

# MORRIS MONTHLY



Volume 49

Number 2

March 2009



NEWSLETTER OF THE MORRIS REGISTER

A club for enthusiasts of vehicles designed before 1st January 1940

[www.morrisregister.co.uk](http://www.morrisregister.co.uk)



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# WHAT'S IT WORTH?

**O**ptimistically described as "having an original interior" and as "extremely original throughout", this Morris Eight Series I Two-seater was sold on eBay in February. According to the seller "You will not find a nicer one that is not in a museum"! We suspect that more than a few Morris Register members might beg to differ.



**Can you estimate the selling price?**

*Answer on page 31*

## Morris Eight 2-seater



**Morris Eight Series I Two-seater**

**Estimated Selling Price:**

**£10,000 - £15,000**

# MORRIS MONTHLY

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## PRESIDENT *Bob Beaumont* writes:

Hello, everyone. When I was asked to contribute to either the first or the second editions of the new Monthly, I chose the second so that I could take a look at the first before writing! I needn't have worried. The Newsletter of late rightly had a few critics but no member should be other than pleased with the new Monthly, indeed emails of congratulation were received the moment they arrived.

Having said that, however, Rob, our editor needs YOUR contribution to be able to keep up the good work, so I hope that many of you will respond in the months ahead.

It really is good now to be able to sit back a little and see so many necessary changes to move the club forward now happening. I had been almost a lone voice for direct mailing for many years, we now have a system that is not only quicker but also more cost effective, hence more pages and colour.

On another tack, so far we are short of suggestions of events for our 50th anniversary year which is now only 10 months away, so please come up with ideas and help please!

Spring will soon be here, get out and enjoy Morris motoring!

## EDITOR *Rob Symonds* writes:

I must begin by thanking all those who have contacted me with words of encouragement after the first Morris Monthly appeared in February. I must admit I was quite impressed myself when I actually saw it in print. Only problem was the sudden realisation that it all had to start again for the March edition!



The most constructive form of thanks, however, has come in the form of emails and letters containing items for publication in the months ahead. I already have two very interesting candidates for Member's Morris and several other stand alone accounts of recent long distant trips in Morrises. All I can say is "keep things coming", as the luxury of actually being able to select what goes in each month is a habit I could get used to! This brings me to the issue of advertising in Morris Monthly, and you will have noticed that both this month and last month the adverts were identical to those in the old style newsletter. Next month, however, following the appointment of Lionel Smith as Advertising Manager, we hope to have sold some space to some new advertisers. Such a venture is vital to the success of Morris Monthly, as the Register needs revenue from advertisers to support this newsletter in its new size and colour format. So, if you know of any potential advertisers, please give Lionel a ring (his number is on the opposite page).

Final and heartiest thanks must go to the Regional Editors! After quite a few misgivings in the weeks after the decision to go to direct mailing sounded the death knell of their stand alone, they have really come up trumps with quality copy for Morris Monthly and I'm sure their efforts are appreciated.

The views expressed by the Editor, advertisers and other contributors are their own and do not necessarily reflect the policies of the Morris Register. The Morris Register accepts no liability for the consequences of following contributors' advice.

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DEADLINE:

14th of month

prior to publication

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# AUCTION ACTION

**Jeremy Curzon of Cheffins Auctioneers has sent us the following details of two vehicles entered in their sale at Sutton, Ely, Cambridgeshire on 25th April**

1929 Morris Cowley "Flatnose" 4 door saloon

Registration No. UR 3310

According to the buff logbook UR 3310 was first registered to Mr. Robert Churly Bunyon of Stanstead Abbotts, Hertfordshire on the 9th May 1929. It is related that at the outbreak of war the Morris was dismantled and packed in boxes for the duration. Having then been rediscovered by a couple of enterprising chaps it officially changed hands, according to the logbook in 1973 to Mr. Trowles of Witham Essex. It was he who restored it to its current condition before passing custody on in 1984 to



**1935 918cc Morris Eight Saloon**

Registration No. AVE 231

A substantially unmolested vehicle with a fine Cambridgeshire history first registered on 1st April 1935. The Tecalemit service book, provided by R.C. Purser's Garage of St Ives, chronicles the mileage and service history of AVE 231 from April 1935 until April 1941 whilst in the ownership of Mr Paine of Caxton. In this period just 21,000 miles were covered, the next change of ownership occurred in 1955 when Miss Mary Tyrell of St Ives took possession. The copious invoices from the aforementioned R. C. Purser perfectly chronicle the little Eight's history from this point until the end of 1964, when still in Miss

Tyrell's ownership in 1981 the Morris passed to its current owner. It is related that when purchased the wings still bore their wartime blackout white markings whilst the petrol tank disintegrated, which necessitated a new petrol tank and at the same time the wings and bonnet top were repainted. The engine was given a top end rebuild 1,000 miles ago and it is thought that the recorded mileage of 57,907 is probably genuine, surely one of the most original Morris Eights around. Supplied with copious MOTs and tax discs the last of which expired in August 2008, along with a continuation buff log book, V5C and substantial history file.

Estimate £3,000 - £4,000

Contact Jeremy at Cheffins Auctioneers, Clifton House, 1 & 2 Clifton Road, Cambridge, CB1 7EA  
Tel: 01223 213777 or 07775 866166 other details can also be found on their website [www.cheffins.co.uk](http://www.cheffins.co.uk)



# BULLETIN BOARD

**from SECRETARY, Mike Brears**

## Newsletter and Journals

We reported on page 6 of last month's "Morris Monthly" that some members had been asked to pay extra postage for their December Newsletter and Journal. From recent correspondence it would appear that the problem is somewhat more extensive than we first thought as not only have some had to pay extra which is bad enough, but some members have received nothing. If you are one of the unfortunate ones left wanting by Royal Mail please contact your Regional Wrapper to see if they have any Newsletters & Journals left, failing that please contact the Secretary who has a limited number of the Newsletters and very limited number of Journals.

Hopefully some of the missing envelopes may have already turned up and we will do all we can to ensure that everybody who wants a copy of either the Newsletter or the Journal gets one, although this may take a little time if we have to get any more reprinted.

One further snag is that included with the December Newsletter was the form that our Membership Secretary, John Nagle, asked everybody to fill in to confirm their details. Similarly included in the February newsletter was the other half of the equation and that was your membership renewal form. If you did not get the first form and/or you have not already done so, please put your details, both personal and vehicles on the second one, just like the old days, and return it to John with your preferred method of payment.

## Register of Members and Vehicles

The item from John Nagle in the November Newsletter following his appointment as National Membership Secretary prompted responses from a number of other sources on the lack of any up to date register of members or their vehicles.

Long standing members will remember the old Mutual Aid Scheme booklet, the last being published in 2005. A year before, the Club reluctantly issued a Register of Members. Unfortunately, neither of these two publications were the best that could have been. One reason was that some members, while willing to have their details in the Mutual Aid booklet, were not prepared to be included in the Register of Members and vice versa. There were also those who did not want to participate in either, so it never was a complete "Register of Members". The other and probably most important point was that information was only good for the date it went to the printers.

Getting back to John's point, the introduction of direct debit as a method of payment and the recording of members' details on a proper database means that there is the facility to produce an up to date list of members and their cars at any time. There are however two very important considerations, first, the security of members' details and second, to uphold one of the main aims of the Club - to put members in touch with each other. This is all a roundabout way of saying that your details will be available to other members of the Morris Register but not in a printed booklet form. There will be a number of conditions:

First, you will have to be a current member of the Club and be able to prove it. Second, all requests for details must be in writing giving a valid reason for wanting the information. Just to say "Please can I have a full list because I want to know how many members there are", is not going to be accepted as a valid reason. Third, in making your request you automatically agree not to divulge any information received to anyone else.

To assist John, Regional Membership Secretaries will be given the task of recording who has asked for details and issuing the relevant information either by e-mail or post depending whether you have access to the internet or not. We are aware that this may not go far enough for some people and goes way too far for others. Nevertheless after a lengthy debate at the January Executive Meeting what we agreed to do is outlined above. Given the strength of feeling on both sides the Executive is going to keep the situation under review and reserves the right to amend or withdraw the facility should we find that it is being abused.

One final thing, if you do not want your details made public you must write to the Secretary stating so. Your name will then be taken off the list released to other members. It will remain on the database for administrative purposes i.e. telling the printers where to send your Newsletter & Journal.



# DIARY DATES

DATE	REGION	EVENT	CONTACT
8 Mar		Brooklands Austin Morris Day	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
18 Mar	SE	Double "LL" Autojumble, The Grange Centre, Midhurst GU29 9HD	01403 820808
28 Mar	CH	Skittles Night, Sturdys Castle, Banbury Road, Tackley, Kidlington, OX5 3EP	"R & E Bradbury Tel 01865 730730"
28 Mar	EA	Lunchtime Noggin at the Duck Inn, Newney Green, Nr. Writtle CM1 3SF	
4 Apr	SE	Amberley Working Museum Vintage and Classic Car Day, BN18 9LT	
8 Apr	CH	Sherbucks Wrinklies Lunch	
12-13 Apr	M	Midlands Festival of Transport, Weston Park, Shropshire	
18 Apr	SE	South East Region A.G.M. Three Horseshoes, Knockholt	
18-19 Apr	M	6th Malvern Classic Car Show & Spares Day, Three Counties Showground, Malvern WR13 6NW	
26 Apr		FBHVC DRIVE IT DAY: See regions for local events	
26 Apr	W	Dorset Coast Run, Sparkford - Weymouth - Sparkford	
28 Apr	CH	Film Night, with fish & chip supper, Girl Guide Hall, Church Lane, Chris 01494 872 029 Chalfont St. Giles	
18-19 Apr	M	6th Malvern Classic Car Show & Spares Day, Three Counties Showground, Malvern WR13 6NW	
<b>26 Apr</b>		<b>FBHVC DRIVE IT DAY</b>	
26 Apr	W	Dorset Coast Run, Sparkford - Weymouth - Sparkford	
28 Apr	CH	Film Night, with fish & chip supper, Girl Guide Hall, Church Lane, Chalfont St. Giles	Chris 01494 872 029
2-4 May	W	Bristol Classic Car Show, Royal Bath and West Showground, Shepton Mallet BA4 6QN	
2 May	SE	Amberley Working Museum Vintage Motorcycle Day BN18 9LT	
3-4 May	SE	Blindley Heath Rally, Osney Lodge Farm, South Godstone RH9 8JH	01342 844094
3 May		HCVS Annual London to Brighton Run, finish Madeira Drive, Brighton	
3-4 May	M	Rushden Calvalcade, contact: Rally Sec.37, Manor Road, Rushden, Northants, NN10 9EX. (closing date 14/3)	
<b>11-12 Jul</b>		<b>Ardingly Vintage and Classic Vehicle Show, Ardingly Showground RH17 6TL</b>	
<b>8-9 Aug</b>		<b>MORRIS REGISTER NATIONAL RALLY, Thoresby Park</b>	

## Morris Parts & Restoration Service

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VETERAN & VINTAGE CARS (Established 1950)

Facilities include

Complete or part rebuilds . Fault finding and rectification . Servicing and MoT . Engine Rebuilds Wingmaking, panelling, spraywork and accident repairs. Patternmaking and foundry facilities for aluminium and bronze castings with fully equipped machine shop.

