

MORRIS MONTHLY



Volume 59

Number 6

June

2019



MAGAZINE OF THE MORRIS REGISTER
The Club for Morris vehicles designed before 1940
www.morrisregister.co.uk



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



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CHAIRMAN **John Ford** writes:

We are half way through the year already and most of us have attended some classic car event of some sort.

It seems nearly every weekend an event is taking place. I try to attend those that are free (or nearly), I hate having to pay huge sums to exhibit my car, I am a bit mean! (The editor will deny this, of course). National rallies are a bit different, these are put on by clubs for their own members to enjoy and are usually sponsored by the club itself (as ours is) and are restricted to members and associated clubs. Being part of the Morris Vehicles Association (MVA) enables us to meet other like minded Morris owners from other clubs who support us and in turn we can support them at their rally. Later this month the MMOC National Rally takes place again at Kelmars Hall, near Kettering on 21-23rd June. I hope to see a good attendance from our members for this excellent and well organised rally. Our own Rally is in August and booking forms have been in the MM since last month, so please give us your support, come along and meet old friends and new, its a great weekend and a superb venue.



By the time you read this our spares website should be back up and running. We had a severe attack of malware and had to enlist the help of a specialist firm to get it removed. Let's hope it stays that way! Our new website should, at last, be going live as we have ironed out most of the problems which curtailed the last launch, so keep an eye out for further developments!.

Apologies for lack of membership cards last month, there was a bit of a glitch at the printers but hopefully all is now sorted. We have upgraded the quality of card, I hope this satisfactory for everyone.

Finally a big thank you to our membership secretary, Christine Haigh, for updating and reproducing and the members' handbook, a really onerous task which takes a lot of time, especially getting replies from some of the regions with updates on regional officers and noggins. As

Cover picture: Steve and Kath Knight from Box in their Morris Eight Tourer, near Great Chalfield Manor in Wiltshire on the Drive-it-Day run that they organised and generously hosted on 28th April for West Region members. The car is starting its first full season after a major rebuild carried out by Steve. [Photo: Ken Martin]

The Morris Register



The Register's Spares Service aims to provide a basic service that will help members keep their Morris in good fettle and suitable for safe and enjoyable motoring. We stock a range of spares needed for the maintenance and overhaul of the most popular models. These stock items mainly comprise engine, transmission, electrical and brake parts for the Morris 8, 10 and Minor models with a limited stock of similar parts for other Morris models.

ON-LINE SHOP (www.morrisregisterspares.co.uk)

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

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

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



MORRIS REGISTER INFORMATION CENTRE:Pat and Barbara Farmer
(10 am to 7 pm UK time)☎ 0333 006 5255
info@morrisregister.co.uk**CHAIRMAN:**John Ford ☎ 01386 832 447
thechairman@morrisregister.co.uk**SECRETARY:**Jim Riglar ☎ 0333 006 5521
secretary@morrisregister.co.uk**MEMBERSHIP SECRETARY:****Office hours: 9 am - 5 pm, Monday to Friday**

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

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with all these kind of handbooks, they soon go out of date but we should at least be ok for the next five years!

I may see you at a car show somewhere, especially if its free! Enjoy the summer.

EDITOR Rob Symonds writes:

True to my words of last month, there has been significant movement, literally, of my two Eights. The E tourer has its reconditioned diff in place and on its test run seemed fine.

The only drawback now is that the battery is seriously dead and another one is on order. Perhaps I should not admit to jump starting its 6v starter with a 12v battery, but I did (the usual disclaimers apply!) The new battery hasn't arrived yet and I am unsure whether acid will come with it, thanks to new legislation on sulfuric* acid sale. As a former chemistry teacher who almost bathed in the stuff, this is deeply ironic!

The Series 2 two-seater, in contrast, got going easily and is now, for the first time, ensconced in the garage at our new home, having made the ten mile journey from its hibernation in darkest Leicestershire countryside. We got through border controls into Nottinghamshire without difficulty, despite my Brummie accent!

* Sorry, but that's the official scientific spelling these days!

**STOP PRESS**

Members are invited to the Annual Rally of the 6/80 & MO Oxford & Cowley Club, which takes place on 15/16 June at Hatton Country World, Dark Lane, Hatton, Warwick. CV35 8XA, a popular venue set in the heart of Warwickshire countryside. More information is available at <http://www.680mo.org.uk>

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

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EDITOR: Rob Symonds,
21 Swallow Drive, Bingham
Notts NG13 8QA
theeditor@morrisregister.co.uk
☎ 0333 006 5498
Please leave a message and
I will get back to you

DEADLINE
14th of the month prior to publication

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

BACK ISSUES: may be purchased
from the Club Shop

WEBSITE: www.morrisregister.co.uk
Contact: Mike Rose, Webmaster
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SMALL ADS: Post/email to:
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COMPLAINTS: Any complaints
against any officer of the club, or about
the way the club is being administered
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r Spares Service

POSTAL SALES

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

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





WEBSITES

Last month I made reference to issues with our websites. At the time of writing the position is as follows:

Main website

We are currently awaiting commissioning issues with our new website to be resolved and are hopeful that following meeting(s), planned for late May, between our website developer and members of the management team, that the new website can go live, albeit initially with some reduced functionality whilst any emergent issues are resolved.

In the meantime, our current main website remains functional, and I am most grateful that Mike Rose has temporarily stepped back into the breach to manage essential aspects (members registrations and important messages) whilst we get through transition to the new website and I get back up to speed following restoration of my own IT capabilities.

Spares website

Our spares website has been subject to a number of repeated malware attacks since late February. Whilst we have managed to clean these up on a number of occasions and maintain/restore operation of the website, the attacks have continued and resulted in the site going down in April. As a consequence, we have now contracted an internationally respected IT security firm to clean up and restore the site. At the time of writing, they had, within days of contract placement, removed all of the malware and are currently looking at software code corruption which is preventing the site from operating.

Hopefully by the time you read this in Morris Monthly, we will have made positive progress with both websites and being offering the levels of service we like to provide to members.

25 AND 50 YEAR BADGES

Prompted by correspondence with Rob Symonds, who has himself clocked up 50 years continuous membership of the Morris Register and by a member in the West Region who has clocked up 25 years continuous membership, may I remind you all that the Morris Register issues 25 and 50 year badges to members who have achieved those periods of continuous membership. These are issued by, or on behalf of, the President as a token to members for their loyalty to the club. If you qualify for either badge but have not been awarded one, then please let the management team know and we will make appropriate arrangements.

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9th – 11th August 2019

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- Raffles in aid of Macmillan Cancer Care
- Saturday Gymkhana and Treasure hunt road run
- Live music from the very talented Andy McKay
- Thoresby Colliery Band Sunday afternoon
- Concours judging Sunday afternoon
- Prize presentation 3pm Sunday afternoon
- £6 per person entry for the entire weekend
- £7 per night per tent/caravan/motorhome





The recent issues of the FBHVC News have contained little concerning DVLA. Apparently this is not because there are no problems, but is due to difficulty in establishing new lines of communication with the team at DVLA. DVLA was one of the popular topics for discussion at the recent “Club Expo” organised by FBHVC, and it was pointed out that *“Heritage is only a very small part of DVLA’s business, and their basic systems and procedures will not change. Our aim is to understand how their systems work and use them to our best advantage”*. The role of FBHVC is to understand that and to explain it to clubs via FBHVC News.

It has been my role as DVLA Officer for the past couple of years or so to convert this knowledge, as necessary, to apply to Morris Register members’ needs. Our success rate has been very good, and is based on only submitting fully worked up cases that comply with DVLA requirements and systems.

FBHVC News goes on to say: *“Advice to individual applicants is to put as much effort into their applications to DVLA as they put into their own vehicle restorations. Too many owners spend many years restoring their vehicles but want DVLA to register their vehicles within a month. It is our responsibility to present them (DVLA) with well worded and presented documentation, as they spend their day looking at numerous applications. They are generally not vehicle enthusiasts, but administration workers.”*

To that, I would add that as administration workers, DVLA officers have to follow a strict procedure, and the challenge for us is to provide exactly the information they require and in exactly the format that they require it. This often takes time, and I will keep going back to members who have applied for assistance until I am satisfied that their case stands a very good chance of success.

Many Morris’ turn up without the original “chassis plate”, the small brass or alloy identity plate that is fixed to the bulkhead. FBHVC say *“When undergoing a restoration, it is essential you keep the chassis plate safe. If you do not have one or it has been lost, DVLA will suspect it as suspicious. So, beware.”* Although the chassis plate on a Morris is not strictly a VIN Plate, I use this terminology with DVLA as this is what they are looking for. Replica VIN plates of the right pattern for pre-1940 Morris’ are available, and providing that everything else is in order, DVLA seem to accept them. I will advise members on the correct way to get these plates engraved. DVLA may send someone to inspect the vehicle. They are not vehicle experts but know what numbers should be in place.

Finally, as I have done twice before in this column, I am going to repeat myself! When a new application comes in to me for assistance with the registration of a Morris, the first stages will be to identify just which Morris model it is, and then to establish its identity. I have to be able to convince the DVLA that the car is totally genuine, and that it has a right to the registration number being claimed. If the number stamped on the chassis frame, the number on the VIN plate, and that written in the old log book, all match up, then I can do that. If not, then the registration is no longer valid.

My advice to members regarding cars that are already DVLA registered is:

- Check for genuine errors on the V5C, and get them corrected
- Keep a photocopy of the V5C in a safe place
- When buying a “new” Morris, make sure you get the V5C, and that the details are correct, particularly compared with the chassis number stamped on the chassis and on the VIN Plate
- If the seller has genuinely lost the V5C, insist that he obtains a replacement V5C from DVLA before the sale is completed.
- Make sure that your vehicle details are recorded in the Club’s Register of Vehicles.

A guide to finding the chassis frame and engine numbers on Morris’ and a guide to the identification of the year and model of all Morris’ is available on the club’s web site – click on the “Vehicles” tab.



Younger Members Initiative

I would like to introduce myself, I am David Allanson the 2019 winner of the Morris Clubs Eight Series E tourer loan vehicle.

I am 40 years old and based in Royston, Hertfordshire. Having worked within the motor industry for years but with modern cars, it has been a great pleasure to relearn how to drive, allowing for longer braking distances, no power steering, leaf spring suspension and cross ply tyres!

Monday 25th March

My first drive was from inside the hall of the NEC back to Royston on the Monday morning after the Practical Classic Show. So, avoiding the M6 and A14, we set off for a 3 hour drive back home, using the A45 through Coventry. Stopping to fill the car up with fuel, the car was a talking point at the petrol station with the cashier and then a Morris Minor pulled in behind and we started talking to the owners about this opportunity to promote classic cars to younger drivers. Back on the A45 we continued our journey through Daventry and on to Northampton. As the sun was shining we lowered the roof and navigated our way around the roundabouts but had to resort to hand signals. This was the first time I have used them since my driving test as I wasn't sure if the trafficators were out and indicators on. Driving on down to Bedford, heads were turning looking at the car and then on to Royston. I was really impressed how the car drove, maintaining a comfortable 50 mph on the open road.

Sunday 31st March

The morning was spent washing and polishing the car achieving a great reflection from the paintwork and then we headed out for a drive through the countryside of Cambridgeshire and Bedfordshire visiting the picturesque village of Sutton. This gave us a fantastic backdrop for a photo driving through the ford next to a packhorse bridge. The photo was used on the cover of the May edition of the Morris Monthly.

Saturday 6th April

I checked the gearbox levels today and found the dipstick just below minimum so ventured out to find some EP140 oil, all other levels were fine. After topping the gearbox up we adventured out again once again taking some more photos.

Thursday 11th April - Saturday 13th April

Took modern transport care of easyJet to Dortmund as it was the Tehno Classica motor show in Essen in Germany, with a range of cars on show, ranging from eastern European vehicles through to a wide selection of Mercedes. Well worth a visit with easy regional connections to Dortmund and only a short drive or public transport down to Essen.

Sunday 21 April

The sun was shining on one of the hottest Easter Sundays on record, so we took the car out for a trip down to St Albans. We started with the roof up, leaving behind the A1M for the country roads through the towns of Baldock, Letchworth Garden City the home of the first roundabout built in 1909 (30 years before this car was made) then through to Hitchin and onto Welwyn and Hatfield the home of the DeHavilland Mosquito and the Comet, before the site was transformed into a film set for Saving Private Ryan.

For the journey home we stopped off for a photo at Cromer windmill. We then decided to drop the roof for the remaining journey home through the villages of Sandon and then back into Royston.

Monday 22 April

The last day of the fabulous Easter weekend sun I took the car out for a drive through the countryside.

Monday 6th May

The bank holiday weekend has once again been traditional, with rain, sleet and hail. So as the Monday started of dry I decided to check the levels and clean the car and carrying out a visual check, found that the drivers door lower hinge bolt nut was missing so I replaced the nut. I finished cleaning the car just in time as the sky started to overcast. With the weather mixed I looked online, and got booked up to attend the Chiltern Hills Festival on the 19th May.

The first month has gone well and I have taken a few photos of the adventures so far. I have created a Facebook page, which has photos including some of the highlights from the recent Techno Classic car show. If you are a follower of Facebook please like <http://www.facebook.com/morrisreg> if not, don't worry, as there will be regular updates in the Morris Monthly.

Thank you for this opportunity and look forward to seeing as many people as possible over the 2019 summer.



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April seemed to be the month for dynamo posts starting with **Vic's** first ever post: **C45 Dynamo to 2 Brush Set Up**. He explained: "The 1938 Morris 8 Ser. 2, when purchased had no charge. Having carried out work on the mechanicals, I moved on to the electrics in preparation for getting it on the road for the first time this spring." He was given details on who to contact for replacement parts and attached a photo of his M8 S2 Saloon. A result!

Bob was next with his post: **M8 Pre-series charging**. This post extended to 38 postings and evolved into discussing problems with the ignition light. Bob concluded: "Very many thanks Peter. What a splendid archive! You have made an idiot very happy." Another result!

Peter also a problem so posted: **Dynamo options**. "Hi all, whilst I am some way from completing my M8 S2 tourer, I have inspected the dynamo and cut out. Both, I'm afraid, are toast, with a knackered armature and the cut out has been bastardised." He sought advice as to which way to go but was able to conclude this post: "Thanks for the replies. I have now found an automotive electrical engineer local to me (Wexford, Ireland) to have a look at the dynamo and the starter motor with a view to overhauling them". And yet another result!



Vic is now sorting the electrics on his car

Unfortunately not everything goes right, which was the case for **Frank** as explained in his post: **An Isis disaster**. "What can I say? After travelling down to Swansea to collect an extra piece of the aluminium sliding roof profile and then cutting and welding it all to length, I came to fit it. Now the roof on the Isis and probably all Morris cars has a curve to it so my idea was to fit the roof profile from one end and apply a bit of pressure so that it followed the contour of the roof. Now that's the plan but so I didn't mark the newly painted roof I applied a length of masking tape along the edge to protect it. As planned the channel fitted quite easily and so once all the screws were fixed and I was happy I removed it to enable me to remove the masking tape. Now, when I painted the car we used two pack and lacquer and the finish was very pleasing but when I removed the masking tape the lacquer came off with it. Gunned, I put some masking tape on different parts of the roof and it all came away separating from the paint. Now I know that everything was right when I painted so I took a piece of the lacquer off and went to the suppliers who as soon as I walked through the door held up their hands and apologised as they have had a bad batch of lacquer. They offered all materials to put it right but the problem was the roof was painted first in the black and of course you always over spray then mask up perfectly for the maroon on the bottom of the body so the whole of the car body had to be stripped and then start again. This time I used full gloss black paint without the lacquer. The bottom line is it's all been rubbed down and re-painted and looks just like it did six weeks ago... ahhhhhh! Full marks to Joe (car painter) who stuck with me on this one and put it right. I'll not post a picture because it now looks just like it did in the last one!" Commiserations came from many. **Chris H**: "This 2 pack stuff is very unforgiving when it goes wrong. I have seen the lacquer laminating and peeling off of modern production cars just leaving the 'flat emulsion paint' colour exposed". **Chris P**: "Very sorry to hear that but a properly applied two-pack solid (non-metallic) colour should not need a lacquer over the top... All it should need is a bit of a mop and once the work is away from the painter, a good layer of polish. I say this with some authority as a retired paint chemist...". **Paul**: "I'm still



Sorting out the ignition warning light

very happy with my Craftmaster brush (two Purdys as you ask?) painted plum and black finish. Loads of rubbing down between coats, etc. However, you shouldn't have had to experience the lacquer failure. That is such a shame after all the work you will have put into the preparation." **Mike**: "I had a similar experience with newly chrome plated bumpers. I applied masking tape when painting the black relief and to my dismay it fetched the chrome off two bumpers. I now use black tape rather than painting, I believe the chroming process was at fault, I had been impressed by the fact the company was doing plating for the Bristol car company (this was in about 1977). However, they were not doing it with due diligence!" Finally back to **Frank**: "Well I thank you all for your comments but now I have to find the enthusiasm to get back on with it. One step forward two steps back again. It's not the end of the world, or the car, but it is a bit disheartening when it happens."

It is always possible to learn something new, even for us old guys with old cars. **Simon** posted: **Oxy Acetylene Welding Lesson.** "Just came back from Eddie's after he kindly gave me my first lesson in welding; long overdue at my age. I am unable to use electric/MIG welding equipment after the NHS helpfully put a box in my chest so it was straight onto oxy acetylene welding without using a welding rod. What fun and what took me so long to try this. Eddie had me make two bolts from pieces of threaded rod and a nut at their ends. Lighting and setting the torch seemed easy; although I do need to learn much more and build confidence with the bottles and their regulators, settings and the arrestor's. Eddie my sincere thanks as ever for your time and mentoring. Now I have to find lots of things that need welding and come back to see you. Wife, I know, will not like the idea of fire and dangerous gases around 'her' house; but that's half the fun of marriage! Thank you again Eddie." **Dave L:** "It's much more controllable than most electric welding, I use oxy acetylene for most bodywork these days, the mig has been resigned to single sided spot welds and lap joints." **Michael:** "I was oxy acetylene welding 45 years ago and had a lot of disagreements with electric welding fans over the years. If you know how to use it, gas is far more controllable and versatile. You can also use it for lead loading, heating stuck nuts and bolts, bending steel, case hardening parts and of course, cutting, plus loads of other jobs in our particular interest." **Dave B:** "I do agree with you Michael, have used both, but I like gas. As you say, it is more controllable and more versatile." **Eddie:** "I was taught to weld at the very young age of 15. I am now 78 years old. It is one of the best welding techniques I have learnt. I moved on to arc welding, in my business it was the quickest way to go. I now use MIG and TIG techniques, but I still love to get the gas gun going. I showed Simon how to weld without using welding rods but using the welding wet to flow the metal to the desired place. His next lesson will be welding small holes in rusted metal (car bodywork, etc.)." **Frank:** "Although I love the gas welding I now find TIG is much better. It's more or less the same as gas welding but its electric if that makes sense. They all have thir for and against points though, depending on what it is your doing." Back to **Simon:** "Eddie, can't wait for second lesson – as always I am ready, willing and keen to learn." **Mike:** "I just bought a TIG set after 50 years with gas welding, pleased to see you recommend it. Apart from the gas it came from Rtech in Gloucester, I found them to be very helpful, Hobbygas will supply the cylinder of argon. The set I bought and accessories were specified by a former register member Richard Burlend, we met up at the Practical Classics show at the NEC, where Rtech had a stand. Richard`s employers use the Rtech equipment and he has the same at home. I had planned to buy this for years but was nervous about sourcing the most suitable equipment, hence meeting him just yards from the Rtech stand was most beneficial and having trusted his judgement for over 40 years I was happy to order on the spot! One bonus will be that my future exhaust systems will now be stainless, as I always make my own, to the original design." **Dave L** again: "Mike, I have never used TIG; the reason I moved to gas on bodywork is that the joint can be planished (a MIG weld is too hard and can crack), would a TIG weld planish?" **Mike** replied: "The TIG can be as fine as oxy acetylene, with less distortion. The result is quite delicate compared with MIG, that seems to pile on hard weld that sits on top of the workpiece and is generally unsuitable for the type of restoration work that I do. I have only used MIG as a substitute for spot welding on modern cars by drilling a hole in the replacement panel and welding into it. Thus the weld takes to the vehicle and the weld spot takes in the replacement panel thus achieving a "spot weld" other than that I have only used it on the underside of older car structures (not classics) to achieve strength for an MoT but not looks! With TIG you create the weld pool with the torch arc and fill with a rod as per gas welding, also you can weld with the arc without using a filler rod, same as with gas welding. It is best done on a bench though, where you can rest your hand and feed along supported by the bench to help maintain a constant arc. With experience, welding freehand can follow. I am going to be repairing chassis and may attach a rail to run my hand along, with wings I will be obliged to go round the corners freehand. The 'Eversure Fillacan', the one with the handle forming the spout was gas welded on 4 sides with no filler rod, but the corners had a gap that could not be breached without a rod, the piecework welders who performed this operation were very proficient at what they did, not all gas welders could cope with welding such thin material and new recruits, experienced welders, who could not achieve the necessary result within a week were let go. All forms of welding suit some people more than others. The best are natural at it, but I am not, and have to work hard to achieve a respectable result!"

