lower Stock Road, West Hanningfield, Chelmsford,
Essex CM2 8UY**

Dear Sir,

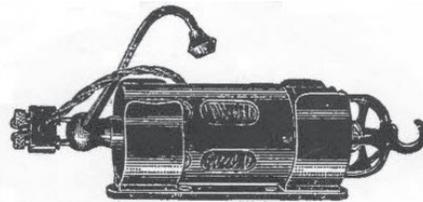
I have a 1934 built 1935 model Morris 10/6 registration no. JG 5118, chassis no. 35/TS/39993, engine no. 4722 first registered in November 1934. I have just been looking through your book "Information Manual – Morris Ten 4 & 6 cylinder models 1934-1948" and was looking in particular at the wiring diagram on page 29. I see that the instrument panel contains an Inspection Lamp Plug Adaptor – please could you tell me in what form this is? My car has two holes through the instrument panel which would take electrical jacks but I am not sure if this is how the original would have been made or if it is a later adaptation – I attach a photograph (right) – they look like someone has just drilled through. When I have the instrument panel refurbished, I would like to return it to its original, hence my interest.



Yours etc.
Trevor Johnson
Stoneleigh
Buckinghamshire

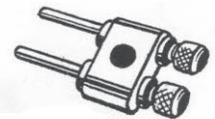
(Historian's note: The panel shown on your illustration has the original two sockets. All Lucas panels on the pre-Series 10/4 and 10/6 cars, and many other Morris cars of the period, fitted with similar sockets. These are colour-coded, black for negative and red for positive.

They are intended for use with such items as the Lucas two pin inspection lamps shown above right. The same two sockets can also be found on the dash panel of the GPO version of the Series Z telephone engineers' vans.)



LUCAS INSPECTION LAMP

The cable is retained on a reel in the body of the lamp. It can be run out to the desired length and rewound. Takes side or tail lamp bulb.



Part No.545025
LUCAS TWO-PIN PLUG

are

Dear Sir,

May I request your help to identify a Morris Cowley I am in the process of acquiring? The car has no number plates or V5 documents. The seller was told by someone that the registration number of the car may have been CGK 891. Would this have been the correct number for a 1931 car? Other details given include chassis number D352722 and car number 355722. Where would these numbers be found on the car, on a brass plaque or stamped on part of the chassis? The car carries a newly-made two seater open body with dickey seat and the vendor believes this to be the original style of body fitted to the car. Could I ask if this car is already known to the Club and if so, what the original registration number might have been/might still be? I am a member of the Morris Register having owned my Morris Eight two-seater since 1980.

Yours etc.
Colin Trewavas
Liverpool

(Historian's note: There is no way that the registration number CGK 891 could be the original, this number was issued in November 1935 by London County Council. The 'Chassis' number you quote is in fact the 'Frame' number. If I may explain, Morris quoted three numbers, the Frame number which had a prefix letter (in your example D352722), the Car number, and the number used in Morris parts lists which they quoted as Chassis number. These last two numbers were the same (in your example 355722) and you will note that invariably the Frame number and the Car No./Chassis number differed by exactly 3,000. The Car No. would have originally been engraved on the identification plate on the bulkhead, and the Frame number would be found stamped on the offside front dumb iron (spring hanger). To the best of my knowledge that Cowley started life as a Two-Seater in June 1931, the engine number you quote would not be original but a slightly earlier one. The Cowley itself has not figured in our membership in the past so I have no record of a registration number.)

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THINGS COULD ONLY GET BETTER?

(Part 1)

Peter Sanders

I never thought that one day I would look back on the Fifties as being a good time.

There was compulsory National Service, the hangover of post-war austerity, shortages that meant you really had to re-cycle and make do and mend, little money and no such thing as easy payments. There was the Cold War and threat of The Bomb hanging ominously over us. Meanwhile George Orwell's doomsday portent of a Big Brother state was still a long way off in 1984.

No way could one say: "Eee, we were poor - but we were `appy." Britain was a very different world from today - perhaps even a different, more stoic, polite people. And things were getting better.

On the good side (depending on your opinions) there were no supermarkets or Sunday shopping, no spy cameras watching us, round the clock pubs or drunken yobs roaming the high streets. It was safe to travel on late night tube trains and buses. There were no motorways and constant traffic jams; no mobile phones, personal computers or 24-hour colour TV. Vandalism was the occasional Rock and Roll riot confined to cinemas. Unwanted and worn out vintage motorcars could be seen virtually abandoned in the streets - sometimes found new owners for a few quid or pints of beer.

Things were a changing. I did not realise it but it was the birth of the Swinging Sixties. Italian coffee bars arrived by the score, very often with live music thrown in; girls became more glamorous with bouffant hairstyles and a figure clinging dresses called The Sack. Jaguar XK 120s could be seen cruising the posher parts of London, soon to be followed by the The Mini - dress and car.

Of course to take advantage of all this, the young man had to have transport. My hankering for an MG Midget J2 began at an early age and was the seed of a life-long obsession. They were already old and destined for scrap.

I had little hope of that, being fresh out of National Service and back to a dead-end job. However

I had never been without my own wheels and I had a motorbike. The advantage of mobility gave me a foot in the door of an East London weekly newspaper. After a year of paltry paid servitude and humiliation from a tyrannical editor I was kicked out.

I have nearly always found that adversity turns to my favour. Within a few weeks I was working in South London with civilised colleagues, earning seven times as much with paid expenses and covering two of the better areas of London - Greenwich and Blackheath. It was a complete change of lifestyle with someone throwing a party at least once

a month and events to cover in Central London. My old Triumph Tiger 80 was soon traded in for a brand new Zundapp 200s that was a masterpiece of design. Although not as powerful it was smooth, silent and handled superbly. The old Triumph seemed antediluvian in comparison.

Old pre-war sports cars of the type I fancied were prolific in that part of South London and Kensington where I rented a studio flat in a fading Victorian

mansion for five guineas a week (yes, it's true). Some old cars were still being used, but most were slowly rotting away in the early stages of dereliction in front gardens or kerbsides. One front garden was full of derelict Riley Brooklands. Numerous MGs, Wolseley Hornets and Singer Le Mans lay abandoned. Just down the road from where I lived, there was a unique Austin Seven outside the home of the distinguished High Court judge, Christmas Humphries. It sported a pond motorboat body, complete with ship's ventilators, a ship's wheel for the driver and a red ensign astern. Whatever happened to that?

One of these near wrecks, a Morris 10/6 Special, was subject of an oil painting by the artist John Bratby for one his exhibitions. It is interesting to note that the vehicles that were the survivors and still being used as daily transport were Morris Eights and Austin Sevens. A good, serviceable Eight cost about £60, while something like an Austin Seven Nippy about £45.

It was 1956 and suddenly,



In a photo taken by Harry Edwards, Peter is seen with his 1932 Minor in about 1960.

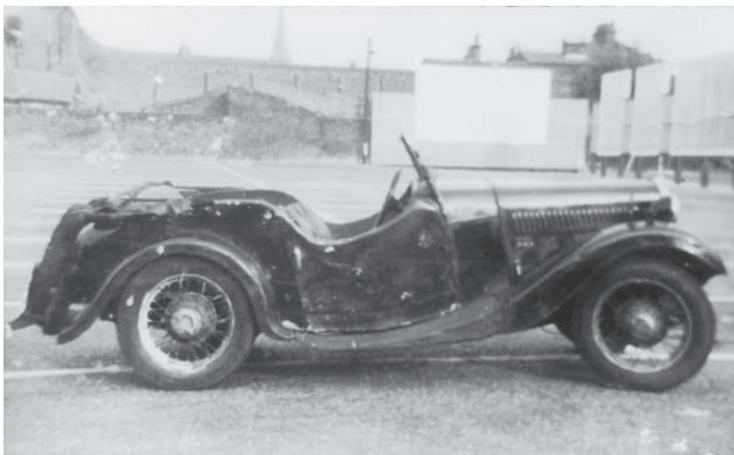


A pre-marital shot of Peter's wife, Sue, near the Tower of London. Note the remarkable lack of traffic!

overnight, we were at war. Prime Minister Anthony Eden had blundered into Suez in an act of gunboat diplomacy. Petrol rationing was imposed immediately. I've still got the coupons – just in case. Perversely, the Government in their wisdom allowed all learner drivers to drive without an accompanying qualified driver. I took advantage and went on a crash course to drive a car. I passed the driving test within a week, sold the Zundapp and bought an ex-WD Hillman van.

Why a van and not an MG you might ask! Well, I lived close to Portobello Road antiques market where it appeared that fortunes were being made. I also had an acquaintance who was an entrepreneur on a grand scale who not only had a luxury flat in Kensington but homes in Paris and Nice – and two lovely daughters. The glister of gold was tempting. Influenced by Wolf Mankowitz's book, 'Going for a Song', I decided to try my hand.

Buying and selling seemed too good to be true. It was. I travelled to various auctions to buy. The objets d'art I fancied myself I sold on for a modest profit. The rest ended up going back to auction, sold at a loss or just breaking even. There was a regular auction where vehicles and government surplus turned up. I can't remember the sort of junk I ended up with but ancient Rolls Royces of the dowager duchess or funeral cortege style were being flogged for £75 a piece. They were runners and in fair condition. Austin Sevens sold for around a tenner. A car that really caught my eye was an immaculate drophead coupé Standard. Low slung and with about a two-litre engine it sold for £40. I have never seen another one since. I finally hit the jackpot with a lot of government surplus typewriters. It was just before Christmas and they sold like hotcakes. In one week I got more than a month's salary hammering out stories in typewriters at work. To escape the harsh winter that followed I took flight to Spain and Majorca for a while in the days when air travel was civilised, but some of the aircraft a bit rickety. Discontent on return home I later hitch-hiked to the South of France where I lived frugally – but surrounded by the beauty of nature in all its forms. For a while I worked unpaid as *plagiste* and helped in a beach bar that also served as my accommodation. Healthy meals were provided by the young couple who ran the beach bar, supplemented by aphrodisiac supercharged *oursin* – sea urchins – hooked off submerged rocks as part of my beach duties.



Another Harry Edwards photo, this time of the 1935 Morris Eight Jensen Special they rescued. (See Part 2 next month)

What's all this got to do with Morris matters and vintage cars? Well, one of my fellow layabouts had driven his ancient Riley down to Monaco where he sold it at a sports car auction in Monaco. I was impressed. I further discovered that when I mentioned that I had worked as a journalist I was immediately elevated by the French to the Intellectual

Elite. I was even more impressed considering that many of my ex-newspaper colleagues tended to be assorted academic failures, drunks and ne'r-do-wells. Even more pressing was the fact I was running out of money. I decamped back to England and found a job on a dreary weekly newspaper and an equally dreary place – Croydon. Apologies and sympathies to anyone who lives there. I needed transport, quick. Enter centre stage – the Magnificent and Mighty

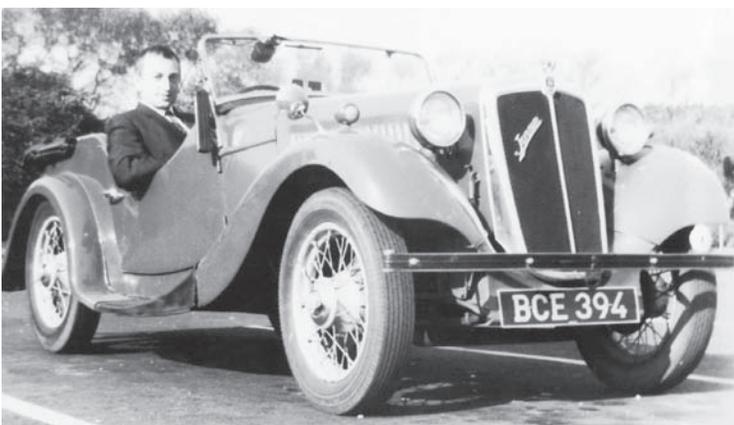
Morris Minor. CG2453 - where are you now? We should never have parted.