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The Cooke Group

West Avenue, Wigston, Leicester LE18 2FB

Tel: (0116) 288 1234 Fax: (0116) 288 1238

from JOINT NATIONAL RALLY ORGANISER, *Malcolm Dixon*

# THORESBY THOUGHTS

## NATIONAL RALLY AT THORESBY PARK 8TH & 9TH AUGUST 2009

**H**opefully you have already pencilled the above dates in your diary and your thoughts are leaning towards preparing your vehicles for this annual prestigious members' only event in the Morris Register calendar. It was gratifying to see the healthy increase in the number of both classic and modern vehicles attending last year – encouraged in part no doubt by the free entry. This year if you want to get away from the credit crunch, come to Thoresby Park for a relatively inexpensive break. There is no charge to members for caravans, mobile homes or camping from Friday to Monday. We can supply details of a number of reasonably priced local B & Bs and hotels. Ken Holden and I will do our best to ensure an enjoyable and interesting weekend.

In my last report in the winter issue of the Journal, I asked for members' views on new features in the 2008 programme but, judging from the nil response, you must be satisfied with the arrangements – unless we hear to the contrary.

from WEBMASTER, *Jim Riglar*

## WEB WISE



**T**he website has been running in its current format since March 2008. In the subsequent eleven months, effort has been concentrated on expanding information available to members. As Webmaster, I remain keen to obtain any archive material which members consider may be of use or interest to others.

Please e-mail: [thewebmaster@morrisregister.co.uk](mailto:thewebmaster@morrisregister.co.uk) or write to me at: 70 Alderton Way, Trowbridge, Wiltshire, BA14 0UH.

Now that a significant amount of website development work has been undertaken, some thought will be given to re-organising some of the information into an improved structure and to make navigation within the web-site more logical. Other changes/improvements will be re-invigorated MVSs (of which more next month) and photo galleries.

From this issue of Morris Monthly the password to access the Members' Area of the website is:

weytor

## New and returning members

## WARM WELCOME



Eight new members and one returning this month, but as car details are not available, this list is held over to next month

## NOTICE OF EXECUTIVE COMMITTEE MEETINGS

**W**ill all National and Regional Committee members please note that the next Committee Meeting will be held on the following date:

Saturday 4th April 2009

- President's Conference, Lord Nuffield Club, William Morris Close, Cowley, Oxford, OX4 2JX



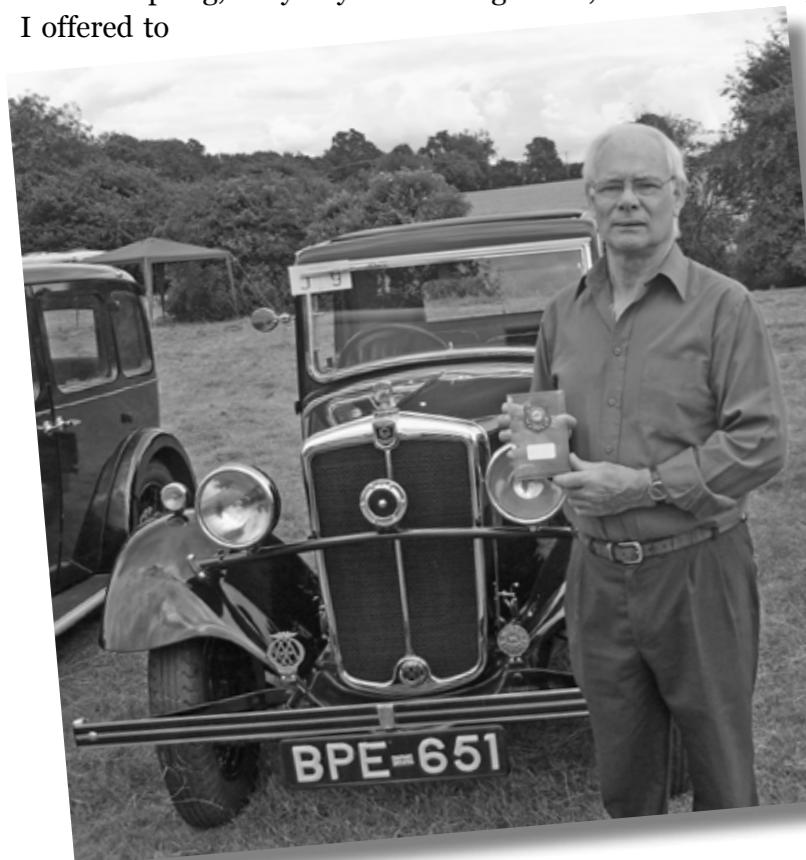
# MEMBER'S MORRIS

*10/4 Coupé  
10/6 Saloon  
8 Saloon*

## Pat Colgan's Trio

by Barbara Symonds

I rang Pat some five months after meeting him last August at Thorseby Hall with his 1934 Morris 10/4 Coupé BPE 651, and he remembered me the second I asked him whether his big ends were still knocking. He first became aware of this problem in early 2008 but by retarding the ignition timing, he was able to make the long round trip to Thorseby. Pat had known this car since 1980 when he and his friend, and fellow member who lives quite near to him, began restoring their 10s. When the car was finally finished in 1986 (a great inspiration for Pat), the car went on the Mannekin Pis Rally. "It took part in this rally on other occasions, although during the 21 years until I bought it, it had only covered 8400 miles." Pat was happy to buy this car from his friend in 2007 who parted with it because of hip problems. It was a few weeks later when Pat noticed the big end knock and is now planning to have a spare engine reconditioned and fitted in time, "hopefully," for Thoresby this year. He hopes to start the work in March, when he thinks it will be Spring, so by way of encouragement, I offered to



phone him every week to see how it was going but he said – well, never mind, I can't remember what he said.

While we were discussing Pat's reason for his friend selling the car, we spoke of the problems of owning pre-war cars. He told me he had had lots of trouble with cars over the years, and expressed concern that younger people don't seem to have the passion or commitment for old cars.

His love affair with Morris motors began over fifty years ago since when he has owned several Morris 8s and 10s. For various reasons these cars had to go, the last being a 10/4 saloon BGO 517 which was regularly used for commuting between Maldon and Letchworth during 1969. This car

was sold to help with the deposit on a house and he believes the car might now be in use somewhere in the Wisbech area.

Pat's favourite car is his 1934 Morris 10/6 saloon, AFJ 78. He said he had always wanted a Morris 10/6 saloon and in 1978 whilst he was at work, he put an advertisement in the car park and in the local papers. He had a call from a 10/6 owner in Truro and went to see the car and bought it. "It was in 1980 and we trailered it to Essex on the club trailer (almost lost it at 45 mph on the M5), ran it for a few weeks with 10 p.s.i. oil pressure until the inevitable big end failure. There then started a so far 29 year restoration during which everything that needed doing has been done, the interior the only part to finish." Pat admitted that it has been, "a long, painful and expensive process," getting it back to a working car. "I have spent far too much on it although I am happy to say that I know of one member who has spent more". (No names were mentioned here but I reckon it could apply to almost anyone in the Club!). He would like to take it to meet the original owners but fears they might be dead now. He has a FSH of the car from 1934 with the exception of 1972-76.

"

Its gearbox had been removed to drive a grain dryer

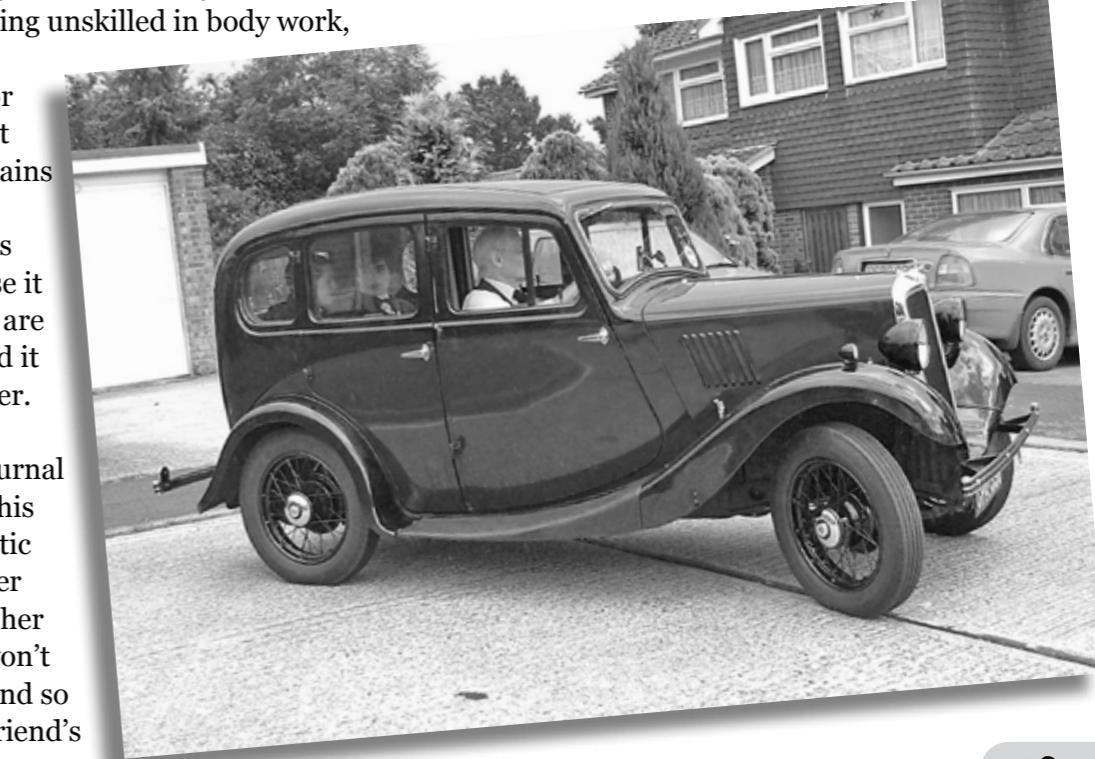
"