If you have dynamo or ignition light problems then the Forum is the place to go. Log on and get it sorted...

Bob Williams (bob@justwilliams.co.uk)

EDITOR'S NOTE:

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

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SYSTEM IN DIAGNOSIS

In the event of an unexpected stoppage the process of elimination outlined herein should enable the cause to be quickly detected

By
STATON ABBEY



HOW often one sees an experienced owner, faced with sudden engine stoppage, set to work with more optimism than forethought to trace the trouble? Within a few moments the sparking plugs will be out of the engine, the petrol pipe uncoupled, the float-chamber detached from the carburetter, and the distributor and any other accessible items dismantled in the hope of discovering the trouble. Needless to say, shock tactics of this nature seldom prove effective. A systematic process of elimination will, in nine cases out of ten, enable the trouble to be quickly diagnosed and rectified.

First let us try to discover whether the fault lies in the carburation or the ignition system. Any symptoms which were evident before the engine stopped will afford a clue; if the trouble is due to a stoppage in the petrol feed, lack of fuel, a faulty petrol pump, or choked fuel pump or carburetter filters, for instance, the petrol shortage at the jet would probably cause misfiring and spitting back through the carburetter. A sudden stoppage without warning, on the other hand, can often be traced to a broken or disconnected lead in the ignition system. In this case the first step would be to examine the various wires carefully, tugging each gently to make sure that the wire has not fractured inside the insulation.

First Step

When there is no obvious sign of trouble, however, the first test should be to depress the plunger on the carburetter float-chamber in order to flood the carburetter. The ignition should, of course, be switched on in order to bring the petrol pump into action, and the pump should click when the plunger is held down. If the carburetter cannot be flooded, make sure that there is actually petrol in the tank.

The petrol gauge, although normally reliable, may possibly have become unduly optimistic. At the same time, examine the air vent hole in the tank filler-cap. If this is clogged with metal polish or grit, the fuel supply may be cut off or seriously reduced. Shortage of fuel will cause the pump to operate rapidly and noisily. If there is petrol in the tank, examine the carburetter filter, which is accessible on unscrewing the large hexagonal nut at the junction of the petrol pipe with the float-chamber cover.

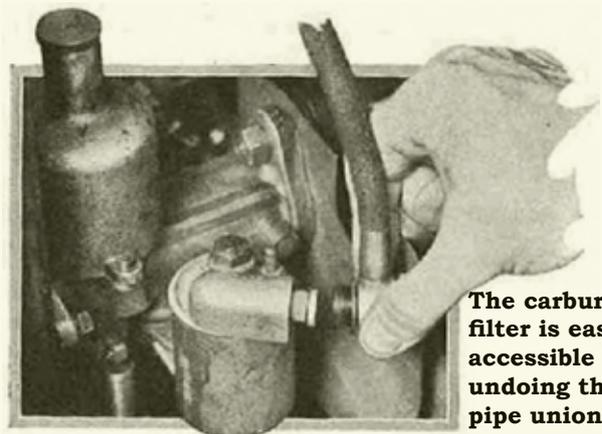
Before replacing the filter, switch on the ignition.

The petrol pump should now operate normally, and fuel should flow freely from the pipe. If this is not the case, switch off, unscrew the large hexagonal brass nut on the underside of the base of the petrol pump, and withdraw the filter gauze, cleaning it if necessary. It is also a good plan to disconnect the petrol pipe which runs from the pump to the rear tank and to blow out any possible obstruction in the pipe with several good strokes of a tyre pump. If the trouble lies

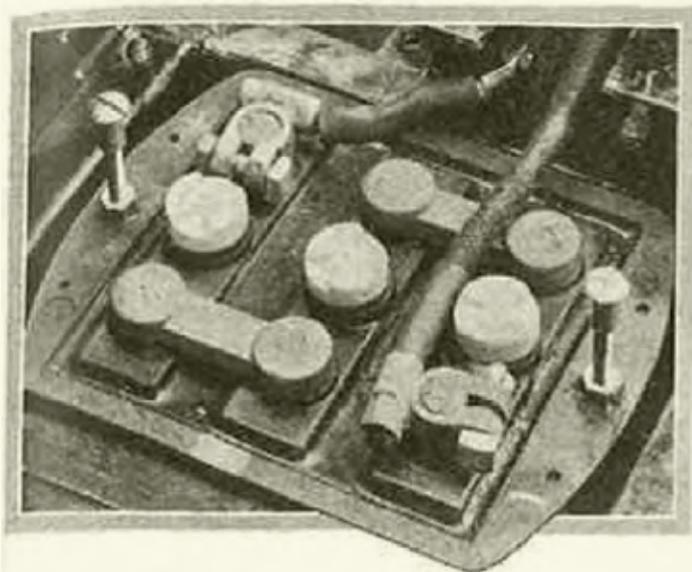
in a dirty filter or a choked pipe, the pump will at least make some attempt to work. If the foregoing attentions do not improve matters, make sure that the terminal on the outer cover is tight, and that the wire connected to it is sound. It is often a good plan to remove this terminal and lift off the outer cover. Examine the contact points which are revealed. If they are pitted or dirty, they can be cleaned up with the aid of a slip of folded glass paper, followed by a clean rag dipped in petrol. Sometimes flicking the points together several times with a pencil will start the pump working again.

It is just as well to make sure that the pump has a sound earth return to the dash. When a copper wire is fitted between the pump and a nut close by, see that the connections at each end of the wire are sound and clean. It might be a good plan, if this wire is not fitted, to clamp a length of copper wire under the head of one of the nuts around the base of the pump, securing the other end of the wire under any convenient chassis nut, making sure that the connection is clean and tight. Further attention to the pump is not advisable by the roadside unless the owner is already thoroughly familiar with this unit. Faulty inlet and delivery valves, or an over-tensioned or perforated diaphragm, for instance, are not faults which the average owner will care to tackle under these circumstances.

Now suppose that we return to our original test of flooding the carburetter. If a good flow of petrol is obtained, it can be fairly safely assumed that the carburation is in order, although it might be a wise



The carburetter filter is easily accessible by undoing the petrol pipe union



plan to remove the air cleaner, and to make sure that the carburettor piston is not sticking. Raise the piston with the finger. It should move freely and return to its seat with a click when released, except in the case of those carburettors fitted with an oil dash-pot. In cases of a sticking piston the knurled cap at the top of the suction chamber must be unscrewed and a few drops of thin oil put in. On no account be tempted to use engine oil this is far too thick, and oil dashpot carburettors should be replenished with Duckham's special carburettor lubricant only. We can now proceed to check over the ignition system. Switch on the lamps, and press the starter button. If the starter does not spin the engine rapidly and the lamps go dim, the probability is that there is a poor contact between one battery lead terminal and its lug, or between the earth lead and its connection to the chassis. A sudden stoppage with no premonitory symptoms is sometimes caused by a battery lug breaking adrift. In any case, it is a good plan to remove each terminal and scrape the terminal post and the interior of the terminal bright and clean.

A Test for the Coil

If the battery is delivering its full quota of current, the next step is to make a simple test which will show whether the coil and contact breaker are in good order, and are producing a satisfactory spark. Trace the high-tension lead from the raised central contact in the moulded top of the coil to the distributor cap, and disconnect the end of the lead from the cap. Now hold the bared end of the lead about ¼ in. from any bright metal part of the engine, and get an assistant to rotate the engine while the ignition is switched on. A good blue spark should jump the ¼ in. gap at regular intervals.

If you are alone, the test can be carried out by removing the moulded cover from the distributor after detaching the high-tension lead as already described, and making sure that the contact breaker points are closed. Switch on the ignition, and flick the

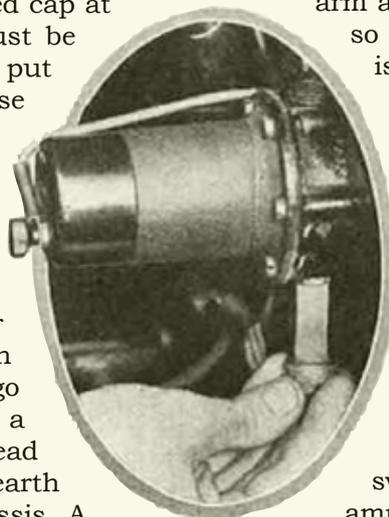
Battery terminals and their leads can be checked over for cleanliness and tightness

points apart with the finger. A shock need not be anticipated, since these points carry only the battery voltage, but the bared end of the high-tension lead should naturally be treated with respect. Whenever the points are separated, a healthy spark should jump from the high-tension lead across the ¼ in. gap to the metal surface of the engine.

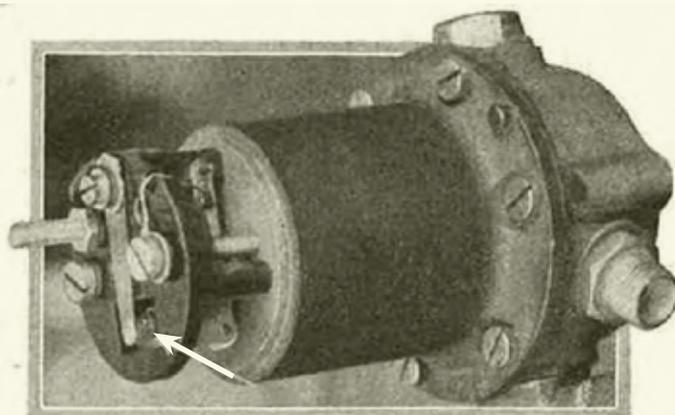
An advantage of this test is that the condition of the contact breaker points can be examined at the same time. If they are pitted or dirty, dean them with a slip of glass paper, if available, and then with a clean cloth dipped in petrol. Check the gap between the points with the ignition spanner gauge or a feeler gauge, and see that the moving arm snaps back smartly when released. A complete stoppage can be caused by the arm failing to dose, due to its fibre bush swelling or rust forming on its pivot pin. A similar cause of sudden stoppage is breakage of the leaf spring which returns the arm. A well-known get-you-home dodge is to force a piece of rubber, cut from a pencil eraser, or a tightly rolled strip of inner tube, between the arm and the edge of the distributor moulding, so that the points are closed correctly. It is generally necessary to connect a short length of flexible wire between the broken portion of the spring on the arm and the screw or stud which secures the fixed end of the spring, in order to establish an electrical connection.

Check by the Ammeter

If the contact breaker appears to be in order, the next step is to discover whether current is reaching the ignition coil, by watching the ammeter while the engine is rotated slowly by the starting handle with the ignition switched on; a discharge of two to three amps. should be registered periodically as the contact breaker points open and close. If one is working single-handed, the flexible wire should be disconnected from the terminal marked "SW" on the ignition coil and brushed momentarily against a clean metal surface on the chassis or engine while the ignition is switched on. If no spark is obtained between the end of the lead and the metal, current will not reach



The petrol pump filter gauze may need cleaning



The contact points (indicated by the arrow) may be pitted and dirty

the ignition coil, so that the fault must lie either in a defective ignition switch or in a break or short circuit in the wire between the coil and the switch, or between the switch and the junction box or battery.

Wiring Faults

Now let us retrace our steps to the test for a spark between the coil high-tension lead and the engine, when the contact breaker points are opened. If a good spark is obtained during this test, the coil, contact breaker, and condenser can be assumed to be in order and the trouble must obviously lie in the high-tension leads to the sparking plugs or in the distributor cap. The main point to be checked is the spring-loaded contact at the centre of the distributor cap which bears on the rotor. If this is of the carbon brush type, see that the brush is not broken or stuck

in its guide. Earlier distributors may have a rotor fitted with a spring blade carrying a domed metal contact which presses against a carbon "pip" at the centre of the distributor cap. Do not try to lever up the blade, as it will probably snap. If the contact is badly pitted, renewal is advisable.

While perished sparking plug leads or defective sparking plugs will cause misfiring, it is unlikely that they would cause a sudden and complete stoppage of the engine. It will also be noticed that faults such as a blown cylinder head gasket, sticking valves, and incorrect tappet clearances have not been dealt with. While these faults can also cause misfiring and serious loss of power, they do not usually prevent the car from being driven slowly to the nearest garage for attention where the proper tools are available.

Are You at Your Best on Hills?

If not, these hints will help you to build up a more useful technique

By
JOHN PENN

A TEST of driving ability is to be perfectly at ease on steep hills: altitude in some cases demands a steady head, particularly when one looks over the side of the road into a void sometimes more than 500 ft. deep.

The first question should be: "Can you stand this test of height?" The inability to do this is a common failing which seems to be inborn in many of us, and for these unfortunates many delightful touring districts are a closed book.

The motorist who is contemptuous of steep gradients must be mechanically perfect in his driving, that is to say his gear changing must be flawless on every gear: he must know the efficiency of his brakes and be au fait with his clutch. He must also know something about the power output and peak revs. of his engine and its top speed in low gear.

Changing Down from Second

Gear changing in recent years, thanks to synchromesh, has been shorn of nearly every difficulty as far as average driving is concerned. A standing start on the level with a four-speed box usually calls for second. But the change from second to bottom on the majority of cars still demands all the cunning of driving with a "crash" gearbox because there is no synchromesh, that is to say double-declutching is still necessary, and the worst hill demands the best gear changing and driving.

That sinking feeling which smites the motorist with a short driving experience at the foot of a very steep hill is just because he has never grown accustomed to tackling anything of that nature before. After the first ascent he begins to breathe more freely: on the second hill perhaps he wonders why he was doubtful about his own ability and the car's performance.

After all, the first experience of driving a car on a very steep hill is not very different from trying to swim or doing anything else to which one is unaccustomed.



On hairpin bends bring the steering smartly over to full lock

On a hill which demands maximum power the motorist is confronted with double-declutching, which is a simple matter of adjusting the sound of the engine to the road speed by previous experience.

Watch the Speedometer

Supposing a motorist knows that his car will do 18 mph in bottom gear on full throttle, then he is safe to change to that gear on a very steep hill at that speed on full throttle. Therefore the speedometer must be watched as the car loses speed in the higher gear ratio. About four miles an hour more than the maximum speed in first is the signal to depress the clutch pedal pulling the gear lever into neutral, and keeping the accelerator pedal depressed fully whilst pressure on the clutch pedal is momentarily released. Then low gear is engaged as the clutch pedal is depressed for the second time, the whole operation taking two seconds, and accounting for a drop in



Descending Buttermere Hause, with its 1 in 4½, change down before the steepest portion

speedometer reading of about 4 mph or less.

Judging Seconds

The best way of getting used to counting seconds accurately is to count thirty seconds by means of a watch, and then with eyes closed to count the full minute and note the difference on opening them. It is just that cool calculation of second counting that is a basis of good gear changing. From second to bottom gear, therefore, count one (into neutral), two (into bottom), declutching at each count.

The steeper the hill the shorter the count — or, in other words, count one, two, in slightly quicker time than usual seconds, providing there is an instant response from the engine. After all, the driver to master his machine must become part of it. He must act with mechanical precision, and only then may the reluctance of changing to bottom be eliminated. Double-declutching may be done in so many different ways and at so many engine speeds that it would be tedious to describe them all. Hardly any two drivers have exactly the same technique, but in changing to bottom, if in doubt, it is better to pull the gear lever gently but firmly past neutral to the point where the gears just start grating before the final pull in.

A more experienced driver knows how to adjust his

engine speed to the speed of his car, with the result that he is capable of producing two crisp movements of the gear lever without making the slightest mechanical sound or jerking the forward progress of the car. Actually, to a rear seat passenger, a change in engine speed should be the only clue that low gear has been engaged. The addition of a rev. counter sometimes has a beneficial effect on the less experienced driver: he can see at once the moment to change to first.

Going Down

The descent of steep hills calls for just as much judgment as the corresponding ascent. In changing down to second or low before the steepest part, nearly the same method has to be employed. But it must be remembered that unless the speed is checked by pulling on the hand brake it will become very difficult to change down, so the advice to change down to second or first should be taken before the steepest part. Thereafter the speed may be regulated by varying the pressure on the brake pedal.

Every gearbox has a locking device that is released when pressure is applied to the gear lever. It sometimes happens that this mechanism has become slightly worn, with the result that a steep descent in second (with a four-speed gearbox) will cause the lever to slip forward suddenly into neutral. If the driver is at all doubtful as to the gear lever maintaining its position in second, then he would be well advised to drop to first as the force of gravity tends to pull the lever forward.

At Unusual Angles

Similarly a steep ascent will tend to bring the gear lever out of first into neutral, and this failure is perhaps more troublesome and more frequently met with than the former. Besides gravity there is also vibration caused by torque, and to prevent anything untoward taking place it is best either to get your passenger to hold the gear lever, or wedge it with your leg.

Hairpin bends call for two hands, so therefore a gear lever slipping out calls for instant action, and a resolution to have the defect rectified at the first opportunity.



Barway Hill, Church Stretton, climbs a spur of the Long Mynd, and gives a view of Carding Mill valley 400 feet below: a good nerve test



Avoid the inside, which is usually very rough

Steep hills very often have a surface which is as correspondingly bad. The man at the wheel has therefore a dual job to perform. Not only has he to pick the best way up, but to keep up the engine revs, as near maximum as possible. If it is touch-and-go all the way up and there are hairpin bends, then recourse to "power-sliding" is necessary. Leave plenty of room for "tail-wag" on a loose surface, and never take a hairpin on the inside with a car less than 10 h.p. Use second gear at peak revs. to take the car up as far as possible, and directly the power begins to fall off change to first.

