

MORRIS MONTHLY



Volume 50

Number 6

June 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



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EDITOR **Rob Symonds** writes:

By the time you are reading this the first round of 50th Anniversary events, in the shape of the Trans-Pennine Run, the Oxford Bus Museum event and the Crich Tramway weekend, will be very much upon us and will, I hope, afford some of us the opportunity to reconnect with our core interest and remind us that the Morris Register is above all else a community.



Of necessity, there have to be volunteers who act as guardians of that community and give freely of their time to keep the show on the road by providing and maintaining the structure of the Club. What we have at present has evolved over the years thanks to the energy and goodwill of such people, and whilst the MR isn't perfect, evolution continues. There is a similar word in the dictionary, of course, which starts with "R" but embraces an altogether different and, judging by history, a far less effective way of producing change for the benefit of all. If you are, as I was for almost 40 years, a "rank and file" member whose main interest is your Morris and just want the MR to provide decent access to spares and a half-readable mag, then you might, understandably, wonder what the second special announcement in the Secretary's Bulletin Board has got to do with you. But do make sure you read it and consider what may have occurred. You might then care to go to your dictionary of quotations and look up (if you don't know them already) the famous words of Edmund Burke which begin "All that is necessary . . ." They are certainly too strong and too pompous for the present and developing situation, of course, but are nevertheless worth contemplating as evolution continues. Oh dear, there's that word again! Enjoy your Morris in the warm weather!

Cover Picture: Des Lewis's Eight at Eardisland, Herefordshire. About 30 AA boxes that still survive today,



The Morris Register

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

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

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

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



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

CHAIRMAN *Dave Harris* writes:

I will be retiring from my post as Chairman at the AGM in October 2010, brought about by a problem with my eyesight. This had made me realise that I need to devote my time to the restoration of my Series I two seater Eight and the returning to the road of a the very original Series E saloon that has been locked in a garage since 1976, just how you like to find them!

If my wife Gloria is elected at the AGM to run the club shop I will still have some involvement with the club. Anyone wishing to stand for the Chairman's post and wishes to speak to me about what is involved in the job please feel free to give me a call.

You will notice in the Midlands Chairman's report that he mentions the cost of the new car bumper badge. However, what is not mentioned is the other "hidden" costs such as £120 set up mould fee, VAT, etc. Quite a few of other items supplied by the club are sold at virtually cost price, all the profit from everything sold by the club goes back into club funds which all helps to run the club and keeps the cost of the membership down. Please remember that we are a "not for profit" organisation. Reproduction badges can be found on eBay for £20 - £25 plus p & p, the choice is yours.

In conclusion, and to finish on a happier note, I hope to see many of you at the Trans-Pennine Region run and Crich Tramway Museum in June and Ardingly in July.



This is one of only two of the original 1920s design. The rest are all from the 50s.

DEADLINE

14th of the month prior to publication

WEBSITE

www.morrisregister.co.uk

Contact: Jim Riglar, Webmaster

jimriglar@blueyonder.co.uk

PASSWORD changes this month to **hamcut**

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 Non-members: please contact for charges.

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Traders or commercial enterprises interested in advertising in Morris Monthly, please contact:

Dave Harris, 6 St. Cuthbert's Road, Lostock Hall, Preston, Lancs PR5 5TJ 01772 626 723

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

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



ENCOUNTERS WITH VJ 9864, PAST AND PRESENT

Des Lewis

We first met in the back yard of the Morris dealer in Monmouth back in 1966, it had been a part exchange for a brand new Morris 1000 two years previous. Two years neglect had taken its toll. It was full of dents, with rust, flat tyres etc. Feeling very sorry for the Morris, I negotiated a price of £5 or with a new MoT £7-10-0. I opted for the MoT as well, and the salesman disappeared into the workshop and returned five minutes later with the certificate in his hand and promptly took the £7-10-0 out my hand ! (I don't know what happened to the inspection). I must admit I did not care at the time. I pumped up the tyres and my father made a hasty retreat driving the car back home to Hereford.

He noticed that the oil pressure gauge was showing 2 psi at 40 mph. By the loud knocking noise coming from the engine I think the gauge was spot on. Now with a large cloud of blue smoke following and then no oil pressure, we managed to get the car home, "just". Once home the first job was to remove the sump. This I did only to find the oil pump gauze completely blocked, mostly with white metal from the big ends and mains. State of crank? answer: scrap.

I soon got hold of another Series 1 engine, banged it in only to find very little oil pressure. Again, off the sump came. Again I cleaned the oil pump out, took off the big end and main bearing caps, put them in the vice and with a large flat file took a few thou off each cap. I put it all back together oil pressure now reading 80 psi, so a good bodge at the time?

Next on the restoration list was the bodywork. With a large hammer and a large tin of filler, endless sheets of sandpaper and wet and dry, it was ready for painting. A tin of Valentine coach enamel light blue and black gloss paint and also a small tin of gold for the wheels and two days later it was painted, complete with black and silver chequered grille (see 1969 photo).

1970 arrives with my provisional licence, so L plates on, off I go with only 3 hours of driving experience behind me. I decided to go to Barry island with a car full of mates.

I overshot the turning left I was looking for in Barry High Street and instead of turning around at the next junction I decided to do a u-turn without looking first. Bad mistake! A Mark III Ford Zephyr taxi had been hit in the offside rear. Only damage to the Morris was a well dented rear wing and bumper. Damage to the Zephyr was his front wing completely ripped off, bumper on road, headlamps smashed, radiator punctured. We exchanged details, I shook his hand and drove off leaving him and the car steaming, completely blocking the High Street on a Saturday afternoon. The day finished badly when we were nearly home when a Rover 2000 overtook us on a bend, misjudged the kerb, rolled over right in front of us, killing the female passenger.

The following week we all decided to go to Worcester, got lost, arrived at a T junction just on a blind humped back bridge, and stopped, thinking "do we turn left or right?" A screech of tyres, a loud bang, and this time we were hit by a Austin A60 taxi. Only a bit more of a dent in the bumper and the luggage rack (still bent today). Only headlamps, grille and bumper on the A60.

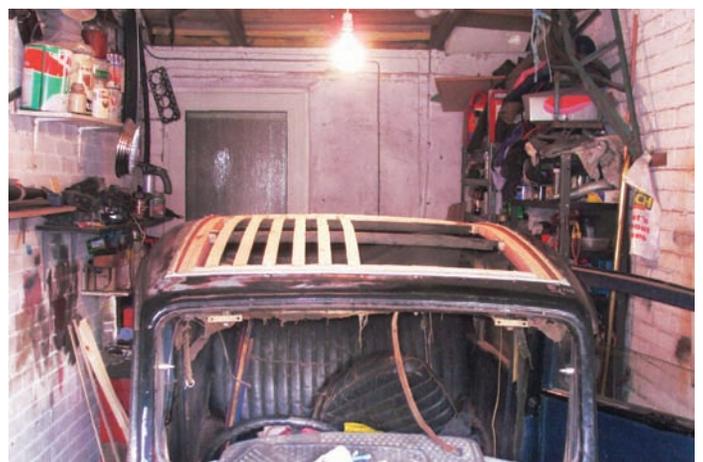
I passed my test 3 months later. Third time lucky, twice in a Morris 1000 and the third time in my Morris Eight. I had to



1969: On a visit to the Welshpool and Llanfair Light Railway



2005: Being pulled out of the shed for the first time in 18 years



2008: New roof timbers being fitted

get the examiner to thump the side of the car to get the LH trafficator to come out, and thump it again to get it to go in. Nothing to report for the next six months until the engine gave up the ghost, no oil pressure. Remember this is the engine where I filed the big end and main bearing caps. I decided to fit a gold seal Morris 8 series E engine. A few mods later i.e. flywheel spigot bush, exhaust manifold, front engine mountings, etc., it was in! With the extra power I was getting through half shafts, about three a month on average. I was slowly running out of donor cars, four scrap cars in Monmouthshire and five in Herefordshire. The last one snapped in 1972 just as I was crossing the bridge over the Severn at Worcester. Had to call my father who brought his Vauxhall HA van and towed me back on a rope at a speed of 60 plus, with father laughing like a Cheshire cat all the way back.

That was the last straw, the Morris had to go! But nobody wanted to buy it. I was asking £250 ono but nobody was interested so I had to keep it. I made a place in the back garden, covered it with a ex-British Railways wagon tarpaulin and there it stayed for eight years. I decided to buy a 1952 A40 Somerset - absolute luxury after the Morris. Then I bought a 1962 Vauxhall VX/490, then sold that and bought a 1968 Triumph 2000 Mk 1. It's now 1978, I was starting to miss the old Morris so I decided to put it back on the



2009: New head lining fitted

road as a second car. A good Series 1 engine was put in, and another coat of paint applied, the proper colours this time. I landed up doing two weddings in 1980 taking the car to various local vintage shows and a few further afield, i.e. Yeovil Fest of Transport. The last show was in 1985. The car was put into storage again and in 1987 I bought my first house. I was stuck for a deposit, so with deep regret I sold the Morris for the same amount they wanted for the deposit. VJ 9864 was put into a old stable by the new owner and there it stayed untouched for 18 years. So in 2005 I got hold of the owner and aired my disgust at the state of the car. The squirrels had taken over ownership, along with rats and woodworm in every piece of ply!

After a few pints in a pub over the road we struck up a deal and VJ 9864 was mine again. Two days later it was back home in my garage. Major restoration had to be undertaken if I was to get it back on the road.

First job was to get the engine unseized and running again. Cylinder head off, three head studs sheared. Good start I thought. Inserted starting handle, got my son James to stand on it, and using large hammer and a couple of cans of WD40, after about 20 mins soaking and tapping the valves, James started to move down. Another hour and it was possible to crank the engine completely. Wire brush the valve seats out, emery cloth block face, emery the head face, screw three used head studs ex stock, plaster the old head gasket with well seal and refit the head, put a new set of spark plugs in, add fresh petrol straight into the carb, pull starter cable and 20 seconds later and after 18 years it started. Plenty of smoke, WD40 burning off, and plenty of noise due to rotted out exhaust system.

Next jobs over the 12 months were: overhaul petrol pump, fabricate lower part of fuel tank, renew brake cylinders and brake shoes, fit rear hub seals and cork axle seals. Weld holes in chassis, replace rear brake pipes, spring hanger plates, rear shocker bushes (made out of the remains of an old bottom hose) Two months of welding holes in the bodywork. Fabricated a new exhaust system made out of new flexi on front pipe, Mercedes sprinter rear silencer, and a mini front pipe to make the tail pipe. With a little bit of welding and bending, a perfect fit was ascertained.

The next on the list was the interior. The fixed head roof had collapsed, all the timbers had rotted and the remains of the roof lining had been used by mice and rats to make their nests. We completely stripped all remains of the wood and cloth in the roof, took out the rear interior panels to find a bucketful of nutshells -still finding them today! As well as the rats, squirrels and mice, the most damage was done by woodworm, as every piece of ply had holes in it. The floorboards had been reduced to dust, the bottom half of the door trims were also reduced to dust plus the seat bases. An 8 x 6 sheet of ply and a new jigsaw was acquired, so new floorboards were manufactured, new 2 ply used to repair the rest of the trims, my son's best friend's father is the woodworking tutor at the local



2009: Ready for painting in March

tech college, and he came to the rescue and made the roof timbers. I fitted them and got the pine slats made at a local timber yard and fitted them. I originally planned to have the roof lining made and fitted by a professional trimmer, but decided to do it myself. With a phone call to Woolies, I acquired the material, did the measuring and my wife got the sewing machine out and a week later it was in. saving me about £300. Next on the list was the interior metalwork which was taken into the dining room and primed and painted over a ten day period, all hanging from the curtain rails and light fittings! Once dried, the complete interior was refitted and the only thing left was the carpets. This was to be the last thing on the list before it returned to the road.

The exterior paint work was next. I had already decided to hand paint it twelve months previously, having hand painted a steam locomotive, and, one Saturday afternoon a few years ago, hand painted one half (my mate painted the other half) of a 1948 Leyland tiger half cab bus, from all over blue to Stockport Corporation two tone red and maroon. Next morning I drove the bus to a show in Devon. The paint still a bit sticky but we came away with first in class prize and

few hundred dead flies stuck to the front, Anyway back to the 8. I got myself the best coach enamel money can buy, also the best paint brushes you can get. I spent six weeks preparing the body for painting awaiting for the 21°C critical temperature. Overall this took another six weeks since, when the temperature reached 34°C , I started again and third time lucky, finally painted it at four o'clock in the morning at 22°C. It was just left to fit the rad and grille which had been in the dining room as well. The windscreen that had been on top of the bookcase, plus door handles were fitted. Finally the carpets were made and fitted so "job done".

The big day has arrived MoT day Saturday 5th August, 08.00, clear blue skies. VJ 9864 was to make its first journey on a public road under its own power., arriving at the MoT station twenty minutes later. No probs except on the way down I had no brakes. Basically there was a good pedal but it would not slow down, and anyway I would not worry about that until later. With the car on the ramp six feet in the air with my son James sat inside, we spent twenty minutes of knocking, tapping and shaking. The only thing the examiner could find at this stage was a leaking brake banjo on the o/s rear wheel cylinder. A quick tweak with the spanner soon fixed that.



2009: Just outshopped after 6 weeks

Next came the lights: no n/s stop light and no o/s side light - just a bad connection on the bulb contacts on the rear. I gave the front side lamp a good slap and that came on. Next was the bit I was dreading, the brakes. Luckily the tester decided to use the Tapley meter. He got in, had the Morris flat out in first gear heading towards a brick wall, put his foot hard on pedal and stopped inches to spare with 51% on the meter with 50% minimum for a pass. Same again for the handbrake this time he got 39%. No probs, it passed.

By the time I got the car home I virtually had no brakes at all. On inspection I found brake fluid dripping out of the n/s front brake drum, So drum off to find both ends of wheel cylinder seals leaking thus soaking the brake shoes. I removed the rest of the drums to find all the wheel cylinders leaking but not so bad, it has been three years since they were overhauled but had not moved a wheel in that time. New seals were obtained, the bores were honed out with the proper tool with plenty of GT85. The shoes were relined again and we were back in business.

All the relevant documents were sent to the local DVLA office and I got the tax disc back in five days. VJ was back on the road at last after 23 years.

A week later I was off to my first show, this being Kington Vintage Show. No problem. The next show was the Peopleton Village Show with the vehicle section organised by our own John Sargent from the Leysters Noggin. Feeling happy with the car so far I decided to take it down to the Goodwood Revival in September. I spoke too soon as we got about 30 miles it started to misfire. At the next layby I stopped to investigate but could not see anything wrong. The carb was stripped to reveal a fair bit of brown dirt in the float chamber. I cleaned it out and we were back on our way for the next 5 miles at least. Next layby carb was off again, cleaned out and we managed to get it down to Cheveley Services with no problem. We had some lunch and filled the old girl up with fuel. The same old problem reoccurred so we struggled to get down the A34. Stopping another 4 times, we managed to get to Alton in Hampshire but were now down to two cylinders when the car finally gave up the ghost at Alton railway station. We were only 12 miles from our hotel at Farnham, so we left the car to cool off whilst we visited the Mid Hants Railway and came back an hour later when it started and was running fine. We got to the hotel and went to downtown Farnham to sample the night life but there wasn't any. We did manage to find a real ale pub and a Indian restaurant, so it turned out not too badly after all. The trip next morning to Goodwood was faultless. A great day was had by all. Just like a trip back to the Forties we all dressed up in 1940s costume which helped and we were met on arrival with a Spitfire and a ME 109E doing a dog fight just above us.

It was 7 pm before we left the circuit for the long journey home. 160 miles was in front of us with a sick car so it was decided to see how far it would get before it started to misfire again. Then we would ring the AA to get us home. The Eight came home with a average speed of 50 mph and did not miss a beat all the way back. A 360 mile trip arriving back home at 1 o'clock in the morning.



2009: Des and James at the Goodwood Revival in Sept.

Next on the agenda was a phone call from Mike Porter asking me to display the Morris on the Morris Register stand at the National Classis Car Show at the N.E.C. in November. This I did. A faultless trip up to the Sshow was had following John Sargeant's tourer all the way, with the odd nudge now and again to help him up the hills. when we came to depart off the stand it would not start, the reason being the ignition had been left on for a couple of hours and the coil was at melting point,.It was left for around thirty minutes to cool off, when the car started on 2 cylinders, enough to nearly get to the car park. For the last 100 yards it was pushed after cutting out altogether. The AA was called but they did not turn up. Two and half hours later the coil had cooled off enough to start and run ok, soanother faultless two hour trip back to Hereford.