Pat says he is somewhat stuck with a 1937 Morris 8 4 door saloon, GPA 538. About 20 years ago, he took pity on this car which had been found in a field as it was about to be consigned to land fill for footings on the farm. "I got the car from a Policeman who lived in Coggeshall, who presumably got it from the farm without any registration documents. I had to apply to DVLA who at that time (1974) had not set up the new system so I had no real problem in that area." He had enough problems in other areas though for amongst other things, the engine had been taken out and in 1985 when Pat met the farmer's son who was then in his twenties, he learnt that as a four year old, the boy had helpfully, "modified the carburettor and manifold, distributor and other parts of the engine with a hammer!" To add to the car's sad condition, its gear box had been removed to drive a grain dryer. He then did "large labour" on it, which loosely translated means that he spent the following ten years painstakingly restoring it to a roadworthy condition, "but not the welding, I had that done, and my wife made up all the interior for which I am forever grateful as there was only just enough remaining after the colony of mice had been evicted." Being unskilled in body work, Pat "entrusted this to a member of the motor trade who 'did the best possible' with the remains of the body." One reason why it is not his favourite car is because it is so small, the pedals are very close together and it is heavy with low power. I gently suggested he advertised it in the Journal but he explained that his family, "have a romantic view of it," his daughter having known it from her childhood, and they won't let him part with it. And so the car, "resides in a friend's garage

having served me well for 22 years, going to Thoresby for most of them." A nice note, I think, is that this friend is the same member from whom Pat bought the 10/4 Coupé back in 2007.

He enjoys driving his Coupé and drives as often as the weather will allow. Otherwise, it spends its time in an integral garage where it is dry and safe from the elements.

I shall look out for you at August's Thoresby Hall, Pat, when I hope that all your projects have been completed and all problems solved! Well, it's nice to end on a positive note! I think the Club's motto should be "Never Give In!"





# REGIONAL ROUND UP



## Southeastern Newsletter 2009

ISSUE 460

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

### SOUTH COAST RUN 2009 Sunday May 10th

This is the same start venue at the Car Park, Box Hill, Surrey as previous years. Depart at 10 a.m. heading south. Leave the main road soon after. After that, it's a country lane run most of the way south, with no special stopping spot, but at Pease Pottage, there is a service station with toilets which could be useful.

The reason there is no official half way stop is to make sure you have time to get to the finish by lunchtime. Arriving at Newhaven Fort you will be welcomed by the Horsham Historics Rally & Model Exhibition adding to the interest of your day.

The Fort provides much of interest with its displays of army life since it was commissioned during the Napoleonic invasion scare, up to and beyond the Second World War. Newhaven is remembered as the port from which the ill-conceived and disastrous Dieppe raid commenced. There is a section devoted to this.

The Fort's cafeteria which provides light meals, hot drinks, etc. will be open. If the weather is good the views from above the Fort buildings are superb.

Should Members wish to make this a weekend venture, there is the Travelodge in Dorking, (0871 9846026) just a few minutes from the start point and it is within easy walking distance of the town, which boasts plenty of eateries, antique shops, and good pubs - Fullers and Greene King. In the opposite direction, a short walk will bring you to the Watermill (Chef and Brewer) Restaurant, which is perfect for a get-together on the Saturday evening. A varied menu is on offer at reasonable prices (01306 883248).

Please book your own accommodation/meals but mention Morris Register. Jeff and Sue Anderson will be staying at the Travel Lodge and will welcome any Members wishing to join them.

In previous years, several members took up the attraction of staying overnight for the start of the Run at the Travel Lodge, also some stayed the night in Newhaven after the event at the Premier Travel Inn, Newhaven (08701 977 192) before their long journey home. This is just east of Newhaven town (over Swing Bridge) next door to Sainsbury's.

**ALL WELCOME:**  
See the separate Entry Form enclosed  
with this month's Morris Monthly



**S. E. REGION  
A.G.M.**  
Sat. 18th April  
6.30 for 7 p.m.  
The Three  
Horseshoes  
Knockholt, Kent,  
TN14 7LD  
Followed by refreshments  
and raffle  
See map right



## North West Region Newsletter



EDITOR: Tom Taylor on 01772 316598 e-mail: t.taylo@o2.co.uk  
57 Clough Avenue, Walton-le-Dale, Preston, Lancashire, PR5 4LQ

A pologies to anyone trying recently to use my old e-mail address given in the February Newsletter. No sooner had I sent off my report to our new Editor than O2 sent a text message to tell me that my new e-mail address would be activated immediately. This was after waiting almost a week for it! I've told as many people as I can about the change, but I know I will have missed somebody out, so if you have been trying to e-mail me and it has been bouncing back to you, that's the reason why. Please note that O2 tell me the omission of the letter 'r' from the end of my surname is intentional.

By the time you read this, it will be only a matter of days before the North West Region AGM is held on Saturday 7th March at The Rams Head Inn at Grappenhall near Warrington. Lunch is served at The Rams Head from 12 Noon onwards and the AGM commences at 2.00 pm. Ernie Keeling 'phoned me to say that he and Mrs K will be driving up for the meeting from Stoke-on-Trent in their Series II Ten Four, weather permitting. Good ol' Ernie, you put many younger members to shame and if everybody else was only half as keen and supportive as you are, we would have a full house at every event. Please tell Martin and Anne Clarence on 0161 449 9024 if you are going to attend.

On the day that our 'new look' Newsletter dropped through my letterbox, the answer-phone was red hot with calls from members to say how much they liked the new format. There is no doubt that this is what many members have wanted for a very long time and Editor Rob Symonds and his band of Midland Region helpers deserve great credit for a cracking job. However, as I know to my own cost, producing copy month after month is extremely difficult and it's really down to us, the members at large, to support Rob by sending in to him as much material as we possibly can. With my Spares Service hat on, I get to know from members enquiring about parts that there is often a story to be told about their cars,

**BOOK REVIEW: Cosy Park Garage** Henry is a 1911 Vauxhall C Type Tourer, has run a bearing and fears he may end Morris is a 1936 two seater Eight, but up in Bad End scrap yard, but Mr Fettler also living in the garage is Auntie Rover finds a surprising reason for his mystery 90, Landie the Series I Land Rover, Ruby screeching noise. We have not read Book the 1935 Austin and Percy the 1934 Riley Two, "Bubble Trouble" yet, but knowing Kestrel. Also in the garage with all the Grandad he will no doubt be buying it other cars is Bubble the 1959 Trojan for us soon. We like all the cars at Cosy Heinkel but Bouncer the 1948 Field Park Garage, but our favourite of course Marshall tractor lives outside. is Morris the Eight Two Seater.

All the cars are looked after by Mr Fettler and they enjoy being driven around on the various jobs they have to do. In book one, Prince Henry is going to be a wedding car but a last minute hitch sees the other cars come to the rescue and in Book Three, "Morris and The Scroll", we read how Morris thinks he

The Cosy Park Garage Series of books cost £5 each inc p+p from:

Inky Fingers Publishers, Parkside, Burnhill Lane, Rugeley, Staffs, WS15 2HX

whether of a restoration, a rescue, or simply an adventurous holiday, and I have recently manged to encourage a couple of members to let Rob have articles which will soon appear in forthcoming issues. It's not too difficult once you put your mind to it and I will even write a lengthy article on your behalf if you give me enough outline information to work with.

The Anchor Noggin last month was again well supported with fourteen members turning up and I don't think it was just the prospect of the Landlady's Hot Pot that drew them in either. We usually have an excellent mix of members with plenty to talk about and a helpful exchange of ideas and experiences is always available. The next Noggin at The Anchor is on Monday 2nd March, so you just might be able to join us if you read this in time. There is a large car park and garden at the rear of the building and I'm hoping that in Summer we can use the pub as a starting and/or finishing point for Sunday Lunch Runs. We just need the two other Regional Noggins to improve on numbers now.

I'm off on a Mid-Week Wrinklies Run through the Ribble Valley this coming Wednesday if all goes according to plan. I had to miss last month's run through hospital visiting duties, so both 'Maurice' and I are way overdue for a lengthy trip to blow away a few cobwebs. Although the runs are organised by members of the Preston and District Vintage Car Club, there are several Register members regularly involved so we can all wear two hats at once.

I've been busy planning attendance at a few shows during the summer months, including a weekend at The Cumbria Steam Gathering at Flookburgh, near Grange-over-Sands in July. I'm also going to let the Editor have a list of events in the North West Region, not necessarily organised by the Register, but worth considering for a day out, with or without the Morris, but you know my views, preferably with!

Happy Morris Motoring!

Amy and Louis Taylor-Pearson  
aged 6 and 5.



# THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



*Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk  
Mike Porter 01384 3766961 email: mike.j.porter@btinternet.com*

## LEICESTERSHIRE NOGGIN

The re-arranged Noggin was well attended with eight of the regulars and two newcomers. We were pleased to welcome Geoff and Jean Hamblin. Geoff has been known locally mainly as an Austin Man and still has two very nice models. However he has, I understand, finally found the love of his life – after Jean of course – a 1934 Oxford Six. He described it in glowing terms and we shall look forward to seeing it in the flesh, so to speak. The romantic theme was continued as two of our regulars, Pat and Barbara Farmer, were celebrating their \*\*th wedding anniversary and what better way than at a Noggin and Natter. The Foxton Locks Inn was not very busy but there was plenty of serious conversation arising from our group. A particular matter that was causing concern was an item in the FBHVC Newsletter with the FIVA definition of an Historic vehicle. (Refer to the FBHVC Report on page 31 of this Morris Monthly). It was pointed out that one regular at our Noggin uses his Eight daily also how could the "Morris Meteor" be defined a Historic Vehicle. Would it qualify for free road tax. How far could the authorities take, "... in a historically correct condition" with view to originality. Another subject discussed was the amount of information that flies across the web from the MVS groups, particularly the Eights. This is certainly appreciated by at least two of our members at the Noggin who appear to be building up quite an encyclopaedia of technical information.