It was a 1932 two seater. Hand-painted black it had been fitted with excellent Bosch headlights and electrical accessories. Instead of spindly spoked wheels it also had 16-inch easiclean wheels and balloon tyres that were fitted to the Minor Post Office vans. Also it was enhanced by a badge bar tying the two front wings together. It cost the princely sum of £11. The lady who sold it to me arranged for a local garage to give it a tow start and also supplied a new battery. The car had last been used as a student hack and had sometimes carried five people – some sitting on the body back.

I had to commute daily through the Blackwall Tunnel and I think it was my very first drive to work that the Minor conked out in the middle of the tunnel. Fortunately a friendly truck driver towed me out. Yes, it was a sticking petrol pump. A sharp thump soon got it going again. It was a lively little car but after three weeks I discovered that the back half of the body was coming away from the front and was really being held on by the hood.

Against the advice of my Dad who said I should repair the original I decided to rebuild the back end on the style of an MG – the J2 Midget was still in my mind. I worked

late nearly every night for about a month to complete the task, covering the new boxy frame with thin sheet steel. Re-painted in Valspar cardinal red and with a different hood and frame salvaged from a scrapyard it looked very sporty. I was very proud of my work – although not the sort of thing that would be approved of today. Soon I was being approached by strangers who wanted to buy it. No way.
to be continued



The Eight Jensen Special after overhaul and handbrushed paint job, around 1965-6.



Regional Round Up



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU

COFESTR



MORRIS

EDITOR: Tom Bourne M.B.E., 02920 703 482 morris@tombourne.fsnet.co.uk
1 Clinton Road, Penarth, Vale of Glamorgan. CF64 3JB

EDITORIAL



It is really encouraging to see at first hand the efforts members are putting in to making a success of the club's 50th anniversary celebrations, in particular the committee members and the regulars at the Aubrey Arms N&N. Our first major event, Tredegar Park, was a particular success. Worthy of special mention is Cyril Ridley, who has burned much midnight oil over

the last 3 months to get his Morris 8 2-seater ready in time for the Tredegar Park rally. Although still not rainproof, he managed to get the car though the MoT test with only a week to spare. Well done!

Our "pop-up banner", designed to mark the 50th Anniversary of the club, proved a great success at the rally. This will now be available to use at any events where Register members are attending, and have an opportunity to promote the club.

50TH ANNIVERSARY EVENTS UPDATE

Sunday 4th July. Vale of Glamorgan Treasure Hunt. This will be an all-day treasure hunt and tour of the Vale of Glamorgan, allowing more time for sight seeing and socialising than the normal evening event allows for. Meet at the Aubrey Arms in Bonvilston at 10.30. Lunch will be at a venue somewhere in the Vale – follow the clues to find out where! Details from Bernard Cotty on 01446 406813

Sunday 18th July. Visit to the Gower Heritage Centre. Meet at the Centre at 11.00 am for a tour of the Water Mill. This is at the village of Parkmill, South Gower. (Fork right across the front of the shop just after the cream painted chapel, which is set up on the right hand side). They also have the smallest cinema in Wales (or even Britain) there, which was recently moved there from Gorseinon. They will be showing Morris films for us during the day. The Centre also has a lot of attractions such as craft shops, and also things for children, such as a play area, puppet theatre and animals etc.

Then proceed to John and Rhiannon's caravan at Greenways Holiday Park, Oxwich for a light lunch and more 50th Birthday cake! On arrival at the site, park in the front car park. In the afternoon we hope to arrange a visit to a private collection of very rare cars near Langland Bay. That should round off the day very nicely. We hope the weather will be good. Full details from John on 01443 432542

50TH ANNIVERSARY TOUR OF WALES. 15th-20th SEPTEMBER

A number of members have already entered for this major event, both from across Wales and from England. We hope that as many members as possible will turn out to join in, whether for only part of or for all of the route, in particular for the Get-Together at the Great Orme in Llandudno on Saturday 18th, and the evening celebration at Llangollen. If your Morris is not on the road, you will be welcome in a "modern" or other old car. Full details and entry form are on the club website under "Events" or by post or email from me at the address above.

TREDEGAR PARK VINTAGE RALLY, SUNDAY 13th JUNE

Held in June this year, due to the site being required for a temporary car park to serve the Ryder Cup Golf Tournament on the usual date in September, meant that it clashed with the holiday arrangements of some of our members, but nevertheless the change in date did not detract from the success of the event. It also provided an ideal opportunity for our celebration of the Club's 50th Anniversary. The splendid weather meant that the crowds turned out in force, and much money was raised for the charity Leukaemia Research.

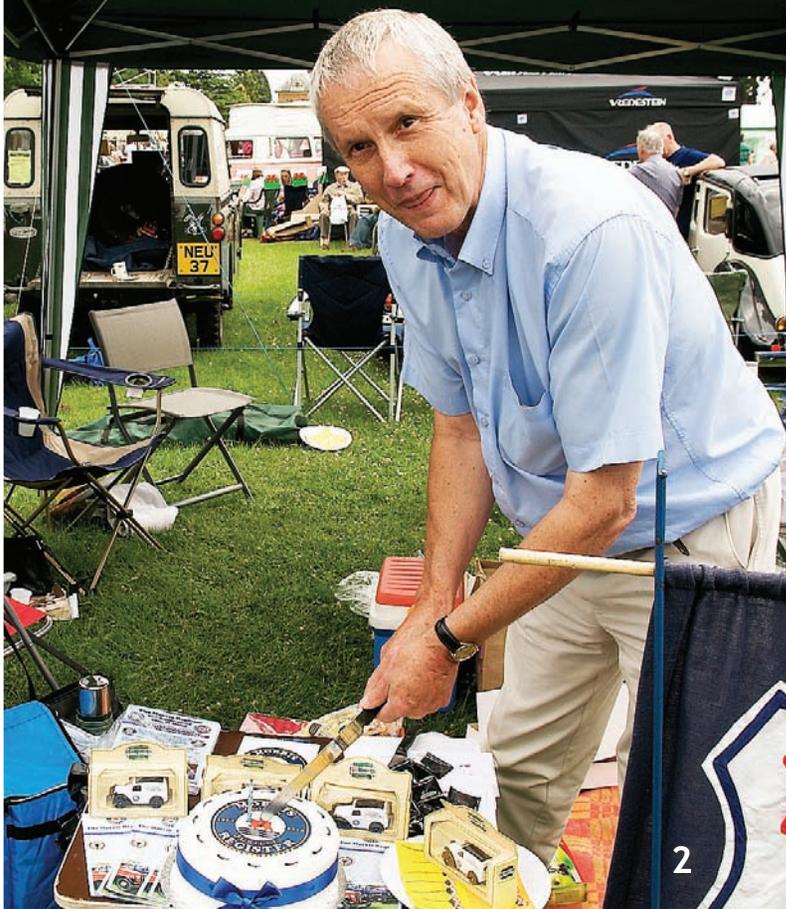
Those arriving early avoided the traffic jams that seem to be inevitable with such a large number of cars entered for the event, and our club stand was soon in business, with the flag and gazebo erected, and our brand new pop-up banner in place. This banner really created a lot of interest during the day, with people stopping for a good look and asking questions about the club and our cars. In particular 2 potential new members were persuaded to join up.

After lunch, our celebrations continued with the cutting of the Anniversary Cake, which was then shared out with plenty for everyone including the visitors to our stand. Some were speculating whether this was the first ever Morris Cake? We were pleased to welcome new member Ian (sorry no surname) and friend from Pembrokeshire, who has recently bought a Series II Morris 8 2-seater that has emerged from a barn in Scotland, and still bears the wartime blackout white paint on the running boards! Ian promises a quick restoration of this little gem, and our members with the same model were able to share their knowledge with Ian.

Elsewhere on the extensive rally field was the usual range of individual and club entries from all over South Wales and the west of England, which shows the wide range of interests that people follow. One exhibit that particularly caught my attention was on the Rolls Royce stand, this was a Hispano Suiza aero engine from the 1920s, a V12 27 litre monster of an engine that had been found bricked up in a factory somewhere in France, and was believed to be unused. The owner intends to fit it into a Rolls Royce 20 chassis! This made me think that the work involved in converting an old Centurion Tank generator engine to fit into a Morris 8 was not such a big deal after all!

2-seater Morris 8s were the dominant model on our stand, and included Cyril Ridley's, which he has been working hard on to get ready for this event. The car had been only partially restored by a dealer when Cyril bought it, and much work remained to get it fully roadworthy, including fitting a series E engine and 4 speed gear box. He had not, though, got as far as having a new roof made for it, so took a bit of a gamble in turning out for the day. We all thought that this had paid off as the weather was superb all day, but just as we were packing up a very heavy shower turned up, and Cyril and Beryl were last seen sheltering themselves and the car under a tree and a large umbrella! We hope you got home not too wet!





1: General view of the Morris stand, including our new "pop-up banner"

2: "I hereby declare this cake open!"

3: The Morris cake. We scored a bull's eye with the candle!

4: Cyril Ridley with Beryl, on the first day out with their Morris 8 2-seater

5: Graham and Jill Williams with their Morris 8 2-seater. This car started off life with the Glamorgan Police force!

6: It was good to see our old friends Brian and Jean Elliot with their Morris 8 2-seater.

7: "A roof, a roof, my kingdom for a roof!"





THE RED ROSE



North West Region Newsletter

EDITOR: Tom Taylor on 01772 316 598 e-mail: t.taylo@o2.co.uk
57 Clough Avenue, Walton-le-Dale, Preston, Lancashire, PR5 4LQ

My full report of the Golden Jubilee celebration event at the Crich Tramway Museum last weekend is on the page opposite, so apart from reporting my wet but safe arrival back home on Sunday night after torrential downpours between Buxton and New Mills, there is little else to tell you.

Thank you to those members who turned out to support the Bleasdale Tower Garden Fête last month (picture right). We had a glorious afternoon in the Lancashire sunshine and enjoyed a lovely scenic run from our rendezvous at Barton Grange out through the Bowland Forest to the Tower. Our parking arrangements were

not quite those we had planned, but it did not spoil our enjoyment of the event where our presence was shared with members of the Preston and District Vintage Car Club. Last year we took part in the Lostock Hall Carnival parade before retiring to The Anchor where our ever genial hostess Alison had organized a few supporting attractions to the main field events across the road. We intend to do the same at this year's Carnival on Saturday July 3rd, meeting up at my house at 11-00 am for coffee and bacon rolls before driving to the assembly point at 12-15. A number of members have already committed to the event, and although this may be late notice for you, let me know if you would like to join in. Even if you do not wish to join the parade, do come down to The Anchor later in the afternoon to see us.