Finally as I write this, I have just returned from the Midland Region post=Christmas lunch at Cadmore Lodge. Only two Morrises braved the severe winter conditions, myself and Mike Porter's 4 door saloon, keeping each other company in the car park.



from SECRETARY, **Mike Brears**

SPECIAL ANNOUNCEMENT(1)

Unless present circumstances change, both Chairman Dave Harris and Secretary Mike Brears will not be standing for office at the next AGM in October. Regrettably, Dave has been diagnosed with an eye problem which could result in the loss of his sight in one eye. On the other hand Mike's wife Val will be retiring soon and they would very much like to take some extended trips which Mike feels would not be compatible with the post of Secretary.

Applications are therefore being sought for suitable candidates to fill these two important posts. Members interested in taking on either of these positions should contact either Dave or Mike to find out what each rôle involves.

On other matters, a number of topics were discussed and decisions made at the President's Conference in April. The first and probably most important was that the proposal by Alun Spillman on the 8MVS email system was adopted. This will hopefully result in a smooth transition of all 8MVS postings to the Club's website. Alun is tasked with reporting back shortly before the AGM in October.

Secondly, it was agreed that a copy of the agenda for any Executive Committee meeting would be published on the website a few days before each meeting and that if members wished to see a copy of the minutes these would be available on request from your regional secretaries.

Lastly, you will see that we have issued below a second special announcement regarding a situation that has arisen out of actions taken by a Club member. We leave you to judge how you deal with this person.

SPECIAL ANNOUNCEMENT(2)

All Members will be aware that it has long been the intention of the Executive Committee to use the name **Morris Register** when the time came to change the name of the Club's limited company.

At an Extraordinary General Meeting of shareholders on 24th April 2010 a special resolution was passed to change the name of MoClub Limited to Morris Register Limited and in accordance with Companies House regulations, an application to do this was made a few days later. We were informed on Monday 10th May that the name Morris Register was not available, as a company with this name had already been registered. Enquires with Companies House revealed that application to register a company with this name was made on 24th November 2009 by a **Lionel Patrick Smith** and a **Faye Pritchard** both directors of this new company and residing at Railway Cottage, Wood Lane, Bushbury, Wolverhampton, West Midlands, WV10 8HH. Lionel Smith is currently Morris Register Member Number 10449.

We don't know what prompted Mr. Smith to carry out this deceitful and despicable act against the Club. Suffice it to say his action has prevented our Club from moving forward in a positive way and will now cost the Club the expense of a further EGM to choose an alternative Company name.

The Club Secretary wrote to Mr. Smith demanding an immediate reply as to why this action was taken and for this new company to be handed over to the Club for the benefit of the members. The letter was sent by special recorded delivery on Monday 10th May 2010 and the Post Office has confirmed that it was delivered the following day.

Mr. Smith has failed to respond, so therefore the principle Executive Officers on behalf of the Executive Committee have agreed that Mr. Smith's membership of the Morris Register should be temporarily suspended with immediate effect until such time as this matter is resolved to the satisfaction of the Executive Committee.

By Order of the Executive Committee,
M Brears,
Secretary
13th May 2010



50th ANNIVERSARY BADGES: a clarification

Last month's announcement that these are available for purchase made no mention of the post and packing costs. The price quoted should have been £20 + £2 p. and p. so your cheques for £22 should be rushed to Club Clobber, 6 St. Cuthbert's Road, Lostock Hall, Preston, Lancs PR5 5TJ



PETER LEVETT

It is with sadness and deep regret that we have to announce the death of Peter Levett on the 6th April. Peter was long time member, having served the Morris Register since the early seventies with diligence and enthusiasm. He will be nationally remembered for organising, with his wife Molly and life-time friends Derek and Jill Russell, the National Rally at both Stanford Hall and Thoresby Park over a period of nineteen years.

He was an active South-East Region Committee Member, often to be seen at rallies manning the Club stand alongside his beloved 1937 Morris 8 saloon, which has been in his family since new. He will be missed by all who knew him.

Our thoughts go out to Molly, his daughter Karen and family.



The Morris Centenary 2013

Jon Pressnell gives his view of April's meeting at Gaydon

At the meeting of Morris club officials on 11 April, I was invited to be a speaker – essentially because proposals I have formulated have been the basis for at least some of the discussion about the centenary. It seems a good idea, therefore, to enlarge on Rob's report.

I should emphasise that in being present I was not representing the Morris Register. I was wearing various hats: as a member of the Register (which I first joined in the mid-seventies), as a member of the Morris Minor Owners Club for roughly 30 years, as a classic-car journalist of many years' standing, and as the author of a history of Morris scheduled for launch in the anniversary year. I therefore have both a personal and a professional interest in the centenary being a successful and media-attractive celebration – and I hope to be able to make a modest contribution to this.

The first point to make is that the meeting was a very positive and business-like event, crisply chaired by Ray Newell, secretary of the Morris Minor Owners Club. We should all be grateful to Ray and his MMOC colleagues for the investment they are already making in 'Morris 2013' with a view to having a celebration year that is memorable for all Morris enthusiasts.

Discussions were centred on the two key proposals that have been under consideration for some while: a major multi-club Morris rally and a multi-club stand at the 2013 classic car show at the NEC.

The proposed rally is envisaged as taking place in the Oxford area; this location is not cast in stone, but it makes sense given the association of Morris with the city. It also allows ancillary events to be organised in or around Oxford. I would like to see a forum with former Morris employees, for example, and guided visits to Oxford sites associated with William Morris (including Nuffield Place and Nuffield College); there might also be the possibility of organising accommodation and/or functions in Oxford colleges, which could be a draw for foreign visitors. As a member of the university, I have offered to help in this area.

Speaking personally, I feel it important that the centenary

gathering is more than just lines of cars in a field. At the Gaydon meeting I evoked the 75th birthday of the Citroën Traction Avant, a weekend event in which I participated last year. Four clubs, from four different countries, collaborated, and worked their socks off to provide a superb celebration. We took over the main square in the French town of Arras, and over the weekend there was a champagne reception at the Town Hall, a concours and parade, a barbecue, a gala dinner-dance, a series of conferences by leading authorities on Citroën, an endurance run, a road-run and picnic, a 75-car indoors 'museum' of significant Traction Avants, and of course the usual trade/autojumble section. If the Morris community can achieve something as successful as this, then we will have every right to feel proud of ourselves.

“
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”

But we can only do this if we pull together – and 'we' means above all the two biggest clubs, the MMOC and the Morris Register. To achieve a truly memorable weekend will require an open-minded spirit of co-operation and a sizeable investment in time and money. When I say 'money' I don't just mean money from the various clubs: we will need sponsorship of one sort or another. Something like 15 different bodies supported the Arras event, to give you an idea of what is likely to be necessary.

This is perfectly achievable, but it requires that a business plan be established, so the organising committee can approach potential sponsors. This in turn demands two further things. Firstly, an organising committee needs to be set up, pulling together enthusiastic people from the MMOC, the Register, and the other Morris clubs: the Register needs to think of nominating a '2013' representative. Secondly, the event has to be presented as an all-Morris all-club gathering. If it is seen as just a Morris Minor rally with a few other cars tagging along, it will never catch the eye of potential sponsors.

What I am saying, in a nutshell, is that if the Morris Register doesn't come wholeheartedly on board we can forget the whole idea. Sorry to have to be so blunt. I'm happy to say, though, that the buzz I'm getting is that the Register is

warming up to the notion of supporting a special rally in 2013. I hope I'm not mistaken.

In this connection, my idea – and I make no apologies for this – has always been that the various Morris clubs would make the centenary event their National Rally in 2013; this is what the MMOC will be doing. The reason for this is perfectly simple. Clubs and their members have finite resources. If a club retains its separate National in 2013 it will have to split its budget between two events, leaving less for each; alternatively it will have to dig deeper into its funds to give worthwhile support to two separate events. Additionally, members attending both rallies will have to bear the costs of two weekends away in the summer. Not all will choose to go to both events, of course, with the result that attendance at both will inevitably suffer.

While all this is less of an issue with smaller clubs, with a big club such as the Register this is a very real concern. Retaining a separate Morris Register National Rally in 2013 can only have a negative impact on the centenary celebrations – as well as on the National itself. It won't be a crisis, but it's something we could do without, especially as the Bullnose Morris Club is already forging ahead with a separate gathering.

Not being a member of the Register's Executive Committee, I am not privy to the arguments, but I find it difficult to understand why in 2013 the Thoresby Hall event cannot be replaced by a bigger and better National Rally that forms part of the proposed 'Morris 2013' centenary gathering. After all, unless some of you are taking drugs I don't know about, none of us is likely to be around for the bi-centenary. So doesn't it have to be worth pulling out all the stops this one time?

It has been suggested to me that one reason is that if we pull out of Thoresby in 2013 we won't be able to return to the venue. Surely we should be able to negotiate a year away in 2013 in return for an extra year on the end of our contract with the owners?

In any case, would losing Thoresby Hall be such a tragedy? There's been talk of a need to re-dynamise the Register, and one surefire way of doing this would be to do what virtually every other club does, and move our National to a different venue every year. That way you get fresh faces, fresh cars, different venues with different attractions, and attendance figures that are more likely to stay up rather than decline; it's also fairer on members from parts of the country other than the Midlands.

If supporting a major centenary rally in 2013 means consigning Thoresby to the history books, I venture to suggest that this would ultimately be regarded as a positive step in the evolution of the Register. That's just my opinion, but I think it merits debate. What do other members think? Moving on to less contentious matters, the idea of a joint stand at the 2013 Birmingham show was further developed at the Gaydon meeting, with the discussion led by Barrie McKenzie, responsible for several award-winning displays for the MMOC. Again, the key point is that we work hand-in-hand rather than against each other, and pull together all the Morris clubs. This means that sacrifices will have to be made, with each club being limited to a fixed number of cars. At the very most we are talking of 25 cars, but a more realistic figure is likely to be 20 or even 15 vehicles, carefully selected to tell the story of the marque, from

Bullnose to Marina; I have agreed to compile a list of cars. The concept for the stand that I put forward at the meeting would involve a central display with a photographic backdrop telling the story of Morris (hopefully with BMIHT support), with each club having separate sales/information points around the perimeter. There is no way that the NEC will swallow the idea of both a combined Morris stand and separate stands for the individual clubs, so you can forget that one. How much will all this cost? Well, my understanding is that the MMOC stand, quite a sizeable one, costs about £3500. The sooner we all agree on a size and format, the easier it will be to pin down a budget; the first step, though, will be to sound out the show organisers, and I believe Barrie will be making an initial approach shortly.

An integral part of my proposals, misunderstood by some who have passed comment, is to have a 'live' element to the show stand by building up a Bullnose Morris over the weekend, in the style of the various BMH re-shell exercises that have taken place over the years. The choice of a Bullnose is because it is emblematic of the success of Morris and because it is going to be a stronger attraction for the media than say a Morris Minor.

The idea is not to build a Bullnose from 'new' parts, but rather to build up an existing restoration-project car: it will be a car that already has an identity, rather than a built-from-scratch vehicle with no provenance. I have spent a fair time with John Cooke, of Bullnose specialists The Cooke Group, and we are satisfied that the exercise is realistic. Its success will depend on rehearsal, pre-assembly into 'modules' – and good old-fashioned 'Here's one we prepared earlier' cheating, in best Blue Peter style.

John and I have identified a suitable car he has in stock, and he will have a new body built up for

it. It is unlikely that any costs would be incurred by clubs, as the car is and would remain the property of The Cooke Group. The team building the car is seen as being largely drawn from Cooke staff, but Bullnose-knowledgeable club members (whether Bullnose Morris Club or Morris Register) would be encouraged to volunteer their services! The Bullnose rebuild will provide a major attraction, drawing visitors and media to the stand and garnering publicity for the Morris marque and the associated clubs. Obviously the project has to receive an OK from the show organisers, and John Cooke has said that he will only go ahead if he feels the venture has the approval of the clubs involved with the stand. Can I urge you, therefore, to lend your support?

Of course it is early days, but forward planning is needed if we are to pitch for venues, pitch for sponsorship, and prepare budgets. The moment the Morris Minor Owners Club started to discuss plans for 2013 it became imperative to open those discussions to other clubs. If the Morris community comes collectively on-board there will be no excuse to say 'Oh, it's just a benefit for Morris Minor owners' – and we'll end up with a memorable event. If the Citroën guys can do it – not to mention the Austin clubs who grouped together for the Austin centenary – there's no reason why we Morris people can't equal their efforts. If anyone wants to discuss any of this in more detail, I can be contacted via my e-mail, jonpressnell@orange.fr.

“
**At the NEC,
the concept
would involve
a photographic
backdrop
telling the story
of Morris**
”

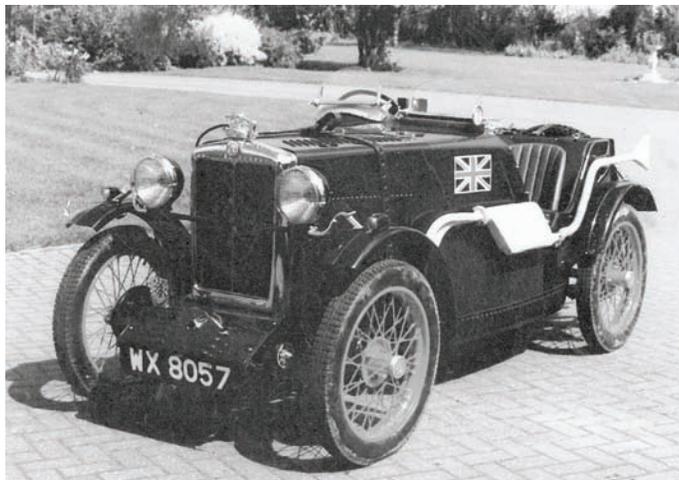
SOME UNIQUE MINOR SPECIALS

(Part 4)

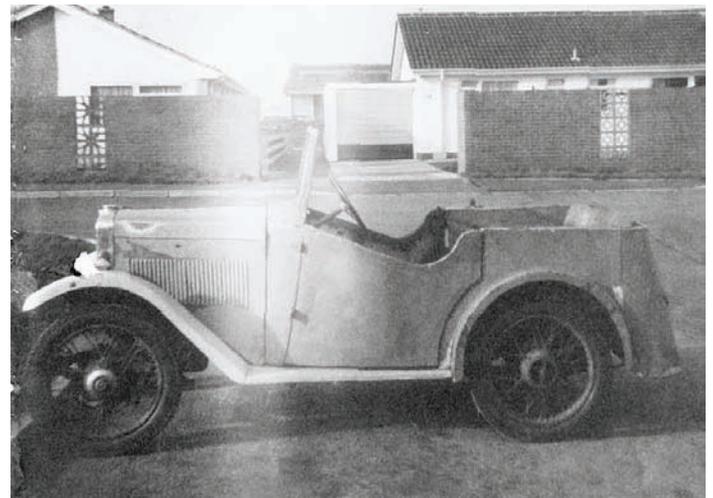
Harry Edwards

The favourite Morris Minor chassis to modify as a basis for a Special appears to have been the 1934 model, no doubt the attraction being that for that model year Lockheed hydraulic brakes and Armstrong hydraulic shock-absorbers were standard. When Howard Freshwater built this smart two-seater Minor Special after World War II, no doubt such details were considered. In place of the Morris 847cc. side-valve engine a Ford 1172cc power unit was fitted to the 1934 Minor chassis, 34/MS42057, and registered in Bedfordshire JBM 412 in the mid 1950s.

This photograph was taken on the occasion of the 24th National Morris Register Rally at Stanford Hall in August 1993 by Ken Martin. In the photograph are Barry Yates and Sue Skevington who, together with her husband, Ron, own the Special.



Based on the chassis of a 1932 side-valve Morris Minor (chassis SV7249), this cleverly constructed "MG J2 look-alike" is owned by Morris Register member S. Doyle of Milton Keynes. Registration number WX 8057 was issued in October 1931 by Yorkshire West Riding licensing authority. Of the actual M. J2 type two-seater, the production period was from July 1932 to June 1934 by which time some 5,500 J1 and J2 MGs had been made (see left).