Before setting out to a region of steep hills, get to know your car first, and do this well: it will serve you in good stead. Gear changing in some respects may be compared to theatricals. Both need much rehearsing.

In conclusion, it may be as well to emphasise that nothing in the foregoing notes should be taken to mean that the proper negotiation of gradients, either up or down, is either really difficult or in any way dangerous. As has already been stressed, good gear changing is very much more than half the battle;



Pick your way carefully amongst boulders such as these

no driver who can conscientiously regard himself as master of his gearbox need have the slightest premonitions upon steep slopes, provided, of course, that his car is in good shape mechanically.

HERE THERE AND EVERYWHERE



NEW RULING ON POLICE PATROL CARS

THE Company of Veteran Motorists wishes to draw the attention of all motorists to the outcome of the following case which was heard at Northampton Quarter Sessions. A commercial traveller of Leicester, and a member in good standing of the Company of Veteran Motorists, with a clean licence for over twenty years, was convicted of speeding last October and fined £2. He was convicted on the uncorroborated evidence of one officer in a police car.

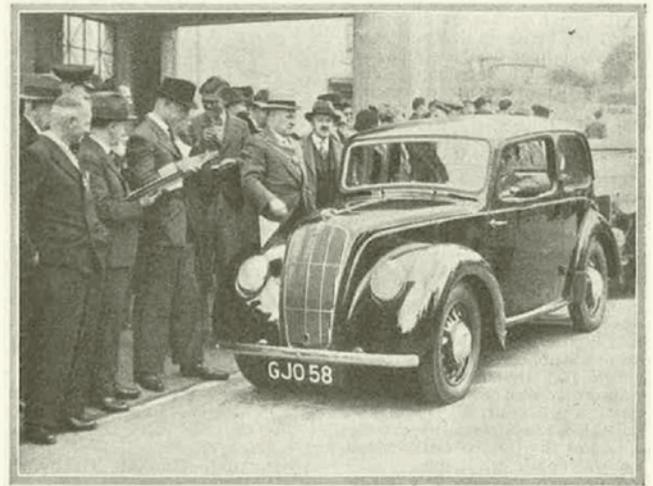
The C.V.M. decided to appeal the case, and at the Quarter Sessions the appeal was upheld with costs.

The Borough Recorder (Mr. C. B. Marriott) stated in giving judgment that he considered it desirable "that police patrol cars should be in charge of two officers," as one officer could not drive his own car through modern traffic and at the same time be a fit judge of another car's speed.

The ruling in this case should be of great interest to all motorists, and should ensure for them much juster treatment than has been the case in some instances in the past.

BRIDGE REPAIR COST

IT is estimated that repairs to Hammersmith Bridge, which was damaged by IRA explosions on 29th March, will amount to nearly £1000.



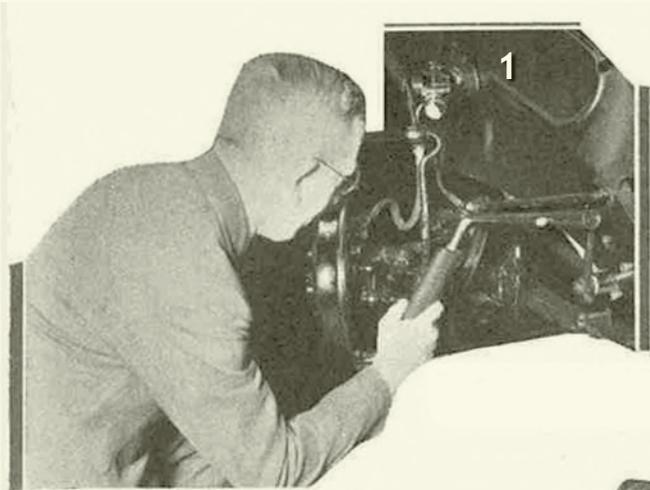
IN THE RAC RALLY — Flying-Officer M. N. Mavrogordato and Mr. Dixon Cade in a Morris Eight saloon, leaving the Torquay control



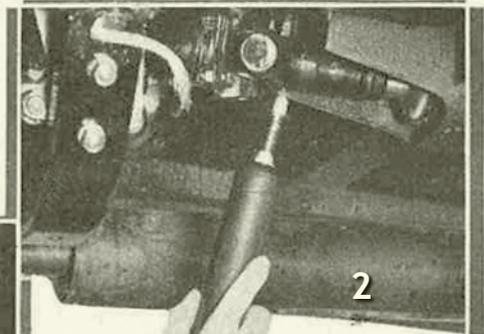
DRIVE THEM YOURSELF — This fleet of 1939 Morris Ten sliding head saloons was recently supplied to Messrs. Car Sales Ltd., of Plymouth, for their Hire-Drive-Yourself service, by The Barton Motor Co. Ltd., the local Morris Distributors. Mr. Broad, of Barton's, is handing them over to Mr. Shaw, of Car Sales

RUNNING HINTS IN PICTURES No. 87

Grease gun attention to the Series M Ten

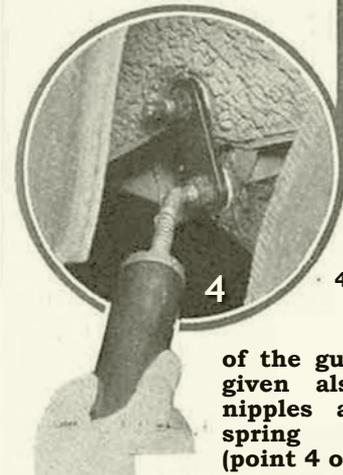
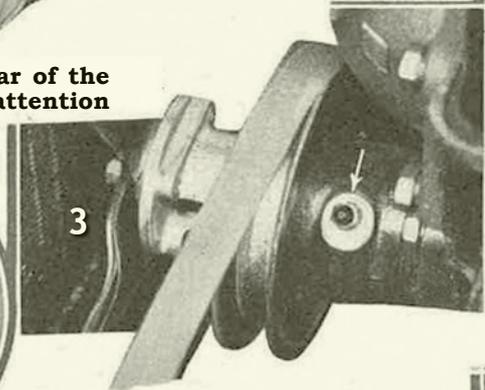


1. — Give three or four strokes of the gun to both nipples on the steering mechanism drag link (point 1 indicated on the chart below). This applies as well to all nipples on the steering assembly, as also indicated by direction lines on the chart



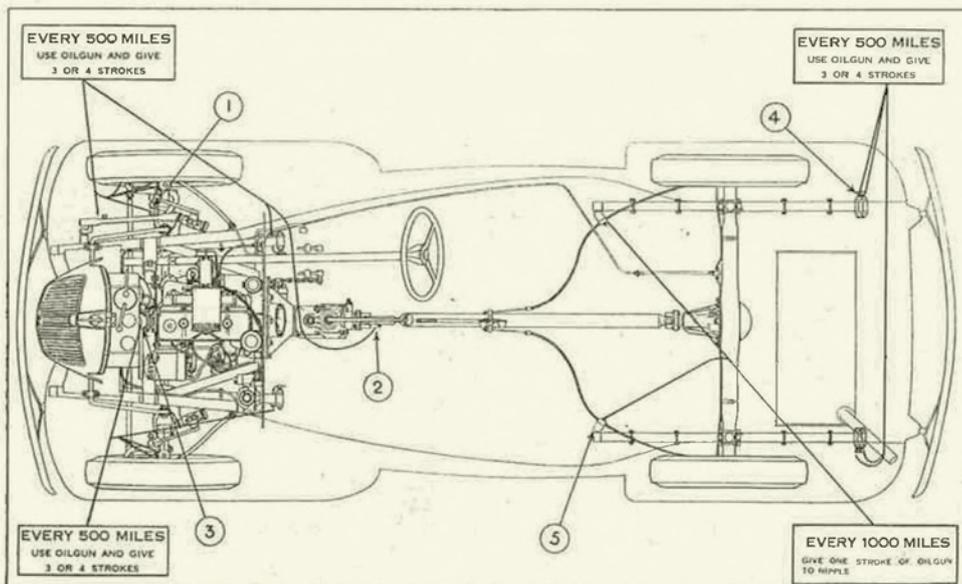
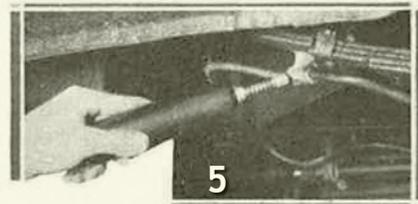
2. — Here the gun is operating on the nipple on the forward end of the propeller shaft: three or four strokes likewise (point 2 on the chart)

3. — The nipple at the rear of the fan pulley also requires attention with the grease gun



4. — Three or four strokes of the gun should be given also to both nipples at the rear spring anchorages (point 4 on the chart)

5. — The rear hand brake cables (point 5) should also receive one stroke of the gun (every 1000 miles) in this case



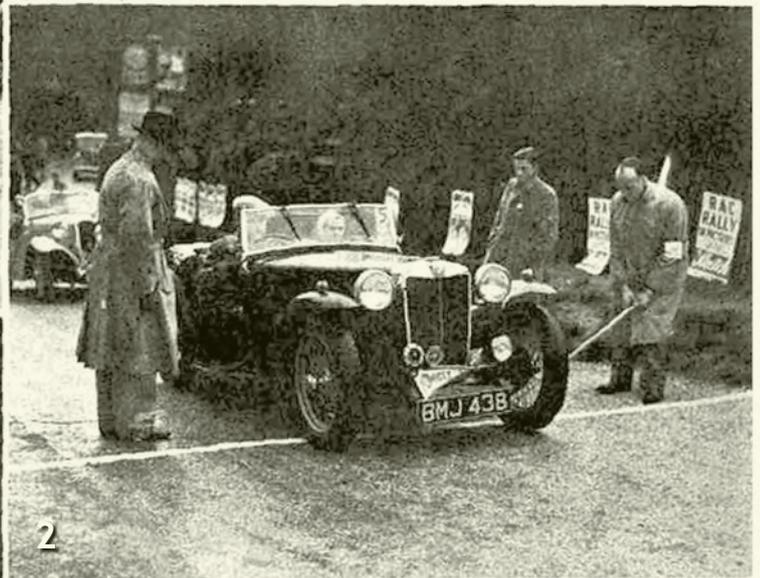
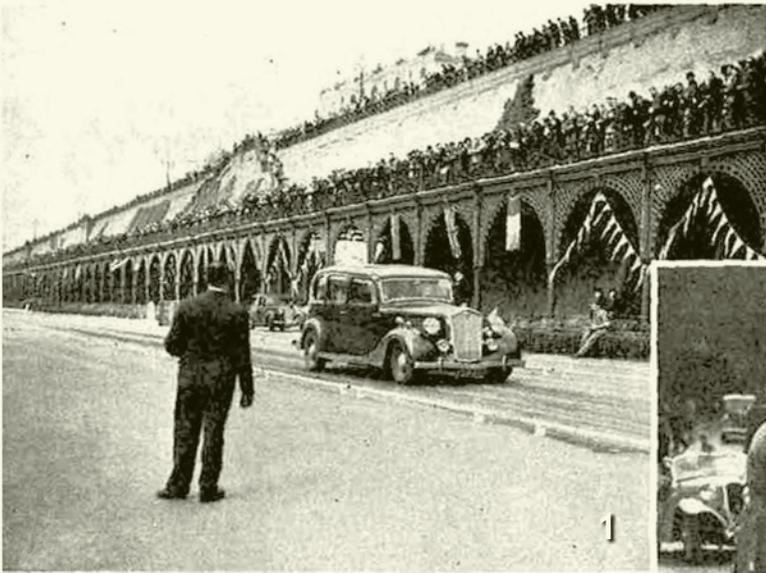
The grease gun should be charged with Duckham's "Laminoid Grease", or, if this is not obtainable, in your locality, "Mobilgrease" No. 2 or Shell "Retinax"

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

Other items of interest include:

- Planning the Cape Record (in a Morris Eight)
- From Cradle to Cockpit (bio of Earl Howe)
- The Law of the Halt Sign

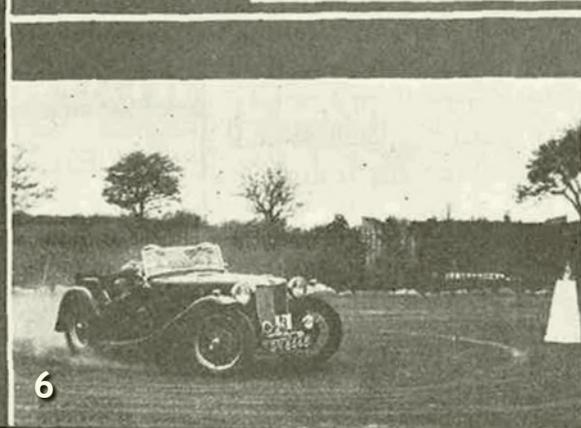
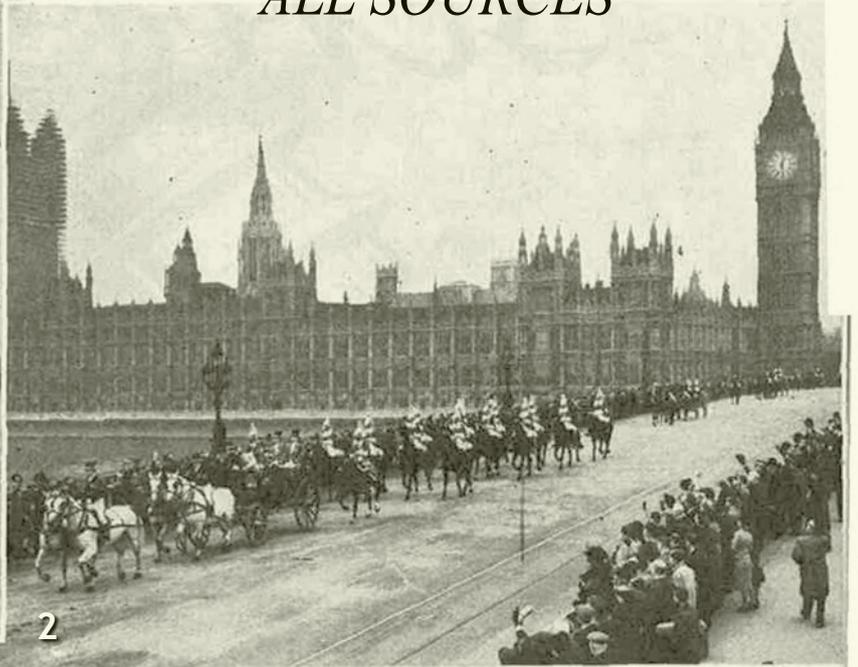
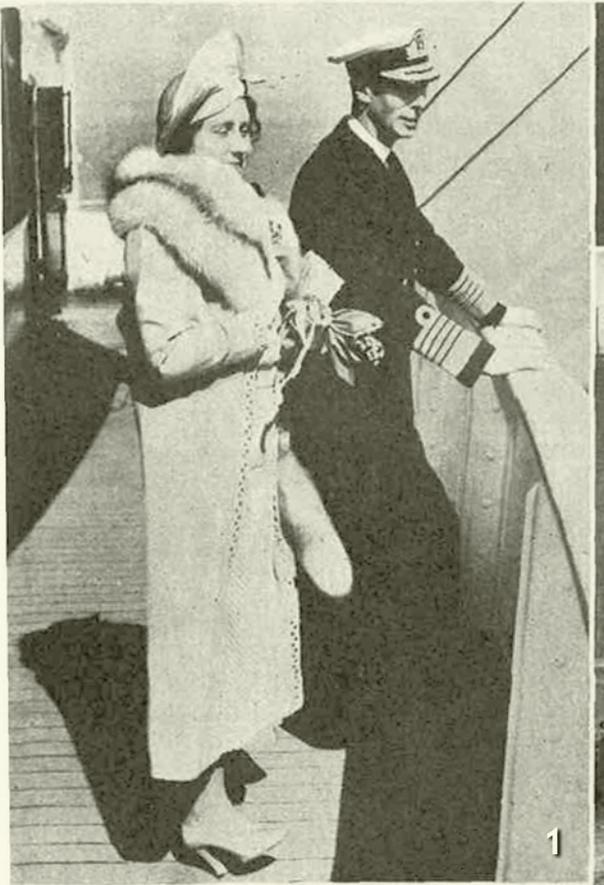
IN THE R.A.C. RALLY



1. Messrs. R. S. Watkins and E. G. Morley with a Wolseley in the eliminating tests — stopping and starting — on the Madeira Drive at Brighton
2. At the test hill on arrival at Brighton: Mr. O. Issard-Davies and his wife in their MG
3. At the hairpin bend on Madeira Drive, Brighton: Miss L. M. Roper and her MG
4. A Morris Eight at the same spot: Mr. P. L. P. M. Kendal getting round at speed
5. En route: Mr. G. D. Hunter taking his Morris Eight four-door saloon up Hockness Hill
6. Flying Officer M. N. Mavrogordato and his Series "E" Morris Eight saloon at the hairpin

PICTURES OF THE MONTH

ITEMS OF INTEREST FROM ALL SOURCES



CANADIAN JOURNEY
 1. Their Majesties the King and Queen aboard the "Empress of Australia"
 2. The drive to Waterloo: the royal procession on Westminster Bridge
 3. En route for Portsmouth. Early arrivals for the International Trophy Race at Brooklands greet the royal train as it passes the track

4. **QUEEN OF THE MAY** at Torrington, North Devon
 Dancing the Maypole Dance after the 800 year-old crowning ceremony
 5. **THE MAN WITH A LOAD OF MISCHIEF.** Sir John Simon leaves the Treasury for the House with his unpopular budget
 6. **THE CALEDONIAN RALLY.** R. Mickel, MG, winner of the open class, at speed