**Drive it Day, Sunday 26th April 2009:** After discussing the various options and mileages we finally settled on a run to the Peterborough area and to a selected Pub/Restaurant for lunch somewhere near the Nene Valley Railway station at Wansford (A1). We plan to leave the Service Station on the A6 at the beginning of the Market Harborough by-pass at 10am prompt so that we can have sufficient time for lunch leaving plenty of time in the afternoon for a train ride into Peterborough if anyone so wishes. It will be necessary to

book for lunch so I ask any members wishing to partake to let me know as soon as possible and not later than Friday 17th April.

Our custom at this venue now seems to be appreciated especially as we continue throughout the winter when custom is at a low ebb. The lady manager this week said they had discussed parking with the Canal Trust Authority and they are willing to reserve us an area where we could all park together if we are in our Morris cars. Also the members having coffee after their meal had it "on the House" as we were unable to go last week due to the access road down to the Inn being inaccessible.

Ken Johnson

## WEST MIDLANDS NOGGIN

**Drive it Day, Sunday 26th April 2009:** After some excellent research from Bob Dean, it has been decided to organise a run to Bidford-on-Avon.

Tables have been provisionally booked at The Frog Riverside Pub and Restaurant. An excellent roast lunch is £8.95 but there are cheaper options as well.

If interested contact Bob by Fri. 17th, preferable by email at [robertdean@mymailbox.co.uk](mailto:robertdean@mymailbox.co.uk) or 01922 628330.

West Midland Noggineers will meet at the Harvester in Halesowen, just off the A456, or make your own way there, arriving at 12.30 for lunch at 1 p.m. All Morris Register members are invited: come and meet the friendly team from the N.E.C.!

**the frog**  
Riverside Pub & Restaurant  
01789 772369 or  
visit [www.thefrog.biz](http://www.thefrog.biz)

## JEMIMA FLIES THE FLAG

Wales became a Fair Trade Nation on 7th June last year, and to celebrate this they made a flag. This flag has been doing the rounds of Wales and in January spent a fortnight in various towns around here. As part of this Jemima and the Pembrokeshire Vintage Car Club were wheeled out to carry the flag from Pembrokeshire College, in Haverfordwest to Milford Haven. The flag will have spent two weeks in every county in Wales by the time it gets to Cardiff on 1st March.

For the run, the weather was truly awful. Jemima did not leak, however. The windscreen wiper started the day making a rather unpleasant screeching noise each time it changed direction, but sometime while I was busy concentrating on the driving this went away, so presumably the grease got to where it was supposed to be.

The picture (on the opposite page) is from outside the College, showing the cars with me and Beth Rich

Simon Moffett  
(Pembrokeshire correspondent)



# WELSH REGION NEWSLETTER

## CYLCHLYTHYR RHANBARTH CYMRU

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

## EDITORIAL

The regional AGM was held on Thursday 15 January at the Aubrey Arms, and it was good to think back over last year's activity and plan ahead, with memories and plans that combined to take our minds off the stormy old January evening. Chairman John Howells opened up the meeting by welcoming us, and then summarising his report, which will be printed below. As Secretary, I then updated members on the current initiatives to modernise the Club, which were most welcome, and he concluded that we can look forward to a new period of growth in membership and Club activities. He thanked the various members who have provided support over the year, particularly Phill Robins (pictured right) who will now be semi-redundant from his role of wrapper with the introduction of the new direct mailing arrangements. Phill has done this job for many years without ever missing a beat. A discussion followed about whether we would need additional material to be mailed to only Wales members, and it was concluded that we should keep this under review. Similarly with the changes to Membership Secretary at the national level, we will need to review local needs. He concluded with an appeal for contributions to the newsletter, and pointed out that the deadline for these to be received by him is now the 7th of the month.



Treasurer Louise Carter then presented the accounts for the year and pointed out that the slight increase in reserves was

## A.G.M. CHAIRMAN'S REPORT

Well, I've had the wires out after having a toe op, and am looking forward to doing some work on The Morris and getting behind the wheel once again. "No driving until they're out", the surgeon had said, "They can get bent and difficult to remove".

It seems as though much lovely Morrising has been done over the last year. In April we had the "Drive-It" day when many went to the Hidden Grotto Gardens at Magor. What a remarkable place! However, we weren't the only club there, as there were some RRs in the car park too. In fact, we were told that the Rolls Royce Club were there the day before too.

There was a delightful tea room at the garden, but first we proceeded to the local golf club, where Rhiannon and I had a very good lunch. The grotto gardens were fascinating, both to us and to our Labrador, who tried to wade through all of the underground streams in order to become covered in mud.

Personally, we attended the Humber rally over the Mayday weekend at Llangollen this year, and so had to leave the Singleton Park rally at Swansea to other Morris families. May also saw the Motorcycle Coastal Run from Penarth to Portcawl, with its amazing collection of old motorcycles and cars. The Morris ran well and a nice lunch was had at the Sea Bank again.





## WINTER MOTORING

# WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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



### EDITORIAL

Well February was certainly full of ups and downs! There was I thinking how easy it would be to pull together a March edition of Westwords, bursting at the seams with reports from the Noggins and from the hustle and bustle of the Bristol Classic Car Show. Well it simply wasn't to be. For those of you with a penchant for skiing, tobogganing, snow ball fights, snowmen production or for white water canoeing or rafting, early February with its snow storms and later flooding provided untold opportunities. A mix of the credit crunch and a dose of good old fashioned winter weather put a large dent in Morris Register activity across the West Region. Still it's not all gloom and doom, and there's always next month...

On a much brighter note, from the feed back I've had from members across the region, the new newsletter "Morris Monthly" with its embedded regional newsletters has been well received. Remember it can only be as good as the contributions it contains. You all are potential contributors, so if you have tales of Morris daring-do or of general classic car experiences, I'm sure all of your articles and supporting photos will be most welcomed by the editor. The one criticism I've had of the new magazine was to query the lack of members' spares and vehicles for sale/wanted adverts. It is my understanding that there weren't any in the February edition, simply because none had been submitted!

The other "buzz" around the region has been the forthcoming auction of Harry Edwards' archive material.

If ever there was an announcement to generate debate by members in the region, the publication of the auction notification in January's "Automobile" and reference to it

in February's "Morris Monthly", was surely it! Many members have expressed consternation that the archive was not offered for either gift or sale to the Register rather than risk its dispersal at public auction and I am aware that the topic has been given a good airing at the region's Noggins.

Jim Riglar

### 30th BRISTOL CLASSIC CAR SHOW

2-4th May 2009

Royal Bath and West Showground,  
Shepton Mallet, Somerset, BA4 6QN

For those of you expecting an article about our presence at February's Bristol Classic Car Show, sorry to disappoint.



The snow and ice got the better of the Bath & West Showground and the event was pulled six hours before our exhibitors were due to turn up with the Morris Register entries! The show has now been re-arranged for Sat 2nd-Mon 4th May inclusive. A three day show should be something to look forward to, but it will mean exceptionally hard work for our exhibitors, setting up on the day preceding the show and then manning the stand for three days! If any of you are prepared to lend a hand and a few hours of your time over the course of that weekend, Colin Baker (01749-344115) would welcome your support. Despite the show's deferral, it is still intended to exhibit George Bryne's 1939 Morris Minor GPO Van and Roy Bowden's newly restored Eight tourer chassis, which will probably have some bodywork on it by then.

### NEWS FROM THE GROUPS

**North East Wilts** - The first Noggin of 2009 did not get off to a good start with only 5 persons present. Being a rural noggin I think some of the regular attendees are in hibernation so could not attend. General discussions were the impending Harry Edwards sale, what to do on Drive-it-Day, and the possibility of a Morris Register stand at the Wroughton Classic Car Show in August. Some bad news is that the landlord of our noggin pub, The White Hart at Burbage, may have to pack up because of rising costs. Should this happen, it will be a great pity as he has always made us welcome. Not all landlords do!

Paul James

**Somerset** - With the remains of the preceding week's snow still lying across much of Somerset & Wiltshire and localised flooding cutting off a number of roads in the area, over 20 members still managed to turn out for the February noggin. Three topics of discussion dominated the evening: the postponement of the Bristol Classic Car Show, the Drive-it-Day Run to Weymouth, the impending sale by auction of Harry Edwards' Morris archive. The May Noggin will rove! - see forthcoming events for details.

Jim Riglar/  
Colin Baker

**Solent** - Unfortunately the Noggin, fixed for Mon 2nd Feb. along with the British Made Car Club, was cancelled due to the weather. This was the first day of the current bout of snow and ice. We'll see how things turn out at next month's meet, Mon. 2nd March, which is at the same venue.

Chris Neal

### WEST REGION AGM - Saturday 23rd May 2009

A congested events programme in late April/early and mid May, has necessitated deferral of the West Region AGM until Saturday 23rd May 2009. This year the venue will be at the Somerset Noggin venue, The Traveller's Rest, Stone, Nr. East Pennard on A37 Shepton Mallet to A303; 13:00 for lunch with a meeting start at 14:00.



# The Yellow Pages

No.377



**EDITOR:** Kevin Bailey 01621 856687 email: [kanda.bailey@tesco.net](mailto:kanda.bailey@tesco.net)  
16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT

### NOGGINS

The next **Essex Noggin** at the Duck Inn, Newney Green, Writtle, will be on Tuesday 17th March.

On the 28th March there will be a lunchtime Noggin at Duck Inn from 12.30 p.m.

The **Suffolk Noggin** is held on the second Friday of each month at the Oyster Reach Travel Inn at Bourne Bridge, Ipswich.

The **Norfolk Noggin** at present meets for lunch (or whatever) at 1.00pm at the Black Horse at Castle Rising. This is situated just off the A149 King's Lynn to Hunstanton road about 4 miles north of King's Lynn. If there is enough interest we could change to an evening meeting. We know there are a lot of people who holiday around here and also know that some who live in Norfolk in the summer own Morris cars, so have hopes that the Noggin may grow.