We will also be attending the Walton-le-Dale Field Day on Sunday August 1st. This is not a parade, but simply a display of our vehicles to support the event. We will again share spaces with the PDVCC in which a number of North West Region members also enjoy membership.

Please let me know if you would like to attend and I can give you directions.

Finally, we have been asked by the Public Relations people at Manchester Airport to provide a display of pre-war vehicles at the airport on either Sunday 19th September or one week later on Sunday 26th. The actual date is still subject to confirmation, but the purpose is to promote "The Concorde Suite" as a visitor attraction and we will enjoy a guided tour of the 'plane from nose to tail in return for our presence during the day. I am told the normal admission charge to view Concorde is £20, so this is an exciting opportunity to enjoy the experience for free. More



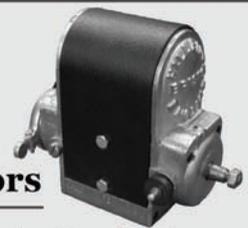
details hopefully in the August issue of Morris Monthly. Finally, after much deliberation, self denial, and downright resistance, I have decided I would like to graduate to a bigger Morris, maybe a Ten/Four or Twelve Four, so Maurice will need to find himself a new home in the not too distant future. I cannot really bear the thought of living without him, but needs must so watch out for further developments.

Happy Morris Motoring, whatever the size of your Morris!

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CRICH ANNIVERSARY WEEKEND (SEE PICTURES ON FOLLOWING PAGES)

On reflection, it could have poured down all weekend – but thankfully the rain held off until two o'clock on the Sunday afternoon and by then we had enjoyed a gloriously sunny day on Saturday. However, nothing on earth could have possibly dampened our spirits for the Golden Jubilee weekend at Crich Tramway Museum in the heart of the lovely Derbyshire Dales.

It began for me at lunchtime on the Friday when I met up with Mel and Millie Ashcroft at Newton-le-Willows for our 75 mile drive down to Crich via Knutsford, Macclesfield and over the Cat and Fiddle to Buxton where we met up with Anne and Martin McClarence and Neil and Christine Truslove for the final few miles to our base at Crich. Mel had ordered a huge cake for the occasion, but worried that on the back seat of a Morris Eight it would probably become a trifle, had entrusted Kate to bring it later in our modern German tinware. Visibility at The Cat and Fiddle was virtually nil and the temperature near freezing, yet in Buxton it was just the opposite with a fine warm sunny afternoon. A cream tea in the Edwardian Tea Rooms followed a flying visit to Register member Peter Farrow's Shakespeare Garage in the centre of town to see his collection including his Series E Tourer which we would see at Crich the following day.

I had never been to the Crich Tramway Village Museum before and had not known what to expect. I take with a pinch of salt the claims by all and sundry these days that this and that attraction is - 'a great day out for all the family' - but that is certainly the case at Crich. The entire operation is run very efficiently and professionally by Register member Malcolm Wright and his many volunteer colleagues. The daily running of trams along the reconstructed main street evokes fond memories for those who can remember trams in actual service years ago, whilst the exhibitions and display areas hold much of interest to all ages. Our guided tours on each of the two days revealed astonishing feats of dedication in having entire buildings dismantled as far away as Derby and Stoke-on-Trent and rebuilt brick by brick and stone by stone at Crich. There is even an award winning Victorian men's street urinal! Expecting to see maybe half a dozen trams on site, I was amazed to see the size of the collection, mostly restored to pristine condition. I did not actually count the numbers, but at a conservative estimate there must be at least two dozen, including several from overseas.

Visitor amenities were first class with refreshment and toilet facilities and interpretive displays which one could enjoy using for a change, rather than enduring the pain and discomfort so often found these days. Safety on site at Crich is paramount and tram running is strictly supervised,

but one could wander about the exhibitions and tram sheds at will, with only the workshops out of bounds to visitors. But of course, riding the trams was really what it was all about and there were many different types of tramcar to choose from. One could ride the trams all day for payment in old £ s d and it was clear that some of the more ardent tram enthusiasts were doing just that. A ride from one terminus to the other and a walk back through the pleasant woodland trail proved to be most enjoyable.

Entrants on arrival were presented with a Goody Bag after which our Morris vehicles were displayed on both days around the Town Square near the tram terminus, in the main street outside the Red Lion pub, and at the Band Stand where John and Jo Nagle had erected the Club Membership Office display boards and Gloria Harris was manning the 'Club Clobber' stand. The aforementioned Birthday Cake was also on display there, to be cut by President Bob Beaumont on the Sunday afternoon. Most Register entrants were at Crich for the full weekend, some came just on Saturday and others just on Sunday, but there was a fine display of Morris vehicles on both days culminating in a drive past parade on the Sunday afternoon, by which time it was unfortunately trying hard to rain and spectating visitors were rather thin on the ground. As a grand finale to the weekend, Register President Bob Beaumont ceremonially cut the Golden Jubilee cake watched by more than fifty members whose slices were eagerly consumed and washed down with generous glassfuls of Nagle red wine! Chairman Dave Harris handed out the Golden Jubilee badges amidst a chorus of 'Happy Birthday Morris Register' which rang round the gathering and made a fitting end to the event.

It would be unwise of me to try to mention everyone by name, but much credit for the success of the weekend is due to the respective Chairmen of the North West and East Midlands and Yorkshire Regions, Christine Truslove and Malcolm Dixon, who marshalled their regional troops throughout many weeks of planning and kept everyone involved on their toes to ensure success. Malcolm Wright was attentive to our needs throughout the event and whilst most members and guests did not have particularly long journeys to make, Ronnie Johnston and Kath were visiting en route back to Glasgow having spent the previous week in Colchester, whilst Jeff and Sue Anderson and Tony and Sarah Wiltshire drove all the way up from Sevenoaks and Margate respectively, none of them easy journeys to make in cars of 'our' age. Above all, however, a very big 'Thank You' is owed to all the Register members and their families and guests who made it such a memorable weekend. Well done to all of you!



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CHILTERNS MATTER



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

THE SOUTH COAST RUN

When I left home it was raining although the forecast indicated otherwise, this soon cleared up. My co-driver was John Farrell who lives in Dorney, we met on the outskirts of Eton. We then followed the route through Old Windsor, Egham, Chertsey, skirting Brooklands, down to Leatherhead and then down the A24 to Box Hill. When we arrived at 09.15 there were just 2 other Morris cars in the Car Park. By 10 am 12 Morris had gathered and one MG and that was the lot, very disappointing. Three of those were from the Sherbuck's Noggin. Trevor and Judith Johnson in their 1934 10/6, Bob Russell and friend in his 1926 Flatnose 2 Seat Cowley, and myself in our 1935 Series 2 10/4. Was I glad that I took the Ten and not the Bullnose as it was so cold.

Our route took us through some lovely country side and over the South Downs to Newhaven. We had one problem, having crossed the A24 from Faygate after a mile we turned left at Colgate heading for Pease Pottage, we were immediately confronted with a Road Closed sign. Having studied the map we turned right for about a mile and then turned left intending to return to the original route, when we arrived at the Colgate to Pease Pottage road we found that was where the closure actually started. Having studied the map again we headed back the way we came and after about 2 miles were able to turn left for Hand Cross, (by this time we had about 9 cars following us), and then back on the correct route. When Bob and friend arrived they were really very cold as they had not inserted their sidescreens, it really was bitter.

We were second to arrive at Newhaven Fort at 12.10, from 12.30 onwards the rest of the cars gradually arrived. There was a display of Land Rovers and also about 20 various cars from Horsham Historics.

We left the Fort just after 14.00, having stopped at Box Hill for a quick cuppa and to use the facilities, I dropped John back to Dorney around 16.45 and arrived home 17.15.

We covered 173 miles and the Ten performed very well indeed. It was nice to be out of Buckinghamshire where the roads are full of potholes, and travel on some nice smooth roads for a change.

Doug Townsend



LEN PLUMBE SPRING RUN SUNDAY 9th MAY 2010

We met at Sturdys Castle Hotel, north of Kidlington on the A4260. It was a dry cold morning and remained so all day. We had a look at each others cars-14 in all. Morris 8 Series 1 & 2 salons and tourer, Series E,MGTF and 2 MG Y type saloons, Morris 10/6 Special and Bill Giles famous Horace (1927 Cowley 4 seat tourer) and a Morris 12 Series 2 Saloon. We all trooped into the function room for a welcome cup of coffee out of the cold wind.

At around 10.30 we got into our waiting cars and began our spring run. We crossed the A4260 and drove through the pretty village of Tackley and past Rousham House. We then turned right through lower and upper Heyford and the remains of the Heyford military camp. A few years ago this was in the hands of the United States Air Force and was used for bombing missions.

We reach the B430 and turn left for Ardley, Fritwell and Fewcott enjoying the peaceful countryside after our military experience. On we go through Souldern and Charlton and enter Newbottle Woods, here we appreciate the spring colouring with new green leaves and bright blossom. We drive through King's Sutton with its impressive Church steeple and pretty village green, over the Oxford Canal and the M40 and we join the A4260 Oxford –Banbury road into Bedicote. Here we turn into a lane called Broad Gap, a few more turns and we are on the A361 Banbury-Chipping Norton road which we follow into Bloxham. In this ancient town we turn off by the famous Public school for the country road through Barford St John and St Michael. This road takes us down Raddle Hill. The meaning of Raddle is

the dye which was affixed to the ram so that the farmer could see which sheep he had served. A pretty country road through Duns Tew and we are back on the A4260 to the Hopcroft Holt Hotel and a very tasty lunch.

After lunch we again cross the main Oxford-Banbury road going through middle Barton and taking a country road through Sandford St Martin to Great Tew. This is a picturesque village of thatched stone cottages and in earlier times was owned by the Bolton and Watt steam engine people. On we go though Little Tew to join the main roads which take us to the end of our run at Wyatts Garden Centre with its tea shop providing a welcome cup of tea. The tea shop looks across a valley and the village of Long Compton. Nearby are the Rollright Stones with Kings and Knights turned into stone by old Mother Wychwood, the witch who said to them" If Long Compton you can see King of England you shall be". Sadly for some reason they could not see Long Compton so she turned them into stone!

We had a splendid very pretty run which could have only been perfected by some warm sunshine..

Thanks are due to Len Plumbe, Rodney Heyward, Linda Needle and me for the route preparation and to your goodselves for participating.

Graham Bushnell



ANNIVERSARY EVENT OXFORD BUS MUSEUM, 13th JUNE



NOGGINS ROUND-UP

DRIVE IT DAY NORTH HANTS NOGGIN SUNDAY 25th APRIL

It was wonderful to see over 30 cars and at least 60 people at the Drive it Day get-together for the North Hants Noggin. We shared the event with two other car clubs, the Vintage Minor Register and the Bean Car Club and came together in a true classic car motoring spirit at the Hatchgate Pub, Bramshill for a delicious Sunday lunch. Luckily the weather held fair and the rows of cars looked splendid in the sunshine. Lots of stories were swapped between the clubs and we are already looking forward to next year.