Pictures from the Past

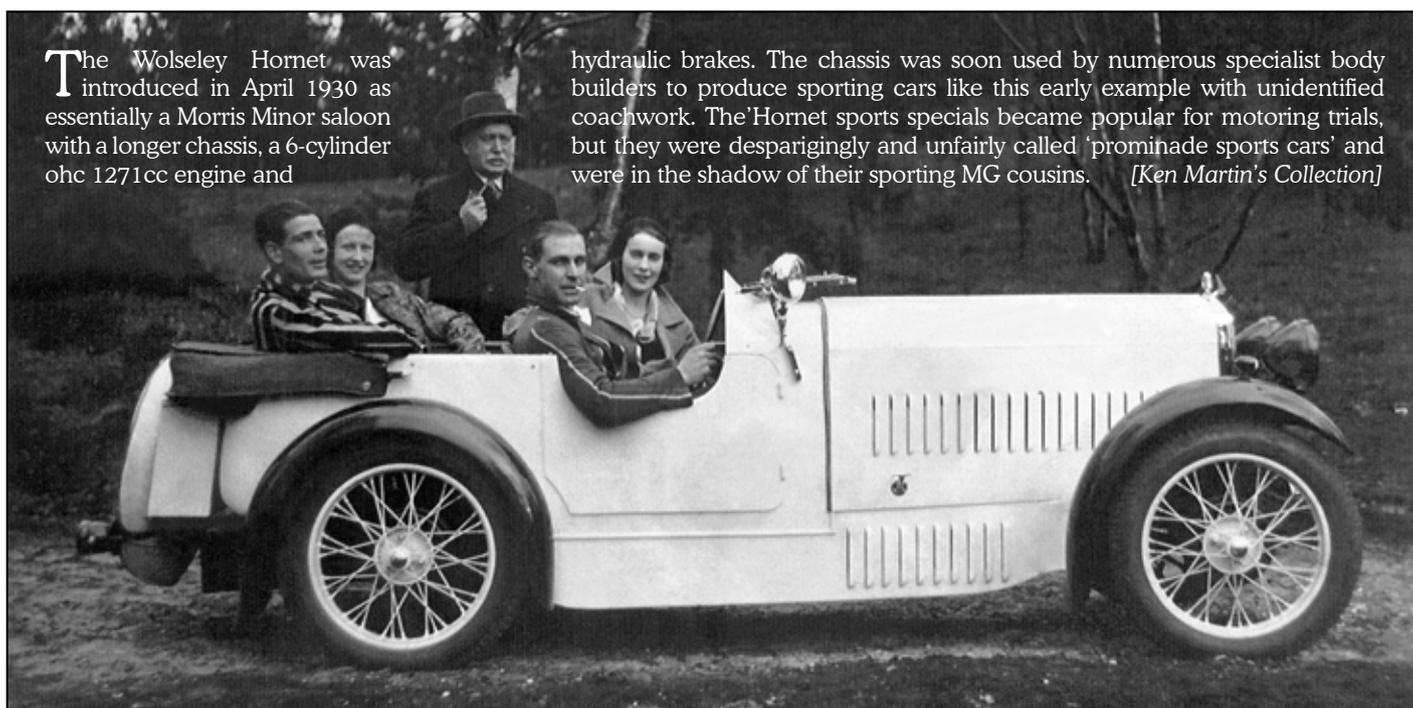
Presented by Ken Martin



A c1916 Morris Cowley rests with a group of motor cycles in c1920, beside 'Ye Claytone Hotel' (now 'The White Hart') in the High Street, Godstone. The event or the occasion are not known. [Motor Sport Images - Black 2510]

The Wolseley Hornet was introduced in April 1930 as essentially a Morris Minor saloon with a longer chassis, a 6-cylinder ohc 1271cc engine and

hydraulic brakes. The chassis was soon used by numerous specialist body builders to produce sporting cars like this early example with unidentified coachwork. The 'Hornet sports specials became popular for motoring trials, but they were disparagingly and unfairly called 'promenade sports cars' and were in the shadow of their sporting MG cousins. [Ken Martin's Collection]



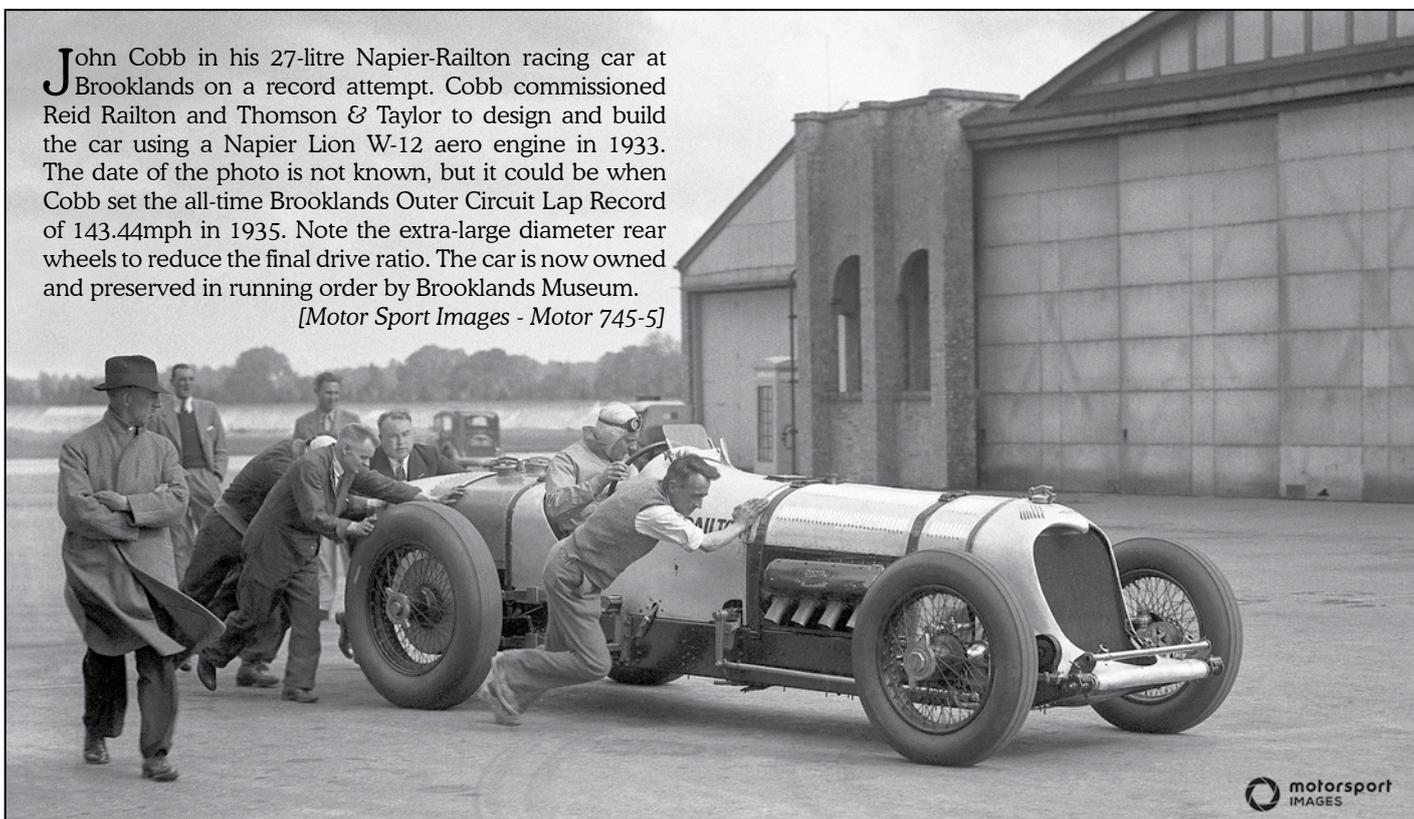
This school bus was probably locally built on a Morris Eight chassis and was owned by Algemeene Volkscredietbank. The school (Nuverheidsschool) was in Batavia the former capital of the Dutch East Indies (now Jakarta in Java, the capital of Indonesia). The bus was intended to carry up to 20 children and one wonders whether the chassis was strengthened. [Motor Sport Images - Autocar Print 4-12-36 P1123]



 motorsport
IMAGES

John Cobb in his 27-litre Napier-Railton racing car at Brooklands on a record attempt. Cobb commissioned Reid Railton and Thomson & Taylor to design and build the car using a Napier Lion W-12 aero engine in 1933. The date of the photo is not known, but it could be when Cobb set the all-time Brooklands Outer Circuit Lap Record of 143.44mph in 1935. Note the extra-large diameter rear wheels to reduce the final drive ratio. The car is now owned and preserved in running order by Brooklands Museum.

[Motor Sport Images - Motor 745-5]



 motorsport
IMAGES

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Glamour, Danger and Fast Females (Part 1)

In this, the second decade of the 21st century, the topic of equality for women tops many agendas, particularly in the sporting arena. In professional tennis, prize money is now the same for either gender at many tournaments, while the huge rise in popularity of women's team sports such as netball and football, both now firmly established on a professional basis, also illustrates the significant progress that women's suffrage has made in respect of sport. However, an area still lagging far behind is that of women's motorsport, or at least the participation of women in motorsport on an equal basis to men.

It wasn't always thus. Think of motor sport in the thirties and names such as Seaman, Nuvolari, Stuck, Dixon, Chiron and Bira probably spring to mind, alongside those of record breakers such as Campbell, Seagrave, Cobb and Eyston, etc., not a solitary woman among them, but they were there, competing in significant numbers, both alongside and on equal terms to their male counterparts.

These women were pioneers. Up to 1927 females had not been permitted to race at Brooklands. It wasn't until the circuit was managed by Mrs Ethel Locke-King, the wife of the deceased owner, that the rule prohibiting women to race at the Surrey circuit was amended. While many 'women only' competitions were staged both at Brooklands and elsewhere, women also competed head-to-head against men. It was clear from the results that there were plenty of talented women drivers who were not taking part just to make up the numbers. They won races, achieved fastest times and made an impact, at Brooklands and across the whole of motor sport.



*Doreen Evans in racing attire
[Author's collection]*

meetings where in 1930 she finished 20th overall in an MG Midget, helping the five car Midget team to carry-off the team prize, while in 1931 she produced a stunning result for Austin, coming in joint seventh behind five of the all-conquering MG C Types and Bertelli and Bezzant's Aston Martin.

There were many others, including fan's favourites Kay Petre and Doreen Evans, both of whom brought glamour to the motor sporting venues of the period. Kay Petre started her motor sport career in June 1932 driving an E.W. Daytona Wolseley Hornet, while competing in a novices' handicap at a Brooklands BARC Inter-Club meeting. She was always immaculately turned-out in a pale-blue racing overall and invariably had a cushion in the cockpit of her cars in order



*A 25-year-old Barbara Skinner seated in the cockpit of the White Minor, 1936
[LAT C9052]*

It's true to say that an all women motoring club also played an important role in this integration, viz The Women's Automobile & Sports Association or WASA for short. WASA held many events each year across the motor sporting spectrum and helped produce a crop of talented female drivers many of whom became particularly successful in speed events, such as circuit racing and hill climbing and who then went on to compete alongside their male counterparts on an equal basis.

One such young woman was Barbara Skinner, who on her 21st birthday in 1932 was gifted a Jenson bodied, MG Tigress engined, Morris Cowley special, by her father Carl. Her highly successful six-year motor sporting career is well documented by Mike Harvey in his book 'Skinner's Union', as well as being covered in this column from time-to-time and is therefore known to those of a pre-war Morris persuasion, primarily due to her exploits in the very quick White Minor in which she competed from 1934 until 1937.

She was far from alone. The name of Victoria Worsley appears many times in the results columns of *Motor Sport* and *Light Car*, both as a competitor at race meetings and the major motoring trials of the period. She had two very successful outings at the 1930 and 1931 Brooklands Double-Twelve



Victoria Worsley

[Author's collection]

to raise her diminutive frame to a height where she could view her surroundings. Kay was versatile and took part in trials, also winning the Ladies Cup at Shelsley driving a works Austin Seven and a very quick Riley. Perhaps her most notable achievement and certainly the most publicised was a stunt to find the 'The Brooklands Speed Queen' in 1935. The event was staged and promoted by the circuit's owners and was a shoot-out between Gwenda Hawkes who drove a supercharged 1.6 litre Derby-Miller, a car that held the outright track record at Montlhery, France's equivalent to the Brooklands circuit, while Petre was to drive the massive 1924 10.7 litre Delage. Amazingly, both cars lapped Brooklands at over 130 mph, no other women (and just a handful of men) having previously achieved such a feat. It was Petre's Delage that finally won the day with a lap of 134.24 MPH, but only after Hawke's car suffered a serious exhaust system failure on one of her timed laps. Sadly, Kay's racing career was brought to a premature end when, during a Brooklands practice session in September 1937, her car was hit by Reg Parnell's MG causing her Austin to roll across the banking with the driver sustaining serious head injuries as a consequence.



Doreen Evans (left) and Kay Petre [Author's collection]

Doreen Evans, at nineteen, was even younger than Barbara Skinner when in 1932 she commenced her racing career. Doreen had been raised in a motor sport environment along with her two brothers, Kenneth and Dennis, against whom she would sometimes compete. (*The families four cars were maintained at the famous Bellvue Garage in Wandsworth.*)



The 'Dancing Daughters' – George Eyston's 1935 Le Mans all female team at a Brooklands press briefing prior to the event

Motor Sport journalist and doyen, Bill Boddy, noted when writing Doreen's obituary for the magazine in 1982 how, "despite her frail and slender appearance, she always drove with great zest and determination..." Her career, like Kay Petre's was an illustrious one with many notable achievements. She was a Ladies Cup holder at Shelsley Walsh, won awards at the Lewes Speed Trials and along with Irene Schwedler and Margaret Allen came home third in a team of MG Magnettes' at the 1934 Light Car Relay race held at Brooklands in atrocious weather conditions. She was also an accomplished trials driver. In 1934 she began successfully competing in a single-seat MG Q Type, frequently crossing swords with her female racing counterparts including Kay Petre. One such memorable encounter took place on September 28th 1935 and is recalled in C.A.N. May's informative book 'Shelsley Walsh'. All afternoon Petre in an ex Raymond Mays six-cylinder Riley and Evans in the Q Type exchanged fastest times up the 1000-yard hill. On their final runs of the day both managed to better their earlier times with the timing equipment failing to separate them, both recording 44.8

seconds. The stewards' decided that a run-off was necessary to determine the destination of the coveted Ladies Cup, the first time such a measure had been called upon. Doreen was first to take to the hill in her Q Type and after a good initial start entered the Esses too quickly. This was to cost her dearly as when she crossed the line a quarter of a mile later her time was almost two seconds slower than her previous best. While it was apparent to all that Kay was surely now the favourite to lift the trophy, what followed was a masterclass of controlled driving. She not only bettered Doreen's time but improved upon her own previous best by a full second, creating a new ladies record while recording the fourth fastest overall time of the day, a quite remarkable achievement.

The mid-thirties success of this crop of young, exciting female drivers sparked the founding of a team to compete at the 1935 Le Mans 24 Hour race. The six woman/three car, MG PA Midget team was established by George Eyston and comprised the following crew pairings of: Barbara Skinner and Doreen Evans, Margaret Allan and Coleen Eaton plus Joan Richmond and Barbara Simpson. The team's formation was heralded by much publicity in both the motoring and national press and they became popularly known in the run-up to the event as 'Eyston's Dancing Daughters' after a radio programme of the era. The race itself was largely



Kay Petre at Shelsley Walsh 1937 [LAT Motor Sport film]

uneventful for the team which “finished intact and in good order” according to the Motor Sport correspondent although their cars were some way down the order in 24th, 25th & 26th positions, behind two Singer Nines.

While these ladies and others, including the Honourable Mrs Victor Bruce, ‘Bill’ Wisdom, Kitty Brunell and yes, even Amy Johnson were making motor sporting headlines, many other unsung women were taking part at club and national level, including some in Morris Minors, of which more next month. *to be concluded*



Kay Petre with the ‘Brooklands Speed Queen’ car – a 1924 10.7 litre Delage

[Author’s collection]

Acknowledgements:
 YouTube (<https://www.britishpathe.com/video/speed-duels>),
 Motor Sport, Light Car,
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 by Dick Serjeantson,
 ‘Shelsley Walsh’ by
 C.A.N. May,
 ‘Fast Women’ by John
 Bullock,
 The Times online
 archive.
 LAT Collection photos
 appear courtesy of
 Motorsport Images.



Victoria Worsley exits a lane in her 1929 MG Midget during the London-Gloucester Trial that year [LAT B2957]

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Morris Eight Differential Rebuild (Part 4)

Simon Hadley

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

6. Assembling the Pinion Shaft

Once all the parts had been thoroughly inspected and cleaned in paraffin, and the housing, pinion shaft flange and the two halves of the double ball bearing housing stripped and painted, it was time to rebuild. Fortunately the bearings were all in perfect order so were not replaced for this build; however, all are currently available from Ian Harris if need be.

The pinion shaft was first to be reassembled, fitting the roller bearing to the shaft by simply sliding it on, followed by the spacer tube behind it, see right.



Next was to fit the first half of the double ball bearing race in the back half of the bearing housing. This was done with a press using a large socket the exact size of the outer edge of the race as a drift. This could be done without a press, either in a vice or by tapping it in with a drift and copper hammer, using extreme care that all are aligned; however, as the press was available it was the best and easiest method (in my experience most decent independent garages would do this for you while you wait, for a couple of beers). A thin smear of oil helps assembly of these parts. You can see the race is fully home and correctly located when no gap is visible in the small cut-out used to drift out this race when dismantling. It is important that the race is pressed fully home, see left.

Lower the half housing with the pressed-in race onto the pinion shaft, followed by the double ball bearing itself. This has to be centred and lowered square to the shaft, which is best done by looking down from above. Again, smear of oil helps to fit these parts. The bearing must be driven all the way down onto the spacer tube and pressed fully home. A brass drift and copper mallet will help to achieve this. Lower the second half of the double ball bearing race (curved side in contact with the balls) over the top of the bearing, followed by the second half of the bearing housing (the cap), as shown in the sequence of pictures below.

NB. When bringing the two halves of the bearing housing together, make sure to align the marks made when dismantling. Also, you will see in the bottom right image above that there is a thin gasket between the two halves of the housing. In the Morris manual it mentions a thin 'cork packer'. I am not sure these are available so I fashioned a new one from thin gasket material.



Gripping the pinion assembly in a vice with rubber jaw guards, you can now fit the two countersunk screws that lock the two halves of the housing together. Make sure these are fully tightened. Below you can see a nice screwdriver with a hex base to its handle which allowed for a final firm tightening with a spanner.

Next fit the universal joint flange to the assembly by sliding it onto the splines of the shaft, using a smear of oil to lubricate. Fit the thick chamfered washer and its 1" A/F nut. The washer is fitted with the chamfer facing upwards and flat side down against the inside of the flange neck. Grip the flange in protected vice jaws with the split pin hole vertical and, with bolts fitted into a couple of the flange's bolt holes, use a bar to gain leverage on the nut as you tighten it up.



This nut does need to be tight. No torque setting is specified for it, so use a long bar on the socket to tighten it up, ending by fitting the split pin as shown below. Gripping this assembly with the split pin hole vertical helps you to know where to stop as you tighten the nut and see the hole through the castellations.

The pinion shaft assembly is now complete.



to be continued



Bother! O Blow!

and

Hang Spring-Cleaning!?

When I was a small boy I purchased a copy of "The Wind in The Willows", and I still have that well thumbed book to this day over 70 years later. In the opening paragraph Mole says he is fed up with spring cleaning.



Well, that's how I feel, and I look forward to my outings in May and June after suffering with withdrawal symptoms from "Minor motoring" for months on end. This resulted in me devoting my time to a monumental tidy up, clear up and reorganise of the workshop and garage.

On completing the task I thought I would share my new improved workshop with you, in the hope that you would enjoy seeing it, and in addition some of you might share with us your garage, workshop or manshed pictures.

Although I have all the hand tools I need for maintaining my Minor, I do not possess any metal working machines. All that work has to be done by the professionals as I do not have the required skills.

However, I do possess lots of woodworking equipment and am proficient in producing lots of sawdust! OW's new ash frame is an example, together with anything from sheds to furniture...

On the subject of sawdust, I recall a lovely story concerning my granddaughter Victoria when she was very small. My brother Michael was visiting me on the same occasion, when I came into the house from the workshop suitably coated with sawdust. Victoria prompted by my appearance took my brother to the workshop where she announced to him, "This is where Grandpa makes tables out of screws and dust"! Well, she got it partly right.

One of the most important additions to the workshop during the spring clean has been a small bar/drinks cabinet. Most important for laying the dust after making it.

If like me you are fond of a glass or two of wine, a by product is the wooden box that it often comes in. You will see from the picture that either whole or half boxes can have handles added, and be enclosed in a simple MDF case to make racks of drawers.