One time member R.J. Angove (2999) joined the Morris Register in November 1974 with this Minor Special based on a 1933 model side-valve Morris Minor (chassis 25995), registered OJ 5312 in Birmingham in December 1932. Mr Angove lived at Helston, Cornwall, at the time and from the details then given it can be recorded that the bodywork on the finished Special was as a four-seater. (See right)



Another Morris Minor Special used the 1934 season Minor as a basis is this little two-seater despite the 1932 style radiator shell. A mixture of early small hub wheels at the rear and later type Magna wire wheels are shown on the front.

Ian Grace of the Vintage Minor Register supplied the photograph shown here and indicated that this Minor Special was shipped around 1977 to the United States and that it is currently in Denver, Colorado, U.S.A.

The chassis number 34/MS42310 confirms a side-valve Morris Minor dating to early 1934 albeit the British registration number, JY 4498, was issued by Plymouth some months later in October that year.

It is known that in 1995 the Minor was owned by Linda Wiegand of Thornton, Co. 80241, U. S.A.

Service Snags Simplified

No. 1 — Morris Eight

The Morris 8 chassis is designed on simple widely-accepted lines with no outlandish features and presents no servicing difficulties which cannot be met by the use of ordinary garage equipment, supplemented by a few special appliances which have been designed to ensure quick and accurate work.

Engine. Monobloc casting with cast iron detachable head, surmounted by dynamo bracket, lower half of sump-cast aluminium secured by studs closing machined faces. Three main bearings, white metal in steel shells finished to standard radial clearance of 0.02 mm. Big ends are metallised direct. Engine is mounted on rubber blocks on each side of cross chassis member and blocks in bracket member behind gearbox. When forward assembly of radiator, controls, etc. has been dismantled, engine can be removed by detaching from clutch housing, leaving gearbox in place. It is generally easier to remove complete with gearbox by dismantling upper cover with gear lever, front universal joint etc., tilting engine unit up in front to clear chassis, and drawing forward as tackle takes weight.

Decarbonising. Drain water — preferably while warm — detach upper hose.

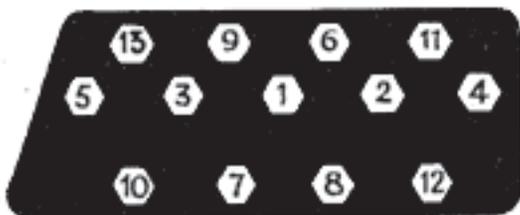


Figure 1: Order of tightening of cylinder head nuts

Disconnect and dismantle dynamo with bracket and belt. Remove distributor and leads, and cylinder head nuts, lift head with 14 mm. plug ring in rear cylinder. Dismantle exhaust pipe flange and manifold studs. Take off petrol pipe, throttle and choke controls, remove manifolds and take off valve cover plate. Plain single valve springs secured by pressed cups and split cone cotters located in stem grooves. No slots in valve heads—use suction cup tool for grinding in. Valve guides are a force-in fit in block. Clean guide bores and valve ports before refitting valves. Tappets have slotted heads for holding against rotation when adjusting. Set all tappet clearances to 0.020 inch. Assemble in reverse order. Fig. 1 shows correct order of tightening cylinder head bolts. Always use new gasket.

Big Ends. Bearings are machined to standard clearance of 1.2 thousand and should not be filed to take up wear. Replace with remetalled connecting rods if worn, and check crankpins. If journals are worn oval a reground crankshaft with new undersize bearings can be fitted.

Small Ends. Gudgeon is push fit in piston bosses and is clamped to small end by

clamp bolt, which should be assembled to offside of engine. Connecting rods can be withdrawn from below when big end is detached.

Pistons. Aluminium alloy with three compression rings and one scraper. Check for groove wear in upper ring grooves which should be machined true and fitted with stepped ring if wear is pronounced. Test cylinders for taper, ovality and scoring. Oversize pistons supplied by makers designated by letters A to E. Useful data in Figure 2.

Timing. Dynamo fan driving pulley has a hole in flange which registers with pointer on timing cover when No.1 cylinder is on T.D.C. Duplex roller chain driving camshaft sprocket has two polished links which should be set opposite marks on sprockets. Distributor timing is by offset tongue in vertical spindle and can only be engaged in correct position. Accurate setting obtained by shifting distributor body in mounting clamp or by shifting clamp lock plate.

Lubrication System. Gear type oil pump immersed in sump draws oil through gauze filter which is accessible for cleaning when sump is lowered. Pump can be removed by detaching two nuts, leaving vertical shaft in position. Oil under pressure fed to main bearings and via crankshaft drillings to big ends. Camshaft bearings also pressure fed. Pre-set bypass valve releases overflow at about 60 pounds per square inch. Normal running pressure 50 cold, 30 hot. Overflow duct feeds timing gear and splash lubrication serves tappets, cams, pistons, and small-end bearings.

Combined oil-filler-vent (front nearside) has baffles which may become clogged with mud after considerable mileage. Remove and clean when over-hauling. Clean filter when sump is lowered or every 5,000 miles.

Carburettor. Standard S.U. with air piston control of needle valve. Seating position adjustable by mixture control. Air piston must be free in its cylinder. Use cycle oil or light machine oil to lubricate piston and plunger. Position of calibrated taper needle is carefully pre-set and requires no adjustment. Seating adjustment nut turned clockwise — screwed into housing — to reduce annular jet size and weaken mixture. Jet control lever and linkage must be free and held in lean mixture position by adequate spring. Engine must not be run longer than necessary with "mixture" control knob out. Filter in head of float chamber held against inlet union by spring. When assembling, inset filter after spring. If float needle is worn, replace seating also.

Clutch. Single-plate dry fabric-faced type. No spring adjustment necessary. Withdrawal body fitted with carbon ring. Serrated washer connection of clutch lever to shaft permits accurate pedal clearance adjustment. This should be set so that the carbon withdrawal block clears the spring-compression lever plate by at least

1/16 inch, and the pedal should have a minimum of 1/2 inch free clearance. The clutch plate carries fabric on each side and is freely splined on the gearbox primary shaft. It also incorporates spring-loaded shock-absorber. When gearbox is withdrawn, care should be taken to avoid disengaging clutch until shaft is refitted, as this will cause misalignment of splined bore and spigot bearing. A dummy shaft should be used to ensure alignment when clutch is assembled after overhaul.

Gearbox. Standard ball gate three-speed and reverse, with synchromesh on second and third. To remove mainshaft assembly, top cover with lever and selector rod with fork assemblies should be dismantled. The universal joint spider member can be drawn when centre stud is extracted. Ball race retainer is removed, when main shaft can be drawn clear of clutchshaft spigot and lifted out. Clutch-shaft can then be withdrawn inwards and removed upwards. Layshaft gears carried on spindle secured by set screw.

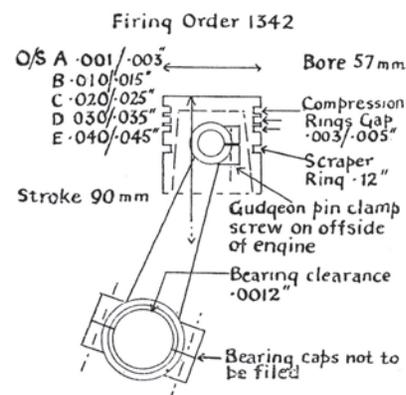


Figure 2: Data diagram

Rear Axle. To dismantle, remove wheels and brake drums. Lever out and withdraw shafts. Drop propeller shaft and remove drive assembly complete from front of casing. Steel shims fitted behind pinion bearing bracket to adjust mesh. Differential gear assembly carried by bearings in split brackets with ring adjusters. Turn offside collar right-hand to deepen mesh by drawing crownwheel endwise.

Brakes. Lockheed hydraulic on all wheels. Adjustment by hexagon stud to spread shoe anchorage. Use bleeder tube and container to eliminate air from system on all brakes when connections have been removed. Hand brake cable connected to link and cam gear in rear hubs only. Cross shaft individual adjustment with thumbscrew adjustment.

Steering. Check for wear in track rod and drop link joints. King-pin secured in axle end by cotter with flanged bushes in axle bracket. Align wheels with a 1/8 inch toe-in. Adjust cam gear play in steering box by removal of cover plate shims. If drop-arm is removed, replace to marks. If not discernible, mark before disturbing arm.

Letters to the Historian

Dear Sir,

I thought you might like a photograph taken on March 14th at the National Motor Museum, Birdwood, South Australia, when I organised a Club Day (Morris Register of SA) to celebrate the 75th anniversary of the first Morris 8/40 sold in South Australia.

We had the best turnout of 8/40s and Series Zs in the history of our club - 29, including the '39 rolling chassis and a '38 tourer under restoration - I was hoping for about 35. In all, a total of 50 Nuffield vehicles attended.

I now have a register of known surviving 8/40s and Zs totalling about 75 in SA and about 150 across Australia.

Yours etc.

Kerry and Marian Kaehne
Morris Register of South Australia
markerry@adam.co.au



Dear Sir,

I wonder if these two cars still exist? EUO 360 was a Morris Eight Series 2 roadster and KMM 334, a Morris Eight Series E Saloon, SE/E86598.

I have bills of sale for both these cars from 1949 and 1951 respectively as they were my late uncle's. It would be good to reunite them to the cars.

Yours etc.

Richard Buckley
Leicester

(Historian's note: With reference to your query, the chassis number quoted for KMM 334 indicates that this was a Series E Morris Eight and would have originally been registered in Middlesex circa June 1947. Most Morris vehicles with the KMM series were supplied by Stewart and Ardern, the Morris London dealer.

As for the earlier Eight with the Devon registration EUO 360, dating to circa June 1938, this is a Series 2 Two-seater (Morris never used the term "roadster"). Although neither vehicle figures in present Morris Register membership, the earlier Eight obviously figured within the early membership, as, surprise, surprise, I actually have a photograph of the car! It was then owned by D.J. Riddell, "Denham", Uppingham Road, Thurnby, Leicester.)

Dear Sir,

I wonder if it might be possible to discover if my first car is still in existence? It was a 1936 Morris Eight Series 1 (I think) Two-seater. It was bought in Purley, Surrey, in 1950, having been stood up during the war. The registration number was JD 6661. I sold the car to finance my wedding in 1952 in Stradbroke, Suffolk. Recently I met the person to whom I sold it, but he cannot remember who he sold it to, only that it was person in Norfolk.

I would be very grateful if you could give me any suggestions how I might trace it if it is still around.

Yours etc.

Norman Anniston
normanbertha@tiscali.co.uk
(postal address not given)

(Historian's note: JD 6661 is a West Ham registration dating to 1936, which ties in with your description. Unfortunately JD 6661 does not figure in past or present membership of the Morris Register, nor does it appear that the website mycarcheck.com have any record.)



*Sex equality
may be usefully
demonstrated in
keeping the car
spick and span
(Part 3)*



Spring cleaning the car. The vacuum cleaner can be plied effectively.

If there is a man about — as we may reasonably expect — I do not consider it a woman's task to attend to the rough washing of the car, but in these days of delicately tinted fabric-covered bodies a good deal of damage can be done by unintelligent cleaning. A friend of mine who drives, but has little time for the maintenance of the car, recently purchased a dainty little saloon in a particularly attractive shade of blue fabric. She gave instructions that nothing but soap and water should be used on its exterior; if any form of polish was employed, it was to be done both sparingly and infrequently.

Spoiling the Appearance

In less than a month the whole of the body became streaked with black, where the polish had been unevenly and too generously applied; and after two succeeding months of constant washing with warm water and soft soap these streaks were still painfully apparent. Well, Phyllis ought to have a natural aptitude for the avoidance of this kind of thing, and, if she does not care to do the work herself, ought at least to keep a supervising eye on the proceedings. Daintily coloured fabric is wonderfully hard wearing where mud and

weather are its only enemies; but it is essentially a woman's task to prevent the dreadful appearance of dilapidation and neglect which is so apt to spoil the appearance of a modern "pretty" car which is ill-cared-for.

Cotton Wool for Cleaning

Much the same applies to aluminium wings and bonnets. They give an air of smartness so long as the original high polish is retained, but a week of ordinary cleaning with rags and metal polish produces a network of fine scratches which makes one wish for a durable cellulose finish. But if Phyllis will disregard the apparent extravagance and invest in a roll of cotton wool, using this instead of rags for cleaning and polishing purposes, the original brightness can be retained indefinitely. This, by the way, is one of several useful tips which I have picked up at various Concours d'Elegances. At one, a pretty young small-car owner rather amused the crowd of

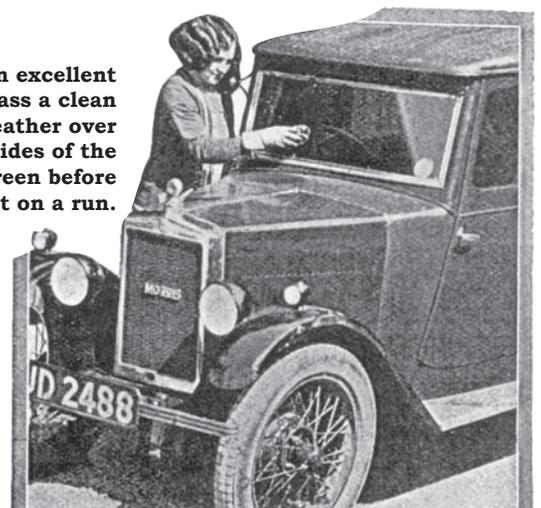
spectators by her use of cotton wool to put the last touch of brilliance on her aluminium wings. They thought she was extravagant, and possibly even "swanky." But, believe me, it is a far, far better way — in fact, the Only Way!

Where the lady of the house feels disposed occasionally to wash the car, a pair of gum boots or clogs is an absolute necessity. With these, and one of the new washers that fit on the end of the hosepipe and keep a steady stream of water running over the surface, the task is not really unpleasant.



A set of loose covers can be made by the industrious needlewoman quite easily.

It is an excellent idea to pass a clean window leather over both sides of the windscreen before setting out on a run.



Caption Comp



Please submit a humorous caption for this picture, either by email or in writing to the Editor. Unless someone offers a prize there isn't one, other than the cachet of being the wittiest member of the Morris Register... The winner will be announced next month. IF YOU HAVE A SUITABLE PICTURE FOR USE IN THIS SECTION, THEN PLEASE SEND IT TO THE EDITOR.

What's it Worth?

1930 Minor Fabric Saloon



Then, from the 1930 Morris Brochure: -

The
**MORRIS
MINOR
FABRIC
SALOON**

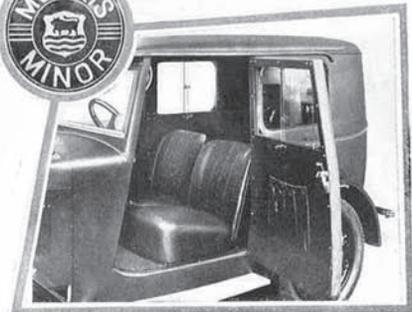
PRICE
£140

Finish—like with Karhyde upholstery to match, chromium plating, Triplex glass windscreen and windows.

THE car offers ample comfort over long distances, and will as readily tackle a trip from Land's End to John o' Groats as a shopping expedition with the lady of the house. The single-panel windscreen and sliding windows, all of Triplex glass, provide plenty of ventilation in warm weather, while the wide doors ensure ease of entry. A virtue of the body design not to be overlooked by the family man is the safety of the rear seats, where small children can easily be accommodated with the certain knowledge that they are secure.

The equipment includes:—

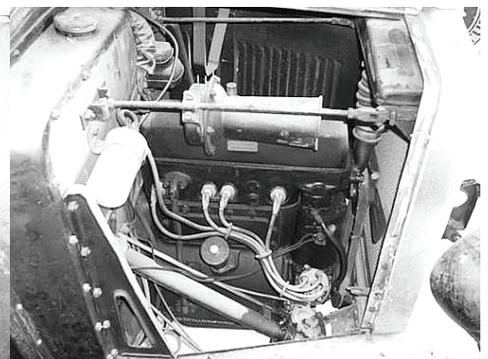
Four sliding windows, single-panel windscreen, speedometer, oil gauge, two-level petrol tap, automatic windscreen wiper, chassis lubricating pump, licence holder, calorimeter and wings, driving mirror, progressive shock absorbers on all wheels, single bumpers (front and rear), Lucas Sparton electric horn, six-volt lighting, starting and coil ignition set, coil indicator light, five-lamp equipment, instrument festoon lamp, rear light, five detachable wire wheels, five Dunlop reinforced cord tyres, spare wheel carrier, complete tool kit.