**Contact details on the Noggins and Natters Page.**

**26th APRIL FBHVC DRIVE-IT DAY  
HYLANDS HOUSE, CHELMSFORD  
10.30 to 4 p.m.**

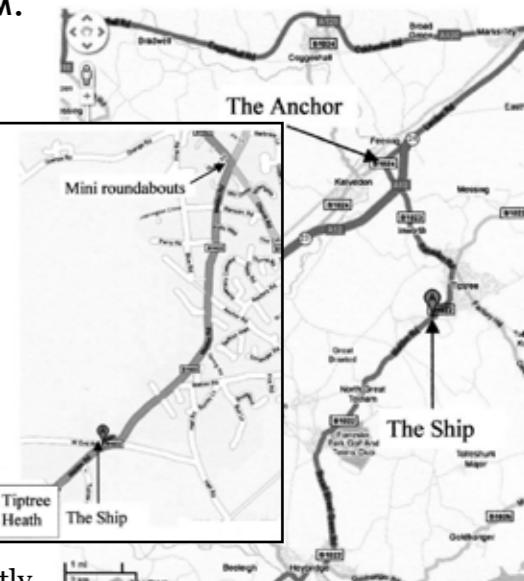
With Essex Austin 7 Club and MGCC Anglia Centre. About 150 cars are expected at this event, held in cooperation with the Mayor of Chelmsford's two current charities, Mencap and Samaritans.

### TIPS FROM THE GARAGE - THIS ONE FROM ME

You know when you need to fit that rubber bush or seal and the friction to overcome is too great. Fairy liquid or soap often helps but the darn thing then becomes too slippery and the soap takes forever to remove after the item is fitted. Use a can of aerosol brake cleaner (most parts stores stock it). Spray the bush and where you need to fit it. Whilst the rubber is coated it is very slippery

If you have an item for inclusion in The Yellow Pages, I usually try to attend the Essex Noggin each month and you can see me there or I can be contacted as shown at the top of the page. Items need to be with me before the 1st of each month.

Finally my computer mother board expired before Xmas and I lost all emails and all my email contacts, so if you care to get in touch again, I can rebuild my contact lists.



car park on the Tiptree side. If you reach Tiptree Heath you have travelled too far.

The other way there is from Maldon. Take the B1022 from Maldon to Tiptree. Around 5 miles you will reach Tiptree Heath just after this the Ship is on your Left.

Hope to see many of you there.

and can be fitted, the liquid then evaporates leaving the item nicely in place and no soap bubbles (check that any painted surface is not affected first).

### SPARES FOR SALE

Garage clearance. Pair of Sparto rear/stop lights and rear lens and rim, pair of Wipac indicator lights, all unused; three old spotlights; Triumph Herald headlight surrounds and rear light/indicator glass; Morris 8 "waspie" instrument panel, petrol tank, cut-out model SB5 Type CF10-1, identical to early Minor but 12 volt, Morris 8E halfshaft, new; door handles to fit Morris 8; Stadium wing mirror; pair of roof bars, gutter fixing and lockable; Windsurfer etc.

Contact Peter Sanders, 01277-218042 or [slsanders@tiscali.co.uk](mailto:slsanders@tiscali.co.uk)





## CLASSIC MOTOR SHOW Birmingham, November 2008

The Classic Motor Show was held at the NEC Birmingham over three days from 14th to 16th November. This is a massive event filling several of the large halls and is quite comparable to the Motor Show held at Earls Court London in the 1960s when many of the cars at this years show at the NEC were the latest models available. As well as the vehicles, many other stands were occupied by allied traders such as tools, insurance, clothing, spares, etc. A quite glittering array of goods and services so extensive that one would be hard put to see it all in one day.

Most of the classic car clubs had stands exhibiting examples of the cars they cater for but also there were large stands with classic cars for sale. Very tempting if money is not a problem. Usually it was possible to get up close to the cars even sit inside and renew old memories or dream of what might have been but

occasionally the exhibits were guarded with great zeal. On one stand I was told I could look but I could not touch and this was not one of the exotic marques either, I wondered how they care for their precious cars when they are not on exhibition stands, they obviously don't use them to pop down to the shops. No doubt when they are put up for sale they claim that the cars have never been used in the wet. Probably the cars never go anywhere except on a covered trailer. It's not my idea of enjoying a classic car, I prefer to use them for the purpose they were built.

Whilst at the show I made a point of visiting the Morris Register stand. On display was a very superb and varied selection of Morris cars provided by the Midland Region who were running the stand. A very friendly lot of chaps too not at all like the "Look but don't touch" lot I had seen earlier.

David Hathaway



# East Midlands and Yorkshire Region

## Local Page



**EDITOR:** Ken Holden 01274-882574 email: kenneth@kennethholden.wanadoo.co.uk  
Hill Top Farm, New Park Road, Queensbury, Bradford BD13 1PN

### ANNUAL GENERAL MEETING

After a slight discussion at the last meeting, it was decided to have our Annual General Meeting on the 18th March as in previous years. Anyone who wishes to take on any of the positions, please let Terry Horn or myself know or if you wish anything to be discussed, please inform us in writing. No

#### Bob Hofton

It is with regret that we report the death of Robert(Bob) Hofton on 29th January after a long illness. He had restored his Morris 8 himself, in great detail, and he enjoyed the National Rally very much, spending the whole of the time there buying parts, meeting people and talking about his Eight.

He will be sadly missed by all and we would like to extend our sincerest condolences to his wife, Carol.

Vic Godber



## TRANS - PENNINE GAZETTE

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



### POST CHRISTMAS DINNER

This year we decided to try a Sunday Carvery instead of a night dinner as our region is spread so far apart. This proved more successful as 19 members enjoyed a very good carvery at Craig Manor Hotel, Windermere. The Hotel has spectacular views over Lake Windermere and we would recommend it to anybody visiting the Lake District. After, we were invited for coffee at Marion Chapman's, the widow of a former member who still enjoys coming to the Noggins. It was quite a squeeze in her small bungalow especially

when 2 members from another local car club turned up! We then had a quiz from Marion which taxed our brains too much for a Sunday afternoon!!

#### CUMBRIA NOGGIN

The March Noggin will be at David & Margaret Molyneux's house. This will be on Sat. March 28th at Chevy Chase, Fox Street, Swarthmoor, Ulverston, Cumbria. Please ring them on 01229584972 for any information.

#### SPRING WALK

Rique Llinares has offered to do another Spring walk. It will be based in Sedbergh and we would have a meal after as before. He is thinking of either 25th April or 23rd May. His last walk had some spectacular views and was easy enough for anybody to do. Please let us know if you would be interested in this walk.

#### Clive Worrall

We would like to send our sympathy to member Mrs. Linda Worrall from Bowburn whose husband Clive passed away recently.



# CHILTERN CHATTER



**EDITOR:** Doug Townsend 01753-883547 email: bullnosemorris@tiscali.co.uk  
"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL90 8LP

### CHILTERN FILM NIGHT 18th April at 6.15 p.m.

Can I draw your attention to this Annual event which is held in the Girl Guide Hall, School Lane, Chalfont St Giles, Bucks HP8 4JJ, just off the A413, or coming from Oxford area off the A40, via Jordans. There is parking in front of the hut.

This is a great evening. We enjoy some historic transport films and of course others, but mainly from the period of our cars.

Half way through, Chris and Gail produce a wonderful Fish and Chip Supper with all the trimmings

from the excellent local Chippie all washed down with tea or coffee, lots of chat over the supper and then back to some more interesting films. We will conclude around 9 p.m. for an early start home for



### THE SUNDOWNER BEAN

Visiting Australia this year to visit my relatives, we visited the National Museum in Canberra to see the 1925 "Sundowner" Bean 14.

It is supported on stands, lit by spotlights, surrounded by a four foot high Perspex screen with intruder alarms, which I managed to set off on more than one occasion when leaning over to take photographs.

The Jan. and Feb. 2009 editions have already been posted and the March copy will be posted on the site around the first of the month, as will all future editions. These will be in the format used by the Editor to produce them.

NB: Next month we will have an article on Francis Birtle who drove the "Sundowner" Bean.

After this record breaking feat, the car was presented to Australia by the Bean works in 1929. Like so many artefacts donated to museums, it is only too easy to

those with long journeys.

This is a great evening and you should not miss it – just give Chris or Gail a ring on 01494 872029 to book your place.

incarcerate them out of the public eye for want of space.

It was put in storage awaiting the establishment of a national museum and, after being shunted from various storage places, by 1962 was stored outside. The radiator, instruments, carburettor, bonnet and other parts were missing.

Supported on two perished tyres, a bare wheel and the offside rear brake drum, it was in a parlous state.

Two members of the Department of Transport decided to restore it, and non-original components were fitted to make it roadworthy. In this guise it appeared in parades over the next few years. A bureaucrat in the Department then deemed that it should be disposed of.

Fortunately commonsense prevailed and in 1981 the National Museum of Australia in Canberra recommended that it should to be exhibited once more.

Presented as an historical record featuring in "Symbols of Australia" on the completion of the construction of a new museum, it was moved to its present location. Every imperfection, dent, scratch and crack has been left, a lot of the original paintwork and advertising slogans are still visible, even the mud and dried oil on the castings, correct replacement parts when sourced were catalogued and marked with NMA and a date.

An enormous amount of painstaking research was carried out involving forensic examination as obviously some of its originality was lost in the stop gap restoration in the 80s to provide a running exhibit. The museum conservators are to be heartily congratulated. It is truly a breathtaking exhibit with



notices stating that oil leaks were common when it was made, making no apology for retaining the often crude methods of oil retention. All fluids have been inhibited to prevent further deterioration as the exhibit is still capable of being driven. It's good to know that it is not a static exhibit. *R. Suppards*

## OXFORD XMAS NOGGIN

We all met at the White Hart, Eynsham, on Wednesday 17th December. Our Noggin Room was festively decorated and soon filled with Morris chat, as thirty of us gathered, wishing each other a Merry Christmas and exchanging Christmas cards. Len came in with items he had procured to start his raffle table, we all added to this to make a really bumper Christmas draw. Mary Mac and Marjorie Plumbe were soon in action selling the raffle tickets. With our Christmas Noggin glasses clinking and the chat flowing, we were soon at food time. The Landlord had done us proud with plates of delicious gammon sandwiches and mince pies.