Margaret Payne



SHERBUCKS MAY NOGGIN AT THE MARTIN BAKER SPORTS CLUB DENHAM

Less than normal attendance this month, holidays being the probable reason. One Morris in the car park (Terry Wigs), usually more this time of year. Perhaps we'll see a full set in July when we attend the Austin noggin at the Royal Oak Chipperfield.

Terry had found a source for brake drum screws and did a brisk trade – we've all got damaged nuts to replace! Bertie Hopkinson brought along brake and other nipple covers. Quite a few of us also now have fully protected nipples. Some have both. Brian S and Kevin L treated us to a demonstration of LED indicator lamps powered by a relay designed by Brian. The minimal amps required to drive the very bright lamps was a revelation to all. Would be a boon to all 6 volt cars. 12 volt car owners also I warrant. I'm sure we can't wait for the finished article.

Discussions ranged from wiring looms (cost and sourcing), Enfield Pageant and quality of many of the autojumble stalls last year to the depressing news that the club cannot use the name Morris Register Limited. This is because a Midlands member registered the name as his in November last year.

Ray had details of the Austin club's Autumn Amble on 26 September. This year there are 4 starting points, Windsor or Basingstoke being the nearest for us, finish at the Regis Centre Bognor Regis. We've done this event before and can recommend it – even the year when we broke down at the start and played catch up through pouring rain all the way to Bognor. Contact the Austin secretary Roy Roberts 01276 27043 if interested.

The 'May Monitor'

EVENTS

- 3/4 July:** Prestwood Show
 - 7 July:** WRINKLIES: contact Doug Townsend 01753 883 547
 - 27th Jul:** Sherbucks Noggin visits the Austin Club Transport Night at The Royal Oak, Chipperfield, Herts.
 - 4 Aug:** Wrinklies Lunch
 - 15th Aug:** Ley Hill Common Village Show 12.00 - 16.00
 - 30th Aug:** Littlewick Green Show
 - 1st Sept:** WRINKLIES: contact Doug Townsend 01753 883 547
- Other events will be listed as information becomes available*

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SPRING MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



EDITOR: Jim Riglar 01225 754 981 email: jimriglar@blueyonder.co.uk
70 Alderton Way, Trowbridge, Wiltshire BA14 0UH

EDITORIAL

The month of May saw the Annual General Meeting of the West region come and go. So where were you? Attendance was down on last year, although a number of apologies for absence were received. Despite what you might think, not all elected members of the committee enjoy "the privilege" of serving the region and some would welcome a rest from committee duties and/or have an injection of new blood and fresh ideas. Remember that the Register's rules require that we, as all other regions, must elect a committee each year or be subsumed into the general morass of the Register.

The committee elected for 2010-11 is as last year, with the exception that the "events secretary" post had no applicants. Following a short discussion at the AGM, and in the knowledge that a core of members and other committee members were proposing/organising/supporting events, it was agreed that the post would lapse. Since taking on the task of West Region Secretary a couple of years ago, I

have been keen to increase activity across the region and have been heartened to note lively activity in both the Somerset and North-East Wilts groups. It's surprising what the efforts of a few members can achieve. Remember your contributions are not only valued but essential, if you want to maintain a successful and vibrant club. The old adage that you can only get something out, if you occasionally put something in applies to the successful running of the club. On the theme of putting something in and with a more than a touch of serendipity, West Somerset member, Charles Isdell-Carpenter, emailed with some proposals and a request for assistance, see "Letters to the Editor" below. Finally, I was heartened by the number of West Region members who, like me, made it to the very successful Morris Register 50th Anniversary event at the Oxford Bus Museum. If any of you made it to the Crich event on the same weekend, I'd welcome any reports. Happy motoring.

Jim Riglar

LETTER TO THE EDITOR

Charles Isdell-Carpenter e-mailed a "letter" in which he has raised some interesting points, all of which are worthy of consideration and might generate more and varied activity in the region. Charles writes:

Dear Jim,

As a member of the Morris Register, I feel I maybe at a slight disadvantage to most other members. Although I own a 1933 Austin 7 box saloon; a Bedford TK Lamborn 2 horse Cadet in museum condition and a (first registered Nov. 1934) 1935 Morris 10/4 Pre Series saloon (BKM 240), I really don't possess much in the way of mechanical know how, and this limits me to attending rallies in case something catastrophic should happen to the car on such a rally. I fully appreciate there would be other members present, but what if there weren't? I wonder if anyone else feels the same way? What I would appreciate is for someone, within the west country to hold a series of practical hands on tuition. Is this something that could be arranged within Somerset/Devon I wonder? Surely I am not the only one in the club whose mechanical knowledge is somewhat rusty!" On another point, we would love to hold some sort of drive - you are always on about letting us know that nobody ever comes forward! To be honest, only a few faithful members run annual events and if we could start one at a historic house in the vicinity and have a good testing drive, followed by lunch and a cream tea so much the better.

In response to some of the points raised:

A series of practical hands-on tuition sessions – what a marvellous idea. I've no doubt that many members have a breadth and depth of knowledge and experience that many of us could benefit from. I certainly know a few members who would be ideal candidates to deliver such sessions. No doubt it will take some time and effort (and hopefully very little persuasion) to arrange a series of sessions, but I'm certain that it is something that would be well worth doing. Any volunteers please contact Jim Riglar.

Some sort of drive - start one at a historic house in the vicinity and have a good testing drive, followed by lunch and a cream tea – I'm always delighted to hear of anyone who is prepared to organise a run. As far as I'm concerned, the more the merrier! The West Region has a core of individuals who organise runs (some annually and others on an occasional basis), but some of those members would welcome a rest from the task! In the past few years the region has organised runs which have roamed across most of Wiltshire and Somerset and strayed into West Dorset, East Devon and the edge of Berkshire! Cornwall, North & South Devon, Gloucester and Hampshire appear to be getting a raw deal! If there are any suggestions/proposals for runs, I'd welcome them.



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NEWS FROM THE GROUPS

North East Wilts - Renewed interest in the noggin has attracted a couple of new members. If you just happen to be passing through Burbage on a noggin night (4th Tuesday of the month), why not pop in to the White Hart for a drink and a chat with us. Reg Wilson is again organising what now seems to be at least an annual event. The next offering will be on Wednesday 21st July, so if you fancy a tour of the Wiltshire/Berkshire borders and the delightful and varied scenery of the area, why not join us. Contact Paul James e-mail: paulandceliajames@talktalk.net or tel: 01793 770032.

Jim Riglar/Paul James

Somerset - Talk of Tony Hale's 50 villages run and the forthcoming Oxford Bus Museum event dominated the evening's discussion. The only Morris to make it on the evening was Bev Marks' Eight, which unfortunately suffered a dynamo failure and meant that Bev had just about enough time for a swift drink before heading back home, before the light faded and he was doomed to running in the dark without lights or draining what charge remained in his cars battery. Simon Colledge was taking lunch orders for the August Amble Run (19th August). It's not too late to book a place on the run, if you fancy a tour of the Mendips and a ride on the East Somerset railway – contact Simon Colledge e-mail: simoncolledge@hotmail.co.uk or tel: 01460 75815.

Colin Baker

TONY HALE'S 50 VILLAGES RUN (MEDIA MAD TONY!)

A report of Tony Hale's excellent Run, which took place on the 20th May has been prepared by Ken Martin and will appear in August's Morris Monthly. Whilst Tony was at great pains to attract a large number of participants, he also wasn't shy in ensuring that the event got significant regional and local press coverage. The Western Daily Press (22 May), White Horse News (27 May) and Wiltshire Times (11 June) all carried articles which variously referenced the Morris Register, its Golden Anniversary and gave website links. As if that wasn't enough, Tony also managed to get an interview on BBC Wiltshire radio on the morning of the run and before we all set off for the day.

Pictured at the end of the run at Boyton, Wiltshire, Western Daily Press photographer Clare Green balances on a step-stool as she musters the participants for a group shot, featuring Tony and Sue Hale (event organisers and their M8 2 seater) and Paul and Celia James (oldest car on run – 1924 Cowley 2 seater) at the front of the assembled group.



EVENTS

- 10/11 July:** **Devon:** 37th Historic Vehicle Gathering. Powderham Castle Nr Kenton Exeter – Contact Crash Box Club (David Weeks) 01626773 583
- 11 July:** **Somerset:** Castle Cary Cavalcade – Donald Pither Memorial Ground (£3.00 entry) Contact: 01963 350 182
- 18 July:** **Devon:** Devon Coastal Run – Contact Historic Transport Club
- Dorset:** 'Classics at the Castle' – Sherbourne. Contact - Merlin Events 01935 474 630
- 25 July:** **Devon:** Riviera Classic Car Show, Paignton. Contact Mrs D. Harding 01803 523 015
- 28 July:** **Wiltshire:** 27th NOGGIN, NOSH & NATTER George Inn, Longbridge Deverill (A350, 2 miles south of Warminster). 6pm onwards
- 7/8 Aug:** **Somerset:** WSR - Vintage Vehicle Rally – Bishop's Lydiard email: info@wsra.org.uk
- 18 Aug:** **Devon:** Devon Coastal Run (Exeter Racecourse – Bovey Tracey) – Contact Historic Transport Club contact: Jonathan or Annette Bye 01803 843 094, email: devoncoastalrun@hotmail.co.uk
- 22 Aug:** **Somerset:** Piper's Classic Car Show – Sparkford. In aid of S&D Air Ambulance (entry fee £4/car) Contact LA & RW Piper 01963 441 431

Contributions for the August 2010 issue by 14th July 2010 please to:
Jim Riglar, 70 Alderton Way Trowbridge, Wiltshire BA14 0UH
Tel: 01225 754 981 email: jimriglar@blueyonder.co.uk



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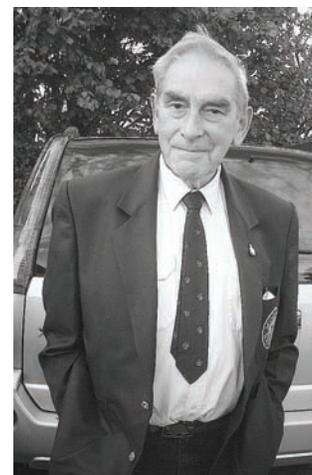
S.E. REGION AGM

Here are some warm and cheerful photographs of our AGM at The Ship, Tiptree, in May. I particularly like the picture of Harry Edwards sporting his original Morris 8 Tourer Club tie. The 8 Tourer Club was, as you'll know, precursor to the Morris Register. We awarded Harry the Dave Robinson Trophy in honour of his dedicated service to the Club over many years as Historian and Editor of 'The Journal'. This was received with whole-hearted applause. Brian Gilders just pipped Adrian Mitchell to the Derek Dobbins Trophy for 'taking your Morris to the most noggins'. There's usually a little bit of friendly rivalry between these two for this accolade.

And the food on the night - our meal was pleasant and good value for money. A couple of members thought that it was the best pub grub they'd had in a long time, while a couple more like the lovely conservatory and good company.

If you would like a copy of the minutes of the meeting, please call me on 01245 284202.