The wide doors ensure ease of entry.

Now? Offered for sale recently at carandclassics.co.uk. "A delightful, unrestored Morris Minor, which has been off the road for some 25 years. The car has stood on blocks, and engine and wheels all turn freely. The car has a very interesting history, and is well known to the relevant clubs, last winning a concours in 1964 in Vienna - sadly, it wouldn't win one at the moment! The car has a fabric body, and lots of period features, note the folding luggage rack, superb steering wheel, vacuum windscreen wiper, and central throttle pedal. Also, a desirable and quite rare, original overhead cam engine. In our opinion, it is so unusual to find such an original, unrestored car, that it would be a pity to over-restore it, but it does need work to get back on the road. A real gem for any private collection.

Answer on Page 32





Regional Round Up



The Yellow Pages

No.391



CONTACT: Norma Cook 01245 284 202 email: normaj.cook@googlemail.com

DRIVE-IT-DAY

Did you manage a drive out on this day? We joined a charity run organised by the Charity Classic Vehicle Club they were raising funds for the Headway. The run started at Brentwood and followed the old route of the A12 to Dedham; we joined at a rather wet Kelvedon which was the halfway stop. Here the WI had laid on tea, coffee and cakes (most delightful), other tables carried displays by Headway, the local museum and the CCVC, a short local treasure hunt also added to the fun and allowed us to stretch our legs, once the weather had improved! The Kelvedon and Witham Town Crier had arrived in all his splendour, it didn't take long for Pam to persuade him to have his photo taken. On the restart he did the honours and flagged us all away! We enjoyed a leisurely run to Dedham, picnicked in the display field, viewed the cars, mostly sixties and seventies models, and took a stroll around the village before heading home after a great day out.

Pam and John Brett



COLNE VALLEY RAILWAY VINTAGE RALLY 25th APRIL 2010

Laurie and I had an enjoyable and comfortable run in the Club lorry to Colne Valley Railway Vintage Rally on Drive-it-Day. There we met and chatted to other Morris Register members and owners including Roger Rose in the Club van. This was the first time the lorry and van had been seen together for several years.

Colne Valley Railway Museum is situated close to Castle Hedingham in the heart of rural Essex. A team of dedicated railway enthusiasts and volunteers drive the trains, restore and maintain the rolling stock, track, buildings, model railway and surrounding area. We were able to take a pleasant stroll around the station environs and have a ride on one of the old trains – where, of course, nostalgia led us towards the carriages coupled to a smoking, black-funnelled steam engine. Adjacent to the museum grounds there was a farm to visit and for the slightly more energetic, country walks along the river Colne.

Norma Cook



FUTURE EVENT

CLASSICS ON THE GREEN

Friston, nr Saxmundham, Suffolk, IP17 1NP

Thursday 8 July from 4.00 pm

The Old Chequers provides food and drink, and tea, coffee and cakes will be available in the church hall. If you're going to take your Morris along, please let the organisers know at Classicsfriston@aol.com. Entry to the event is free - all donations go to Friston church.





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

EDITORIAL

I am surrounded by holiday luggage as I write this on the May Day holiday so at this early point there is not very much I can tell you. Thankfully, Martin McClarence has written an excellent report on the very successful Yorkshire Dales Weekend last month and I have managed to find a few supporting photographs from the many Kate took whilst I was driving. The whole weekend was enjoyed so much by everyone that I have little doubt we will be doing something similar next year. Perhaps to the Lake District – or North Wales?

It is only a few weeks before our Anniversary Weekend at Crich Tramway Museum and if success depends on the hard work of preparation, success is assured since several people from the North West and the East Midlands and Yorkshire Regions have worked tremendously hard on the build up to the event. They deserve our utmost support, so if you still have any doubts, do make the effort to get to Crich on at least one day over the weekend of 12th and 13th June.

YORKSHIRE DALES WEEKEND 16th-18th APRIL 2010

Following on from our successful trip last year to the Trough of Bowland, it was the turn of the Yorkshire Dales to host the 2010 event – The Racehorses Hotel in Kettlewell to be precise. Apart from being a delightfully typical Dales village, Kettlewell is famous for being the main location for the film “Calendar Girls”. The weather looked and felt promising as we set off to meet up on the Friday morning. There were five Morris cars attending with their respective owners; Tom Taylor in the S1 Eight, Mel and Millie Ashcroft in their S2 Eight, recently back on the road after 25 years in store, Neil and Christine Truslove in their Pre-Series 10/4, Bill Dyke and Anne in their similar 10/4, and ourselves in the ever faithful S3 12/4.

The 11.30 coffee rendezvous was at the McDonalds Drive-In, on the A59 between Whalley and Clitheroe, and was taken as an opportunity by Neil to donate some very expensive petrol to the carpark tarmac!! Having checked that our Yorkshire visas and passes were in order, the five cars set off on the 30 mile run, first towards Skipton, and then branching north on the B6265 to take in the villages of Rylstone, Cracoe and on to our lunchtime meeting with Register members Gerry and Rita Tempest from Harrogate at the Old Hall Inn at Threshfield. The Tempest MG TC was on duty while the Morris was still in the paint shop. Following a pleasant lunch stop and an equally pleasant drive to our base in Kettlewell, and as we were a little ahead of schedule, tour leader Tom took us on a small detour into Littondale and the village of Arncliffe (another film location, as the fictional Emmerdale Farm was filmed here in the early 1970s). This revealed one of the Yorkshire Dales’ open secrets – The Falcon Inn! Entering the premises is like stepping back in time. Ale served in a jug from a keg, and decor which doesn’t look as if it’s been altered in years! Details can be found at www.yorkshirenet.co.uk/stayat/falcon, but a personal visit is highly recommended. From Arncliffe it was then just a short run of five miles to our accommodation in Kettlewell. The day was still young, so five of us took a walk along the west bank of the River Wharfe as far as Starbotton, and then back down the opposite side of the valley, about 4 to 5 miles in distance. This, of course, gave us all an appetite for dinner, where we were joined by Kate Ellis and Graham and June Naylor, all in modern cars, and who sadly had all had to go to work as normal that day. So our party of fourteen had a

splendid evening meal followed by a Noggin and Natter before finally calling it a day.

After a good night’s rest, in very comfortable surroundings, Saturday dawned, weather still good, and after breakfast following the compulsory comparisons, bonnet openings, tyre kickings, and tending to the needs of the cars, we set off northwards on the start of our Dales Tour proper. First stop was at Hubberholme Church which is the final resting place of writer J.B. Priestley, and where also the pews carry the famous trade mark of tiny mice, carved by Robert Thompson, otherwise known as the Mouseman of Kilburn (that’s Kilburn Yorkshire, not the less well known London one!) After a photo-stop at the top of Green Side Fell in Sledale, it was on to The Wensleydale Creamery at Hawes on some lovely, Morris friendly lanes, apart from a couple of steep ups and downs, with beautiful views all around. A 2 hour stay in Hawes gave us all time to view the creamery, where they make the famous Wensleydale cheese, and to have some lunch and take a good look round the small market town.

Our tour of the Dales then followed a 6 mile route to Askrigg, where they filmed the television series “All Creatures Great and Small”. Continuing along through more quaint villages saw us eventually arrive at the village of West Burton in Bishopdale. Here we stopped for a stroll round and visit the antiques shop and the small, but spectacular, waterfall of Cauldron Falls. We then returned to Kettlewell via Buckden having thoroughly tested the climbing and stopping power of our Morris cars on parts of the route! The evening meal was again taken at the Racehorses where we were joined for dinner by members Andrew and Sue Jolleys, who were holidaying in the area, followed again by the ubiquitous Noggin and Natter.

Sunday, the final day arrived, still with lovely weather, and we set off again in convoy through the single track lanes of Wharfedale for a brief stop in Grassington and then on to the A59 to Whalley Abbey for lunch and the final farewells. No Morrisies were harmed or injured in the successful execution of this thoroughly enjoyable weekend, nor did any of us get rained on!! Many thanks to Tom and Kate for organising the routes and the excellent Racehorses Hotel – the whole weekend in fact! Also thanks to all those members and friends who participated. Here’s to next year’s Spring Weekend! *Martin and Anne McClarence*

YORKSHIRE DALES WEEKEND



Top left: Ascent of Green Side



Top right: A breather at the (breezy) top

Middle left: McClarence Morris at The Racehorses

Bottom left: Morris in Kettlewell

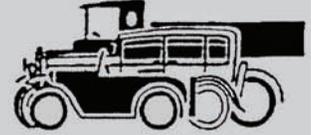
Bottom right: Strung out in Wensleydale

Background: Cauldron Falls





GILTERN'S GATTER



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

EDITORIAL

We had a good turn out for Drive-it-Day, with 14 cars present (see report). The weather was not the best, so we had less crowds gathering around the cars. We are looking for a new venue for next year so watch this space. All the Noggins seem to be in fine fettle which is great and events are gathering pace. The Oxford Bus looks as if we shall have in excess of 60 cars. As I write this editorial the number booked in is 58. I am amazed the distances that people are travelling which is really great. There will be a self judging Concours with a Cup for the car judged "which I would like to take home". We are also arranging a quiz for youngsters to complete and there will be a prize presented. Joining instructions will be with you shortly after you receive the Morris Monthly.

Three cars from our region took part in the SE Coastal run on the 9th May, watch out for photos and report next month. Enjoy your Morrising!

NOGGIN ROUND-UP OXFORD NOGGIN

Having got our drinks at the bar we assembled in the function room for our Noggin. The Morris chat was in full flow. My attention was drawn to the very smart MG cap, obviously another owner of the famous marque. Conversation changed to collections - mine being stamps, an interest I shared with Steve Gant. Valerie Rayson said that she has several very old sets of cigarette cards which belonged to her Father and we told her of specialist magazines where she may find where to sell them - unless Club members are interested, phone Valerie on 01865 865 884. Conversation then went on to the old Oxford cement works on the bank of the Oxford Canal, near Kirtlington. Steven Shuttleworth mentioned his canal travelling by canoe, also river canoeing in the upper Thames from Cricklade to Lechlade, but only downstream! MoT testing was discussed as was our future Rally at the Oxford Bus Museum in June. Edna Bradbury mentioned Skittles Night that will on 20th November. At this point supper was served in the form of tasty sandwiches and a bowl of chips.

Roger Needle spoke about our Rally on the 9th May and names were collected for the event, so far there are 24 diners and 13 cars booked in, so we hope the fine weather lasts.

Our Noggin Leader Len Plumbe is suffering with Dizzy spells and his wife Marjory has fallen and cracked her hip. We wish them both a speedy recovery, also Dave Titchener who has been in the wars.

Graham Bushnell

SHERBUCKS

There was good turn out at the Martin Baker Sports Club, 16 were present and a number were unable to attend. Various topics were discussed, apart from drinking a few pints that is. One subject was that of Manifold gasket material, one member had found that this can be purchased off the net at quite reasonable prices in sheets which you then shape to size. This came about as he found that the ones he had purchased are skimped and resulted in a blowing manifold. Another subject was that a member had discovered a place he could purchase brake nipple rubber covers, he is going to purchase a number so we can buy them from him. Kevin Ling brought along a small electronic unit that he had built to replace a flasher unit, this was particularly designed to run a 6 volt LED (Lumileds) flasher system, this is very much in the development stage. So on the whole a very successful evening.

HANTS NOGGIN (READING)

We were worried we would be a witches coven of thirteen till Wilf arrived, in the end we really needn't have as there was a grand total of nineteen turned up for the April Noggin at the George and Dragon!

Derek and Joan, now proud owners of the Tilly's Morris 8 were first there and the Nagles had invited another new couple to join us... Richard and Lydia who brought along pictures of their superb pre series 34 Cowley shooting brake. Wendy and Nick came with pictures of their new 1947 Rover 12 P2 along with the story of the first journey out in it when they broke down at the bottom of the hill and rather like the Grand ole Duke of York were marched to the top with the help of the AA and some duct tape wrapped round the offending fuel pump!

Chairman Roger Clitheroe talked to us about Graham Bushnell's book 'Ninety years of Morris Motor Cars' and also brought loads of car brochures for us all to peruse. The language of the 1930's brought much laughter to the evening and us ladies agreed the 'amply proportioned and generous dimensions' talked about in the brochures could apply to us too!

Roll on May and maybe we can arrive in our pride and joys and risk an evening in the beer garden!

Margo Payne

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email: assistance@vintagecarriages.net



THE DAFFODIL RUN 2010

The Daffodil run is an annual event for pre war cars organised by the Bean Car Club which starts from the Seven Stars public house at Knowl Hill, Maidenhead, Berks and finishes at Christchurch, Bournemouth which this year took place on Sunday 11th April.

There were 110 cars listed of which the oldest was a 1909 RR Silver Ghost (reg no. R1909), entered by Lord Montague of Beaulieu, and the youngsters were MGTB and Triumph Dolomite Roadster from 1939.

Check in is between 8 and 8.30 am and after receiving your route, plaque and daffodil you are free to get under way. Mary and I in our Series I 8 Saloon, arrived after our 20 mile run from Amersham, at 8.30 followed closely by Den and Barbara in their Series II two seater, our local "Orstin" friends Roger and Carol, David and Ruth and Paul and Jill were already signed in and were ready to make a move.

The route takes you along country lanes and through pretty villages with unusual names such as Monk Sherborne, Stoke Charity, Barton Stacey-- and occasionally recognising places such as Basingstoke and Whitchurch which gives you a rough idea where you are.

After 55 miles we entered the town of Stockbridge with its wide high street which enables us to park at the roadside with all the other ancient time machines. The Houghton WI had a stall outside the Town Hall providing refreshments to all and sundry. After partaking of a good old lump of home made bread pudding, coffee and the usual comfort break we left Stockbridge in a westerly direction towards Houghton. Another 15 miles and we were crossing a cattle grid and entering the New Forest travelling along excellent minor roads, not many pot holes in this neck of the woods to dodge, dotted with grazing cattle and ponies at the roadside and arriving at the lunch stop the Alice Lisle pub

with its large green on which the cars were parked. The final leg was a short run of 15 miles to the quayside Green at Christchurch where the cars were lined up in front of the bandstand and a large crowd of spectators soon appeared. There is a self judging concours, of which the overall winner was a 1912 Napier Colonial five seater of which only three were built, the other two were, or still are, on the Titanic on the ocean bed! Only seven Morris cars were listed with only ourselves and Den and Barbara from the Chiltern region. From Maidenhead to Christchurch, a total of 95 miles, we saw very few moderns and were travelling on the sort of roads and through lovely



Ready for the off

scenery that are ideal for cars like the Eight. Roger Clark had us booked into a cliff top hotel in Bournemouth along with Den and Barb and the other Austin couples where we arrived at 5 pm. The indoor pool was used by some before we all met later in the bar for pre dinner drinks. An excellent three course carvery was followed by further tipples at the bar before turning in.



1912 Napier Colonial tourer

The following morning was another bright and sunny day and a bracing sea front walk set us up for the full English. After checking the cars we all made our own way home, Mary and I headed west to visit friends in Marston Magna before heading home. Overall mileage in our Eight over the two days was 310. No, I don't normally do that sort of mileage, but now having the four speed



box fitted, it is a much more relaxed and usable vehicle. This has to be the best mod for this car and now we are looking forward to our trip to Brittany in June with the Austin boys. The Daffodil run is very well organised and I can recommend it to anyone.

Ray Bickerton

WRINKLIES 7th APRIL

The 2010 season started with 20 members in attendance at the first Lunch of the Season, held at The Cock Inn at Sarratt in Hertfordshire. The day was not the most pleasant as it was overcast and spitting with rain. There were 3 cars on parade, Trevor Johnson with his 10/6 which has just returned from an overhaul, Pat Nethercott in his very nice Austin A60 Cambridge that he has just purchased (which had only done 15,000 miles when purchased) while he still looks for a Series 2 10/4 or 12/4 (if you know of one for sale please let me know and I will pass on the info) and our Series 2 10/4. The staff at The Cock always look after us well and everyone enjoyed a great get together.