We next had Len's bumper raffle with which he was very pleased, as the proceeds had covered the cost of the room hire and our Festive Feast, and given us Noggins a free night! We finished off our evening with handbell ringing and Carol singing. A happy Christmas evening was enjoyed with all our Morris friends. *Graham Bushnell*

**SHERBUCKS NOGGIN PICNIC**  
At Ashridge Nr. Monument  
26th April: meet at noon  
Contact Graham Bushnell  
01865 451673



## A hot topic from the Eight's' MVS

### from Alun Spillman, four speed gearbox conversion

#### Which engines are suitable?

Engine needs to be of the counterbalanced crank variety otherwise first motion shaft will not fit. (Series I/II and Z vans are not suitable without considerable modification). Spigot bearing race needs to be removed.

#### Which gearboxes are suitable?

The Morris Eight Series E or MM gearbox will bolt straight on. Series E is easier. If you get an MM gearbox\*, (some say this is the best box of the lot) the mounting lugs are further back. In this case swapping the speedo drive housing with one from a scrap 'E' box is probably the best way forward. It's very easy to do. The clutch actuating shaft from your original three speed box will need to be fitted to the new box. Again, it's a straight swap over.

\*(Peter Maslen informs us that the MM box will drop straight in if you take the existing M8 gearbox mounts from the front of the cross member and mount them on the rear of the same member. This method then requires some adaptor plates to be made because a) the two lugs on the MM box are positioned higher on the side of the box and b) you are moving from a two hole fitting to a one hole.)

#### Modifications to body/floor

Driver side floor board needs to be modified on the left hand edge. The gearbox cover needs to be modified (cut away) around the rear end. (Probably better to fabricate a new one than cut into an original.) That's it, apart from drilling two holes in the top of the cross member to take the new gearbox mounting bracket.

#### New gearbox mounting bracket

A BMC 1100/1300 rear sub-frame mount is perfect and is simply modified in order for you to mount the gearbox on top of the cross member rather than in

front of it.

- Bolt four speed box into position behind engine, with box resting on top of cross member.
- Lift up engine and gearbox with a trolley jack until there is room to slide the new mount in underneath.
- Mark and then cut out the 'v' shape that will need to be made in the mount upright, in order to fix the gearbox in the horizontal position.
- With gearbox now in the horizontal position mark out the position of the new or enlarged holes needed on the upright to take the bolts through the gearbox mounting lugs, then remove drill and re-fit mount.
- Mark out best position for two new holes through the new gearbox mount and through the cross member, then remove, drill and re-fit the mount.

#### The propshaft

Don't cut up an Eight propshaft, get hold of a Morris Minor one and get it reduced in length by about three inches (check this!). The sliding universal joint enables you to get the length exactly right, plus the fact you now only have one UJ to grease, the back one is sealed.

#### Anything else?

You will need to get your speedo recalibrated, or the insides of an E or MM one will fit, but it seems a shame to ruin another speedo, particularly as they are becoming scarcer, and you can always reverse the re-calibration. The speedo drive dog from a three speed box will simply be chewed up if you fit it to the four speed box. Drive dog and drive gear need to be a matched pair from the same box - the complete assembly is interchangeable between E and MM box.

#### ATTENTION - TEN/FOURS!

If you are the owner of a Pre-Series Ten/Four and have been searching recently for a replacement or spare Crown Wheel and Pinion set, you will know that these items are becoming extremely scarce. The Register's Spares Service is currently looking into the possibility of having a limited number of these CWP sets remanufactured to original specification, but before anything further happens we need to know the likely level of demand from members for these items. Cost is as yet a completely unknown factor, and the current economic climate does not help, but the intention would be for members to place a 50% deposit to secure their order with the balance payable immediately before delivery. The greater the volume of the production run, the less the unit cost of each item is likely to be. A number of cost figures have been mentioned varying between £250 and £650, but we are unable to be any more specific until some indication of possible numbers is known.

Although it is very early days in the possible project, if this is something you may be interested in, you are invited to express your interest with absolutely no obligation whatsoever at this stage. Only if there is clearly a sustainable level of support from members will any further enquiries be made into the feasibility and cost of producing these CWP sets. For convenience, e-mail your interest to the Spares Service Secretary at [thespares@morrisregister.co.uk](mailto:thespares@morrisregister.co.uk) or ring 01772 316598 and leave a short message.



# MOMO MAIL

## Letters to the Editor

Dear Editor,

First, may I offer congratulations on a much improved monthly production. I am sure it will go from strength to strength.

My main reason for writing is to seek a better understanding of the rules, if any, which govern the boundaries between an office bearer's official role and his or her personal activities in relation to Morris matters.

This has been triggered by the advertising of the Club's historian Harry Edwards' collection of literature and automobilia. Mr Edwards clearly has the right to do as he pleases with his own property, but now that he is disposing of it, I consider it would be helpful to the rank and file members of the Register to be given an indication of where the boundary lies between a private collection and the historical records of the Club. For example, if someone raises a query about a vehicle registration number XYZ 123, Mr Edwards is often able to state the type of Morris, when it was last recorded as being owned by Club member, and so on. I presume this information has been compiled from the annual membership forms and thus forms

Dear Editor,

**A**t a recent Noggin, concern was expressed about the proposed sale of Morris Literature by our Historian. Obviously he can sell his personal possessions any time he likes but were any of the sale items given to him as Historian of the Morris Register? If so, they surely would belong to the Club. Future Historians and Club members of the Morris Register will be disadvantaged if these records are lost to us.

Bev Marks  
Member 10696/3

### Editor's Comment:

The concerns raised in these letters from Messrs. Reynolds and Marks seemed to warrant a response from Harry Edwards before the proposed auction of his collection on March 14th.

His reply (having only seen Mr. Reynolds' letter) is printed in full, followed by a response from Secretary, Mike Brears.

an historical archive of Club membership and their vehicles. Is this the property of the Morris Register and will it be assimilated eventually in the new computerised database?

Many motoring clubs which have been in existence for fifty years have accumulated a club archive, by bequest, individual donation, or indeed by purchase at auction. Does the Morris Register have such an archive, however modest? If so, where is it held and how do members access it?

Finally, if Mr Edwards' auctioned collection contains Morris material of value to the Club, I would be keen to ensure that the Club acquires it. I live too far away to be able to attend the auction, neither would I wish to be bidding unwittingly against fellow members. However, if it is planned that a representative of the Club will be bidding on its behalf, I would be willing to make a modest contribution towards the cost of the acquisitions. I am sure other members would have a similar wish. I would welcome the guidance of the Executive on this.

Dennis Reynolds  
Member 07689/11

Dear Editor,

I am pleased that you have given me the opportunity of responding to member Dennis Reynolds' letter and I will try to give you my comments on the points he makes.

I would first comment on the example he gives that when a member poses a question about a Morris, which may have figured in previous membership, I am often able to state the type of Morris. This may be because over the last fifty years that I have been a member, indeed I was the first member, of the Morris Eight Tourer Club, subsequently the Morris Register. In that time I have made a record of any Morris of a type for which the Club caters. This information I have gleaned not only from members enrolment details, but also that information listed until recent years in our Club's Newsletter for the new membership, in addition to listings of Morris attending rallies, mention of Morris vehicles in magazines, newspapers, etc. Often the very chassis prefix tells me the type of Morris. I have even been known to surreptitiously scribble down the details of a Morris that appeared on an old type log book being offered for sale at an autojumble, etc.

None of the information I have compiled has been put on computer (when I first started to record

data such a medium was not readily available) but handwritten in loose leaf files. As for the ownership of such data, I would not argue either way, but it is obviously necessary information for me to perform one of my functions as Club Historian, and until the membership decide to vote me out of office, or a much higher authority takes a hand, it will remain in my keeping. However, since the new office of National Membership Secretary has been formed, I have already been feeding information to John Nagle.

Let me now answer Dennis Reynolds' mention of the modest Morris Register archive and that of donations over the years, and in doing so mention that one of the people who have made substantial donations to the Morris Register is myself! May I refer you to the various publications that have been or are available to members, all of which have involved hours of my personal time to research, write and compile (not to mention illustrate), and I would remind any critics that all these publications are my copyright and I have never asked for or expected remuneration. In particular are the Information Manuals for the Morris Minor, the Information Manual for the Morris Ten, and the Information Manual for the Morris Eight, which since they were published by the Register have gone into a number of editions. Then, on a similar theme, there are the two vade-mecums that have proved to be the accepted reference for Morris Cars and Morris Commercials. There were other publications from my pen such as "The History of the Morris Register -The First 21 years" (published in 1981), "Sixty Years of Morris" (published 1973), etc. I won't even attempt to list the numerous detailed articles I have given to the Club that have been used in The Journal. I have spent a small personal fortune during my fifty years as member of the Club purchasing items of Morris data from autojumbles and other sources in order to build up my personal archive, which in the main has been used to help fellow members of the Morris Register at no cost.

Visit the Morris collection at the Oxford Bus Museum and you will see the 1932 Morris Minor s.v. chrome plated display chassis which was donated by Morris Motors Ltd to the Club and which Mike Turner and myself arranged collection, subsequently the missing engine was replaced with other missing components. In more recent years the chassis was lent on permanent loan to the museum. Among other items on display will be found a number of the Morris Motors Band

lecterns cloth embroidered on blue velvet, one of these I personally bought and donated to the collection. Another item I personally paid for, then donated it to the Morris collection, is the sectioned UB Morris eight engine, that I bought from the seller in the North of England.

One donation of note that was presented to me for the Morris Register was memorabilia from the family of the late Maurice Gibbs. He was Chief of Morris Motors Works Fire Brigade. If you refer to The Journal of The Morris Register for Winter 2001 you can read a detailed article I wrote on Maurice Gibbs' life. Among the items that I passed on to the Oxford Bus Museum were his photo albums and his Fire Brigade medals in presentation cases, etc.

Finally, I would endorse Dennis Reynolds' suggestion that we would like a better understanding of the terms of reference of the various officials of the Register.

Harry Edwards  
Club Historian

Dear Editor,

To clarify the position on information provided and items donated to the Club, the obvious answer is that any information given by a member or past member on their application or renewal form becomes the intellectual property of the Club. This information should be recorded on a database and be available to members on request without charge.