Norma Cook



EVENTS 2010

- 8 July:** Classics on the Green, Friston, nr Saxmundham, Suffolk IP17 1NP classicsfriston@aol.com
- 10/11 July:** Ardingly Vintage and Classic Vehicle Show www.ardinglyvevshow.org.uk
- 11 July:** HCVS The Haverhill Historic Transport Rally www.hcvs.co.uk
- 25 July:** 34th Great Eastern Rally from 10:00 at Ingatestone Hall, Ingatestone, Essex, 01277 227 708
- 12/13 Sept:** Barleylands Essex Country Show, 01268 290 228
- 25 Sept:** Norfolk Saturday lunchtime meet - venue tba
- 26 Sept:** Battlesbridge Classic Vehicle Show hows@battlesbridge.com, 01268 769 000
- 9 Oct:** East Anglia Committee Meeting Laurie or Norma Cook, 01245 284 202
- 10 Oct:** Castle Point Transport Museum Society 31st Annual Show, 01268 684 272 (answer phone)
- 11 Dec:** Christmas Noggin, Great Leighs Village Hall
- 2011**
- Feb:** East Anglia Committee Meeting Laurie or Norma Cook 01245 284202

At the recent East Anglia AGM we discussed ways to provide members with information about forthcoming local events without compromising regional funds. We agreed to compile a rolling programme of future events, update it regularly and distribute paper copies via noggins, meets and contacts and electronically by email. If you would like to receive a regular electronic copy please let me have your email address. To ensure the list of events reaches all members in the region, we'll enclose a copy with the Christmas card mailing. We're also happy to post hard copies to members who request them on receipt of stamped and self-addressed envelopes.

If you have an event for inclusion, please let Laurie or Norma Cook have the details by telephone 01245 284 202 or by email to normaj.cook@gmail.com.





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



WARWICKSHIRE NOGGIN

There was a good turnout for this month's noggin again with support from other meets, with storm clouds overhead it was still good to see a few members in their cars, Mark Walker in is 'air cooled' Morris 8 Pre-Series and a Morris 'Z' van. Mark fitted a 'Kenlowe' fan between the honeycomb grill and the radiator operated by a switch on the dashboard linked to an immersion heater thermostat fixed to the rad header tank! I'm sure Mark will be happy to supply any member with fitting details if interested!. I think central locking and all round discs are on the agenda! I have recently fitted new King pins and bushes to my Eight Series 1, I know people think this is quite easy, it is if you have a large vice, an extractor to get the old bushes out (Paul Hollis and I made one from a threaded rod, nuts and washers) a good reamer, (thanks again to Paul Hollis). It also helps to remember when reassembling the stub axle that you put them on the right side i.e. with the nearside castelated nut being left hand and the offside vice versa, a mistake easily made(myself included!!) we all learn!

The pub is now quiet again after a bout of music quizzes and

HEREFORDS AND WORCS NOGGIN

On Saturday 22 May nineteen members went on Des Lewis's 1947 Daimler coach to Wellesbourne Airfield for a conducted tour of the inside and outside of the Vulcan Bomber (see picture). We were grouped into parties of four so that we could climb up into the cockpit etc. There was also a video of around 10 minutes showing the Bomber taxiing up and down the runway at 150 miles per hour lifting the nose wheel in the process. This is demonstrated twice a year.

Des has owned the Daimler coach since 1974 and this was the first time he has had problems on arriving at the airfield. This entailed making other arrangements to get us all home from there. Des has now repaired the cause of the problem so that in the near future we can complete the second part of the day to do our visit to Gaydon Motor Museum. Whilst waiting for the coach to bring us home we were kindly transported by the volunteers at the Vulcan Museum to the local cafe, where we enjoyed refreshments, sitting in the sun, watching trainee pilots and others going through their paces. On the journey back home a fun raffle was held with the proceeds going towards the coach travelling expenses.

Nineteen people came to the June Noggin when Tony Adlard gave an informal talk about his 1934 Morris Minor 2-seater and his experiences when taking it to Australia. He explained that his background was in military aircraft working at Fleetlands, Gosport, Hants.

A chance purchase in 1979, paying what he later realised was over the odds, he acquired his Morris car and started the restoration. He did say `that the more he got to know, the worse it got! However, with perseverance it was worth the effort, his only regret was that he didn't keep a photographic record of its progress but later there were many articles in several magazines which were passed round for us to see. He also regretted selling the original number plate but has traced its present owner and lives in hope that he may get it back. Another lesson learnt the hard way was to only support a car where the axles are as he had supported his on a centre stand and found when putting the car on its wheels the doors would not close properly so these had to be re-adjusted to fit. This was, unfortunately, after the car had been painted.

In June 1987 the Morris had its MoT.

At the end of 1987 the car was put into a container and

karaoke have made it a somewhat noisy evening of late - I think lack of support finished these off (thank goodness).

For Thoresby, in the Club's 50th anniversary year, I shall be going in my Eight on the Sunday. If anyone wishes to join me in convoy for the trip I shall be leaving early Sunday morning, we can discuss details and times at our next meet or by telephone if you can't make the meet. Your support would be appreciated and don't forget your free badge if you attend.

On another matter, I would like to think that those that attend our noggin are not embroiled in the internal politics of the club that is taking place at this moment in time. This is a matter taken care of by the elected Executive committee. We all have our own ideas about what is happening within the club and these should be left to be resolved by those elected to run the club. We come to our noggin to discuss our vehicles, motor events that have gone or forthcoming and we will abide by the club rules. I hope to see you all at the next noggin 13th July. All members are welcome.

John Ford

lashed down to be transported to Adelaide in South Australia which took 6-8 weeks. On collection from the docks, amidst a group of spectators, the car annoyingly would not start, but this was soon resolved. Within a week of arriving in Adelaide Tony joined the South Australia Morris Register. Every two years the Bay to Birdwood Run takes place which is the largest classic car event in Australia. During Tony's 5 years there he took part in this run twice.

This talk was illustrated with a slide presentation which proved to be most interesting. At the end of 5 years Tony returned to the UK and the car was again crated and returned to this country where he continues to bring it along to classic car shows. His talk was very well received and he was thanked for an excellent presentation.

Our July meeting will be a talk by Alec Elliott who will be telling us about his experiences as a sub-marineer. We hope that there will be a good turnout to give him our support.

The August Noggin will be a BBQ at the Duke of York - details from John and Alma Humphries (01746 780 177).

June Sargeant

Amendment

In the June Morris Monthly at the bottom of page 28 under the title Midlands Area Invitation to all members re the Peopleton Autumn Show: this should read 11 September and not 19 September as shown.



East Midlands and Yorkshire Region

Local Page



EDITOR: Ken Holden 01274 882 574 email: kenneth@kennethholden.wanadoo.co.uk
Hill Top Farm, New Park Road, Queensbury, Bradford BD13 1PN

TAKE A GANDER (The nearest thing to a Noggin in Lincolnshire)

The new tyres arrived safely from Tony Etheridge only nineteen hours after ordering them. The delivery driver said "Funny tyres mate. What're they for?" "1935 Morris Eight." Says I. "Oh!" He says. "And can you still get tyres for them?" "You just delivered them." I reminded him. "Oh!"

The following week was spent fitting them, one per evening, to the rims. I was surprised how difficult this exercise proved to be. Even with extra muscle provided by Rita. When I fitted the tyres to the 19" rims for the Minor, they just fell on. I didn't even need tyre levers, but these were more awkward and took four consecutive evenings to fit. And then it was MoT time.

Last year my MoT examiner was, I felt, very kind to me since I needed an MoT certificate in order to register the car with DVLA. I was left to find out for myself what was really needed when I actually started using the car on the road and so I had done a lot of extra work over the past year. This included shock absorbers, brakes pulling to one side, cracked sidewalls on the tyres and steering with a mind of its own - all done.

So off I went to book my test - only to find a building site where the garage used to be. Now I don't know about you, but I like to use the same examiner every time. You get to know how he thinks, and so you know what he is likely to be paying special attention to. Besides, if he passed it last year, there's not likely to be any unexpected surprises. This time.

I have recommissioned a lot of vehicles in my time, and I like to book my tests several miles away from home so as to give me a chance to do a good road test legally on the way there and back. I had a major problem.

It was while pondering over this problem and trying to find an alternative testing station that I spotted a nice little Morris Eight outside the local accessory shop. The owner is not a Register member, but I'm working on him. During our conversation he informed me that my tester had not shut up shop, but merely moved directly over the road to new premises hidden behind the local post office. I booked my test the next day.

With the car on the ramps, I was asked to switch on the lights, and then to dip them. There was no check on beam direction, which I had spent so much time setting up. Switch off the ignition. There is no emissions test of course, and then

up in the air to check the underside. Wheel bearings? O.K. Everything nice and tight on the steering. "Handbrake cables You've got some. I'm not allowed by law to test the brakes." "Why not?" "The car's too light. The rolling road will fire it out

and it could land up anywhere. Could be dangerous that, and it can rip wire wheels apart too".

So that's it. Back on the road for another enjoyable year, and he wasn't being particularly kind to me last time. It's just that the rules are slightly different when applied to older cars. Thankfully.

As I mentioned earlier the steering had a mind of its own. Varying from stiff in the straight ahead position, to very sloppy on full lock. This made driving more of a challenge than a pleasure, and I had made many separate attempts at sorting it. Tightening the various steering joints etc. I even had the complete steering column out of the car and re-built the steering

box without making any significant improvement. Then I remembered something someone suggested at Thoresby. It was possible that the peg was bottoming in the worm gear and so not touching the sides of the worm. This would explain the sloppiness.

Working under the car, I removed the drop arm from the steering box. Then, under the bonnet I undid the three bolts from the top, and removed the cover plate and shims. I pulled the shaft out, gave it a good clean and ground a bit off the end of the peg. It's very hard material so it's not easy to take too much off. Only a fraction will do.

I then re-assembled everything and filled the box with fresh grease. The whole job took less than an hour. Result? A vast improvement. The steering is much lighter and the car is now a delight to drive.

Myke Greenwood

Club meetings 3rd Tues. every month at the TAKE A GANDER in Burringham village. My no: 01724 853 078

EMBRYONIC SHEFFIELD NOGGIN?

A small group of members (4 to be precise) have started to meet occasionally at a pub in Sheffield. If anyone is interested in joining then, please contact: Peter Willows 0114 255 0952 or helandpete2@hotmail.com.



Notts Derby & Leics Meeting

April to September:

1st Tuesday of the month

New Crown Inn
Cavendish Bridge, Shardlow,
Derbys, DE72 2HL

3rd Tuesday of the month

Chequers Inn
Stanton by Dale, Ilkeston,
Derbys, DE7 4QF
Tony Plowright 0115 9251 834

West Riding Meeting

3rd Wednesday of the month

Next Meeting 21st July

The Wheel Inn
282 Bradford Road
Wrenthorpe
Wakefield
WF2 0LY
One Mile off M1 junction 41 in the
direction of Wakefield.