LETTER TO THE EDITOR DRIVE IT DAY 2010

Dear Doug,

Thank you for letting me know the venue of the event. We (Morris, me and the wife) had a very nice day out even though the weather was not as nice as the days before and after. I have not visited that part of the world before, and I don't think Morris had either because the climb up to the venue rather took him by surprise. Normally he sees a hill and slows down immediately. This time he must have been unsighted and climbed up without a problem. Of course it could be that it was his first day out this year and he was glad to outside. It was nice to see some other cars. I think many passers by were impressed to see our cars lined up.

It was quite a long run home again but it went without a hitch. There were more old cars on the road during the afternoon - some more powerful vehicles very rudely honked at us as we struggled up the hills - but everyone seemed to be having a good time nevertheless.

As luck (and careful planning) has it I am able to go on Len Plumble's Spring Run next weekend, so maybe I shall see you there.

Steve Gant





SOUTH COAST RUN 2010

For all the years I have been organising this event, it's the first time we had 100% plus one (all eleven entries) completing the run.

It's a shame not more took part, as in years gone by we had over 100 entries which then it was the London to Brighton Run and earlier in the year (February, then March).

The 2010 Run started at the bottom of Box Hill, just north of Dorking with a cross-country route down to the Fort at Newhaven.

From the comments from those on the Run, all enjoyed it apart from the section where the road was closed for resurfacing, so drivers had to find their own way around the problem.

Members taking part came from Middlesex, Berkshire, Hampshire, Buckinghamshire, Essex and only four from the South East – where were you?

I would like to thank Philip Butland for stepping in to marshal the booking-in at the start, also to Tim Harris for booking-in at the finish – thank you both.

If we want to have a run next year, we have to decide later where it will finish, perhaps we will have a new venue!

Pictures (right):

- 1: Overhead view of Philip Butland's Eight Tourer
- 2: Robert Russell's Cowley 2-Seater with dickey
- 3: Alan Sinclair's Minor Coupe
- 4: Paul Freeman's Series 10M Saloon and Trevor Johnson's 10/6 Saloon

ARDINGLY NEWS

As mentioned previously, the MR and HH marquees will be two separate units, the HH marquee sited at the far end of the CAMRA marquee and the MR moved up to be sited in with the Morris cars area. As the Register is celebrating its 50th Anniversary this year, hopefully all regions will be represented together with their regional flags. Following the sad death of Peter Levett last week some plans for running the marquee have had to change so the new Club Treasurer, Philip Butland, will be taking over the sales stand. Another change will be the introduction of wristbands which must be worn by all exhibitors, marshals and stallholders before being allowed on the site.

YOU ARE INVITED TO CELEBRATE MORRIS REGISTER'S 50th BIRTHDAY, AT ARDINGLY, IN AND AROUND THE MORRIS MARQUEE, ON SATURDAY 10TH JULY
LUNCHTIME 1 - 3 pm, with PORTOBELLO JAZZ BAND.
BRING YOUR PICNIC AND ENJOY THE MUSIC.
PLEASE CAN YOU BRING YOUR VEHICLE DISPLAY BOARDS, EITHER TO PUT BY YOUR CAR, OR IN THE 12m x 9m MARQUEE, WHERE THE CLUB MORRIS 8 CHASSIS WILL BE ON DISPLAY.
IF ANYONE HAS ANY RESTORATION PROJECTS THAT ARE TRANSPORTABLE TO ARDINGLY, PLEASE LET JEFF KNOW AS WE WOULD LIKE TO HAVE PLENTY FOR VISITORS TO LOOK AT!!!

BARBECUE AND CAMPING WEEKEND

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



CHILTERN'S EVENTS 2010

- 2nd Jun:** WRINKLIES: contact Doug Townsend 01753 883 547
- 13th Jun:** OXFORD BUS MUSEUM RALLY: contact Doug Townsend 01753 883 547
- 27th Jun:** Leighton Buzzard Railway Show
- 3/4th July:** Prestwood Show
- 5th July:** WRINKLIES: contact Doug Townsend 01753 883 547
- 27th July:** Sherbuck's Noggin visits Austin Club Transport Night at the Royal Oak, Chipperfield, Herts
- 4th Aug:** WRINKLIES: contact Doug Townsend 01753 883 547
Classics on the Common at Croxley Green, from 12 noon
- 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



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

EDITORIAL

It is with great regret I have to inform you of the passing of Peter Levitt. A man who did a lot of work for The Morris Register, National Rally Organiser along with his co-organiser Derek Russell. A man who many of you will remember moved the National Rally from Stanford Hall to our present location. Thoresby Hall. I will miss Peter who always kept Malcolm and myself on our toes when it came to organising the National. As many of you will remember he was not in the best of health at last year's event, seeing him riding around on his electric bike. Even then he was struggling to catch his breath. To his wife Molly and daughter Karen we send our condolences. Peter is a man who will be very much missed.

ANNUAL DINNER REPORT

This year we had a total change in having a dinner only, not a dinner/dance as in previous years. We (well, all right Trevor) even changed the venue, which cut the price in half; this delighted some of our regular attendees. We had 28 for the meal which is about the same as usual. The room was very nice and warm and the food was very good which was served piping hot. The bar prices were not particularly cheap but you can't have everything can you. Everyone who attended said they enjoyed themselves, that in itself must be a big thank you to Trevor Willsden who found the new venue and arranged the event. Below are a couple or so photos. I am sorry they are not the best but I forgot to take my camera so had to use my phone instead, hence no flash. Still beggars can't be choosers, no one else took theirs either so I don't feel too bad.

Editor's note: Sorry, Ken, I did try to make your photos printable, but they were very dark and I failed!

DRIVE-IT DAY

This year we were invited by The Triumph Six Club to accompany them on drive-it day on their run to Elvington Air Museum. We set off to meet at the rendezvous point, which was at Tesco's Seacroft. On our way I ran out of petrol at Horsforth, luckily we were near enough to a petrol station and a very kind couple gave us a push into the petrol station. This was a shock as the gauge read quarter full; I had planned to fill up at Tesco's when we arrived. I half filled the tank at the Esso station being a tight Yorkshireman and topped up at Seacroft where the petrol was 3p per litre cheaper. Whilst waiting to set off Christine and Barbara decided to go find a loo. Big mistake everyone was setting off, eventually they returned and we set off to catch the rest of them up. We caught them on the A64 near York. We followed the line of cars into Elvington Airfield and parked up. The Nimrod, which flew in a few days earlier, was on display; I was told this has to be kept airworthy until 2012 in reserve if required by the Royal Air force. The attendance was in the region of 140 cars, a very varied lot, as you will see from the pictures. (I remembered my camera this time.)

It was a very enjoyable day, only spoiled by the intermittent showers, which at times were very heavy. On the way home I developed a misfire, which on inspection when I got home turned out to be a plug cap shorting to the air cleaner box, which covers the plugs. Still a very enjoyable day, enjoyed by all, especially our chairman shown in the picture bottom right.



INVITATIONS TO EVENTS

Frankie Howerd's OBE Trust Classic Vehicle Run Funds raised from this event will be shared between our Trust and the Children's Hospice South West. The key points of this event are as follows:

DATE: Sunday 5th September

START: Royal Avenue, Bath assembling at 9.30am for 10am starts onwards

ROUTE: Bath via Cheddar to Weston (for lunch); then via Frankie Howerd's former home in Cross to end at Puxton Park.

Registration is £25 per vehicle and includes: route book, plaque, lunch voucher for driver (and for navigator if sufficient vehicles enter), certificate and photo.

Further details are on our website where a downloadable registration form can be found: www.frankiehowerdobetrust.org

Cowley Classic Car Show, Sunday 15th August 2010, Marsh Lane, Marston, Oxford

Last year's Cowley Classic Car Show, organised by Oxford Isis Rotary Club, raised some £1500 for Maggie's Cancer Caring Centre. This year's show promises to be just as interesting as last year when over 150 cars were on display.

Whilst the event showcases cars built in total or in part in Oxfordshire, it is open to all interesting vehicles. Last year these ranged from a Ford Model T to more than one Rolls Royce. Details of the attractions and programme for the day will be announced shortly.

For information on entries, stalls, club stands and display opportunities, contact Malcolm Fearn, the show organiser at 01865 862776 or at malcolmfearn@mac.com

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

You know what they say about throwing a stone into a mill pond or a butterfly that flaps its wings in Sunny Scunthorpe? Well it's happened to me - Really!

All I did was to pen a few words and send some pics off to Mr. Editor, who published them in "Morris Monthly". And then. But I'm getting ahead of myself. It all started when I bought BXX 904 from Ken Holden who was selling it on

behalf of the previous owner now living in Leeds. I've never met him but I live in hope of catching up on the car's history. The car had been off the road for a number of years and consequently had not been registered by DVLA.

It took me fourteen months to do the work necessary to put it back on the road although I'm

the first to admit that there remains a great deal more to be done but I have always been more interested in driving than polishing, and this is not the only project I have on the go. However I'm very interested in history. I always like to know as much as possible about my vehicles

From the old style log book which came with the car I can trace its history back to January 1956 but since it is a replacement log book, and the registration is from one of the London boroughs who destroyed their records when Swansea was set up, I thought that was the end of the line. And then, out of the blue came the phone call.

Peter Endicott had seen the photograph of the car in the club magazine and rang to let me know that he learned

to drive in it during the war. There are still traces of the blackout white paint on the running boards at the moment of writing. Don't know what they used, but it must have been jolly good stuff. He tells me it was not his car but his mother's, and was supplied by Davis's garage in Plymouth which was destroyed in the Blitz. Peter's mother was a member of the Davis family.



So I now know that the car spent the war years on the road in Plymouth, before finding its way to Sutton Scotney in Hampshire in 1956. Was this a direct move, or were there stops along the way? Are YOU the missing link? If so please let me know.

On the club scene, the rally went well with 33 cars on the

field and not a pre-1948 model Morris to be seen because you didn't find out about it until "Morris Monthly" popped through your letterbox the day after. Make a note for next year though. We usually organise it for either Easter or May Day and the weather is usually very kind to us. (That's done it for next year).

The new hood frame is now on the car and after months of stuggling with minor adjustments, it fits! Full details next time.

Myke Greenwood

Club meetings third Tuesday every month at the Take a Gander pub in Burringham village, DN17 3NA.

My tel. no. 01724 853 078

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 16th June

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 23th June

Suttonfield Road

Sutton

Doncaster

South Yorkshire

DN6 9JX

Ken Holden 01274 882 574



WELSH REGION NEWSLETTER

June 2010

CYLCHLYTHYR RHANBARTH CYMRU



EDITOR: Tom Bourne M.B.E., 02920 703 482 morris@tombourne.fsnet.co.uk
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EDITORIAL



"Drive-it!" Day on the 25th April was another great event, thanks to the organisation of the VSCC, and only dampened slightly by the showers that broke the previous run of fine weather. (See pictures below). Morrises were seen coming together from all directions, and proceeding along the Cynon Valley. It was very satisfying to see the continued improvement in the environment of this valley, once blighted by the coal industry, and in particular the site of the old Phumacite smokeless fuel plant, once described as Dante's Inferno, now being redeveloped for job creation.

Our first stop was at the Ty Newydd Country Hotel in Penderyn, only a stone's throw from the top of the Valley, and on the edge of the Brecon Beacons National Park. Ty Newydd was built in the 1930s by Mr. W.M. Llewellyn, a prosperous mine owner, who certainly knew how to choose a great place to live! Here an amazing assortment of old cars was already in place, and I must say that the VSCC members always make us feel welcome at these events. First priority was to top up with a pot of tea/coffee, helped down by cream scones, welsh cakes, etc, and catch up on chat with old friends. Thus refreshed, we set off for the drive across the Brecon Beacons, and marvelled at the spectacular views across the moorland and mountains, but mindful of the sheep which make their way, apparently haphazardly, across the landscape and the road! Joining the A470 near the Storey Arms Summit, it was then downhill all the way to the National Park Mountain Centre at Libanus, where the 30 - 40 cars took their place in the car park, and certainly fulfilled the brief for "Drive-It!" Day of raising the profile of our cars and their use to the many other visitors to the centre. The remainder of the day was spent in socialising over a splendid lunch, a short walk up the adjacent mountain, and a final cuppa before making our way home.

50TH ANNIVERSARY EVENTS UPDATE:

- June 13th:** Tredegar Park Rally. Final plans for our 50th Birthday Party are now being made. Please do join us on our Club Stand, for a great celebration.
- 4th July:** Vale of Glamorgan Treasure Hunt. Final confirmation of details will be in next month, but the event will start off mid morning from the Aubrey Arms in Bonvilston, and break for lunch somewhere in the Vale.
- 17th July:** Visit to the Gower Heritage Centre at Parkmill to view the water mill, and then on to John and Rhiannon's caravan at Greenways, Oxwich, for refreshments and more 50th Birthday cake!



Left: Dave Hicks's Morris 8 saloon, alongside a very original Triumph Super Seven



Above: New member Rolan Evans arrives at the Mountain centre aboard his splendid 1926 Oxford Super Sports. Rolan also has a Morris Ten Four under restoration.



Left: John and Rhiannon Howells with their 8 saloon.

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

The details are now in place for this major event, and quite a lot of members from across Wales, as well as England, already intend to join in. The highlight will be the Get-Together at the Great Orme in Llandudno on Saturday 18th, followed by an evening celebration at Llangollen. Register Chairman Dave Harris will be there to give the official stamp of approval, and to present awards. Full details and entry form are on the Club website under "Events" or by post or email from me at the address above. The Tour brochure (shown below) can also be downloaded from the website.

The Morris Register 50th Anniversary Tour of Wales
 Old Cars - New Friends
 Hen Geir - Firindiau Newydd

ITINERARY
 Details of the suggested route will be provided to entrants nearer the time. The aim will be to keep to the quieter highways and byways where possible, in keeping with the age of our cars. Meeting points will be arranged where members who live along the route can join in.

Day 1: Wednesday 15th September - Cardiff to Haverfordwest
 99 miles
 Starting at Cardiff Bay, we will follow the old A roads, avoiding the M4 as far as possible. Principal meeting points will be at the Pont Abraham M4 services and at Camarthen.
 Lunch will be with the Pembrokehire Vintage Car Club at a venue to be arranged by them.
 In the afternoon we will visit Pembrokehire Motor Museum, which has several very interesting Morrises on display. The Museum is very informal, and portrays many aspects of Pembrokehire life over the years.
 Local members are welcome to join us for our evening meal, which will be at Ynfan Sinc, in the nearby village of Rowbooth. This is a bit different for Pembrokehire as it will be mostly public speakers who are staff and locals. Overnight will be at the 3 Star Lower Hayling Farm B&B. This has up to 9 rooms available, which have been pencilled in for us.

Day 2: Thursday 16th September - Haverfordwest to Porthmadog
 123 miles
 Our route will follow the coast road as far as Aberystwyth, with superb views over Cardigan Bay. From there the inland route is shorter; the optional coastal route is very scenic, but adds about 21 miles to the journey.

Day 3: Friday 17th September - Around Porthmadog
 Have a break from driving today! The best known attraction is the long-established Highland Railway, but also worth the famous railway village, in Porthmeirion will be the Tour reception and dinner.

Day 4: Saturday 18th September - Special event at Great Orme, Llandudno
 Following a spectacular route through the heart of Snowdonia and the Conwy Valley, we will arrive at the Victorian seaside resort Llandudno and the nearby Great Orme (47 miles). This is also within easy driving distance of the Midlands and North West regions of England, and we hope that many members will join us there for our day of Anniversary celebrations.
 The Great Orme is almost the most northerly point in mainland Wales, and is a spectacular location for such a celebration. The views from the Great Orme's 678 ft summit are breathtaking. Snowdon, Anglesey, and further to the Isle of Man, Blackpool and the Lake District. See www.greatorme.org.uk

Day 5: Sunday 19th September - Llangollen to Cardiff
 145 miles
 For the South Wales contingent, return home roughly following the route of Offa's Dyke through the Welsh Marches. Possible points to meet up with local members for coffee and lunch stops.