If you have never read "The Wind in the Willows", I recommend you do. It is a fascinating tale of Mole, Ratty, Badger and the notorious Mr Toad whose exploits in motor cars land him in deep trouble. A tale suitable for ages 6 to 106!



Advertisement

Lonely man seeks woman with



Morris Car

Please send a picture of the car.





Returning to Morris matters and drinking (well, who wouldn't?) Josephine and I have just returned in OW 4224 from Jim and Anne Riglar's annual event, together with a happy band of fellow members after a very enjoyable few days. Among our jaunts out the trip to "Milestones" a museum of Basingstoke's industrial and domestic heritage was memorable as JoJo and I walked down a street to be heralded by the sound of a piano bashing out good old pub songs together with the sound of many voices in accompaniment. Inside the Victorian pub we were confronted by a large group of our Morris Register party with glasses in hand, having a right royal old time! We were forced to join in a very educational part of our visit to a splendid museum!

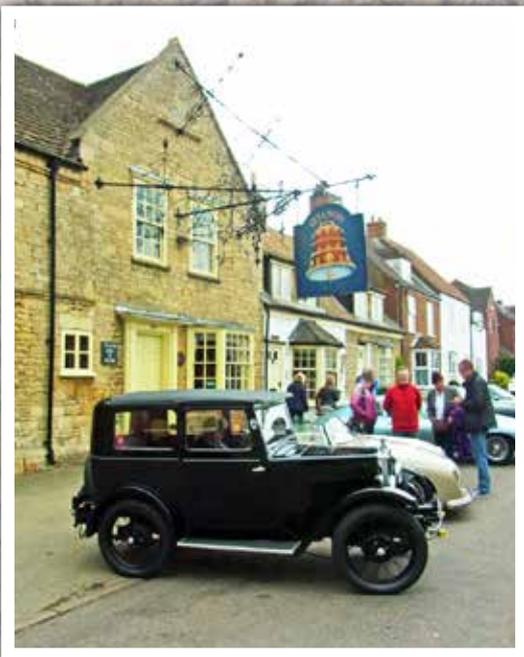




DRIVE-IT-DAY



Above: Irene Constable's Eight Series 2 two seater at Powis Castle (left) and at Lake Vyrnwy in a rare break in the cloud



Left: Martin Gregory's 1930 OHC Minor saloon at the Bell Inn in Stilton



Above: Tim Parry's Eight tourer at the National Motor Museum, Gaydon, alongside a BSA saloon

Right: Dave and Yvonne Stockbridge's Series 2 12/4 outside Leeswood Hall, near Mold, North Wales.

"A very nice bit of iron work, I think you would agree. The gates aren't bad either."





DAY GALLERY



*Left and below:
Andrew and Jacqueline Freeborn's 1948 Series E (Bessie) on their first DiD. They attended the event at West Berkshire Brewery which was hosted by the West Berks Classic Car Club. "Everyone was very friendly and made us very welcome. We travelled the 20 odd mile route and even attempted the 1:6 hill at Streatley which we made up, be it in 1st gear! We have since gotten to know Bessie better after the run and look forward to meeting other members at future events."*



*Left and Right:
Peter Brock's 1934 Minor 4-door saloon at Alston, in the North Pennines, which claims to be the highest market settlement in England, at 1000 feet above sea level. The Stublick chimney, dating from 1820, stands 100 feet high on the moors near Alston. It has a mile long flue connecting it to the long-gone lead smelting mill at Langley.*





Regional Round Up



THE RED ROSE

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

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

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

I thought last month that I had very little to report, but now this month I have plenty! Martin McClarence has sent me a report on the Chester Noggin Drive-it-Day Lunch Run together with several photos, but first his Noggin report.

Stockport Noggin, 15th April

It was a lovely evening so I walked it there and back. Member Alan Whinnett from Wilmslow had enquired earlier in the day if the meeting was still on (always best to check). Alan has been a member for several years and owns an Eight two-seater which has been off the road for a while and was looking for advice on its return to full use. We put Alan right! "we" being myself, Ted Whelan, Robert Brown, Neil Truslove, Steve Dudley and Gary Clarke. Ted offered to give Alan's car the once over so maybe they can give us the verdict later? I will miss the May meeting as Anne and I will be taking the S3 12/4 to Holland with the North East Region members and a few fellow North Westerners. Our June meeting on 17th will be our Concours d'Elegance evening (see advert) so do come along with your Morris if you can.

Martin McClarence

Cheshire Drive-it-Day Lunch Run

We had been on the receiving end of tremendous rainstorms apparently called 'Hannah' leading up to Sunday putting the drive and lunch in serious doubt and causing havoc with our patio construction. Thankfully, the day dawned bright and clear and five Morris cars made it to the start at the Anderton Boat Lift café near Northwich. It was good to see member Mike Frith and son from Cheadle Heath who were just visiting and to see us off. We had seen plenty of old vehicles on the way to the start, and several Rootes Hillman, Singer and Sunbeam 'Imps' were also visiting the boat lift. Paperwork completed, our drive to The Shrewsbury Arms lunch venue was uneventful, passing through beautiful Cheshire countryside although storm damage was evident along the way. The route worked well for us with no hiccups in the planning. Taking part were Peter and Dawn Freeman in Eight two-seater, Ted Whelan and grandson Owen in Series E, Gary Clarke in Z van, my daughter Kate and partner Andy in S3 12/4 with Anne and I bringing up the rear in our Panhard 17b. Thanks to everyone who supported the event. Let's do it all again next year!

Martin McClarence



Above and below: Cheshire Drive-it-Day



Black Country Living Museum 19th/20th/21st of July

North West Region members will be visiting this popular museum on the above weekend and invite other Register members and friends to join us.

We will be travelling from Knutsford, Cheshire to the Ramada Park Hotel WV4 5AJ on Friday 19th, spending Saturday 20th at the museum and visiting Hodnet Hall Gardens near Market Drayton on our Sunday return drive. Two nights D+B&B for two is £278.

Further details and information from Peter Freeman at peterfreeman1957@gmail.com or 01565 722 372 or see to Bucklow Farm, Plumley, Knutsford, WA16 9RP.



Preston Drive-it-Day Lunch Run

I have only brief details and a few photographs for this event, but I am told it was a lovely scenic route around the lanes of West Lancs for the twelve pre-war Morris vehicles, one Moggie Minor and a Midget. Starting from Golden Days garden centre at Appley Bridge, the route wound its way through Parbold, Rufford and Croston followed by an excellent lunch at our usual Noggin venue, The Anchor at Lostock Hall.



Preston Drive-it-Day line up with Richard Wilson's Ten/Six Special

Pizza, Pasta, and Ice Cream. 5th May

Mark and Sara James had organised this informal tapas style lunch at Pesto Italian at Wroughtington, followed by a drive to Southport for an ice cream. The food and company amongst our eighteen members and two dogs was excellent, but we decided to give Southport a miss on the grounds of density of traffic and ended up at the West Lancashire Light Railway at Hesketh Bank instead. We had a ride on the short length of track behind the WW I loco 'Joffre' but still had our ice creams from the shop cum booking office. I had no idea beforehand, but the fireman on duty turned out to be Peter, one of my Friday Fish Lunch pals and he asked me would I like to join him for a short footplate ride. Would I! It would have been nice to walk down Lord Street in the sunshine, but probably a nightmare getting there and back again, so I think we made the right decision. Next up is the North West Annual Gathering, this year at Brian Moorcroft's paddock fields at Hundred End between Tarleton and Banks off the A565 Southport road. I hope to see you there with your Morris!



Pizza and Pasta line up



WWI loco "Joffre"

North West Region Annual Gathering 2019 Sunday 9th June

At 'Elim', Hundred End Lane, just off Marsh Road/Shore Road between Tarleton, Hesketh Bank, and Banks, near Southport. Nearest main road is the A565 running towards Southport, but best access is from Banks via Marsh Lane, or Hesketh Bank from Shore Road. Look it up on 'Google Maps' but it will be signposted. We will be sharing space with Brian Moorcroft's Annual Festival of Transport with Cars, Motor Cycles, Tractors and Commercials. Enquiries to Martin Roters on 07968 158 968 or rotersm@gmail.com

Stockport Noggin Concours d'Elegance Evening

Monday 17th June, 7 pm onwards

Marple Conservative Club, 119 Church Lane, Marple, Stockport SK6 7AY

Shine it up and bring your Morris
Enquiries to Martin Mc Clarence on
07794 915 108 or mcsathomeuk@
yahoo.co.uk



The Yellow Pages

No.496



EDITOR: mdadams1969@hotmail.com

FROM THE CHAIR

FINAL REMINDER: Sunday 9th June, East Anglian Region AGM, 2 pm onwards, Great Leighs Village Hall, Boreham Road, Great Leighs, Essex. CM3 1NH. Please come along!

There was a good number of attendees at the May Noggin at The Duck Inn, Essex. Now the lighter evenings really help, but still only one Morris. Well done Adrian Mitchell! (You definitely must NOT sell it!)



One of the evening's highlights was to present the Calorimeter Trophy to David Illsley (see photo). This was awarded following more than 50 years of service to the Register, particularly as East Anglian Treasurer. David was also made an Honorary Life Member of The Morris Register; I hope he remembers to cancel the direct debit!



Mike Adams

58th HCVS LONDON TO BRIGHTON RUN, 12th MAY

Laurie Cook has promised an article on this event for next month, but without stealing his thunder I have to say it was a privilege for me to drive his 1937 Morris L2 15cwt van yesterday. I am still buzzing! It was hugely successful this year and involved a lot of Morris Commercial vehicles. It was also a pleasure to meet up with Ray Frampton, as well as the Parry's from Kent who normally have their Series E at Thoresby, but for this event drove their other love – an exquisite Commer Raider lorry. I hope that whets your appetite for more!

ROOKE'S RAMBLES

My first vintage gathering in 2019 was held at a nearby village pub. This informal event has been running for a number of years and attracts an extraordinary variety of vintage and classic cars. I believe somewhere along the line this was originally instigated by or for the Bentley fraternity. Some of these machines are rarely seen at general events and in my opinion can only be described as exotic. This year the weather was unkind, being damp and very cold but I did enjoy a very hot and delicious steak burger from the BBQ! I only clocked



one Morris other than our own two seater, namely a 1926 two seater Bullnose.

The photograph (right) shows a delightful Vauxhall and a Lagonda with a very long bonnet, just two of the many other delights displayed on the day which included Star, Talbot, Healey, Rolls and Overland to name but a few. Talking of 'bonnets' I am not a particularly stylish dresser! I do however find our cars give me the opportunity to wear a certain different type of garb. I have a green wax jacket of considerable age which Olive has virtually dissociated herself with, but I feel it is very compatible with the two seater and was very comforting at the above mentioned event! I would not say I collect hats



and caps but they do seem to accumulate like many other objects I own! Maybe it was those irresistible 1920's elegant pictures of cars, hats, pipes and so on that got me going. I have always worn head gear of some sort or another including a lovely leather flying helmet which 'flew' away one day when I left it unattended in the school cloakroom! Whilst I am sure in my earlier years I had various types of headgear the acquisition of an open car in 1960 gave me the opportunity to wear a proper hat and, as it happens, smoke a pipe! The pipe is however another story! Lightweight cloth caps were a favourite and I had several. They generally stayed in place when the wind was rushing by! Herewith (top left previous page) our son Nick sporting one of those self-same items and some 40 years later Duncan and his partner Cerys in their caps (below left previous page). A trip to Scandinavia in the early 1960s in the Eight, necessitated the acquisition of suitable English like head gear and a bespoke made deerstalker was a must (below right previous page).

Ivan Rooke

CLASSICS ON THE BEACH AND SHAKEDOWN DAY



On Sunday 21st April Tony Nathan joined in with the Southend and District Classic Car Club in the "Classics on the Beach" event. He attended in his Morris 1000 convertible rather than his 8 saloon. The event was jam packed with interesting classic vehicles and generally very busy; the public were very enthusiastic. He met up with some other Morris Register members and their vehicles.



Shakedown Day, pictured right, is where the two wheelers are displayed all along the Golden Mile seafront as it used to be called. It was all very good humoured and there was a magnificent display.



Top Left:
Peter Brewer sitting in his Morris 8 Series 2 Tourer

Middle Left:
Phil Vidler and Dave Wall

Bottom Left:
Mike Cain's Morris 8 Series 2

EA REGION EVENTS

- 8/9 Jun:** 1st Aldham Old Time Rally. www.aldhamrally.co.uk
- 9 Jun:** **East Anglian Region AGM, 2 pm onwards, Great Leighs Village Hall, Boreham Road, Great Leighs, Essex, CM3 1NH**
- 13 Jun:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 16 Jun:** Classic Car Show at the Epping to Ongar Railway
Classic Cars for Father's Day, 11 am - 5 pm, Audley End House, Off London Road, Saffron Walden, CB11 4JF
- 22 Jun:** All Saints Church & James Oglethorpe School Summer Fete & Classic Car Show, Ashvale Gardens, Cranham, RM14 3NB. Please book in: vickyblackburn35@gmail.com
Sudbury 1940's Vintage Revival, The Delphi Centre, Alexandra Road, CO10 2RR
dancewithussuffolk@outlook.com or Phil on 07909 993 799
- 23 Jun:** Classic Car Show, The Lawn, Rochford, SS4 1PJ
Please book here: <https://www.classicmotorshows.co.uk/thelawn>
Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 30 Jun:** Cressing Temple Vintage Fair, Cressing Temple Barns, Cressing CM77 8PD
Please book in by Friday 14th June: fundraising@helenrollason.org.uk or 01245 380 719
- 7 Jul:** Maldon Car Show



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



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

DRIVE-IT-DAY

South Wales News

Out came 'The Morris', all ready for D-I-Day. The weather was fine. We loaded our stuff and dog in at around nine o'clock in the morning and set off.

We only had to travel about 12 miles to the first stop. Through Pontypridd (calling for some petrol) and then down the A470 with the car purring nicely, obviously pleased with its first decent run of the season.

We turned off at the Caerphilly roundabout, down to the Treforest Trading Estate. Then we took a queer little slip road which gave the impression of leading to nowhere, then around a bend, and there was a Morris 8 in the car park of the Nantgarw China Works Museum, our first call. Rob and Christine Brittlebank had arrived before us.

The museum opens at 10 am, so we had to wait a few minutes before we could go in for scones, jam and cream and pots of tea. Gradually, others began to arrive, some in old, and some in more modern cars, such as a 70's Merc. I was hungry as usual, and went in to the china museum, and upstairs for my 10 o'clock elevenses, but surprisingly, most of the other drivers were there already.

After our scones, etc., we had a tour of the china works and an explanation of the old firing kilns out behind. These days, the museum (as it now is) is looked after by a small group of volunteers, since the County Council pulled out. They rely on donations for entry and tours and teas, etc. There are no charges. They have recently started to produce some examples of china again, after many many years.

Then it was time to move on to our next venue. By popular demand, we were again going to Llancaiach Fawr Manor for Sunday lunch. When we arrived there was a goodly supply of old cars in the car park. We didn't tarry long, however, as lunch was booked for 1 o'clock. We went in for lunch, and there was the usual "How



1. Some of our cars backing on to the China Works Museum
Note the Drive-it-Day plaques
2. Tucking in
3. Upstairs in the tea/function room
4. The tour guide speaking
5. Visit to one of the outside large kilns being restored
6. Some of the stoneware jugs originally made here
7. A goodly supply of old cars
8. Drive-it-Dayers as far as the eye could see



many are you?”, and “are you all here now?”, and “all the places are full, but there are two more people” etc., etc., but eventually all were seated and had a really good lunch with a great deal of enjoyable chatting about cars, who the swindlers were and who had died, etc. After the lunch, some went on a tour of the house or gardens, some stayed together chatting, and then we all wended our weary way to our various homes, satisfied that we had had a great day.

John Howells



9. Watch the birdie



10. Sorting out the payment

BALTIC 8

John Paternoster sent in this photo of an 8 2-seater on the quayside whilst on a Baltic cruise, first stop Denmark.



THIS MONTH'S NAUGHTY PIC

Sent in by a Morris owner: Good soldering? Do your rear Slamps look like this inside? If you say “no”, how do you know? If you have a picture showing faults on your Morris, send it in.



WHERE IS IT NOW?

An interested spectator at the Singleton Park Rally this week approached me to look at ‘The Morris’. During the conversation he asked if there was any way that he could trace the whereabouts of his late father’s Eight, Reg no: JPO 138. He thinks it was last seen in the Kent area. So if any member can help, just give me a ring and I’ll put you in touch.

MAY PHOTO PUZZLE

Answer:
The venue was the St. Fagans Welsh Folk Museum. Congratulations to the winner, member Judith Maloney.

WALES EVENTS

- 8 Jun:** YstradMynach College Classic Vehicle and Open Day, Twyn Road, Ystrad M.
Contact: John.mullen@cymoedd.ac.uk
- 8/9 Jun:** South Wales Austin 7 Club, 50th Anniversary Rally at Bryngarw Country Park. Pre 1939 vehicles only
Contact: John Williams, 24, West Road, Nottage, Porthcawl, CF36 3SN
- 9 Jun:** Barry Island Festival of Transport, contact: 07733 302 242
- 9 Jun:** Vintage M/Cycle Club, South Wales Section Seaside run from Penarth to Porthcawl. 10.30 start, Penarth Conservative Club. For Info: Bill Phelps, on bill42@southwalessectionvmcc.co.uk
- 9 Jun:** Barry Island Festival of Transport, Barry Island. Contact: 07733 302 242
- 15 Jun:** Rhondda Heritage Park Classic Car Show
- 22/23 Jun:** Kelsall Steam Rally. Contact: Mrs J Webster, 01565 633 346
- 6/7 Jul:** Shropshire Family Vintage Show. Contact: John Roberts 01743 851 385
- 13/14 Jul:** Vintage For Victory, Library Gardens, Park Rd, Whitchurch CF14 7XA. Mainly a music and fashion event, with some old cars, people in period costume, a Lancaster fly past, etc., etc.
Contact: 02920 312 611 or 07967 818 355



CHILTERN'S GATHER



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

EDITORIAL

April's main event was, of course, Drive-it-Day and this year, the Sherbucks Noggin joined the Austin Club's outing to RAF Halton. Meeting at the car park in Amersham Old Town, Dave Coulton's thirty six mile long route took us on



a tour of Chilterns Midsomer Murders crime scenes. With time allowed for a coffee break en route, approximately twenty vintage and classic cars assembled at Halton House to be received by Royal Air Force officers to be taken on a guided tour of the House. This was followed by a good lunch in the Officers' dining room and visits to the Base's museums where more staff were available to show us the various exhibits.



Halton House has an interesting history, having been built by Alfred de Rothschild of the famous banking family in the early 1880s. However, it was not built as a regular home but as more of a weekend retreat to entertain Victorian high society and in the most lavish style imaginable. Alfred's guests included royalty, political leaders and celebrities from the musical and artistic spheres. This continued until 1914 when, with the advent of World War 1, Alfred offered the Halton Estate, for military training, to his good friend Lord Kitchener who was the Secretary of State for War.



Alfred died unmarried in January 1918 and ownership of the House and land passed to his nephew, Lionel de Rothschild who agreed to sell the whole estate to the War Office (now the Ministry of Defence) who were keen to retain it as a training base



for the fledgling Royal Air Force. The RAF had been formed on 1st April 1918 and in 1919, the Estate was sold to the War Office for £112,000. Thus Halton became Royal Air Force Halton and Halton House became the Officers' Mess.