Similarly, any material item, be it sales brochure, parts list, workshop manual, chassis, sectioned engine or whatever, donated by any member or non-member becomes the property of the Club. These items should be recorded and kept in a secure place. The details of this archive should be available to members and they should be able to either borrow or purchase copies for an appropriate fee.

Harry's letter unfortunately ignores the important point and doesn't answer Dennis' question. In various early Journals, Harry records a number of items that were donated to the Club, we also know of a number of other items that are not recorded.

So, the answer is, yes, there is a Morris Register Archive, how big or small is not known. Where is also not known. How do members get access to it? Good question!

Mike Brears  
Secretary  
Morris Register



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wiring etc. Paintwork is origi-  
nal, green over black, with a  
good shine, but a few blem-  
ishes befitting a 70 year old.  
Any trial or inspection.  
£5000. Details to view etc.  
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01772 811430 (Preston)

**Car for Sale**  
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Blue/Black saloon. (Would  
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engine reconditioned by Alec  
Jacob (Bristol) Rewired (+ 6v  
indicators). Springs, Bushes,  
Brakes and Radiator done.  
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Lack of garage space forces  
sale. £3,500.  
Terry Keen, Hatherop, 01285  
750387 (Cirencester)

**Trailer Wanted**  
For 1933 Morris Minor. In  
an ideal world, it will have  
2 axles, a spare wheel, a  
braking system and full  
electronics. If you have one, or  
know of one for sale, please  
contact me.  
Anthony Silverton-Smith  
01538 361747 (Leek, Staffs)

**Car for Sale**  
1947 Morris 8 Series E.  
Two door with sliding head.  
Newly restored with new  
tyres, new engine and  
radiator, resprayed Oxford  
blue/black. Blue leather seats  
and carpet, rechromed, MoT,  
tax. Spare gearbox, front axle  
and springs. Many other spares.  
£3500 Peter Sluce  
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01902 780607/07730 309388  
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ad, with/without a photo, is free.  
Non-members: contact the Editor.

## Spares for Sale

A Quantity of Morris 8 parts  
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and gearbox parts, complete  
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axles, hubs with and without  
bearings, wheel discs, both  
new and used, various bumper  
brackets radiator surrounds,  
windscreens and much more.  
For a full list, send SAE.  
Mike Brears, 72 Headcorn  
Drive, Canterbury, CT2 7TX.  
thesecretary@morrisregister.co.uk

**Literature for Sale**  
Morris Owner's Road Book  
c1926 £25. Handbooks: Series  
Z van £8. Ten Utility £15,  
Series E £10, Series M £10,  
1936 Ten £8, 1931 Oxford £8.  
Graham Farey 01604 639856  
(Northampton)

## Spares Wanted

For Morris Minor 1934 two seat  
tourer: steering mounted horn  
and dipswitch arm, 3 stud hole  
spare wheel 4" x 18", split  
windscreen assembly.  
J. Armitage 01347 810163 or  
07740683670 (Huby, York)

## Spares Wanted

For 1946 Morris 10 Series M:  
A halfshaft (Morris or MG) or  
information as to where I can  
get one. Paul  
01903 739410 (Sussex)

## Spares for Sale

Morris 8 Series II bonnet £25,  
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(West Monkton, Somerset)

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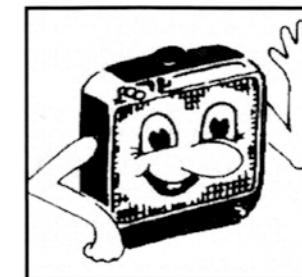
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Warks	The Fish Inn, Wixford, nr. Alcester B49 6DA John Ford 01789 488328	1st Thu	Stockport	High Lane Cons. Club, Buxton Rd, Stockport SK6 8DR Gary Clarke 0161 4277311	3rd Mon
W Mids	The Bridge, Moss Grove, Kingswinford DY6 9HH Mike Porter 01384 376961	3rd Tue	<b>Scottish Region</b>		
<b>West Region</b>			Aberdeen	For details, contact Dave Robertson 0224 316076	
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Changes/corrections to the Editor, please

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# THE PARSON and THE FIDDLER (Part 2)

## The Story of a Journey

### By J. E. JAMES

**Written in 1985 and dedicated to C. W. Shephard**

*After a bizarre visit to the Romanian Embassy, our two travellers realise that visas to visit that country are no longer being issued, so decide instead that they will go to France and then drive across Europe, through Germany and Switzerland, coming back through Italy.*

Perhaps not surprisingly, there were some of those close to us who were not altogether happy about our proposed trip abroad at such a time. The first half of 1939 was marked by increasing tension both in Europe and at home. Hardly a day went by without the news of some new and startling move by Hitler. In March a major crisis blew up in Czechoslovakia, and Hitler marched into Prague. War had come nearer. There was now less talk of "appeasement" and more of preparation for war with Germany, which many felt could come at any time. Oblivious of British objections, Hitler increased his demands in ever more strident tones, that Danzig and parts of Poland should return to Germany, and continue to display his contempt for foreign opinion by the annexation of Memel, at one time a German city, but now part of Lithuania.

The climate of optimism that followed the Munich Agreement in the belief that Hitler would be willing to negotiate rapidly dissipated during the early months of 1939. As the Spring passed into Summer, the feeling that we were

rapidly moving to war was in no way diminished by Chamberlain's guarantee to Poland, that if she were attacked, Britain would come to her assistance. Shephard and I were well aware of all this and of the climate of tension that existed, but we remained at the same time curiously detached. If we could not go to Romania, then we would drive across Europe, and if war broke out, then we would turn back. We had planned no definite route, but we included in our luggage, maps, cameras, binoculars, bars of chocolate and spare clothing. In a climate of mounting pessimism at home, we set forth with all the optimism of blissful ignorance.

The Channel crossing was brief and uneventful. A photograph taken at the time shows the leader of the expedition standing on the deck, wearing a brown Harris Tweed light overcoat and a tweed cap, the very epitome of the British gentleman travelling abroad.

Arriving at Calais about mid-day, the car was unshipped by crane, and we drove off to find a café for lunch. A small boy, enterprisingly touting for custom, jumped onto the running board, and directed us to the "Faisant Gris" where we had a good lunch for 44 francs. The rest of the day was before us, and it was with a certain feeling of elation that we set off eastwards into the unknown continent. It was our first visit abroad. France, and the whole of Europe lay before us.

In the early stages, many of the roads were cobbled, and we made slow progress, but as we entered into more open country, the roads improved. Away to the north stretched the fields of Flanders, and as we passed through towns and villages with the all too tragically familiar names of St Omer, Bethune, Arras and Cambrai, it was difficult to believe that men would repeat the folly of 1914 and again bring war to these green and quiet fields of France. Halting awhile at Arras, we admired the great Hotel de Ville, restored after



its destruction in 1914, and sat outside a café in the Grand Place in the warm sunshine, drinking "demi bière". Even at this early stage, we had discovered that the popular view, which prevailed in England that most French people were able to speak English, was

one of the many myths that the English entertained of other nations. Having to speak French threw us back on our own resources, which in my case were slender, and in Shephard's case, non-existent. It was, however, reassuring during our short stay in Arras to discover that our French, although occasionally the cause of amusement, was not entirely ineffective.

We drove on, and towards evening entered the little town of Le Cateau, and felt that we had done enough for one day. We knew from the history of the First World War that the town had seen a great deal of fighting in the early stages of the war when the German advance was held up by units of the British Expeditionary Force, but it was quiet enough on that early summer evening as we made our way in search of lodgings for the night. I remember little about the "Mouton Blanc" except that I lay awake for some time listening to the clock in the Square chiming the hours.

The following morning we paid our bill of 24 francs and began the second stage of our journey, taking the road to Charleville Mezieres. Gradually the countryside began to lose its flat character, and we saw ahead the low outline of hills. It was mid-day when we arrived at Charleville, and I record that we lunched on ham and wine, and bought chocolates. Later on, during the final stages of our journey, as money began to run out, we relied a great deal on chocolate to sustain us. Charleville was a garrison town, and as we sat outside the café we noticed that the military was much in evidence. It was but a short drive from there to Sedan where we turned south, following the valley of the Meuse. It was a pleasant country road, and we enjoyed the riverside views, arriving later that afternoon at the historic town of Verdun. There was a fair in the town, and we noticed that the crowds in the streets contained many soldiers. We walked among

them, absorbing the "Frenchness" of the scene, and on the way back to the car, we stopped to admire the War Memorial to the thousands of Frenchmen who fell in the epic defence of Verdun in 1916. Before we left, we practised our French on waitresses at a café and were told that the Duke of Windsor had been in the town that morning.

Continuing down the pleasant valley of the Meuse, we stopped a few moments at St Michel, and later that evening arrived at Commercy, finding a room at the Hotel de la Cloche D'Or. Walking around the town in the evening, we completed the day in suitable fashion by attending a service in the local church, and it was here, perhaps for the first time, that we felt the strangeness of being in a foreign country; the true spirit of France. We returned to our hotel pleasantly tired yet eagerly looking forward to the experiences that the new day would bring.

The following morning it was raining, but we made good progress through quiet undulating country to Nancy. I record that "we bought dictionaries" in Nancy, and that "the French were very friendly and helpful". As we drove eastwards the character of the countryside changed, taking on a less prosperous look. We passed through poorish villages that seemed to be extended farmyards. We were entering the Vosges, and had lunch at St Die where I noted that the people at the café were "Alsatians", with whom, unlikely as it may seem, we held a long conversation in French. Anxious to reach the Rhine before evening, we pressed on, making the wooded ascent of the Vosges Mountains by the road through the Col de Bonhomme. The little Morris took the gradients in fine style, but the foggy conditions that prevailed on the summit denied us any view of the surrounding country. Descending into the plain of Alsace-Lorraine, we stopped for a short while at the pretty little town of Kaisersburg to buy cards, and we were immediately aware, both by the style of architecture and the general neatness of the streets, that we had entered a new region; a region that had once been German.