How to Take Part
 The event is designed so that members can take part in some or all of the event, as they feel able. This could be for part of the route, for an evening reception, or for the day visit in Pembrokehire, Porthmadog, Llandudno or Llangollen.
 We have identified suitable hotels and B&Bs, and participants will be responsible for confirming, booking and paying for their own accommodation either at those we have been reserved, or at others according to choice. In some of these, a number of rooms have been reserved, but these reservations can only be held until the end of June. Where we have made provisional reservations, you should quote "Morris Register Tour" when booking.
 There is no charge for entering this event. Further details and entry form are available from Tom Bourne 01432 703482 or John Howells 01432 432842 or by email to mrs104@tombourne.fsnet.co.uk

HISTORIC MORRIS INSURANCE

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



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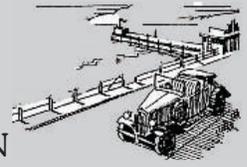




SUMMER MOTORING

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

I do of course realise that for quite a few brave souls, their season starts at the turn of the year, venturing out in the cold for New Year's Day events! However for those of us that are hothouse flowers, the main motoring season starts with events such as Drive-it-Day and the Bristol Classic Car Show. Now that these are out of the way, attention focuses on the almost weekly regime of local, regional and national events. If you know of local events you believe will be of interest to other members and want them publicised in Westwords/Morris Monthly, let me know.

My own plans for national events include the Oxford Bus Museum (Jun), Ardingly (Jul), Thoresby (Aug) interspersed with every West Region event I can get to. I hope that all of you manage to make the most of your Morrisises during this 50th Anniversary year.

By the time you read this editorial, the Region's AGM will have taken place. If you made the effort to attend then thank you, if you didn't, then perhaps I'll see you at next years?
Jim Riglar

NEWS FROM THE GROUPS

Somerset – The May noggin was one of the better attended noggins of late, with 28 members making the effort to attend. However the car park was light on Morrisises with only three present; Peter and Josie Harrison with Sandra came from Wellington in their Pre-Series 10, Simon College from Crewkerne in his Eight S2 Saloon and Bev Marks from Taunton accompanied by Robert Yandle. The fact that some of the longer distance travellers had made the effort rather put us locals to shame for leaving our Morrisises at home and turning up in our heated moderns (myself included!). The Bristol Classic Car Show, where as usual we had an excellent stand, loomed large in the topics discussed during the evening. Roy Bowden, with his wealth of experience of restoration and running maintenance, was dispensing his expertise as usual. Tony

Hale was making sure everyone who had booked onto his 50th Anniversary Wiltshire Run knew the relevant times for the start at his home, in Westbury.
Colin Baker

North East Wilts – The Burbage based noggin saw a good attendance of 10 members in late April. There were lively discussions on forthcoming road runs for Drive-it-Day and during May. Reg Wilson showed us a report about the impending restrictions on use of our cars, something to fight against. We all thought it was an April 1st wind-up, but Reg assured us it came from a reliable source so look out!

Paul James
(Editor: I'd be interested to know what the report is! I couldn't find anything relevant on the FBHVC website.)

DRIVE-IT-DAY - DORSET COAST RUN - SUNDAY 25th APRIL 2010

Following the success of the 2009 event, Chris Murray (Frome, Somerset) was brave enough to organise a second running of the Dorset Coast Run to celebrate the FBHVC's Drive-it-Day. As with last year, it was decided to start and finish at Sparkford in south Somerset with a run to the Dorset coast at Weymouth. 17 Morrisises assembled at Haynes International Motor Museum. Heading eastwards from the start along minor roads and running parallel with the A303 for a few miles, the route then turned south for a 12 mile run down the A357 to the outskirts of Sturminster Newton. From here it was back onto minor roads, generally working southwards through mid-Dorset past Bulbarrow Hill (at 899 feet above sea level the second highest point in Dorset and by local standards the nearest thing to a mountain) and onto



a photo stop at Milton Abbas. The row of parked Morris spread out over 100 yards looked most impressive! From there the route continued southwards through Affpuddle to Crossways, before heading west to Broadmayne and a climb up over Ridgeway before dropping into Weymouth. After parading the length of Weymouth seafront, the cars parked up in front of the Pavilion for a couple of hours before making a return journey to Sparkford via Dorchester, the Piddle Valley and Sherborne. The day was finished off with cream tea in the Sparkford Inn. The one casualty of the day was Simon Colledge's Morris 8 Saloon. Simon was due to meet with the group at Weymouth, unfortunately a punctured tyre and a spare that split, put an end to that.



31st BRISTOL CLASSIC CAR SHOW 1st-2nd MAY 2010



Now settled on its revised May Day Bank Holiday weekend slot, the show reverted to its normal two day format. The crowds at the show seemed a little less than previous years, perhaps a sign of the current economic climate and a reflection that running the show in direct competition to the well established Abbey Hill Steam Rally (Yeovil) isn't a particularly clever idea. On the Register stand this year, which was again in the Main Hall, were Paul James' 1924 Cowley two seater, John Goodland's immaculately restored 1946 Eight Series E saloon and Peter Maslen's very original 1937 Eight Series 1 saloon. All three vehicles attracted a fair amount of interest. A number of West Region members did a sterling job of manning the stand, which was decked out to reflect the Register's 50th Anniversary. Indeed the regulars were so impressed with the borrowed display material and flags which are normally used for national events, there is pressure for the West Region to purchase some similar items for its dedicated use! There are a number of disadvantages being in the main hall rather than the side halls; the lighting is gloomy, the size of the stand is restrictive and there is no back wall to use as a back drop and for display material. For next year we may well seek a return to a stand in the side halls.



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EVENTS 2010

- 6 June:** Bude Motor Classic 2010 - Contact Alan Hawkins 01288 354 616 email - classic@budemotorclub.co.uk
- 20 June:** Vintage & Classic Vehicle Display, Sanders Garden World Brent Knoll, Contact Allan Roberts 01278 789 145
- 10/11 July:** 37th Historic Vehicle Gathering, Powderham Castl, Nr Kenton, Exeter
- 11 July:** Castle Cary Cavalcade - Donald Pither Memorial Playing Field
- 18 July:** Devon Coastal Run - Contact Historic Transport Club
'Classics at the Castle' - Sherbourne. Contact - Merlin Events 01935 474 630
- 25 July:** Riviera Classic Car Show, Painton. Contact Phil or Dee Harding 01803 523 015
- 28 July:** 27th Noggin, Nosh & Natter, George Inn, Longbridge Deverill
(A350, 2 miles south of Warminster). 6 pm onwards





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



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

FROM MIDLANDS REGION CHAIRMAN

In my rôle of Chairman I do not often bore you with details of administration, however I recently attended the President's Conference in Birmingham, at which I received the President's Trophy for recent services to the club (my thanks go to those who proposed me). Club business followed the presentation, I must admit this is the side of things I lack enthusiasm for and feel it takes a special kind of club member to devote time to such activities. I know some people feel that the club is run behind closed doors, but minutes of these meetings are available to all members. I think attendance is also possible to observe without voting rights. There was a proposal debated that all minutes should be circulated to the membership, but this was not passed as it was thought the content of the minutes may not convey the true spirit of the debates and background to the decisions. Also debated was the pricing of a new club bumper badge at £18 each. After my protests I found myself in a minority of one when a revised figure of £15 was agreed, the cost to the club is under £4 each. This is the sort of decision I feel the membership should be aware of along with a full explanation as to why the mark up is so extreme. I do not attend many of the administration meetings and would suggest that members wishing to know what is going on should apply to the area secretary for a copy of the minutes. I await mine with interest to see if the contents convey the spirit of the meeting or the fears are justified?

Mike Porter



LEICESTERSHIRE NOGGIN

Every first Tuesday, 7.30 pm. Foxton Locks Inn, Bottom Lock, Foxton, LE16 7RA

Next meetings: Tues 1st June/Tues 6th July

Contact Ken Johnson 0116 271 5933

HEREFORDS & WORCS NOGGIN

Every first Tuesday, 7.30 pm. at The Duke of York, Leysters, Herefordshire HR6 0HW

Next meetings: Tues 1st June/Tues 6th July

Contact Michael Halls 01568 750 257

WARWICKSHIRE NOGGIN

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

Next meeting: Tuesday 8th June

Contact John Ford on 01789 488 328

WEST MIDLANDS NOGGIN

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

Next meeting: Tuesday 15th June

Contact Mike Porter on 01384 376 961

HEREFORDS AND WORCS NOGGIN

Our Drive it Day venue at Welshpool was cancelled owing to the illness of the Cannon household. We rearranged a visit therefore to the Black Country Museum in Dudley. John and June Sargeant, and Des and James Lewis with Harold went there in their Morris cars, and Alma and John Humphries and Caz and Nick came along in their modern cars. We had a very enjoyable visit and enjoyed our Back Country fish and chip lunch washed down with Black Country Real Ale at the Bottle and Glass pub. The weather was very good and sunny and we all enjoyed browsing round the museum.

Our May Noggin was attended by ten members and Lionel Smith (from Kingswinford Noggin) came along to join us accompanied by Faye, in his newly acquired Series E Tourer which looked and sounded very good indeed. We were pleased to see Ted and Janet who are now recovering following their illness. We discussed Drive-it-Day's success plus progress on members' restoration projects.

At our June Noggin there will be a talk by Tony Adlard about his experiences when he took his Morris Minor to Australia for 5 years and in July a talk will be given by Alex Elliott, a Sub Mariner, which should prove to be very interesting. An alternative method of transport!

June Sargeant

MIDLANDS AREA INVITATION TO ALL MEMBERS SATURDAY SEPTEMBER 19th PEOPLETON VILLAGE SHOW (Nr. PERSHORE)

We have an invitation to attend this show for a second year; I would like to invite all Midlands members to attend to make this special event for the 50th year of the Club. It is an excellent day with entertainment, stands, Marquee with craft stalls, refreshments etc. I am hoping this event is as close as we can get to a Midland Area rally. Please come along and support us, entry forms from John Sargeant on 01905 840 155. Apply as soon as possible please, we would be pleased to see other areas represented as well.



WEST MIDLANDS NOGGIN

May has been a busy month so far with a number of good gatherings with our vehicles. Drive It Day at Hatton Country World was shared with the Warwickshire Noggin and for the first time in 35 years my Series 2 Eight was parked next to an identical one. The weekend of the 8th/9th saw us joining the Leysters Noggin at Ludlow Castle again for The Marches Transport Festival. We had an excellent turn out of Morrises, plus two Austins to present 17 vehicles under the Midland banner. This was the largest club display in the castle keep and once again we were only outnumbered by post war MGs. Thank you to all who attended. Good to see Peter James there with his Morris Eight PSY 325 on a 100 mile round trip. He has become a regular at our Noggin and the Warwickshire one too. Peter is a recruit from our stand at the NEC in 2008. He purchased his Eight in Brittany and has a really good one,

believed to have only covered 66000 miles. Parked next to Peter was Lionel Smith's Series E tourer; the two year quest is over, no more wanted ads in the Monthly! Hot on the heels for us was a visit on the 11th to the Sutton Coldfield Model Engineering Society (pictures below from John Patten). Bob Dean brought together two of his interests and we thank him for that as we had a wonderful evening, experiencing rides and smells from steam engines. We were made most welcome, with a faggots and peas supper included. I met one of their members who was a lapsed member of the Morris Register from the 1960s when, as a young man, he had a Series 1 Eight! Altogether a busy time and I also have a potential new recruit for the Noggin, a man I supplied a set of wire wheels to about 30 years ago who has still to finish restoring his tourer!

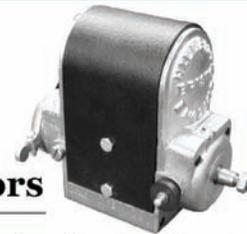
Mike Porter



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WARWICKSHIRE NOGGIN

At last my computer is back and running (hence no report for last few months). Our Monthly noggins are picking up of late with 10 members attending last month's meet (April) and the same again this month. Pauline Young was the only woman! We welcomed a member from the States, Derek Gock, who is a British citizen but is resident over there in Florida (it's too cold here!) He has a collection of cars including a 1926 Bullnose Morris Cowley (all original), a 1938 Series 2 Morris Eight tourer, a 1934 minor tourer, a 1926 Clyno tourer (made in Wolverhampton) and a Lagonda sports special racer 1930. All in excellent running order. He came in his little Minor tourer (see photo) which created a good deal of interest. Next time he will bring the Bullnose. Unfortunately he can only spend three months of the year here so we may not get



to see all his collection. We talked about this year's 50th anniversary and decided to have a Bar-B-Q at the August Noggin. After consultation with committee members I am issuing a cheque for £100 pounds to each Noggin in the Midlands area to help fund any arrangements they wish to make for the celebrations. This will come out of regional club funds. Members have also been invited to the VRSC annual club picnic which is held on Fathers' Day Sunday June 20th at about midday on the Worcester - Inkberrow road, approx 3 miles from Inkberrow on the A422. Bring your own picnic, jazz band and drinks available. Free entry, pre-war cars only. This is a great day out with some wonderful and rare automobiles. For details tel 01789 488 328. Our next meeting is on Tues June 8th.

John Ford

BARBEQUE AT MADBROOK FARM JUNE 19th 2010

Just a reminder of the barbeque at Ron Smith's which is open to any registered members wishing to join us. Details as per last month's magazine, but please contact us soon so we know what numbers to expect. Contact Ron on 01952 730 600 or Bob Dean on 01922 628 330, if neither answer there is always me - Mike Porter.

MIDLANDS EVENTS 2010

- 4 July:** Hartlebury Transport Day
- 18 July:** Much Marcle Steam Fair
- 1 Aug:** Trimpley Show
- 7 Aug:** Tenbury Wells Countryside Show
- 13/14/15 Aug:** Stratford-u-Avon Country Steam Rally
- 30 Aug:** Pershore Plum Festival
- 11 Sept:** Peopleton Autumn Show
- 17/18/19 Sep:** Hanbury Steam Fair

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DIARY DATES (see right)

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.

DATE	REGION	EVENT	CONTACT
6 Jun	TP	TRANS-PENNINE RUN: 50th Anniversary Event	01229 584 972
6 Jun	W	Seaton Tramway - 16th Annual Vintage Vehicle Rally, Colyton Station	01297 20375
6 Jun	W	Bude Motor Classic	Alan Hawkins 01288 354 616
12/13 Jun	NW/EMY	CRICH RALLY: 50th Anniversary Event	0161 427 7311
13 Jun	CH	OXFORD BUS MUSEUM: 50th Anniversary Event	01753 883 547
13 Jun	Wal	Birthday Party, Club Stand at Tredegar Park Rally, Newport	01446 793 038
19 Jun	Wal	Under Milk Wood Classic Run, Mumbles to Laugharne	
19/20 Jun	W	Bournemouth & Poole Preserv. Club Steam & Vehicle Show, Poole	Paul Nunn 01202 528 470
20 Jun	W	Vintage & Classic Vehicle Display, Sanders Garden World, Brent Knoll	Allan Roberts 01278 789 145
20 Jun	Wal	National Transport Festival for Wales, Swansea	www.ntfswansea.co.uk
27 Jun	EMY	Sledmere House Rally, near Driffield.	www.necpwa.org.uk / 07769 904 968
27 Jun	CH	LEIGHTON BUZZARD RAILWAY SHOW	www.buzzrail.co.uk
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	W	Braunton Wheels Event, Devon. In aid of the Calvert Trust Exmoor	Rachel Shortridge 01598 763 221
28 Jul	M	Trimpley Show, Worcestershire	
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
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	
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
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	W	Exmoor Run (from Taunton)	01823 412 328



from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

Sherlock Nagle!

I will spare the blushes of the Member who: (1) Forgot to renew his membership. (2) Responded to my reminder by filling in the debit card form and writing his number on the back. (3) Cut out the form from the A4 sheet it was printed on, and in so doing chopped off most of the membership number, just leaving ...34/6/C! I proceeded to try to identify him, and as the postmark on the envelope was Sheffield I thought I was on a winner. Just find all the Members in Sheffield and the one ending in 34/6/C is my man. No Members in Sheffield fitted!!! I next sorted all the Members in Region 6 whose number ended in 34. Would you believe there are 4 of them? Thinks!! The Member concerned must have an e mail address, as I had not sent out the postal reminders at this stage. Two didn't, so I was now down to two. I picked up the phone and had a pleasant conversation with a member who was at that moment writing me a cheque for his membership fees! I had my victim in my sights. I phoned to confirm that I had in fact found him. I had. Not at all elementary my dear Watson. Oh why, oh why, don't we all pay by direct debit?

Which brings me to my next point

At the President's Conference last month two of the slides in my presentation were as shown on the right. The meeting agreed with the proposition, and it now rests with you to volunteer to fill one of the vacancies we now have. You will need to be reasonably computer literate and have a broadband connection. Please come and join me on the Membership Team to help the Club take another small forward step. I look forward to your response.