Sutton Meeting

4th Wednesday of the month

Next Meeting 28th July

Suttonfield Road
Sutton
Doncaster
South Yorkshire
DN6 9JX
Ken Holden 01274 882 574





TRANS - PENNINE GAZETTE

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

MORRIS REGISTER 50th ANNIVERSARY RUN AROUND ENGLAND'S LARGEST LAKE, WINDERMERE

“Oh dear”, I muttered to myself when I pulled back the bedroom curtains. Thick mist was coming from the coast some two miles away. We had just had some of the best summer weather imaginable! Why had it changed today? Peering upwards, what I could see of the clouds threatened rain. “Trish, I think we may get damp today”. I was later to wish that it were only damp! Eventually we set off in “The Morris” with the hood down as it wasn’t actually raining. The Ennerdale valley was full of mist and low cloud. We joined the A66 at Cockermouth and made good time to Keswick, and continued apace along Thirlmere and then over Dunmail Raise. A good run at the start in 4th and then down to 3rd and we cleared it, I hadn’t expected to manage it without engaging 2nd. My feelings were rather like the young boy who is having friends round to play with his train set. You know, played with it lots of times on his own, but more fun with other people. This was our first outing in the Minor with other

members of the Register, since its rebuild and my putting it back on the road some two months ago. We hit “tourist” traffic at Ambleside and were held up by modern cars all the way through Bowness! After some 54 miles since leaving home we arrived at the newly opened “Lakeland Motor Museum” at Backbarrow. What fun, to park beside several other Morris cars! I have long been the recipient of friendly tongue in the cheek comments about the time it was taking me to get the Morris back on the road, and it was now very heart warming to have a number of very favourable comments about her (even if we had arrived a little late). After inspecting the other cars and a cup of coffee in the new museum’s excellent café we set off for our run around the lake. Just as we were leaving, several interesting cars arrived from “The Lakes Historic Car Club”. At Newby Bridge we headed towards Hawkshead. David took us along that hardly known and little used road



through Low and High Cunsey, perfect for old cars. We had an unscheduled stop whilst a tree which had been felled across the road had to be removed, then on to Sawrey and past Hill Top, home of Beatrix Potter. We meandered past that shining jewel, Esthwaite Water, and on to Hawkshead. Ambleside bustled with traffic as did the A591 towards Windermere. Still no rain, however the low cloud obliterated the views across the lake towards the Langdale Pikes and Coniston Old Man. A most enjoyable run through Bowness and on to Newby Bridge and soon we were back at the museum. Cars were lined up for photos to be taken and we all decamped to the café for good food and a natter. Many of us went and put up our tourer hoods at the first sight of rain. The next couple of hours were taken up looking at the new superb museum. One vehicle of particular interest was Tom Lewthwaite's Series E van advertising his reboring and regrinding business

in Whitehaven. There is still a Morris Register sticker in the window. Tom still has this business and has been of considerable help to me in my rebuild.

After the museum, Trish and I discovered that I had not waterproofed the old hood on the Minor! We left the party early as the rain was now "persisting down" as it sometimes does here in The Lakes! It certainly made up for the several dry weeks we have had. Driving home over Corney Fell, where at one point we were in 2nd gear for over a mile in torrential rain was an interesting experience – the wipers worked (most of the time) but Trish constantly had to wipe the inside of the hood with an old duster to stop the water which was pouring in drenching us. As I haven't yet sorted side screens out she had no trouble wringing out the cloth. A thoroughly enjoyable day. Many thanks to David and Margaret who organised it. By the way, when's the next run?

Harold Blair




Momo Mail

Letters to the Editor

A NOT SO DISAPPOINTED NEW MEMBER

Dear Editor,

I am not one for normally writing letters, but after reading Mick Brownhill's letter under the title "A Disappointed New Member", I thought I would reply with my own experiences.

I too am a new member, joining about two years ago, as I have a Four-seater Eight in need of complete restoration (EOG 365) and a Two-seater which is on the road (ETT 125), so I naturally joined the 8MVS.

I was amazed and delighted by the wealth of knowledge, advice and goodwill (and even the odd spare part) which was freely given by the MVS contributors, so important to an amateur enthusiast like me who doesn't know much about 8s really.

Ask a question, no matter how daft, and within a matter of minutes,

friendly advice, facts and figures will come in reply.

Just as importantly for me, I have learnt a lot by reading the answers to other members problems. This has been invaluable to me, and not the chore that others seem to find it.

I haven't found the MVS elitist at all, quite the contrary, after all we all own Morris 8s not Jaguar XK120s! And although there might be a bit of banter from time to time (hardly the greatest sin) to refer to MVS as twitter is certainly not how I have found it. In fact I would go further and say that the 8MVS contributes greatly to the reason why someone would wish to join and stay in a club like the MR.

I appreciate times change, and improvements need to be considered and made, but the challenge here is

to make real improvements without losing the undoubted benefits of the MVS, or the goodwill of its contributors. Fortunately, greater minds than mine are on the case and will hopefully sort this one out for the greater good of the MR and its MVS members.

Turning to the wider issue that Mick describes, as a newish member, I too am surprised by the undercurrents which seem to exist for some reason, and the Special Announcement No. 2 is an unfathomable example of this. Without knowing any of the background to these issues, all I can ask is for those who are in a position to be able to make a difference, please do so on behalf of the membership.

Quentin Stacy
11808/5

Editor's Comment

Many thanks, Quentin for your thoughtful comments. As you may know the amalgamation of the MVSs and the Forum are currently being considered by Alun Spillman and others, and if I recall correctly, they will be presenting their recommendations at the AGM in October.

MY WOMAN'S WORLD

Dear Editor,

Following on from Barbara Symonds' article (January 2010), my experience of winter storage starts by being rudely awoken in the very early hours of one of the coldest January nights this year with the house alarm blaring away – no husband in bed – and no sign of him as I investigate, with great trepidation, throughout the house.

As I enter the kitchen he appears out of the garage, torch in hand and immediately asks in grumpy fashion why am I down stairs!! I go back to bed. I enquire what on earth is going on. He explains that he just was a little anxious about the anti freeze level in the Morris Eight. "At 2 o'clock in the morning?" say I. Don't you just love living with a classic car fanatic?!

Angela Wilkinson
9098/2

Editor's Comment

Thanks, Angela. I'm sure your letter strike a familiar note with many of our (hopefully) increasing number of female readers, but I'm sure such incidents only serve to remind you of how much you love us!

POST WAR MINOR ENGINES

Dear Editor,

May I respond to Mr Mackey's letter within the May newsletter re the engine choice within the Morris Minor relative to the influence by Leonard Lord. My last paragraph within Part 2 of the article does not deal with the evolution of the Morris Minor and its engines in chronological detail as this history is fully recorded elsewhere. The comment that I make as a personal view is that the Minor did not have to be saddled with the 800 cc Austin A30 engine.

During 1938 there was an intent that a small car should be included within the Morris stable of products featuring an ohv engine, this would then match the rest of the engine ranges and commonise all products with ohv engines and four speed gearboxes, a logical product update and forward sales and marketing intentions.

The logical place for this to commence within the Nuffield Organisation was again with Wolseley, they had evolved and pre productionised the 1930's range of larger ohv engines before standardising into the quantity production of Morris models.

The smaller output of Wolseley and MG cars in the early 30s enabled the mass production ohv engines to be exceptionally robust, a case in point that 'racing improves the breed'!!

All of this was known to Leonard Lord, although not a personable character, he was a talented design and production engineer, and well aware that Lord Nuffield intended production of his Wolseley ohv small car to commence in September 1939. William Morris was once more two years ahead of his Austin rival and using a well proven path for eventual replacement of the 918 cc sidevalve engine based on sound, quality proven parts, with little change to production practices, tooling, and build cost.

In 1946 Morris restarted production effectively as of September 1939 with the E-8 model and the Wolseley 8. Meanwhile Leonard Lord was proceeding with his Austin small car, the A30, which was smaller and lighter than the Nuffield post war Minor and featured a new 800 cc ohv engine which was relevant to that car design. In 1948 the MM Minor was unveiled and the Morris E-8 and Wolseley were terminated.

We do not know why the Wolseley 8 engine was not incorporated into the new Minor as it would have been logical based upon previous 1930's Nuffield production practice. However, it was not to be and the sidevalve prevailed in the new model. This step had nothing to do with Leonard Lord and I have made no claim to this point that it had.

The next logical step was to upgrade the MM Minor with an ohv engine. As I previously stated, six Minors were fitted with Wolseley engines. When this occurred is not confirmed in any documentation I have seen, the results of their testing has not come to light and when they were dismantled has not been recorded. Meanwhile, all drawings, tooling, machine and assembly equipment for the ohv engine would have been within the Nuffield organisation somewhere, as they were required by law to provide spares for discontinued models for 10 years after production cessation, and for warranty back up of cars sold as late as 1949. It is likely that the Wolseley 8 engine and transmissions were manufactured in the Nuffield Group factories in Coventry.

Therefore, to clarify my comment, when Leonard Lord came in and headed the Nuffield Group (BMC) he was aware of several issues, firstly, the Minor required to have an ohv engine, secondly, tests had been carried out with the 918 cc ohv engine and he would have had the results of those tests, thirdly, all tooling and production processes will have been production proven and probably amortised, ie, a replacement ohv engine was available in house at no additional cost.

My personal view is that Leonard Lord need not have influenced the 800 cc A30 engine on the Minor for which it was undersized for that car, as a suitably sized ohv engine was already available. At this point there is no documentation that I have seen that makes an engineering or sales case for downgrading the Minor's performance when it could have been increased and eventually was, after five wasted years. Therefore, lacking engineering reason, the only conclusion can be drawn is that the personality clash with Lord Nuffield had appeared to override events with the introduction of an Austin based engine into a Morris car, even if it was a mismatch. Or was this an early attempt at common rail production? Please advise your views or factual information. One thing is certain, the little Wolseley motor would have livened up both the Minor and the Austin A30 if that had been made common rail.

I trust this clarifies the short reference I made to Leonard Lord and the Morris Minor.

Ian Thompson
10833/1

Editor's Comment

Thanks, Ian for this interesting follow up to your articles and the query raised by Roger Mackey's letter. I wonder if anyone else has any views on the issues raised?