Over the years, Halton has often been used for filming by both the film and television industries. This includes Midsomer Murders and so the theme of the tour continued.

I am indebted to Brian and Sylvia's grandson, Rhys Jenkins for the panoramic photograph of the cars lined up at Halton.

Geoff Campbell



OXFORD NOGGIN DRIVE-IT-DAY RUN

The Oxford Noggin held its Drive-it-Day Run, starting from our Noggin pub, The Hand and Shears in Church Hanborough, where we met for a coffee, chat and registration. Despite sickness (to both car and driver) we had nine cars participate of which four were Morris Eight Series Es. The others were a 1927 Cowley, a Morris Eight Series 1, a Morris Eight two seater, a Ford Cortina and a 'modern'. The weather was a bit cool to start with so the occupants of the two seater had to wrap up warmly (as shown in the photo).

So off we went, much to the entertainment of locals out walking dogs. One hazard to contend with was the number of cyclists also out for a ride. Modern cycles go quite quickly and it can be difficult to overtake on a narrow road in a Morris. One of them was not impressed by exhaust fumes because he was coughing and making wafting motions round his face as we passed. A bit of an exaggeration, I think, but it goes to show that not everybody is pleased to see old cars on the road on Drive-it-Day.

The leading group of cars was playing follow the leader, so all drove happily past a left turn. As I was guarding the rear I wondered if we would see them again. We later learned that they had realised their mistake and turned round. It is surprising just how many quiet narrow roads there are in the Cotswolds. All the same, it pays to keep a watchful eye for the landed gentry in their Range Rovers because they occupy all of a narrow road and most regard old Morrises with contempt and make no effort to make room for two cars to pass.



The run was quite short, but very pleasant as so many trees were out in leaf. It also did get warmer as the morning progressed. Closer to our lunch stop it was a surprise to see one Series E approaching from the wrong direction. He must have decided the official route was too short and taken the pretty way. However, everyone got to the pub within five minutes of the expected time so we could go in to enjoy our lunch.

Afterwards, some of us decided the puddings were too tempting and stayed behind while the rest continued on to the Batsford Arboretum for a very pleasant walk in calm, peaceful surroundings. It was only in the car park that we saw any other old cars: there was a group of Morgans resting under the trees. Otherwise, one could only wonder this year, if old car owners could be bothered to take a trip out.

Article/Photos: Steve Gant



CHILTERN EVENTS

- 8 Jun:** Nether Winchendon Fete – contact Terry Ponting
Dunstable Classic Car Show
- 9 Jun:** Classics on the Cricket Field, Naphill
www.classicsonthecrick.co.uk
- 16 Jun:** Historic Car Day at Nuffield Place
Marsworth Steam Rally
www.marsworthsteamrally.co.uk
- 22 Jun:** Sherbucks Open Day, Maple Lodge

- 22/23 Jun:** Flywheel Festival, Bicester www.flywheelfestival.com
- 23 Jun:** Leighton Buzzard Railway Vintage Vehicles Rally <http://www.buzzrail.co.uk/static/vehicles.html>
- 29 Jun:** Chalfont St Peter Feast Day with Car Show
- 30 Jun:** WDCVC Summer Show Bushey Sports Clu- contact Den Jarrott

TALK ON THE CHILTERN OPEN AIR MUSEUM

Each year the Chiltern Open Air Museum ("COAM") holds a car show which has been attended by many of our members in the past. As a consequence, it was thought appropriate that COAM be approached to see if someone from the Museum could come to our Noggin and give a talk on the history and content thereof. We were consequently pleased to welcome Sam Hatfield, the Museum Director, to our meeting on 16th April.

As with a number of similar sites around the country COAM was set up by a dedicated group of individuals who were concerned that within the Chilterns region so many old and historic buildings were being lost to future generations through neglect; much in common with the founders of the Morris Eight Touring Club so far as our cars are concerned. Following positive vibes from local organisations and with Bucks County support an area of forty five acres at the site of Newland Park, Chalfont St Giles, was leased and steps taken to identify a range of buildings which would otherwise have been demolished. Rather than just replicate buildings a decision was taken that once vulnerable buildings were identified they would be dismantled bit by bit with all parts labelled for identification so that they could be transported to the Museum and erected like a giant three dimensional jig-saw puzzle. Opening in 1976 with only a few such buildings, Sam informed us that at present there are thirty five. One apparent anomaly is the presence of a Stone Age round house which was one of the first buildings; though obviously not sourced in the area, albeit thought appropriate within the timeline of construction.

The buildings have been erected to best present them within the landscape, which is typical Chilterns, with undulating hills and specific areas linked by a central unmade up road which weaves around corners to reveal the different aspects and uses of buildings, varying from barns and a prefab to farm buildings, a toll house (left) to a chapel, and even a superb working public convenience (right) with all brass and wood trimmings intact. Many events take place within



the grounds including historical re-enactments and opportunities for visitors to indulge in old craftwork, such as wattle and daubing and iron foundry.

Sam informed us that the future will include some very interesting projects including the possibility of a bandstand and a recording studio to bring the history of buildings up to date.

Chris Andrew



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RIVERSIDE RUN, 27th APRIL

About 40 of us sat down for lunch at The Thatcher's Hotel, East Horsley, Surrey having just completed this year's Riverside Run organised once again by Monty and Barbara Mumford.

We met up at Cobham, where a few of us crossed the road to look at Carter's Steam Fair which was built up in an adjoining field. Although not open at 10 am on a Saturday morning, it was still worth a look at the vintage rides and living vans. Also the transport that they use – mainly Scammell, Foden, E.R.F. and Atkinsons – all long-gone makes of commercial vehicles painted in Carter's livery and in tip-top condition.

Monty gave pot plants to all the entrants, together with maps and questions to be answered along the route. The first few clues were around Cobham village, and then it was back to the cars to set off in our own time. The route took us through the Surrey hills and lanes, giving beautiful views together with woodlands carpeted with bluebells! After 15 miles we reached the first stop at Coldharbour, via Leith Hill. Here the clues were in and around the lovely village church. Then it was back to our cars for a few more miles to our next stop at Abinger Common where the final set of questions centred around the old water pump. The last part of the run took us to the Thatchers Hotel where hot drinks and cold beers were much appreciated before an excellent lunch was served.

The Morris Register was well supported with members and cars, although some attended in their alternative vehicles in view of the stormy weather or for other reasons. There was a good assortment of cars on the run, mainly Austins but also a couple of Rileys, a Renault 4CV, Lea-Francis, Austin Healey Sprite, MGA, MGB V8, and various Morris cars – Minor, 10/4 tourer, and Series M 10. plus our MG Magnette.

We were very surprised to win the shield this year, awarded annually for the most correct answers having scored 21½ points. 2nd were Tony and Pat Westhall (ATDC), 3rd Eric and Janice Cheetham (Morris Register) and 4th Larry and Jane Jennings (Riley Register). It was a good run out, although very breezy as strong gales had been forecast for southern England that day. This year the run was held a day earlier than usual to allow Monty and Barbara to support their daughter running the London Marathon the following day. Also it meant that local members could take their cars to the Drive-it-Day event at Brooklands Museum, Weybridge, on the Sunday.

Once again, we would like to thank the organisers for another good run and excellent choice of lunch venue.

Chris Sales

Glad to report that Vikki has completed the Marathon and that she has raised over £5300 plus gift aid contributions for her charity Bowel Cancer. Thanks to all those members who gave their support

Monty Mumford

Right, from the top:

Bluebells, Morris line up, Mike Gorman's 10/4 open tourer

Below:

Parking at the Thatchers Hotel, Vikki with her marathon medal



CHILWORTH MANOR MAY BREAK

We have just returned from a great week away with 48 Register members and their cars - 16 pre-39s, 4 classics and 4 moderns, staying at the Chilworth Manor Hotel in Hampshire with the Western Region group.

During the week we visited the following places on our days out:

Tuesday – the Bishops Palace at Bishop Waltham, then on to Port Nelson at Portchester.

Wednesday – the Buresdon Brickworks Industrial Museum (we had not realised a brick could be so interesting), then on to the Royal Victoria Country Park.

Thursday – Milestones Museum at Basingstoke.

Friday – Hinton Ampner National Trust property near Petersfield.

The rest of the week was spent eating and socialising with good like-minded friends. Many thanks to Anne and Jim Riglar for yet another well organised and amazing week away.

Marion and Colin Holden



EAST KENT MAYNOT RUN, D-i-D

While the sun may not have broken through for more than a few minutes - make that seconds - the lack of it did not deter the ten cars and one motorbike trike from venturing forth on the 25 mile route through the lanes either side of the Elham Valley South of Canterbury to celebrate the 30th edition of the East Kent Noggin's Maynot Run.

From the start, at the very popular Gibson's Farm Shop near Wingham, the route took drivers and passengers around the back of Goodnestone House and Gardens via Aylesham, Barham, Lodge Lees to North Elham. After crossing the main road, it was up the hill to Exted and on to Six Mile on the Stone Street. Stone Street, incidentally, is on the line of an old Roman road from the port of Lympne to Canterbury, dead straight for almost six miles.

Crossing over Stone Street participants were rewarded with views over the southern slopes of the North Downs as the route took them down into Stowting and along the Pilgrim's Way to Postling and finally to the finish at the Elham Valley Line Trust at Peene, just behind the Channel Tunnel Terminal at Folkestone.

The cars shown below at the finish comprised four Morrises, one Bentley, one Rolls, a Sunbeam, a Riley, an Austin, an MG and a BMW trike who parked in the main car park. The prize for the furthest travelled to take part went to the Rolls coming all the way from Medway and the wooden spoon for the shortest distance to the start went to the MG which came from Wingham.

My thanks to Gibson's for the breakfast, Kevin at the Elham Valley Line Trust for allowing us to park on the grass and the eleven intrepid drivers and their passengers for braving what was at times some very cold and blustery wind.

Words & pictures by Mike Brears



SE REGION BUS RUN

This year's mystery bus run will take place on Wednesday 26th June. Meet at the bus stop in Western Road, Borough Green, Kent at 7.45 pm ready for a prompt 8 pm departure. For further information please email Terry and Jenny Smithson at willowfarm22@gmail.com or 07793 766 608.



It would be appreciated if you could let us know if you intend to come so we have an idea of numbers. This event is open to members and their guests and is always a very enjoyable evening. The photo (left) shows the East Kent bus we went on 3 years ago. I wonder what bus it will be this year?

MACMILLAN CANCER SUPPORT

South East member Albert Walters has asked that the forthcoming Macmillan Classic Car Show at the Clandon Park Estate, GU4 7AA be brought to the attention of Morris owners. Last year there were over 500 classic cars at the show but not many pre-war Morrises. If any members are able to support this very worthy cause please contact the organisers (see flyer, right).

In aid of
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CANCER SUPPORT

**9TH Classic Motor Show
& Family Fun Day 2019**

Sunday 7th July 2019, 11.00am - 4.30pm
Clandon Park Estate, West Clandon, Surrey GU4 7AA
By Kind Permission of the Earl of Onslow.

WE WANT YOUR CLASSIC THERE!
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Entrance via the A25 opposite the 'Park & Ride' and close to the Merrow roundabout. Birds of prey display, children's entertainment, full hospitality area serving hot and cold food and drinks, stalls, picnic area.

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Macmillan Cancer Support, Registered Charity in England and Wales (281097)
Scotland (SC 029902) and the Isle of Man (8064).

The North East Region Local News



EDITOR: Roy Smith, 01937 581 793,
rspostbox@ntlworld.com
SECRETARY: Roy Pidgeon
roy_pidgeon@yahoo.co.uk



A TAXING STORY

Having searched for many months before locating my Morris Series E 1946 which I bought in 1979 I recall a memorable day some many years ago when collecting my car from a friend's garage following an MoT test.

Whilst living in Wetherby and having to collect the car from Bradford I sadly couldn't arrange for anyone to take me to Bradford so reluctantly I had to use public transport via Leeds so I thought this was a good opportunity to visit the main Tax Office in Leeds to tax the car.

After leaving home around 9 am the journey from Wetherby to Leeds was around 1 hour, hsince I had got on the bus that goes through every village in the area and not the quick route!

On arrival in Leeds I then had to walk to the main office but hadn't counted on a hundred or so people in the queue ahead of me and some hours later, on arriving finally at the desk, the guy looked through my paper work and sarcastically remarked that "It's you historic owners that cost us more for our cars", then handed me the paperwork back and I left!

I next had to locate a bus to take me to Bradford, I then had to catch another bus to get me nearer to his garage.

I finally got there to find that the car had been outside for sometime and the battery was dead, so further delay to get it started. Ready to leave, I carefully fitted the tax disc in its new holder and after tea and sandwiches I finally set off for home down a very long and quite steep hill with brakes that hadn't been used for some time.

Eventually I came to the slip road which took me onto the M62 eastbound and I then relaxed a little, plodding along at a steady 40 mph. On a warm summer's evening the engine started to get quite hot so I opened the sun roof which helped but the engine was giving off fumes into the car. So with both sides door windows open I was planning to stop at the services 10 miles further on. Still coughing with the fumes I had another option, so I opened the winding windscreen and whoosh, away went my precious tax disc and holder!

I eventually arrived at the service station and stayed 'til things cooled down and arrived home late evening quite tired! Just after my experience one or two people asked why didn't I stop to search for the disc!

Roy Smith



NE EVENTS

- 9 Jun:** Ripon Classic Car Show, Racecourse Ripon
- 11 Jun:** Wetherby Classics concours evening invitation, Bridge Inn, Walshfod 6 pm
- 15/16 Jun:** Beamish Museum weekend Rally
- 23 Jun:** Skipton Auto jumble, Skipton Auction Mart.
- 5 Jul:** "Fleur de Lys" classic meeting Thornes Park Wakefield
- 6 Jul:** Yeadon Leeds Carnival. 10 club cars entered. 10 am
- 7 Jul:** Heath Common Classic Meeting, Wakefield.
- 21 Jul:** Newby Hall, near Ripon Classic show(ticket only)
- 28 Jul:** Ripon Old Cars classic show, Racecourse, Ripon



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THE MIDLANDER

MORRIS REGISTER MIDLAND REGION

EDITOR: June Sargeant, 01905 840 155, sarg37@outlook.com
SECRETARY: Barbara Farmer, 01536 711 620, patbarfar@gmail.com



HEREFORDS & WORCS NOGGIN

At our noggin on 7th May discussions took place regarding Drive-it-Day and everyone taking part said that they had thoroughly enjoyed this. Eleven cars and a 1947 K2 lorry met at Leysters Village Hall to take part (see photo taken at front of hall with club flag). After coffee and cake we were given the route/map to firstly follow towards Leominster. We travelled through the scenic Black and White villages, namely, Dilwyn, Weobley, Sarnesfield, Almeley, Eardisley and Lyonshall, and on to Westonbury Mill Water Garden. This was well worth a visit with some very interesting features. We stayed there for lunch and then carried on to Pembridge with its wonderful timber framed buildings along its main street and various other streets leading from there. We then visited Eardisland, our final rendezvous point with a small car park adjacent to a pub. This had a vintage AA box (see photo), with John's Morris just pulling away from there. This village has a picturesque setting on the banks of the River Arrow. All our cars behaved well with many of them doing their first outing of the year. Photos were taken on route by Claire Halls and Len Dixon. Michael and Claire Halls were thanked once



again for arranging this. The route was approximately 40 miles.

John informed everyone that the Peopleton Autumn Show Classic Car Section was filling up quite rapidly and that members needed to get their entries in for this asap. He passed a photograph round which he had received from Nick Holden of his 1924 Bullnose Morris which he will be driving from Devon to take part in the show.

He mentioned that David Sargeant had completed the London Marathon in 3hrs 27mins and raised over his target for his charity of £3,000.

Our next meeting will be held on 4th June at 7.30pm, everyone welcome.

June Sargeant



LEICS AND NORTHANTS NOGGIN

At our Noggin this month we were without Pat and Barbara Farmer who were away in their Isis taking part in a Morris Register week's holiday rally in the deep south, so the noggin was left in the capable hands of Stuart King and my attempts at a report. So here goes!

We had another excellent turn out with nineteen members attending. Had the nine who apologised for non-attendance been with us this would have been a record number. Stuart was able to report on the National Committee meeting. National membership is 2186 which is 160 more than this time last year. We have 193 members in the Midlands Region and our noggins are very successful.

The Midlands region has taken over as the custodian of the club van which is in the capable hands of Toby Burnham of our noggin who is in a position to do any necessary work. It was suggested that as the subscription has been unchanged for about five years that there may be an increase in 2020. As regards the National Rally that takes place at Thorseby, this has to be re-negotiated every two years and 2020 is the 60th anniversary of the Morris Register, so this Thorseby show is likely to be a big event and will also be the host for the Morris Vehicles Association (MVA) show that year, but after that, it will be a wait and see!

Stuart as the Register's FBHVC representative was able to announce that the Dept. of Transport have sent the Police a formal notice that expressly confirms that historic vehicles have MOT exemption and so any roadside confusion should be avoided in the future...

This month our members attended three events. The first was a visit to Wellesbourne Airfield arranged by Frank Ashley for the Midland Region to see the Vulcan Bomber Mk2 XM655 as reported in last month's magazine.

Our members had an extremely enjoyable day participating in the Drive-it-Day run to Stilton and all our cars behaved without any problems. This Stilton Run was organised for many years by Jim Barrie who sadly passed away last year. This year the run was renamed in his honour as the Jim Barrie Memorial Run. There were over 200 hundred cars of all ages and marques taking part in the journey from Uppingham to Stilton to reproduce the route taken in the eighteenth century to carry cheese from Leicestershire to the Bell Inn at Stilton for sale there. Hence the cheese became known as Stilton. We had a contingent of about seven or eight cars, but many of us passed as ships in the night so varied were the timings and routes taken.

The final event of the month was a delightful afternoon at a local primary school to display our pre-war cars to year three children engaged on a project about the twenties and thirties. After we had driven round their playing field they made sketches of our cars and sounded the horns, then danced a Charleston for us, which of course we scored as a 'ten'.

We are told their next project is to build a Morris car out of cardboard boxes – you never know, they might turn out to be better than the real thing! See the letter received from the school children – think the headlights need re-adjusting! Some of our members then described the state of their cars. Brian Fenton reported that his 10/4 Special Coupé was now running again after serious engine problems and Cynthia Bartle has uncovered the fascinating history of her 10/4 Two Seater with Dicky. The car was first registered in Northern Island and had just three owners from 1934 to 2010 when it was brought to England. Since then it has had another three owners and Cynthia has found all of them with the help of the Strabane and District Old Vehicles Club.

The Wilsons are making slow but steady progress with their Series M. The existing wings will be repaired then the next job will be to paint the underside before reassembling.

We discussed some future events and in particular our members were looking forward to a visit to Russel Hodgson's farm to see his collection of Model 'T' Fords and other interesting machinery. We will report on this in July.