Members' Handbook

You will have noticed that you did not get a replacement Club Handbook this month - that is the bad news. The good news is, that at last we are able with the aid of the Club data base to send you with next month's magazine a complete Handbook. It will contain all the Club information of National, Overseas and Regional Officers and Noggins, and above all a full list of Members and the Register of all cars known to the Club. A few Members did not want their personal or car details to be shown, so if you fail to find a Member or a car you are looking for they will be one of those.

I trust that this information will be of value in improving Club communications, and useful to all Members in finding like-minded Members and cars of interest. This is something that I set out to achieve when I first took this job on eighteen months ago, and I am delighted that I have now succeeded, especially as the cost to produce and distribute it is only 40p per copy.

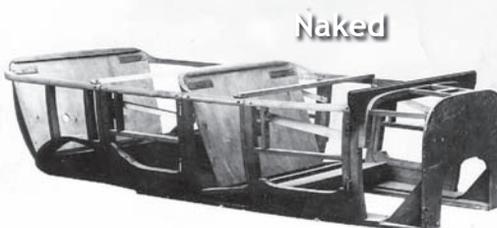
I will be interested in your comments when you receive your Handbook.

Continuing the theme of dissemination of information, as you may know, I send out each month to all Club officials Excel spread sheets containing current membership and vehicle information. If you would like to be included in this ELECTRONIC mail out, I will gladly include you on the list so that you always have an up to date membership and vehicle list as well as the printed list in the Handbook. Please e-mail me and I will put you on the list.

A few Statistics

As at May 12th the Membership stands at 1584. 169 Members have yet to renew. Assuming no more renewals (but clearly there will be) this gives a churn of less than 10%, giving an early indication of growth in membership numbers for this year. Of the 1584, 157 are from overseas.

Of the 1076 Members who pay their subs automatically, 1019 do so by direct debit, and 57 by the Club retaining their Credit/Debit card details. 508 have yet to join the fold of automatic payment by either means.



...What's it worth? (See p14): Sold for £4750...

The Club Data Base

Although the majority of the work on setting up the data base, membership renewal system and the register of cars has been accomplished I am conscious of the fact that the job of maintaining the system is still an onerous one.

I therefore propose that in the future the Membership Secretary's job is subdivided into four.



- 1 Membership records
- 2 Subscriptions - Direct Debit
- 3 Subscriptions - all others
- 4 Vehicle Records - the Register



People and Equipment

- 1 We would need to recruit a small team of suitable people.
- 2 We would also need to set up the database on a server with the appropriate software, in order that the team could have simultaneous access to the programme.
- 3 A rough estimate of costs would be £1500



Wooden bits - resolved

Doug Townsend solved the question in last month's Monthly. The answer is the body of a 1925/26 Morris Oxford 5 seater body without its skin! Thank you Doug.

GOLDEN OLDIES

An elderly Member developed serious hearing problems and his doctor had him fitted with a set of hearing aids. On returning for a check up a month later the doctor said, "Your hearing is now perfect, your family must be really pleased." The gentleman replied, "Oh, I haven't told them yet. I just sit around and listen. I've changed my will three times!"





MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS	
Ken & Janene Smith	Queensland, Australia	0754 986350	janene@bigpond.net.au		
Wim & Anja Jansen	Uithoorn, Netherlands	0297 540978	jansengg56@tele2.nl	Minor SV	2 Door Saloon
William & Julie Lynch	Limerick, Republic of Ireland	00353 612 29317	wlynch@iol.ie	1938 Eight Series 2	2 Door Saloon
Paul & Gail Hudson	Aston on Trent DE72	01332 792 730	nattsi@btinternet.com	1932 Minor SV	2 Seater Tourer
William & Susan Thompson	Berwick on Tweed TD15	01289 382 586	brian@border-traffic-service.co.uk	1938 Eight Series 2	4 Seater Tourer
Thomas & Sylvia Waugh	Workington CA14	01900 604 552		1946 Eight Series E	4 Door Saloon
Robert & Kay Edwards	Stockton on Tees TS18	01642 658 052			
Phillip & Carol Hinton	Instow EX39	01271 860 789	phillhinton@tiscali.co.uk	1937 Eight Series 1	4 Door Saloon
Michael & Marilyn Houston	Tunbridge Wells TN4	01892 522 854	mike.houston@fsmail.net	1930 Minor OHC	Coachbuilt Saloon
Mary Anne & Bryn Benjamin	Aberystwyth SY23	01974 251 692		1931 Minor	
Raymond Glover	Mansfield NG20	01623 746 577		1935 Eight Series 1	Saloon
Howard & Hilary Mills	Sherborne St. John RG24	01256 850 404	howard.mills3@btinternet.com		
David & Linda Simmons	Shepperton TW17	01932 565 752	thesimmos.45@hotmail.co.uk	1934 Ten Four Pre-Series	Special Coupé
Stephen Green	Walton-on-Thames KT12	01932 246 527	acmecoupe@yahoo.co.uk	1932 Isis	Saloon
Michael & Annie Scotten	Hounslow TW3	0208 577 0416	mike_scotten@hotmail.com	1948 Eight Series E	4 Door Saloon
Alan & Diane Sprake	Cullompton EX15	01884 33605		1934 Ten Four Pre-Series	4 Door sliding head Saloon
Nicola Harvey	St. Leonards-on-Sea TN38	01424 441 881	nicolaharveya35@aol.com		
Chris & Sue Parke	Hayling Island PO11	02392 466 387	parkechris@hotmail.com		
Clive & Margaret Porter	Defford WR8	01386 750 400	cliveporter@farming.co.uk	1937 Eight Series 1	2 Seater Tourer

Correction: Members Jonn Anson's email address was wrongly shown as "maurice.bullnose@yahoo.com" in last month's list of new members. It should have been "morris.bullnose@yahoo.com"!

EAST ANGLIA

Regional
Record



NOGGIN	VENUE	CONTACT	DATE
Suffolk:	The Oyster Reach Travel Inn, Bourne Hill, Wherstead, Ipswich, IP2 8ND	Julian: 01206 395 103 Ivan: 01473 747 459	2nd Fri
Essex:	The Duck Inn, Newney Green, Writtle CM1 3SF		3rd Tue
Norfolk	Contact John Dewar, details right	01789 488 328 johndewar161@btinternet.com	
East Anglia:	Quarterly during Spring, Summer and Autumn. Venues rotate around Essex, Norfolk, Suffolk and Cambs	See Yellow Pages in Morris Monthly	
Chaiman:	Pam Lee 29 Monksbury, Harlow, Essex CM18 7TA	01279 418 656 david.lee7@tesco.net	
Secretary:	Norma Cook 8 Hill Crescent, Chelmsford, Essex CM2 6HT	01245 294 202 normaj.cook@gmail.com	
Treasurer:	Dave Ilsley 27 Hall Close, Southery, Downham Market, Norfolk PE38 0NN	01223 496 430 david.illsley@bbsrc.ac.uk	
Memb. Secs.:	Pete and Pat Weale High Trees House, Tally Ho Lane, Guilting Power, Nr Cheltenham, Gloucestershire GL54 5TY	01451 850 409 bmcbad@btinternet.com	
Editor:	Vacant		
Committee:	Peter and Jennifer Brown	01223 262 495	Laurie Cooke 01245 294 202
	Dave Lee	01279 418 656	Tony Nathan 01702 589 643
	Ken and Gill Smith	01268 735 889	



A MOMENTOUS JOURNEY IN 1961

Mike Turner

A month or two ago I found myself at Watford Gap Services on the M1 when they were announcing the fact that this was the 50th anniversary of its opening. This got me thinking back to a journey made in 1961 which was at the very least an epic of its type.

Imagine if today living in either Kent or Essex you are invited to drive to and from the British Grand Prix in a day in a 26 year old car. Always supposing you could find a 26 year old car (Morris Marina/Austin Allegro?) you may well say, "Silverstone and back, shouldn't be too arduous," but in 1961 the Grand Prix was at Aintree, Liverpool!

The participants in this adventure were Bev Hicks who founded the Morris Eight Tourer Club with Roy Chasmar, Brian Dermott, a friend of Bev's who had a short spell as newsletter editor, and myself. I was 20 and the others were roughly the same age. The car we used was Bev's 1935 Morris Eight Tourer, and we met at my place of work, City Road, Islington, North London, at some impossible hour. I'd driven there in my 1938 Tourer MXE 91. This was an interesting car in that it had originally been exported to Hong Kong. It was there throughout the Japanese occupation and came back to the UK in 1952. As the original MoT (10 year test as it was originally known) was for cars registered more than ten years, MXE 91 slipped through this loophole. But I digress.

The M1 had not been open too long and I think in those days it started some way North London and only ran as far as Crick which is just beyond Watford Gap.

It must have been quite an adventure for us as I don't think any of us had been on a motorway prior to this.

Disaster struck at Rugeley in Staffordshire when the petrol pump gave up the ghost. We found a garage and repaired to a coffee bar. Older readers will recall these as cafes decked out with bamboo, the focal point of which was a huge Italian coffee machine from which steam seemed to emerge from various orifices, all accompanied by lots of noise.

Bearing in mind that we were still probably 100m miles from Aintree and would probably arrive after the race had started, I don't think any of us entertained the idea of aborting the trip.

We did arrive late by which time it was pouring with rain, but we did see an entertaining race won by Wolfgang (Taffy) Von Trips in one of the 'shark-nose' rear engined Ferraris. This was probably the last season when front engined cars competed in Formula One. Of particular note was Stirling Moss driving a four-wheel drive Ferguson.

It is worth pointing out that by comparison with today's British Grand Prix where admission price is akin to a mortgage, the amount then must have been very reasonable because certainly none of us were financially well heeled! Equally of note is the fact that we just turned up. I'm sure we didn't have advance tickets.

Not content with having got to Aintree, we diverted to Stoke-on-Trent on the way back. This was to meet up with Frank Ashley. In its early days the M8TC had a quite unintentional southern bias. Flying the flag for the North was Frank who amongst other attributes made his own

wine, known with good reason as 'Shattered Ashley'!! We did eventually get back to London and a note in my diary says I got home at 04.30 meaning that we'd all been away from home something in excess of 24 hours!

It truly says much for the reliability of what was already a 26 year old car whose mileage had probably long since gone around the clock that we got there and back in a day. I know that even in a modern car and with motorways practically door to door I would hesitate to undertake such a journey today, but then I am nearly 50 years older!



Above: 1961 British Grand Prix at Aintree, won by Wolfgang von Trips in a Ferrari. He was killed 2 races later at the Italian Grand Prix.



Mike Turner at a checkpoint of M8TC London to Brighton Run, 2nd February 1964.

Above: Chris Butler's Series I Eight
Below: Dave Saunders' Series 2 Eight



RE: CLUB HAS LOST ITS WAY

Dear Editor,
 I feel I need to put pen to paper on this subject, as a new member just entering my second year and having attended my first National Rally last year, I was most surprised to see the letter from ex-member Paul Beck (his loss). Not having been in a position until the last couple of years to own my own historic vehicle, I endeavoured to choose what I consider to be one of the finest marques of British motoring, the Morris Motor Car. Not only did I buy a Morris Ten Series 2, but I went on to buy a Morris Eight Series 1 tourer also. It wasn't until I bought Emily, my Ten, that I heard about the Morris Register and that was because I bought Emily from an ex-member of the Register. However, once Emily was at her new home I found so much work was required to bring her back to service I purchased Maisie my Eight tourer to run and enjoy whilst Emily underwent major surgery, which brings me back to my original rantings - Thoresby. Having not attended any rallies before I really didn't know what to expect, so I booked one of the finest rooms in the big house, took a drive down the A1 to Thoresby Hall with Mrs. Smith, who has never before shared my passion or enthusiasm for cars, and of course my beloved Maisie towing along behind. I arrived at the big house, checked in Friday dinner and hastily made tracks down to where I could see a growing gathering of cars, caravans and people. Michelle and I first headed towards the entrance on foot to enquire about proceedings where we were greeted by what I can only describe as some of the most friendly hospitable people one could have wished to meet. First there was Graham and Ken I think who introduced themselves to us and were extremely friendly, then there was John and Jo who I can only describe as the most hospitable of all I have met and the invitation to join them in a glass of wine was most welcoming. In fact, if I had not booked a table for dinner I don't think we would have made it back to the hotel. After dinner we came back to the marquee to be welcomed by all and enjoy the excellent offering by Bogoake. I was saddened to return to the hotel, in fact. Saturday we joined the drive and were overwhelmed with the sheer friendliness of all present, joining all at the village hall again was excellent especially given that the band never made it. I enjoyed the good company and the welcome we received from all so much that I have bought myself a motorhome so I can come to more of the Register's offerings as, in my humble opinion, the work that is carried out on the members behalf by the elected committee is second to none. I and I'm sure I speak for the bulk of the membership when I say I enjoy the monthly mag and appreciate all the good hard work that you all put into the mag and everything else that is organised on our behalf. I am looking forward to meeting all again at Crich and also at Thoresby. Please keep up the sterling work.

Mark Smith
 12049/6

A DISAPPOINTED NEW MEMBER

Dear Editor,
 I have just re-joined the register for the second time. I resigned my membership in 2008 because I felt that the club members seemed to be at war with those who were trying to run it. An reoccurring theme was a few members who did not agree to change and continually bickered amongst themselves and in print. It appeared nothing was right. An example is when members were asked to pay £5 if attending the National Rally because often people did not turn up. On arrival the £5 was returned but forfeited for a no show. The objections to this were ten fold. Anyone would think the organisers were asking for a lottery win. There were those who were displaying remarkable shortsightedness. I decided to leave the Register because it was unstable and boring.
 Two months into my new membership and here we go again. The committee is obviously trying to move forward against intransigent members. The forum is a good idea because all the MVS system did was create an elitist twitter system with overloaded emails where those well known members could chat to each other. It appears to me that the replacement forum is underused probably in protest from the dinosaurs of a lost era. This Register must be allowed to move onwards and upwards or it will become extinct in the same manner the British car industry has. Those of us who are new to the movement will simply move on and look either to an existing club or begin a rival to the register. Long established members may not like what I say and the truth may hurt but if the cap fits then wear it. Progress must prevail or the heritage will be lost forever. Will the last one to leave turn out the light.

Mick Brownhill
 12344/6

Editor's Comment

It is very encouraging to get letters like these from new members and to hear that we are getting some things right. As I think I have said before, any club like the Morris Register must adapt or die. The difficulty is to manage the pace of change correctly and not everyone will be entirely happy with what is being done. Come to think of it, did you agree with every manifesto pledge made by the party you voted for in the general election? I doubt it! No, you looked at the bigger picture and made up your mind. The same applies to the MR. Look at the bigger picture and then decide. If some important change offends you, then you just have to make up your mind whether to stay or go. It's a bit like a buffet really - I don't like the seafood dishes but it doesn't mean I walk away without eating anything. No, I pick and choose, knowing that the folks who eat the seafood will leave more of the other stuff for me!



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After the War, even a senior MI5 man is astonished by the story

Although the trouble at the railway station over currency regulations led directly to our arrest and interrogation by the Gestapo officer, he referred only once to the currency offence. His questions were almost entirely concerned with our activities in general, and our motive in coming to Germany. He was prepared to concede that we had told him the truth, and remarked that had we not done so, we would have been in deep trouble, and remarked that we might still be in deep trouble, as the final decision did not rest with him. I had a feeling that he might have given us the benefit of the doubt, but to have done so would have been to run too great a risk. In Germany at that time, officers in his position were not expected to make mistakes, and nothing was more fraught with the possibilities of error than giving people the benefit of the doubt. Mistakes of that kind were rarely forgiven. In any case, one may be reasonably certain that any decision concerning us was made by someone higher up, and I think that there can be little doubt that Herr Post was in some way involved in the business of implementing that decision. Be that as it may, it seems that whoever was responsible for arranging our departure bungled it. What went wrong?

Shephard and I always assumed that the man who sat in the chair at the end of our corridor was there to keep an eye on us, but we were, of course, never able to verify this. We had established the fact that we had seen a man there late in the evening, and if the object of the exercise was to keep our room under observation, we assumed that there would be someone there at night. All the more remarkable therefore that on the night of our sudden departure, the chair was unoccupied. I can offer no explanation, except that someone may have been guilty of negligence, but for us it seemed a heaven-sent opportunity, and we took full advantage of it. However, once we had given them the slip, it was over 10 hours before we re-appeared at the small unfrequented crossing on the Swiss frontier. It was too late and too risky to apprehend us, especially if we had been seen by the Swiss guards or by anyone else who might have been

there. During those 10 hours we would have had ample time and opportunity to have contacted friends, or even other "agents". The essential element of secrecy had gone, and we were allowed to go free.