DATE	REGION	EVENT	CONTACT
4 Jul	Wal	Anniversary Treasure Hunt and Tour, Vale of Glamorgan	01446 793 038
4 Jul	M	Hartlebury Transport Day, Worcs.	01299 250 416
10/11 Jul		ARDINGLY VINTAGE AND CLASSIC VEHICLE SHOW	www.ardinglyvcvshow.org.uk
10/11 Jul	W	37th Historic Vehicle Gathering. Powderham Castle, Nr Kenton, Exeter	
11 Jul	W	Castle Cary Cavalcade of Motoring, Somerset	01963 350 182
17 Jul	Wal	Anniversary Picnic at Oxwich Bay and Park Mill, Gower	01446 793 038
17/18 Jul	NW	Cholmondeley Pageant of Power, nr. Whitchurch, Cheshire	www.cpop.co.uk
18 Jul	EMY	Newby Hall, near Ripon	Colin Trotter 01388 488 536
18 Jul	W	Poole Bay Classics - 10th Motoring Extravaganza, Breamore, Hants	Graham Scott 01202 747 858
18 Jul	W	Devon Coastal Run	Contact Historic Transport Club
18 Jul	M	Much Marcle Steam Fair, Ledbury, Herefords.	01531 632 131
18 Jul	W	Classics at the Castle, Sherbourne, Dorset	Merlin Events 01935 474 630
24/25 Jul	M	Tortworth Vintage Transport Show, Wickwar, nr. Bristol	01527 575 003
25 Jul	W	Riviera Classic Car Show, Paignton Sea Front	01803 523 015 (prebooking needed)
25 Jul	EA	34th Great Eastern Rally at Ingatestone Hall,, Essex,	01277 227 708
25 Jul	W	Braunton Wheels Event, Devon. In aid of the Calvert Trust Exmoor	Rachel Shortridge 01598 763 221
28 Jul	M	Trimpley Show, Worcestershire	
28 Jul	W	27th NOGGIN, N & N George Inn, Longbridge Deverill	
31 Jul/1 Aug	EMY	Vintage Weekend in Hebden Bridge at Calder Holmes Park.	David Bell 01422 842 597
31 Jul	M	Tenbury Wells Countryside Show	01584 810 818
1 Aug	W	27th Noggin, Nosh & Natter, George Inn, Longbridge Deverill, Wilts	Rachel Shortridge 01598 763 221
4 Aug	CH	Classics on the Common at Croxley Green, Rickmansworth, Herts	
7/8 Aug		NATIONAL RALLY, Thoresby Park, Notts	www.morrisregister.co.uk
7/8 Aug	W	WSR - Vintage Vehicle Rally, Bishop's Lydiard	info@wsra.org.uk
13/15 Aug	M	Stratford-upon-Avon Country Steam Show, Stratford-upon-Avon	01527 575 003
15 Aug	CH	Cowley Classic Car Show, Marsh Lane, Marston, Oxford	
15 Aug	CH	Ley Hill Common Village Show, Chesham, Bucks	
30 Aug	W	Rustic Fayre, Potterne Park, Verwood, Somerset (booking essential)	Mike Westrop 07946 854 314
30 Aug	CH	Littlewick Green Show, Berkshire	
30 Aug	M	Pershore Plum Festival, Worcestershire	
5 Sep	W	Frankie Howerd's OBE Trust Classic Vehicle Run, Bath	
10/11 Sep	W	BPPC and Swanage Railway Steam Gala - Harman's Cross nr Swanage	Paul Nunn 01202 528 470
11 Sep	M	Peopleton Show, Peopleton, nr. Pershore	01905 840 155
12/13 Sep	EA	Barleylands Essex Country Show	01268 290 228
15-20 Sep	Wal	50th ANNIVERSARY TOUR OF WALES	02920 703 482
17/19 Sep	M	Hanbury Steam Rally, Stoke Prior, nr. Bromsgrove	01527 575 003
28 Sep	EA	Battlesbridge Classic Vehicle Show	01268 769 000
28 Sep	W	Exmoor Run (from Taunton)	01823 412 328
2 Oct		MORRIS REGISTER AGM, Swindon	
10 Oct	EA	Castle Point Transport Museum Society 31st Annual Show,	01268 684 272 (answer phone)

EDITOR'S NOTE: **Events in Bold** are major Morris Register events, in particular 50th Anniversary events and the National Rally. Other events are from info supplied by regional editors. The region column shows either the originators of the information, or the region in which the event takes place (usually the same).

At present, some regions are under-represented due to lack of information. If you wish to include an event in your area which may be of interest to other MR members, then please send details to me or to your regional editor.

Some of these events are also listed in the regional sections of Morris Monthly, but after the initial publicity for an event in these sections, the Editor cannot guarantee that they will appear other than in the Diary Dates section, due to pressure for space in the magazine.

Please send items of a humorous nature to the Editor

Morris Mirth



The more he torques, the tighter he gets.
The tighter he gets, the more he talks!

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

All efforts will be greatly received by the Editor.

Caption Comp



No new caption this month, and a slightly disappointing response to last month's, which I thought offered plenty of scope for a Morris connection. However, it was a case of quality, not quantity, so thanks to Knud Jakobsen for "Ha - real bullnose has got a ring!", Rita Cullingford for "And the bull says, 'Oh, I see now why they called me Morris!'", and Terry Fawlk for "Right brother, where do you want it towed to??" In the final analysis (see page 9) I think I prefer John Anson's original "Bullnose meets bull's nose"!



1937 12/4 Series 3

What's it Worth?



On eBay recently. The seller said: "The car has previously been running on the road with its last outing being to a classic car show at the Brooklands Motor Museum, however due to my lack of time and commitment it has been stored in my garage the past couple of years and therefore is currently declared SORN and does not have a valid MoT at present.

I don't believe that the vehicle would need any major work to obtain an MoT certification, but obviously that is my opinion only and you would need to get a professional opinion from an MoT centre that deals in vintage vehicles. The bodywork is in good condition for a vintage vehicle of its age, and has the following specifications - Blue Paintwork/Blue Leather Interior/Roof lining recently refurbished with Mohair lining /Sliding Head (Sunroof) - Cutting edge design feature for a vintage car/Jackall Jacking System (Hydraulic)/4 good tyres (as well as spare)/1465 cc OHV not side valve/63k Mileage."

Answer on Page 36



MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS
William & Susan McDonald	Stoke-on-Trent ST9	01782 503 689	billmcdonald@mailauth.co.uk	1932 Minor SV 2 Door Saloon
Robert Brine	Wotton-under-Edge GL12		rbrine@tiscali.co.uk	1938 Eight Series 2 4 Seater Tourer
Michael Povall	Minehead TA24	01643 705 011		1939 Eight Series E 2 Door Saloon
Ivan & Joan Canham	Ipswich IP4			1935 Ten Four Pre-Series 4 Door sliding head Saloon
David & Kay Cooper	Margate CT9	01843 290 345	kay.cooper52@googlemail.com	1934 Cowley Six Pre-Series 4 Door sliding head Saloon
Reginald Binet	Colchester CO6	01376 563 049		1937 Eight Series 1 4 Seater Tourer
Ian & Margaret Milburn	Aspley Guise MK17	01908 586 327	milburns1@btinternet.com	
Simon Scott	West Vancouver, Canada	604 925 9333	simon.scott@telus.net	1935 Eight Series 1 2 Seater Tourer
Nigel & Di Caine	Exeter EX1	01392 433 314		1936 Eight Series 1 2 Seater Tourer
Leslie Kyle & Rachel Godwin	Marlborough	01672 810 302	rachaelgodwin@btinternet.com	1947 Eight Series E Saloon
Carlo-John & Karin Noach	Nijmegen, Holland	024 360 9021	noach1@xs4all.nl	1947 Commercial Series Z Van
Norman & Maureen Cannom	Spalding PE12	01406 364 741	normancannom@yahoo.co.uk	1936 Eight Series 1 2 Door Saloon
John & Kathleen Littler	Melling L31	01515 464 946	john@littlers.co.uk	1935 Eight Pre-Series Saloon
Ian Schofield	Haverford West SA62			1938 Eight Series 2 2 Seater Tourer
David Barrington	Stafford ST16	01785 605 522	david.barrington2@ntlworld.com	1931 Minor SV 2 Seater Tourer
Kevin & Rhona Casselden	Winsford CW7	01606 55 0577	kevin@casselden.orangehome.co.uk	1938 Eight Series 2 4 Seater Tourer
Phillip & Karen Stead	Heyden NT11	01263 587 021	captainstead@btinternet.com	1939 Eight Series E 2 Door Saloon
Ken & Anne Horney	March PE15	01354 741 608		Eight 2 Door Saloon
Derek & Margaret Archer	L'Orne, France	+33 233 657556	derek.archer@wanadoo.fr	
Brian Keane	Woodbridge IP12	01394 610358	bbkeane@yahoo.co.uk	1937 Eight Series 1 4 Seater Tourer

MEMBERS' UPDATES

With your membership renewal I sent you a copy of your personal and vehicle details that are held on the data base. There has been a good response to my request to amend or add any new information, but there are still a lot outstanding. If you have not yet returned yours can I ask you to do so a.s.a.p. please. Thank you for your help in giving me the information to get the Club records more comprehensive. I trust you will be pleased with the NEW Club Handbook enclosed with this copy of the magazine and produced by the results of our joint efforts. Thanks are due to Rob Symonds for his work to get it in a printable form. I am sure you will find it a useful reference tool.

MINOR METAL BITS



If you have a Minor Tourer and your side-screen hinges are not in good order, missing or broken, I have just had some new ones made for my car. As the patterns now exist it will be easy to make some more. The cost will depend on quantity, but I would be glad to organise the production of some more if you are interested.

This does not include the brass bumpy bits which if they are missing can be substituted with 3mm thick washers 27mm diameter. Not as good as the original but better than nothing!



VOLUNTEERS

I am pleased to say as a result of my appeal last month for volunteers to join the Membership team that I have had two. Mark Brenninkmeijer from Winkfield and Tracy Tompkins from Winchester. Thank you both. Two down and one to go, will the third one be you?

Don't forget that an extended version of Membership Meanderings is published on the Membership page of the Website

∴What's it worth? (See p35): Started at £3000 but no bids∴



from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

GOOD HOME WANTED



I received a phone call from Ken Rosier who related the story of his Series 1 Eight. Ken is now 85 years old, and has decided that his Morris motoring days are now over. As a past long standing Club Member he wants his car to go to a Member who will get it running again and cherish it. The car is a two door saloon, and was purchased by Ken with his demob money after World War 2. During the War, the car had been converted to run on town gas, with a gas bag on the roof. Ken converted it back to run on petrol, and he used it regularly until 10 years ago. The car comes with a rebuilt spare engine and masses of spares. If you can convince Ken you are qualified to be the car's custodian, no reasonable offer will be refused. You can contact Ken on 0208 679 2717.

GIPSIES JOHN AND JOSEPHINE

As I write this we have just completed preparations to go to Crich for the weekend event in Derbyshire. Nagle and Nagle Exhibition Stand Makers have extended the Exhibition stand to incorporate a TV for PowerPoint and video presentations! Josephine has packed the caravan and we are ready to hit the road. We are looking forward to what promises to be a pleasant weekend with fellow Members, and anticipate signing up some new recruits to the Club as a result of our efforts. It is a shame that the Oxford Bus Museum event is on the same weekend, as we would have liked to attend that event also. Doug Townsend tells me there is a large entry, and space will be at a premium. Where are the prophets of doom who say that good things are not happening in the Club!!!

After we return we brace ourselves for a week of Champagne picnics at Henley Royal Regatta (it's hard work enjoying yourself!) and then it's off for four nights at the Ardingly Show. Do come even if you don't bring your Morris Car, as it is a good family day out. In the Club marquee there will be the Club display stand and exhibits, plus a *Members only* area where you are invited for a chat and a glass of wine *ON THE CLUB*. Have your membership card handy and don't miss out!