Cars at Fotheringhay

[Martin Gregory]



Pre-war at school

[Martin Gregory]



Year 3 teachers

[Jill Baker]

Other events

Very Local:

- The first Tuesday of the month 1 pm to 3 pm until October. Wheel Nuts Meetings at Sywell Aerodrome Northants, NN6 0BN. (reg@thewaywewere.me.uk)
- The first Wednesday of the month 4:30 to 9:00 until September. £3 per car at Earls Barton, NN6 0EP.
- (<https://www.autoyas.com/GB/Earls-Barton/716356615176204/Classic-Car-Meet>)
- 22nd and 23rd June. The MMOC National Rally at Kelmarsh Hall. Entry forms available from Barbara.
- 3rd & 4th August. Harborough at War at the Harborough Show Ground. £10 per adult. This is the 'Wicksteed at War' event that we enjoyed attending, but at a new home. More information at future Noggins

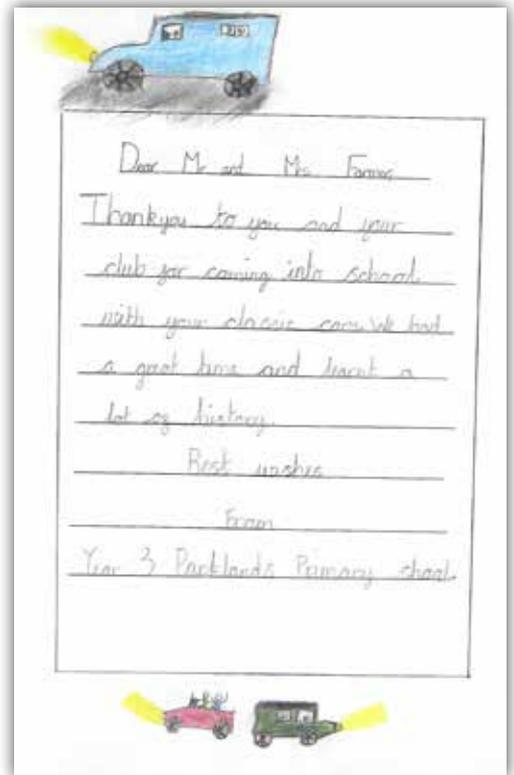
Further afield:

- 19th to 21st July. The North West Region Summer Break visiting the Black Country Living Museum and Hodnet Hall Gardens.. We are invited to join part of this event and Barbara has entry forms and details.
- The first Wednesday of the month 4:00pm till late. The Great North Road Vintage and Classic vehicle Gathering. The Five Horseshoes Barholm nr Stamford Lincs PR9 4RA. (Tel 07811 255 242)

Martin Gregory

Our very many thanks to Stuart King and Martin Gregory for compiling this month's report and to our members for attending the noggin in our absence and keeping the flag flying! We had an enjoyable week in Hampshire in the Isis, and along with Chris and Bob Williams in their Traveller, are able to report that the cars behaved very well and in our case completed 413 miles but for the Traveller 550 miles (we all went in that car on one of the days out and also Bob lived further away!) We are sure there will be reports of this event in future MMs!

Pat Farmer



WARWICKSHIRE NOGGIN

On a warm early summer evening, several of us turned up in our Morris cars for our May noggin, and we sat outside in glorious sunshine for our natter. I brought along several 'mystery items' of unknown origin or purpose. These were quickly recognised by the large group of members present. We welcomed new member, Tim Parry, who joined last month having purchased a Morris 8 tourer. He recalled attending the Stratford on Avon rally recently, a large turnout of over 400 cars despite the entrance fee of around £18. Very few pre-war cars attended, more modern classics, which seems to be the trend these days at non rally events, (should have bought a Cortina!) The idea was to dress in period which Tim did with his thirties golfing attire. He certainly looked the part. (See Drive-it-Day Gallery and Letters).

We discussed next month's fish and chip picnic to Stratford. This is a great evening if the weather is good. We set out from the noggin at around 7.15 and drive to the "Take-Away Tiffin" just off the Alcester road in Stratford. We then make our way to the council free car park by the river on the Old Warwick Road in Stratford, about a quarter of a mile. Picnic tables are already there but you can bring your extra chairs, etc. We usually get there about 8.15, for a few beers, glass of wine or whatever, on a lovely summer evening. Come and join us: you can drive straight there if you wish.

John Bates has agreed to compile a list of Midland region events for the coming months, this is very useful when planning ahead.

Stephen Parkes will be back next month after his eventful trip to Spain, something to do with the ferry catching fire! No doubt we will hear all about it next month: Tuesday 11th June. 7 pm or earlier for 7.15 drive.

John Ford

MIDLANDS EVENTS

- | | |
|----------------------------|---|
| Saturday 8 June: | Solihull Lions Carnival, Tudor Grange Park, Solihull |
| Saturday 15 June: | Village Fete, Hanbury, Worcs. |
| Sat/Sun 15/16 June: | Classic Nostalgia, Shelsley Walsh Hill Climb |
| Sunday 23 June: | Car Meet, Fleur de Lys PH, Lowsonford, Warks. |
| Sat/Sun 29/30 June: | 1940s Weekend, Severn Valley Railway, Kidderminster, etc. |
| Sat/Sun 6/7 July: | 1940s Weekend, Severn Valley Railway, Kidderminster, etc. |
| Sunday 7 July: | Stourbridge Carnival, Lower High Street, Stourbridge |
| Sat/Sun 13/14 July: | Chateau Impney Hill Climb, Droitwich Spa |
| Sunday 21 July: | Car Meet, Black Boy PH near Knowle, Solihull |
| Fri-Sun 26-28 July: | Welland Steam and Country Show, Welland, near Upton upon Severn |

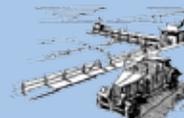
NB: For some of these events you will need to book in, eg Severn Valley Railway and Welland, so please check.



LATE SUMMER MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

EDITORIAL

It seems only a few weeks since the classic motoring season truly got underway with a flurry of Drive-it-Day events. Now, a month on and members across the region are busy organising and or participating in road runs and attending shows. It is always good to hear of any events you have attended and reports & photos are always welcome to swell the coverage provided by Westwords.

Jim Riglar

NEWS FROM THE GROUPS

North and West Devon: At our Thursday 9th May noggin, discussion about the Morris Minor prototype JO 764 featured. Jim Callachan gave us an update on his conversations with Mr Stanbury, the owner of the Milky Way Theme park, regarding the 1932, Mr Stanbury was delighted to hear we would like to view this rather special car and arrangements have been made for the 5th June. If all goes to plan we should have photographs of our visit for next month's magazine.

With apologies from Tony and Mo, Andy and Sarah we had 18 members attend.

Bude Classic Car Show, 12th May: For our first outing with our Morris Register gazebo, we ventured south, crossing the county border into Cornwall. Jim, Liz, John, Polly and Graham arrived very early to claim their spot and set about putting up the gazebo and Morris Register flags. We had a good day, met a couple of lapsed Morris Register members and two of our own

members, Andy and Sarah, who just happened to be on a week's holiday staying not far from the show ground. Our next noggin meeting will be on Thursday 13th June, at the Pig On The Hill, Westward Ho, EX39 5HA. For further information please contact 01805 804 094 or rayment888@btinternet.com.

Ian Rayment



East and South Devon: Seventeen members and partners met at the Blue Ball Inn, Sidford, near Sidmouth on 4th April at 12.30 for a meeting and lunch. Phil Armour is now well into organising Phil's Mid-Week Meander for 6th June. We will be meeting at The Blue Ball and then having a coffee stop at the Old Shell Petrol Station, Colyford. Then on for lunch at Horsbury Mill just north of Chard where we will meet the Somerset Group for lunch.

Visitors are always welcome but please check to confirm on the venue by contacting me: dcjp@hotmail.co.uk or 07770 235 518.

David Palmer

Somerset: On 14th May about 25 members attended during the course of the evening, many fresh from the regional may break in the Winchester area. John Goodland and Jeremy Matthews were busy with arrangements, respectively for the Three Counties Run on 19th June and the South Somerset Run on 12th July. Jeremy was also finalising numbers for the run from the Highwayman to Chard for the Inter-noggin meet on 6th June. Jim Riglar advised the N&W Devon noggin have arranged a visit on 5th June to view the Morris Minor prototype in North Devon and provided contact details. Jim was also finalising arrangements for the region's stand at the Bristol Classic Car Show on 22nd-23rd June.

Jim Riglar



LETTER TO THE (WESTWORDS) EDITOR



From Paul and Celia James:

A thank you note: "Due to illness Celia and I had to cancel our holiday to the Chilworth Manor Hotel. We both would like to say a big thank you to our friends in the Morris Register who were kind in sending us flowers and get well wishes. Then a few days later, another surprise; a lovely engraved vase and good wishes from you all for our Golden Wedding. Our thanks go to each and every one of you."

Vase inscription:

*Paul & Celia
Congratulations on
your Golden Wedding
Best Wishes from
your Morris Register
friends*



LETTER TO THE (WESTWORDS) EDITOR

There were three Morris Register organised runs in the region and thanks must go to organisers Toby and Linda Sears (North Gorley – Berwick St John run) Stephanie and Doug Whittlestone (North Devon mystery tour), Steve and Cath Knight (North Wiltshire run) and Amanda Matthews for getting some coverage of our Drive-it-Day activity in the local press.

New Forest (North Gorley): We had a great run out with our plaques on the front of our cars (ordered and supplied by Geoff, thanks Geoff). Present were Toby and Linda, John and Vera, Geoff and Christine, John and Gill, Derek and Sandra, Keith and Jane, John and Jo, Rachel plus last but not least Andy!

It was a leisurely drive from the Royal Oak to the Talbot (at least it was car related even if it wasn't Morris!) Inn, Berwick St John. Here we had a nice Sunday roast, as well as individual bills which made paying easier and without mishap. All agreed it was one of our better choices and the landlady was keen to see us return. She even got us to line up so we could recreate what she thought was a photo on the wall in sepia of a previous visit which turned out to be A****ns! Hopefully the photo will be replaced by one with our Morris cars instead!

Toby Sears



North & West Devon: Late April and it was time for our annual Drive it Day run. This year our route was planned as a mystery tour, taking in various Devon villages and leading us to the 18th Century Mount Pleasant Inn, within the village of Nomansland; originally used as an ostler's house. The delightful dining area was until the late 1960s used as a blacksmith's forge and still retains the large open fire now used to warm travellers and those Morris members with tourer cars.

After an excellent lunch it was back on the road for part two of the Whittlestone's mystery tour. This time our route took us north onto Exmoor for a 30 mile drive,

finishing where we started our day at the Quincy Honey farm, South Molton. Many thanks to Stephanie and Doug for putting together our Drive-it-Day, as you can see from the photo it was well supported. Ian Rayment

North Wiltshire: Thankfully the wind and rain of the previous two days abated and the weather was fine for our Drive-it-Day run. Twenty-six people in 12 Morrisies, 2 Austin 7s and 1 split screen Volkswagen camper van met at Bradford on Avon to set off on a 60 mile run to include countryside views, villages and a pub lunch at The Bell, Yatton Keynell which is near Castle Combe racing circuit. During the morning one main road had had to be closed so modern traffic was diverted through the adjacent normally sleepy village of Broughton Gifford which we had arranged to go through anyway. The moderns must have thought "what is this place, has time stood still here? Everybody is driving cars of yesteryear around these parts!" Having toured several villages of North Wiltshire we concluded the run at our house in Box where we could park the cars on the green opposite as a mini classic car display for locals and all to see. It then evolved into the ladies drinking tea and eating cakes in the house and garden, with the men in the garage discussing matters of consequence like gearboxes, and prop shafts, etc. The last people left about 6 o'clock with several drips of oil dotted all over the place to prove that proper cars had been there and saying "can we do it again next year please?" Oh, all right then, watch this space.



Steve and Cath Knight

BRISTOL CLASSIC CAR SHOW

22/23 June at Royal Bath & West Showground, Shepton Mallet. This year we are on stand S7 in the Sedgemoor Hall. As in recent years our stand will again feature four cars, one or two of which have not featured previously. If you are coming to the show, you are welcome to stop with us for a cup of tea or coffee.

If you plan to visit, you can save a few pounds by buying tickets in advance on-line at: <https://www.classicmagazines.co.uk/product/show/id/20> or by phone: 01507 529 529. The advance purchase price is: £10 (Adult 1 Day) compared with £13 (Adult 1 Day) on the gate. Under 16s go FREE. If you come in your classic car, then a Classic Vehicle Car Park will again be in operation, and the **driver only** can pay £5 on the day for entry.



FORTHCOMING EVENTS

Inter-noggin Meet – Thursday 6th June, at Halsebury Mill, near Chard, TA20 3AQ (12.30-1 pm for lunch).

- Travelling from the Blue Ball Inn, Sidford via Colyford contact David Palmer: dcjp@hotmail.co.uk or 07770 235 518.
- Travelling from the Highwayman, Shepton Mallet mainly via B roads. Meet at 10.30 for coffee, 11.10 departure. Contact Jeremy Matthews: jeremymatthews@live.co.uk or 01458 445 175.
- Travelling direct to Haslebury Mill – see you there!

The Three Counties Tour – Wednesday 20th June. Starting from Morrisons, Wincanton Orchard Park Garden Centre, Gillingham, Dorset, (10.15-10.30 am for 11.00 departure). This run through the Dorset, Wiltshire and Somerset borders will feature stops at Shaftesbury (Park Row view point), lunch at Half Moon, Shaftesbury, Fonthill Lake and a finish at Hillbush, Mere. For details contact John Goodland, 01747 825 929 or celia.g@metronet.co.uk

South Somerset Run – Friday 12th July. Starting from Royal Oak, Walton, nr Street BA16 9QG (10.15 am for coffee, 11 am departure) via Somerton, Martock, Stoke-Sub-Hamdon, ham Hill (stop), Haslebury Mill (lunch), Barrington, Hambridge, Curry Rival, Langport and finish at Pitney Farm Shop, near Somerton. Contact Jeremy Matthews, jeremymatthews@live.co.uk or 01458 445 175.

Dogmersfield Flower Show and Fete – Saturday 13th July. Again featuring an enthusiasts' cars enclosure. Interesting cars of all makes are welcome to this show at Pilcot Farm, Dogmersfield. Hants. RG27 8ST. Entry is free. For more details. contact Brian Leversha, 01252 615 534 or brianleversha@sky.com.

New and returning members



Warm Welcome



NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS		
14528	Brian Keys	Hants GU31	bsk5biz@hotmail.co.uk	1933	Ten Pre Series	Coupé
14529	Grant & Julie Paine	Surrey GU8	gpaine@btinternet.com	1936	Eight Series 1	2 Door sliding head
14530	Tim & Annie Parry	Warwicks CV35	timnjparry@btinternet.com	1936	Eight Series 1	Tourer
14531	Niall Ross	Ayrshire KA6	nfsross@googlemail.com	1947	Eight Series E	2 Door Saloon
14532	Tom & Becky Cousins	Kent CT3	gumball3@hotmail.co.uk	1931	Major MJ 15	4 Door sliding head
14533	John & Lindsey O'Hara	HS4	pitstoppaint@aol.com	1938	Eight Series 2	4 Door sliding head
14534	Martin Lilwall & Nicola Fox	Worcs WR9	martinlilwall@yahoo.com	1939	Eight Series E	2 Door saloon
14535	Mick Howard	Kent TN8	mickgillhrd@aol.com			
14536	John Gray	Lincs LN2	pollyanngray@yahoo.co.uk	1932	Commercial Minor	5 cwt van
14537	Keith Welsh	Surrey GU15	welsh_keith@hotmail.com	1932	Minor Side Valve	2 Seater
14538	Michael & Anita Hallam	Lincs PE9	mhabh@btinternet.com	1936	Eight Series 1	Tourer
14539	William Day	West Sussex RH20	hazel.day@btinternet.com	1933	Eight Series 1	Saloon
14540	Colin Jury	Sussex TN35	colinjury@hotmail.co.uk	1937	Ten Series 2	4 Door sliding head
14541	David Richardson	Hant RG29	talkingeventslive@btinternet.com	1936	Eight Series 1	2 Door sliding head
14542	Vernon & Brenda Readhead	Suffolk IP19	vernonreadhead@aol.com	1935	Twelve/Four Pre Series	Sliding head
14543	Gabriele Menicucci	00177 Italy	menicuccigabriele@gmail.com			
14544	Tony & June Sobey	Surrey SM7	ctyflight@aol.com	1934	Minor Side Valve	2 Seater tourer
14545	Denis & Paula Oates	Bucks HP10	doates.home@gmail.com	1937	Eight Series 2	4 Door sliding head
11959	Colin & Diane Belcher	S.Yorks S60	dicolbelcher@talktalk.net	1971	Oxford Series 6	Saloon

1952 Morris Z Van Hotrod



What's it Worth?



Advertised on eBay the vendor states: "Rover V8 engine, manual gearbox, Jag back end, disc brakes, new exhaust manifolds made and fitted with a silencer, metallic paint and in good condition. Ready to have some fun. Collection only from West Sussex."

Answer on Page 55



AN EIGHT JOINS THE CATS' PARADE

Simon Langston

I was recently honoured to be asked to enter my 1937 Morris 8 two-seater into the Ieper (Ypres) Kattenstoet (cats' parade) in Belgium.

The cats' parade happens every three years, and after we visited the 2015 event I was talking to my cousin's wife, who runs a business in Ieper. It was suggested that it might be an idea to use the Morris to represent the company in the parade, thus the idea was spawned.

So early 2018 saw a trailer hired and ferry crossing booked for us to travel to Ieper for the 2018 Kattenstoet on 13th May. The journey was fine, arriving in Ieper early morning. I dropped the car and trailer off at my cousin's. It was nice to have a garage to store the Morris in. Also for my cousin to have the car at his house for a while because it was his father who restored it before my custodianship. After unloading off the trailer we went for a quick spin, before we went to the hotel for a rest.

The cats' parade was on the Sunday so preparations were well in hand. We had some magnetic advertising for the business for the Morris which needed trimming. The parade went well and was enjoyed by all watching and taking part. The Morris ran well and was commented on by many people. It was a fun day and a great privilege to take part.

Fortunately we were in Belgium for a week so had time to visit many of the great visitors sites in Flanders.

We visited the Yser tower at Diksmuide, a peace monument built to commemorate the soldiers killed on the Yser front during WW1. It also houses the Yser museum. While we were there a chap turned up in a 1950 MG. And as always we classic car owners have to flock together. A chance to have a classic car chat. It turned out the MG club were on tour, and we did see several more MGs as we toured round.

We followed on with a visit to Langemarck the German WW1 cemetery where there are over 44 thousand soldiers



First ride out on Belgian roads



Morris ready for the cats' parade



The Ariane team



During the parade



Morris by the Yser tower at Diksmuide



Morris and MG at the Yser museum



Morris meets Menin gate



All strapped on at Calais

buried. Then to Tyne Cot where there are nearly 12 thousand commonwealth servicemen buried and a memorial with a further 35 thousand names of soldiers commemorated whose graves are not known.

On the way back I wanted to take advantage of the opportunity to photograph my 1937 Morris 8 driving through the Menin gate which was completed in 1927.

Sadly all things come to an end and we had to come home. We had a fun time and lots of nice comments about the car. Even at the ferry port of Calais people wanted to chat about the Morris. After a long haul back home the Morris is now tucked up safe in the garage with another great experience to add to the eighty years worth it already has.

Eight Tourer



Member's Morris



AN ISLAND EIGHT COMES HOME

Chris Offer

I plead guilty as charged to being a passive member, so far as contributions to the magazine are concerned. This is just a small contribution but here's BDL 235 (right) with its proud owner (me) in the driving seat accompanied by my daughter, Debbie, son-in-law, John, and two grandchildren, Elsie and Johnny. I don't think the expression "people carrier" had been coined in 1937, when my 4 seat tourer was made, but that is surely what the picture proves that it is!