During the years that followed, many friends have asked me to recount some of our experiences in Germany, among them an acquaintance of the family who held a senior post in MI5 both during and after the War. He listened to the account with undisguised astonishment, and assured me that from the time we had entered the Siegfried Line we were marked men, and could have been in deadly peril. A

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It is amusing to think that somewhere in the files of German intelligence there may still be found the names of those two daring British 'agents'

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few years after the war, Lois and I visited friends who were among our parishioners at Cranleigh in Surrey, and heard the story of their daughter's fiancé who had been in Germany with a party of young men at the same time as we were there. He was known to be politically minded and very anti-Fascist, and had the habit of speaking his mind. He, and another young man with him, never returned, and their families were notified that they had died as the result of a canoe accident. The request that their bodies might be returned to England was not granted.

It might be said that Shephard and I invited suspicion by sometimes acting irresponsibly. But we were also, to some extent, the victims of circumstances, in the sense that, but for the irresponsibility of the French military authorities in allowing us to cross into the German defences at Breisach, much of what followed would not have occurred. As it was, I have no doubt that we presented to the Germans something of an enigma. If we were British agents, we belonged to a hitherto unknown breed. But to the Germans I imagine that the question of whether or not we belonged to the British Secret Service was largely irrelevant. We had

been inside a secret German military defence system, and there was no knowing what information we had acquired. This fact alone made us potential if not actual spies, and we could not be allowed to return to Britain. If this was the German view, there was logic to it, for it will be remembered that when we stopped to observe the rear of the Breisach fortifications, Shephard had



made the remark that if we saw anything of interest, we could report it when we got home.

I still have Herr Post's map in my possession, and even now I am astonished by the extent of the detour that he had planned for us. The route would have taken us through the hinterland of the Black Forest in a wide arc, which ended in the crossing of the Boden See. How the crossing was to be accomplished he did not say, but it is perhaps not irrelevant to recall the fate of the two young men, one of whose fiancée lived in Cranleigh, who were reported drowned while travelling by canoe on a river or lake in Germany. The map itself is in no sense an "official" map, but is the kind one would normally obtain from a travel agency, liberally illustrated with local views. I have little doubt that this was done intentionally to set us at our ease, and to give some credence to the myth that we would be going solely on a scenic tour.

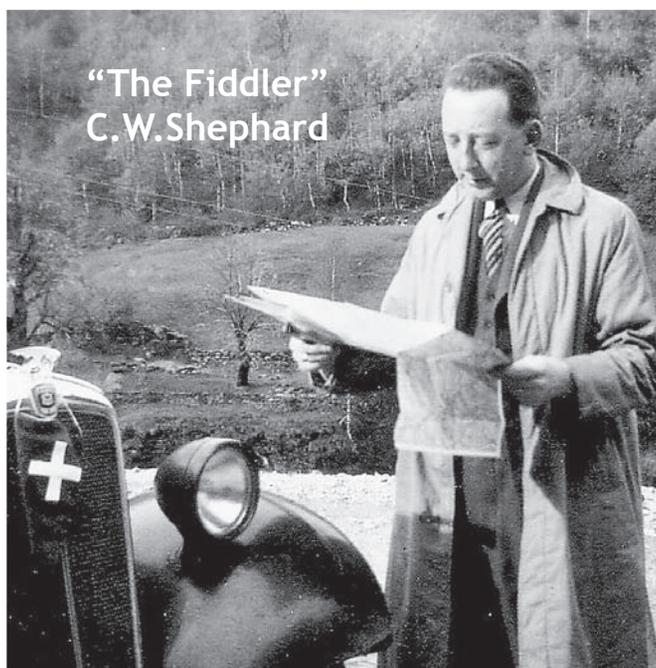
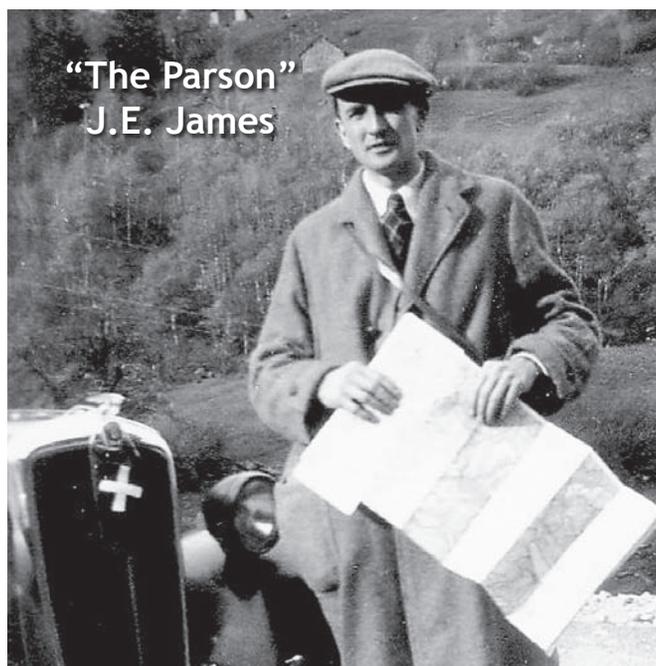
It must be confessed that we were in total ignorance of the kind of circumstance we were in, and of the ruthless nature of the people we were dealing with. Like most people at home, we had been aware of the excesses of the Germans under the Nazi regime, but we did not think that this would affect us in any way. We were British citizens, and we thought that Britain counted for something in those days. As a result, we conducted ourselves throughout with a kind of amused tolerance. The fact that we neither felt nor displayed any fear was merely the measure of our innocence. This happy state of affairs was, of course, rudely and providentially shattered on the last evening before our departure, when for the first time we suddenly grasped the reality of our position and the danger we were in, in time to act speedily and decisively. If we had not done so, I am sure that our perilous adventure would have ended there.

Today, 40 years after the war, it is amusing to think that somewhere in the files of German intelligence, there may still be found the names of those two daring British "agents". Writers of spy stories tell us that agents are often given code names.

Although the Germans appeared to have taken us very seriously, we may not have stayed around long enough to have earned that distinction. Yet it is tempting to fantasize what they might have been. Der Pfarrer und der Geiger perhaps? The Parson and the Fiddler.

As a final word, I look back to that glittering reception at the Romanian embassy from where it might be said our adventure began, and express the hope that my Romanian Princess and her amiable companions were fortunate enough to survive the war.

The End



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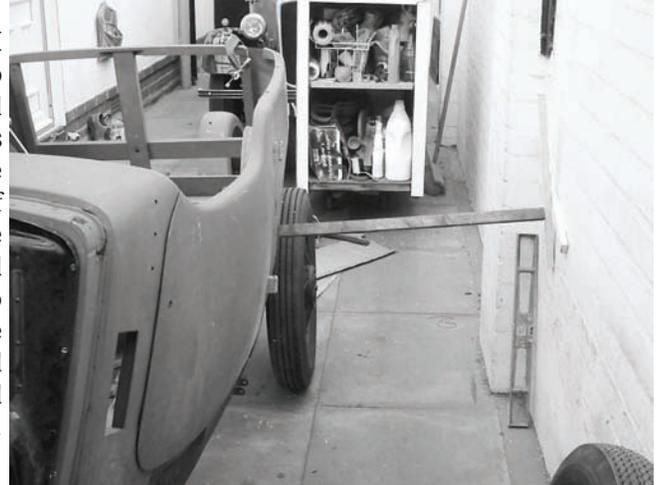
MAIL ORDER ONLY



Mike Porter, DAILY EIGHT DRIVER, Lets his body do the talking

June has come so quickly and the rallying season is with us, and I have been out with two of my Eights attending events and thus blowing out the cobwebs, In order to start the Z van I had to hit the petrol pump hard with the door key to overcome a stuck valve, this method is quite reliable and often necessary after a long lay up period. The door key may give one the impression of not being a significant mass for this purpose, but on a GPO van the door key is ½" diameter steel by 5" long!

So back to the action, the tourer rebuild, since last month I have continued with my quest to set the body and doors up properly, having released the joints on the oversize rear wheel arches- to body panels, I set them up as best I could and was stuck to get them into the correct position for re-welding, the nearside was achieved using the adjacent wall and a piece of wood to apply pressure discreetly where required, the offside has been temporarily held in place with self tapping screws until the welding is done. The back panel has turned out be ½" too short, both the wood and metal, so rework is the order of the day, with timber added to the base of the back framework and a new back panel is to be made. I was quite surprised to find the whole rear of the car is secured by only two ¼ BSF bolts. Hopefully there will be more progress to report next month.



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

from CO-ORGANISER, Malcolm Dixon



The rally season is well under way judging from the numbers of classic vehicles I passed on a round trip from Leeds to London and Suffolk over the May Bank Holiday weekend.

Your National Rally entry form should have been included with the May issue of Morris Monthly but if by some mischance it wasn't, please contact your regional secretary or email me at malcolmdixon@msn.com.

If you intend to take advantage of this year's special offer to bring a friend for free, we also require their completed application. It's encouraging to report a good number of completed applications have been returned to me already.

Particularly pleasing is the first entry for the new Class 14 - Vehicles under restoration with Ken Hibbard's family donating - and hopefully presenting - the winner's trophy in his memory on the day. Last year's class winners all have automatic entry to this year's Superclass and it would be a bonus if you were all able to attend.



As 2010 is our 50th anniversary, we hope to see an increase in members attending to take part in the celebration. However, if the prospect of a long journey in your classic

car is off-putting, why don't you trailer it? Members and their cars - classic or modern - irrespective of how they arrive are welcome. All we ask is that you apply for a site pass using the entry form issued. This also helps with administration at Reception.

Here is the general outline of our programme:

- Friday eve.:** Social get together and entertainment in Perlethorpe Village Hall.
- Saturday a.m.:** Driving Games followed by a run of approx 25 miles with route map.
- Saturday p.m.:** Children's Entertainment.
- Saturday eve.:** Entertainment by Bog Oake and Tombola in the Old Riding School.
- Sunday a.m.:** Concours - vehicle judging.
- Sunday p.m.:** Aerobatics display / Face painting for children. Presentation of prizes.
- Sunday eve.:** Rounders on the Rally Field.

Finally, Ken Holden and I were sorry to learn that Peter Levett had died. For many years he and Derek Russell organised the National Rally with great success before handing the baton over to us and our thanks are due to both for their efforts on behalf of the members.

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

Car for Sale

1934/5 Morris 15/6 Special Coupé



Very rare model with the window behind the door and no pram irons. Complete with a full set of new steel wings that cost over £2000. Price, including delivery on UK mainland, £4,000.

Gideon Booth 01931 714 624 (Cumberland)

Parts for Sale

Calometer for Morris Minor, round with "fine" wings, £50. Wire wheel for Morris 10(?) Stove enamelled many years ago but tatty, £10. 5 gallon "Jerrican" £10.

Morris Eight Series I colour sales brochure 1935 vgc, slight tears. £15. Morris Eight Profile no. 52, vgc, £5, also a second tatty copy. Leaflet "SU Carburetter Type H Tuning, Adjusting & Servicing Instructions" complete but tatty £2. All p and p extra.

Roger Payn 01367 241 153 (ex-member) (Faringdon, Oxon)

Parts for Sale

Original Morris Motors reusable licence holder, made of brown Bakelite. Supplied with new Morris cars in the 1930s. A rare item today, 70+ years old and still in very nice condition. £25 plus p. and p.

Phill Robins (01792 587 337) (Swansea)

Parts for Sale

For Morris 8 Series 2(?) Arm for attachment to steering column with indicator switch, horn button, and dip switch £40. Pair door handles locking/unlocking (no key) but a number on the barrel might indicate key number. One handle has no base plate. £20.

John Holt 01252 783 158 (Farnham, Surrey)

Parts Wanted

Dynamo Pulley for Morris 25 Series III (1938). Type is C45.L.WV and pulley overall length approx. 2.5 ins., diameter 3.75 ins. Planning long journey and will not get far without one!

Martin Redmond 01234 218 036 (Bedford) martinredmond@btopenworld.com

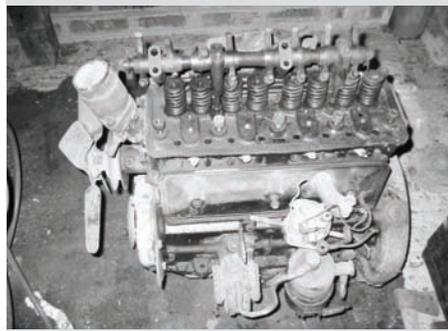
Parts Wanted

For 1934 Morris Minor saloon spider for gearbox that fits to fabric coupling. Urgent requirement as vehicle now off road.

Ted Smith 07941 106 656 (East Sussex)

Parts for Sale

For Morris Ten Series M



XPJM Engine (serial No 81783). Complete with inlet/exhaust manifolds, distributor, starter, water pump, fan blades etc, £100 Colin Goodman (non-member) 01276 29204 (Camberley, Surrey)

Car Wanted

Morris Eight Series I 4-seater tourer. New member requires a reasonably well sorted, useable but not concourse car for the whole family to enjoy. Happy to do a little bit of fettling later if required. Must have a longish MoT, 4 speed box would be an advantage. Photos would be appreciated.

Howard Mills 01256 850 404/07799 258893 (Basingstoke) howard.mills3@btinternet.com

Parts Wanted

Wire Wheel for 1931 Minor Post Office Van (Last run 80 years ago). Rodney Crook, 61 Jubilee Road, Kingswood, Bristol BS15 4XF Or contact Morris Monthly Editor

Car for Sale

1935 Morris 18 Series 2 Four Door Saloon



Sliding Head. Blue/Black. Suitable wedding car. Show car. Rare example of this large saloon car, Good condition inside and out. £7995.

Bev Marks 01823 412 328/07885 627 186 (Somerset)

Car Wanted

Morris Eight Pre-Series or Series I 4-seater tourer with MoT for an ailing member of many years, awaiting open-heart surgery with a certain amount of trepidation who seeks to get behind the steering wheel to help him calm his nerves! Please call me. Bernard Lawrence 0208 527 2692 (London E17)

Car Wanted

Morris 8 2-seater tourer. Preferably S1, but all considered. Four speed g/box would be an advantage. Must be in excellent, first class order, and have current MoT. Photos appreciated. Private sale only, please.

Ron Fairweather 0141 639 3403 (Glasgow) ronfairw@aol.com

STOP PRESS: The flier below was sent from Maurice Stott (no contact details) who says "I am considering membership of the MR but would like to gauge local interest/activity in Northern Ireland." He got our details from a Morris 10 Series 2 driver's window, so well done if it was your car, and I hope that contact can be made somehow.

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NORTH OF THE BORDER



Some Scottish members enjoyed a day at Dean Castle near Kilmarnock on Sunday 9th May. Although not a major rally in the Scottish calendar the event at Dean Castle has grown over the years and is now a favourite among car enthusiasts in the West of Scotland. To publicise the event the organizers arranged a parade of a selection of cars round the town and I was pleased to be invited to participate in this with my two seater. There were over 200 cars ranging from a trio of XK Jaguars that looked like they had left Brown's Lane yesterday to a pretty little Austin 7 in original condition.

Morris cars were well represented with an excellent turn out of Moggies of all descriptions including a genuine Morris Minor 1000000 in its distinctive lilac paintwork. There was also and a truly magnificent Bullnose. This car has had the same owner for over 40 years and as a young man he regularly toured Europe in it. Incidentally, when chatting with the owner I was admonished for referring to his car as a "Bullnose". He tells the correct name is "bullet nose" which I confess I was unaware of.

My car was the only pre-war 8 with John Ferrier's Series E representing post-war 8s. It was particularly nice to meet new member David Lloyd with his pre-series 10/4 two seater with dicky. Long standing member, Bill Jardine left his 10/4 at home and brought his MG VA. This car has an open Tickford body and is resplendent in black coachwork and with huge chrome headlamps and horns. It was judged a well deserved best in show in the face of some fierce competition.

It was very pleasant to meet up with other members and I hope this trend continues. It is early in the season and there is still time to enter the other Scottish events. Let's keep the Morris flag flying in Scotland!

Ronnie Johnston