THE GIPSIES' RETURN

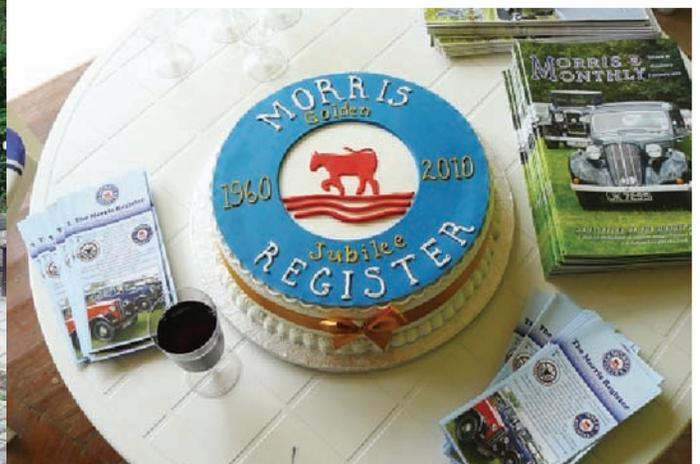
Josephine and I have just returned home from our trip to Derbyshire and the Register weekend at the Crich tramway museum. Suffice it to say we had a splendid time and so did all the Members attending. If you live within striking distance of Crich and did not attend you missed a splendid weekend - make sure you attend the next Club event. Congratulations to the organising Committee!

Above right: We took the Club Exhibition Stand and essential supplies: see samples on the table!!!

Middle right: President Bob Beaumont cuts the cake.

Below left: All the parking places outside the Pub were rapidly filled!!

Below right: Close up of the Committee's splendid cake.





Morris Mechanicals



from **Mike Porter, DAILY EIGHT DRIVER,**

Well sad to say no progress to report this month on the tourer project, but the front room looks excellent having been decorated fully for only the second time in 34 years! However this activity alone did not keep me from working on the car, I made a number of trips out in the Morris's. The most notable being a trip to the Horseshoe Pass in Wales on the hottest day of the year. An ambition of Keith Phipps for many years achieved this leads me to comment on the capabilities of our antique vehicles in modern times. I have for some time commented on the high temperature our cars run at since the demise of 2 star petrol, so going out in 26 degrees C into mountainous terrain was a bit of a risk, for one of the three on the trip it proved to much, however the vehicle in question Lionel Smiths E tourer was running cooler than the other two that made it. I take a calorimeter with me from a Morris Quad to do temperature checks during journeys and compared all three vehicles.

The vehicle that was seized gave a good reading the other two were past the comfort zone giving identical readings, so why the seizure? The front dynamo bearing had locked up despite being fitted with a grease gun point (non standard addition) The fan belt had such a good grip on the pulleys that the engine stopped dead. A cheap job to repair new bearing costs only about £5, a lot less hassle than sorting out an engine! My 8 also ran into trouble on the return journey, I made the mistake of not opening the bonnet to allow some cooling to occur whilst purchasing petrol, within 10 minutes I was stopped with I think vaporisation, after a 1/2 hour break to let the engine cool we set off again, but only on 2 cylinders, I feared a head gasket failure however for some reason I pulled on the choke and bingo back on all 4, at this point I was on a slip road entering a service station for refuge, so put my foot down and shot straight out back onto the main road and managed to continue at around 40 mph ,things improved as the evening progressed and we finished the run home on our own in narrow country lanes with no need to exceed 30 mph.



Returning to the theme of antique engines I seem to hear more stories than I care to of engine failures and not always of worn engines, I follow the running in procedure in the 8 handbook when I have a newly built engine and try not to strain my engines with over revving or excess heat (causing low oil pressure). It strikes me that a number of people who may have owned a pre war Morris for many years may lack the knowledge and experience to drive it within its limits, as the days of "running in" are long past in terms of modern motor vehicles and the experience of 500 miles of steady slow travel is not conducive to modern traffic conditions or the aspirations of the driver!

THE DISCLAIMER. As always this is not advice it is my experience and observations, one makes ones own mind up and I do not offer any of the above as advice in any way.

Editor's Note: Mike Porter has only granted permission to publish the above article on the condition that it is not altered in any way. I apologise, therefore, for any grammatical/typographical errors and omissions it may contain.



Thoresby Thoughts



from **CO-ORGANISER, Malcolm Dixon**

In the words of Corporal Jones of Dad's Army fame "Don't panic!" but you have only until 19 July to submit your application form for the National Rally at Thoresby Park. It's essential we have your details by then because of the preparatory work involved in printing the programme. It's so disappointing if you're making the effort to attend with your classic vehicle to discover your name is missing from the list of exhibitors. If you turn up without an entry pass, you'll be asked to produce evidence of membership and this will entitle you to free entry. Along with selected classic car clubs who have been invited to join us, anyone who cannot produce the required proof of membership will be charged a fee of £5.00 per day. I'm sure you would not approve of non-members trying to take advantage at your expense.

All those who applied by 10 June should have received their entry passes by now. If not, please contact me by telephone on 01132 670 424 or email malcolmr Dixon@msn.com. I'm pleased to report our 50th Anniversary celebrations will have a European flavour with one Belgian and six Danish members on-site.

The trophy for the new Class 14 (Cars under restoration), kindly donated by Ken Hibbard's family, has been received. May I remind last year's Class winners to have the trophies engraved and ready for presentation on Sunday 8 August. Please send the receipts for engraving to us.

The National Rally is the final event of 2010 when you can obtain your free 50th Anniversary Club badge.

The site in the beautiful grounds of Thoresby Hall is extensive with ample space for more cars (classic preferred but modern acceptable) and we encourage you to attend to celebrate this special date in our Morris Register history. I've just returned from a hugely enjoyable Morris Register weekend at Crich Tramway Museum celebrating the 50th anniversary. Unfortunately it rained heavens hard - pray it'll have dried up by August.

Ken and I are beavering away in anticipation of a eventful but relaxing National Rally and this year you'll have no trouble remembering names as name badges will be issued to members on arrival.

Send in your completed application form now!



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

Morris Mart



Car for Sale

1932 Morris Minor SV two-seater Tourer.



New MoT. Very good condition. Regularly professionally maintained. Green with black wings. Grey interior. Owned by me for 12 years. £6500 ono.

Keith Thomas
01225 312 013
(Bath)

Car for Sale

1938 Morris 8 four-door saloon. £4000.

Reg Wilson
01488 71635
(Lambourn, Berks)

Car Wanted

Morris 8 Tourer Series 1
Blue/black or maroon/black. Must in good condition. Some history appreciated but not necessary.

Chris Parke 02392 466 387/07711 708 949
(Portsmouth)
parkechris@hotmail.com

Car Wanted

Morris 8 S1/2 or Minor tourer 2 or 4 seater for full restoration.

Roger Pantling
07764 975 008
(Warks)
roger@rogerpantling.orangehome.co.uk

Parts for Sale

For Morris 12 Series 3
Jackall pump £25, petrol gauge £10, oil gauge £10, ignition switch £10, windscreen winder handle £1, Morris Twelve "wings" for boot lid £15, sliding seat handle £5, steering wheel horn assembly £20.
Dudley Hedge
01223 882 057
(Cambs)

Parts For Sale

2 x 6 volt SU petrol pumps £25 each.
2 wheels to fit 1932 Morris Minor (36 spokes) and rims, will need sand blasting £30 each. 1 wheel as above with elongated nut holes for spare wheel £20.
Vince Attherton
07720 421 755 (after 6 pm)
(Nr. Leyland, Lancs)

Parts Wanted

For Morris 8 Series 2.
16 inch easy clean wheel - 6 stud (export model). Steering wheel (centre boss). Rear luggage rack brackets
Paul Couchman
01622 753 389/07719 166 335
(Maidstone, Kent)

Car for Sale

1933 Morris Oxford 16 Saloon.

For sale due to another project, engine runs, chassis painted, all wood work repaired, with new ash, all tin ware repaired professionally, seats retrimmed, new sliding roof, new glass supplied, door cards refurbished, needs head lining, needs painting and needs chrome work done. 99.9% all there, just needs finishing. Offers in the region of £4000, transferable reg number. Telephone

Rodger Fox
01793 739 025 (after 6pm)
(Swindon)

Car for Sale

1932 Morris Minor 2 seat Tourer. Maroon/black. New MoT. Not immaculate but highly presentable - can email photos on request. Recent hood, sidescreens, reupholstery. Complete set of logbooks from new and original registration, matching numbers etc. £5,900 ovno.

John Dowsett
01264 850 273 (Wilts)
john.dowsett@virgin.net

Parts For Sale

For Eight Series 1 and others. 4 easy clean wheels. Various springs or various parts thereof. Two manifolds. Exhaust pipe, but no silencer. Front axle, rear axle complete, also 2 differentials and one larger diff marked 'B + 6' and 'A + 9'. Windscreen, complete? Also windscreen-glass bare. Petrol tank. 2 Sumps. propshaft, steering rack, horn and indicator post. Two engine blocks, two gear boxes. Many headlamps, door handles, pumps and dynamoes. Radiator with grill and M8 mascot and winter muff. 1930s roof rack. Snow grips, 1930s. Also many other bits and bobs, please ask, I might have what you want.

Gordon Biggar
01875 821 611
(Near Edinburgh)
gordonbiggar37@hotmail.co.uk

Parts For Sale

For Eight Series 1. New parts: Piston set +40 complete, £40. Piston set +40, no rings, £10. Piston set +30, one comp. 2 oil rings missing, £30. King pin set, Pre-Vince 8, £40.

Used parts: Steering box, good cond., £30. 3 speed gearbox, good cond. but repair to mounting, £25. 3 cylinder heads, good cond. £25 each. Pair of Tourer doors, no fittings, need attention, £40. Tourer windscreen, no mounting brackets, good cond. £70.

Robert Edwards
01642 658 052
(Stockton on Tees)

Parts for Sale

Instruments as illustrated for sale:



- (1) Smith's petrol gauge, 0-8 gallons x 40265, £30.
- (2) Eurika oil gauge, 0-100, £25.
- (3) Lucas ammeter, 20-0-20, £30.
- (4) Smith's speedometer, 0-70, 1040, £30.
- (5) C.A.V ammeter, 30-0-30, £25.
- (6) Dash panel, Morris Minor, complete with dash lamp, £15.
- (7) New boxed ignition warning lamp, Lucas 318596, £30.

Postage extra on all items.

Harry Edwards
01277 840 697
Wellwood Farm, Lower Stock Road, West Hanningfield, Chelmsford, Essex CM2 8UY.

Parts For Sale

For Pre-Series Ten Four (also fits Cowley Four and others) - a pair of dipping headlight reflectors. £5 each.

For Series II 10/4. Dip switch (also fits other models of the late 1930s) - £5. A box of engine bits (con rods, pistons, tappet blocks, etc) £3.

For Series II Morris 8 - a pair of headlights, very sound un-restored original condition. £65. 2 Brake drums, the thin stud fitting, good condition. £5 each. 3 rear wheel bearing housings, thin stud type, £1 each. 6 pairs of old brake shoes, £1 a pair.

For Series E Morris 8 - distributor cap, new old stock. £6. Starter switch mechanism, (that fits on the end of the starter motor), new old stock, slight surface rust. £10. Pair brake back plates, front wheel. £1 each. All plus postage & packing. Could deliver to Thoresby.

Tom Bourne
02920 703 482
(Vale of Glam)
tom@tombourne.fsnet.co.uk

Parts For Sale

Morris Motors parts list for 1936 Morris 14/6 series 2. £10. Complete differential, ratio 11-49, ex-Wolseley 21 but same ratio as Morris 21 & 25 series 2. £150 ono. (Very heavy so buyer would need to collect).

John Griffiin
020 8941 8299
(Surrey)





Foto Finish

CHILTERN ANNIVERSARY EVENT OXFORD BUS MUSEUM

Photos: Doug Townsend