The occasion pictured, in May 2017, was a regular Vectis Historic Vehicle Club meet and run. The picture was taken at the meeting point at Gunville, Isle of Wight.

BDL 235 was first registered on 1st May 1937 at Newport, Isle of Wight having been supplied by Fowler's Garage of Newport High Street (now defunct). It was rented for its first year of existence from Fowler's by 2 maiden sisters, Cissie and Lulu Firth, of Godshell, who then purchased it. In 1966 Cissie, the sole driver, died and the car was sold to Lulu's god-daughter, Mrs Barnard, and her son Roger for £40. It then went to Crawley where they lived at that time. A BMC Gold Seal engine was fitted at 25,000 miles after a con-rod was driven through the side of the original engine.

In 1988 that engine developed a porous block and the car was taken off the road for 14 years. In 2002 it returned to the Isle of Wight with Roger Barnard and the engine was re-built from two during 2004. It was then maintained by Barry Price of Price's Garage, Newport who had worked on the car some 50 years earlier as an apprentice! Uncle Barry is well known on the Isle of Wight as a collector of Morris cars with considerable expertise and experience in the marque. He is reputed to own about 50 of various ages!

The car went to Bedfordshire with Roger upon his retirement and was acquired by me in October 2016 and brought back home to Brading, Isle of Wight. It currently has 45,000 miles on the clock although it is believed the odometer may have been zeroed when the Gold Seal engine was fitted.

The picture depicting granddaughter Elsie Mae Powell, could be captioned "please can I have the keys, grandad?" The bottom picture shows BDL 235 on 27/10/2016 on the Isle of Wight ferry returning to the island with new owner.



HOW MY MOTORING GOT STARTED

Roger Wilkinson

This article isn't much about classic cars, more about how I drifted, almost unintentionally, into the world of motor cycles and cars.

In 1952 I was fifteen years old and due to leave school. All of us lads (one sex school) had to meet a careers officer to discuss our future jobs and what we had in mind to do, I had absolutely no idea at all what I wanted to do. So there we were all lined up outside a classroom where the interviews were to take place.

Everybody seemed to have made their minds up and knew exactly what sort of career they wanted. By now I was really worried what I was going to say to the careers officer. I mentioned my predicament to the lad in front and asked what he was going to be doing, without hesitation he said "a car mechanic". I thought "great, I'll do that".

So that was the start of something that would involve me for many years to come in the world of cars and motor cycles. I left school on the Friday and on the following Monday morning presented myself, clad in a brand new blue boiler suit, at the garage where the careers officer had arranged for me to start work.

I walked into the workshop and quickly spotted a man in a brown cow gown who turned out to be the foreman. He grunted a greeting and led me to the time office and told me how to clock in and clock out. He was obviously very busy as he quickly led me out of the workshop, through the car showroom and on the forecourt where there were three petrol pumps and between two of them was a cone shaped tin with a nozzle on the top and Redex written on the side.

The foreman then commenced to give me rapid instructions on how to work the petrol pump, turning the hands back to zero by turning the knob on the front of the dial and then lifting the pump nozzle off the rest, pull down the lever on the side of the pump and you are ready to serve. With that he shot off back to the work shop.

I stood alone, completely in charge of a garage forecourt, head spinning with verbal instructions, and a strong desire to go back to school where things weren't so bad after all. I didn't have much time to dwell on these self pitying thoughts as very soon a car drew up next to one of the pumps, and a man got out. "Two and two shots mate, please." I stood there and just stared at him, and stuttered out "Yer whah?" He repeated his request and then I think he noticed the blank look on my face and realised that I hadn't got a clue. He patiently then explained in basic English what he meant. I very soon twigged on, and not being completely ignorant I knew that the cap on the rear wing of the car was where the petrol went in. So I grabbed the Redex tin and put two shots into the tank at one penny each.

As the morning progressed my confidence grew as more cars started to pull in, however my feeling of competence was to take a setback. A van pulled up next to one of the pumps. I remember that it was a Jowett Bradford belonging to the local printers. The driver jumped out and shouted to me to put four gallons in and check the oil. Check the oil, what oil and where? I could cope with petrol, but oil?! I was much relieved when the driver realised he had not seen me before, so he pointed, not too kindly, to the oil cabinet and to the grade of oil he used. He had raised the bonnet by now and I was lingering wondering where the oil went. I then spotted a filler cap and started to unscrew it. That is when I learned that oil and water do not mix when the customer told me that I was unscrewing the radiator cap.

Next day I felt a little more relaxed and was pleasantly surprised when the boss of the garage appeared with a man from the petrol company, I think it was Esso, whose job it was to teach forecourt staff how to use all the equipment and more importantly how to treat the customer. One of the lessons this man taught me has stayed with me all my life, and that is as follows. Before the petrol pump nozzle is withdrawn from the car, tap it gently against the filler pipe and then point the end upwards as it is pulled out. This prevents any drops of fuel from falling on the car paint work. In these days of self service people are very careless, they just pull the nozzle out of the tank filler pipe and drop of fuel spills out leaving a nasty oily mess on the forecourt, especially diesel fuel, which is difficult to avoid standing in when filling up.

By the end of the first week in my first job from leaving school in 1952 I felt that I had safely got the running of the garage forecourt in hand. I had memorised all the different types of oils and their S.A.E grades and generally knew what went into several different car models, also tyre pressures and how important it was that the correct pressure was put in.

I wasn't always very busy managing the forecourt, there were quiet times when I had a chance to slip into the workshop and if the foreman was in a good mood he would turn a blind eye to me helping the mechanics, providing I kept my eye on the forecourt. There were two workshops, one was behind the showroom and the other was across the yard and situated at right angles to the first one.

At rear of this second workshop there were two large opening doors where cars were driven in for servicing on to a ramp (car lift) and in charge of the servicing was a lad a little bit older than I was, and therefore, to my mind, a very knowledgeable fellow in the ways of motor car servicing.

Now, in those days the ramps were not like they are today, that is electrically operated and supported at four corners leaving plenty of room to work under. The ramps then were compressed air operated and raised by a large diameter column that came out of the floor and connected to the ramp in the centre, then two steel beams set in a cross pattern were fixed to the steel platforms either side of the ramp on which the cars were driven. The problem with this arrangement was that the space for working under the car was very restricted. Sorry, I find that I am digressing from what I am about to tell you so, I will get on track again. The lad, whose name was Brian, had just lowered the ramp down with a Wolseley on it, I think it was a 6/80, and had the bonnet up and was doing the final checks of the service.

Full of curiosity (nosiness), I strolled in and leaned on the off side wing to watch and learn what Brian was doing. I then noticed, at the rear on the bulkhead of the engine bay, a device with a rubber cover on it. "What's this for then?" I said, giving it a good prod with my finger. Suddenly, there was a clang noise from the engine and a groaning noise as the car

began to creep forward as it had been left in gear with the hand brake off. I learned later that the rubber thing I had pressed was the under bonnet starter motor button and the starter motor had jammed in when I pressed the button. Brian had flung himself against the front of the car to try and stop it going forward. "Knock it out of gear", he screamed. What did he mean? I knew nothing about cars, I had never been in a car, although having said that, when I was five years old I had my adenoids removed at the hospital and mother had asked a neighbour if he would mind picking us. I think he may have regretted it later as I was sick all over the back seat. On another occasion I had a lift in a Bond Minicar Mark 1. By now Brian was losing his struggle in stopping the car moving forward, the front wheels had come off the ramp and the back of the car was beginning to rise up. The reason for this was that Brian had lowered the car to within two inches of the ground; he had done this as one of the benefits of these air operated ramps was that they could be swivelled round 180 degrees and the car driven off. As the car moved forward and the weight came off the ramp, air in the centre column expanded causing it to rise about six inches.

By now the gravity of the situation was dawning on me. Brian was showing signs of exhaustion and had gone blue in the face, which I thought later on that it had rather matched his language. Thankfully, the starter disengaged itself and the car came to a stop. At this point I thought it would be prudent to leave as someone might want serving with petrol. So leaving Brian draped over the front of the car and some what short of breath I quietly left. Brian was a good mate, the foreman never heard about it!

It was two or three weeks after this little episode that the introduction into my ownership of a mechanically propelled vehicle began. One of the lads in the workshop happened to mention that he had a motor cycle for sale.

Now this sounded interesting as a few days before I had been taught how to start and ride a motor cycle in the back garden at a friend's house, and although I could only ride for about ten yards the bug had bitten and I dreamt about owning a bike of my own but had no idea how to go about getting one. It was an AJS 350 side valve 1930 with a hand change gearbox, great! The only snag was the price, fifteen quid, an impossible figure for me to find, six weeks wages. But, there was a way. The fellow selling the bike agreed if I gave him a fiver I could pay him ten bob a week. I had a pound or two saved up but it would take at least a couple of weeks to get the rest together, and it was no use asking my parents. Much to my relief the man said he would hang on to the bike until I had the fiver.

Eventually the bike became mine, or would be when I had finished paying for it on the drip. It wasn't far from home so I was able to push it there. As I got it into the back yard and was hoping to get it into the shed unseen, my mother saw me. "You can get rid of that thing tomorrow. You are not having it". So, like all good sons, I took not a bit of notice.

Well there you are, that is how my motoring started. Many motor cycles of all types followed over the years, and so did cars. I always wanted a better and newer car than the one I was using and the strange thing is, although I have a new and up to date model, I enjoy driving my eighty four year old Morris Eight Tourer possibly more.

I remained connected to the motor trade for many years, but I had various other jobs that more or less ran in conjunction with the firm I worked for, which included property and finance. The last sixteen years of my working life was as an accounts rep with British Gas.

Letters to the Editor



Morris Mail



REPLACING MINOR PISTONS

Dear Editor

Replacing a piston on the side-valve Minor is not simple but when you know how, the job becomes easier. I know, as I have spent hours trying to do this simple job. I am grateful to John Humphries for his helpful advice. As the connecting rod has to be attached to the piston before insertion, it has to be inserted from below. The big end is too big for the bore. But you can't use a piston ring compressor from below as there is no nice flat surface, as there is at the top of the block, nor any 'space' in which to use it.

Remove all but the bottom piston ring and juggle the piston and rod around the crank and into the bore as far as it will go. Now comes the tricky bit where you need three hands. At the bottom of the bore are two chamfers. Compress that bottom ring with two screwdrivers, one inserted into each chamfer and with your third hand, push the piston into the bore. Now push the piston up the bore as far as it will go. It will be well above the top of the block, allowing the top three piston rings to be fitted. Ensure that the crank is in a position to accept the big end, check that the 'front' of the piston is, indeed, to the front. Oil the rings and use a ring compressor to compress the rings. Push down into the bore. Down below, oil the big end and fit it. Once you know how...

PS. I can thoroughly recommend Ian Harris for the supply of piston rings. His service and cost are second to none.

John Bates

11487/2

Worcs

Thanks, John. A useful tip!

WHAT'S IT FROM?

Dear Editor

The gearbox (see Morris Mail, Feb. 2019) appears to have been correctly identified as a 10/6 gearbox in just six hours (from my MM arriving) by Bill Harris. So I guess that makes him "Hero of the Month".

The items (there are two of them) in this month's picture are just over 6" maximum length and the holes through them are 1½" diameter. So two questions: What are they and what car do they fit?

Ivor Durrant

14288/4

Suffolk

mrdurrant@hotmail.com

Thanks, Ivor. Good luck with this one - they look home made to me!



THAT WAS MY CAR!

Dear Editor

It was with some surprise that on reading the April Morris Monthly I saw in the Morris Owner section the photo captioned "Landmarks in Time and Transport". The surprise because the Morris 8 BFS 996 was my first car purchased in September 1958 and, of course, was the reason to join the Morris 8 Tourer Club in 1960. I had seen the photo previously many years ago, when Harry Edwards discovered it and sent me a copy. I must still have it somewhere but haven't a clue where!

I should have other photos of the car during the five years of ownership but can only lay my hands on the one attached. This was taken in 1962 during a driving test meeting organised by Kevin Saunders at Ashbourne airfield. Unfortunately it shows the side with the rusted wheel arch which was about to be attacked with glassfibre and resin. It also shows two "go faster" transfers; the crossed flags which were de rigeur for keen young motorists, and the National Benzole petrol badge, which, with the Scottish registration, gave rise to the unusual nickname for the car of McHrg. I will leave the explanation of this for another time, although keen crossword addicts or retired employees of GCHQ may like to task their skills. Many thanks for bringing back old memories.

Frank Ashley
119/2
Warwickshire

Many thanks, Frank. I'm sorry to say that the car does look a lot better in the original photograph, but I love the enthusiastic expression on your face in this one. An enthusiasm which is still evident after all these years, I am delighted to note!



ENVIRONMENTAL THOUGHTS

Dear Editor

I start by saying I have little physics knowledge except that all my working life have been involved with electrical instrumentation. Having read our Chairman John Ford's introduction to Morris Monthly, March 2019, with reference to the Morris Monthly new packaging that was followed by "Even though our cars are not particularly environmentally friendly", this I take issue with. Or is John trying to provoke discussion?

My 1937 Series 1 Morris 8 is, I suggest, made of 99.9% recyclable or few environmental damaging materials (except for the fuel it uses). Based on an ash frame skinned in steel, it returns up to 40 mpg and has repaid its manufacturing environment costs many times in its 82 years. i.e. not using more resources to make more. OK if we took that attitude nothing would move forward and employment would dwindle. The Morris continues to be put through MoT, and visual emissions test which has raised no concern. So following on, I was also disappointed with the cartoon on page 33 regarding emissions test. I know my garage would even now consider this a failure, although any responsible owner would be embarrassed if their car produced fumes as depicted – so I think it is a poor joke. Or am I being over sensitive? Remember that it is possible for other than classic car owners to read Morris Monthly, then condemn *classic ownership because of what they read. (*I'm using "Classic" as a recognised but not ideal term).

So what is the future? Remember these are my own thoughts – nothing more. Just snippets that my brain has collected from various sources. China dominates the market for cobalt and other materials. The expected life of a battery is 10 years or so. My electric bike was down to 50% efficiency within five years. What happens when, in an electric car, both cabin air-conditioning and heating are required (not with my bike!)? Cold batteries are less efficient. I read that many people with hybrid cars just drive them and let the engine do the charging. The thought of a connection point on every lamppost must be a joke. Someone late at night with insulated cutters could go along and cut the charging cables. A neighbour had an all-electric vehicle but changed it when they realised how restricted it left them.

What about disposal? I read that there are currently three ways. 1. Burying them! 2. Dissolving in acid. After useable elements have been collected we are left with toxic waste! 3. Stripping them... Then what? Surely the same problem as we are left as with nuclear waste? Will all countries follow the rules? Recently I viewed a police programme where a well-known hybrid car had been involved in an accident which had to be left for a specialist company to remove – progress? We are told that wind power is the answer but the turbines have to be manufactured installed and maintained – so I'm not so sure about the green economics here either, especially as back-up has to be maintained. Hydrogen has been suggested as an alternative fuel – Imagine the specialised team required to remove one of these post-accident!

Enough of my rambling and very simplistic views - I have no answer, cars are better now and we humans need them. But have we progressed environmentally since my Morris 8 was manufactured in 1937? I think possibly the answer is, as a member joked in an earlier Morris Monthly, the 300 mile wandering lead! (But we still have to generate the electricity) Perhaps more common sense approach rather than the knee-jerk reactions. I have mentioned to our daughter that if she visits using an electric car she will find a coin meter in the garage! All food for thought as long as it is not meat!

Yours sincerely – the now permanent cynic. (I guess my membership number gives a guide to my thinking!)

Tony Nathan
3134/4
Essex

Thanks, Tony. This is one I am keeping out of, though, I fear, others won't!

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



Morris Mart



Car for Sale



1948 Morris 8 Series E 4 door saloon
The car is in very good condition both interior and exterior. It is used regularly and has a current MoT. I have owned the car for 9 years and it has been well cared for. £5500 ono.
Further details from:
Mike Scotten
020 8577 0416 (West London)
mike_scotten@hotmail.com

Car for Sale

Morris Oxford 6



Engine rebuilt, Brakes overhauled, good body. New blue leather upholstery, new roof lining. Very good condition. £14000 ono.
Nicholas Seymour
1403 891 647 (W.Sussex)
seymourvera5@gmail.com

Car for Sale

1937 Morris 18/6 Series 2 fixed head saloon



Late model with four speed gearbox and easiclean wheels. Reluctant sale after 33 years ownership. Runs well but bodywork and ash frame now in need of some repair and restoration. Comes with many spares.
Oiro £7000.
John Griffin
020 8941 8299 (Surrey)

Literature for Sale

Morris Service Information sheets, confidential for dealers only, in black folder. 35 sheets and index for Minor and Family Eight ohv issued between Sep 1929 and Mar 1932, and 22 sheets and index for sv Minor, issued between Mar 1932 and Mar 1935. Folder broken on spine, inserts in virtually as new condition. £60 including uk postage.
Tony Etheridge
01923 231 699 (Herts)

Parts Wanted

For Series 3 Morris Twelve: In the May edition I advertised for a front axle road spring with EIGHT leaves but have since been advised that both my front springs should have SEVEN leaves. This gives me two options - either to purchase a spring from a fellow Twelve owner who has a spare or to remove the bottom leaf from my faulty spring. If I have to do the latter, is there anybody out there who can advise me how to do it and whether there are any points to watch out for.
Dudley Hedge
01223 882 057 (Cambs)
dudleyhedge@gmail.com

Parts/Literature for Sale



3x early Morris half shaft units, two with mechanical brake drums shoes and cables still attached, (see pictures), and one without of a different design.
Also two "Morris master list of spare parts" manuals. First is dated 1/11/35 and includes 10/4, 12/4 models, 8/10cwt van and Morris Six, 16, 18, 21 and 25 hp models. This has parts of one or two pages missing and is a bit shabby, but plenty of useful information nevertheless. Second is dated 1/12/37 and includes the 8 Series E, 10/4 M and Series III, 12/4 Series III, 14/6 Series III, and Six 25 hp Series III. This manual is in good condition in a hard blue cover. Please contact me to discuss prices.
I am afraid the half shaft units must be 'collection only' from West Sussex, but the manuals could be posted at cost. More detailed pictures are available on request.
Miq Kelland (W.Sussex)
miqkelland@aol.com

Parts for Sale

For Minor Side Valve '30-'34. 1x camshaft, 1x camshaft rear bearing, 1x pair of timing sprockets, 1x crankshaft rear bearing housing, 3 unused pistons (std), 1x first/reverse sliding gear (3 speed), 1x front axle, 1x rear axle case, 2x front hubs (3 pin), 2x rear hubs (3 pin), 1x clutch cover, 1x clutch driven plate (split in disc, but good centre), 1x brake cross shaft, 4x leaf springs, set of brake drums.
Brian Shufflebotham
01782 515 802 (Staffs)

Morris Car Spares

New and used spares available

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**For more information, contact
graham440@btinternet.com
or
07506 309 281**

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**01229 584 972 or
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What's it Worth? (See p49): Asking price is £14000





LAST OF THE MODIFIED MORRISES, I PROMISE

Still not a single complaint so I will conclude the series on modified Morrises with a selection of cars other than Eights. Please don't be getting ideas and going into your garage and attacking your beloved Morris!