To be continued next month



**Mike Porter, DAILY EIGHT DRIVER, shows unusual restraint**

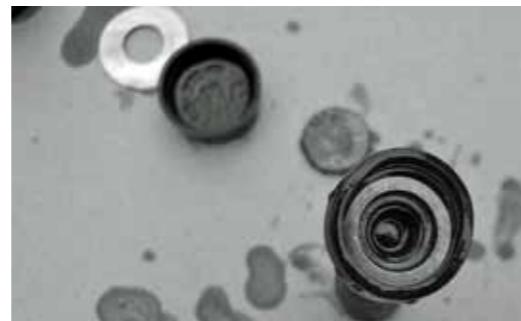
I have just fitted two new door restraints to my 8 saloon. They were supplied by Woolies and look amazingly similar to the originals. However, there is a subtle difference, the Woolies product does not contain a piece of flat spring steel to prevent the strap from buckling when closing the door. To overcome this I modified them by removing the metal fixing from one end and bolted it to the opposite end in the door. This piece of metal forms the stop in the door, the other end is retained with wood screws in the door pillar. I then fitted a piece of elastic through the loop I had created and when stretched, secured it to the inside of the door, thus the strap is held in tension and does not buckle.

**from Barry Rogers, a warning about the use Silicone brake fluid**

**J**ust to let you and others know what happened on my 10/4 when I tried to use it a few weeks ago. The car had been in the garage for about 4 months and I decided to get a new MOT but to my surprise there were hardly any brakes. From the complete rebuild I have used Silicone brake fluid and there has been no trouble at all. I tried to bleed the brakes but there was air coming through all the time, especially on the back brakes. No loss of fluid, so I was stumped!

I decided it must be the master cylinder and took it off and discovered that the rubbers had expanded and deformed. The pics (right) tell the story. My worry is that this could happen to anyone else who has Silicone in their system and may cause an accident. The system pipes/rubbers were all new from the "off" and it

is obviously a gradual process. My son says that there are special rubbers for Silicone but I know of no source for these. The rubbers in the master cylinder said "Lockheed" but I wonder if they were inferior copies.



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**Pete Kneedler reports on Morris Motoring California Style**

**A**fter watching another "All Creatures Great and Small" TV series for the fifth time, I decided that I needed a mid-thirties Morris to restore. Having spent most of my life restoring American cars, (except for a 1927 English Austin a few decades back), I decided to search for a Morris to drive just like James Herriot used to visit farms and clinics in the 1930s. So I put an ad in Hemmings for a Morris - even though I felt that the chances of finding one in California would be pretty slim. But lo and behold! I got a call from a small town in the Sierra foothills, and the caller had a 1936 Morris Series 8 Roadster. The price was \$6,000 and it wasn't running! My wife and I ran up to a small town near Sonora, and the car looked pretty fair. The owner was not in very good health and had a hard time moving around, and he said the car was "running when parked last year" (I've heard that a lot about old cars for sale). A trailer was included in the deal.

So we bought it and towed it home in the bulky over-sized open trailer that came with the car, and after installing a new battery, the engine took off! The motor continues to run fairly well, but the wiring needs to be replaced and the transmission clatters and needs to be restored, but it will eventually be a nice car to drive around the "golden hills" of Northern California.

While I was muddling around with the '36, I got a call from someone in Lake Tahoe who owned a 1937 Morris Saloon, and he wanted to sell it! He said it "was" running, but for some reason the battery kept dying, and he wasn't sure why (is this a different version of "ran when parked"?). He said he and his family had purchased a home on the east coast and were moving next week, and he had to sell the car right away. It was a nice looking saloon, the interior was a little ragged but looked original, and he said the engine had been overhauled and had new babbitt bearings. His asking price was \$800! I tried not to look too astounded at the low asking price, and plunked down \$800 right away.



When I got the Morris home, I found that the negative and positive battery cables were bolted to the same bolt on the starter! No wonder the battery had thrown in the towel! I bought a new battery and the Morris took off like a home-sick angel. What's more, the engine runs like a little sewing machine, and I drive it all over town and have been on several extended car tours. The interior was upholstered in green velour and the exterior was repainted green and black. It draws a lot of attention in this five dollars a-gallon-of-gas economy. The restorations of these vehicles would not have been possible without the steadfast support of the Morris Register of England, especially in terms of parts and advice. During the purchase of these two cars, I began to question my sanity in buying two Morris cars that weren't even running! But my faith in the marque has been justified. I can't really say that my two Morris cars have conquered California, but at least they have done very well in this small corner of California called Carmichael.



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# MEMBERSHIP MEANDERINGS

from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*



## DINING IN DORSET

In January Josephine, my wife, and I went to Dorset to stay with some friends for a few days. One evening we went out to dinner to a splendid pub called the "Green Man" at Kings Stag. In the entrance hall is a notice board, and on it was a poster from the local Austin Ten Four Group that stated that they met there on the 2nd Thursday of each month, and that "ALL VINTAGE CAR ENTHUSIASTS WITH OR WITHOUT CARS WOULD BE WELCOME TO THEIR MEETINGS".

I thought, what a good idea. Might it not be worth adopting this policy at our Noggins? Perhaps some of you do so already. Either way, if you would like to do so, I will gladly produce an A5 or A4 plastic encapsulated notice for you. It can only create more interest in the Morris Register, introduce new blood to the Noggin and may well create some new members as a bonus.

## A MINOR MYSTERY

David French (12068/4) has recently joined the Club (welcome David), and would like to trace his old car from the late 1960s, pictured right. It is not on our records, but the DVLA records show that it still exists. Do you know where it is?

## A STORY FROM SCOTLAND



As I have commented before, I continue to receive stories from fellow members about themselves and their cars. Here's one from Kerry Scovell: "Herewith your form now duly completed for 'Bouncer' together with a photograph. 'Bouncer' is an early Minor, and I bought him in 1960 for two pounds ten shillings (£2.50 in new money) from the scrap yard at Thurston, Innerwick by Dunbar. As far as I know, 'Bouncer' has had only two owners. The first lived at Stenton, by Dunbar and I am the second. I lived initially at Bourhouse, Dunbar before moving to my present home. When I first bought the car I was not yet 17 so could not drive it on the public highway, so I drove only within the Bourhouse estate. This car has not been out of East Lothian

and, as you will observe, the SS number plate indicates an East Lothian registered car. The car was first registered in 1931, but sadly the original log book was handed in when the previous owner put the car onto the scrap heap when it failed its MOT. My father's gardener, Jimmy Sands, happily drove 'Bouncer' off the scrap heap the 3 miles to Bourhouse, up the steep hill known as the Brunt, through the village of Spott to Bourhouse. Spott village is some 3 miles into the hills south of Dunbar, East Lothian, ideal vintage car territory."

## "STOP AT HOME" TEN FOUR

John Bilton of Misterton, Doncaster told me of his Ten Four saloon BAL 578, that was purchased by his grandfather George from Panting Priest's Garage (what a name!!) in Walkgringham, Notts in 1935. The car, having been handed down to him, still "lives" in the same garage only two miles from where it was purchased! John told me: "I've found a couple of photos of BAL 578 and the original bill. My grandfather bought it to replace an Overland tourer. Before that he had a Ford Model T and a small Calthorpe. He carried on driving BAL 578 until the 1950s, when he had a leg amputated and passed



Grandfather at the wheel

it on to my father (the car, not the leg). I remember all the family piling in to go on holiday in the 1960s - Mum, Dad and 5 kids with a big box on the rear rack and luggage piled high on the home made wooden roof rack. My father stopped using the car in 1967, when the cost of bringing up a family made running a car a luxury (we used buses instead). It has sat in the garage since then - waiting for some spare time to get it back into running order. I inherited it when my Dad died in 2005."

*RIGHT: The bill. Please note the discount!!*

**What's it worth? (See p2): Winning bid was £5000**



## FBHVC REPORT from Ken Johnson

### FIVA DEFINITION OF AN HISTORIC VEHICLE

The following report by Chris Hunt Cooke is taken from the FBHVC Newsletter:

"Few news items have generated as much correspondence as the report on the definition of an historic vehicle agreed by FIVA, which is: a mechanically propelled road vehicle, which is at least 30 years old, is preserved and maintained in a historically correct condition; which is not used as a means of daily transport, and which is, therefore, a part of our technical and cultural heritage.

This definition is mostly for political lobbying purposes, and you have to look at an international context. For example, the EU commission have given indications that while they are happy to consider legislative exemptions for a reasonably small number of vehicles, used for relatively low mileages they would be concerned if the number of vehicles or the mileage they covered rose as a percentage of the total vehicle park. It is hoped by lifting the defined age to thirty and excluding vehicles used for daily transport, this will be avoided. Some of the newer members of the EU from Eastern Europe have a considerable number of old vehicles in daily use and the EU would not wish to see them included in any concessions made for classic car purposes.

The adoption of the definition by FIVA does not mean that individual countries will use it for all purposes and it is unlikely it will have any impact in the UK. That is a pity in some ways because it might get the rolling date for the exemption moving again.

There are no indications at all that the powers that be in the UK have any thoughts about restrictions on mileage for exemption purposes and the FBHVC have been very successful in ensuring that we are able to use historic cars in the UK with no more restriction than the modern vehicle there were those who were very wary if when the historic

VED exemption first came in, fearing that some restriction might be quid pro quo. Thankfully, that has not happened.

I was at a meeting in Brussels when FIVA voted on the new definition and some countries do have real concerns, the Italians for instance currently have a 20 year rule and were very concerned that their government might take this as a green light to increase that to thirty. However they were eventually persuaded to support the change by the argument in relation to lobbying the EU.

We can assure all members that this definition will not affect the Federation's treatment of any of our vehicles; it is a political tool that we can use to our advantage, not a code of practice."

Thanks and appreciation to the FBHVC for permission to reproduce this article.

The above is the item that triggered the discussion at the Leicestershire Noggin. The relevant points that caused some consternation were:

- "Not used as means of daily transport".
- "Preserved and maintained in a historically correct condition". What about engine and gearbox changes on pre-war Eights and we wondered where that would leave the, so called, Morris Meteor.
- Although the FBHVC assure us that it will make no difference to how we operate our vehicles at the present time I would not put it past this Government to find ways to remove some classic vehicles out of the tax exemption range.

I have written to the FBHVC with my thoughts, if anyone has further comments they could send them to me or direct to the FBHVC. E-mail:- secretary@fbhvc.co.uk

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# FOTO FINISH

Please submit pictures of  
interest to the Editor

## RIGHT:

Ex-Harry Edwards 1930 CMS Minor at the church and shell museum at Glandford in Norfolk.

*Roger Lucke*

## BELOW:

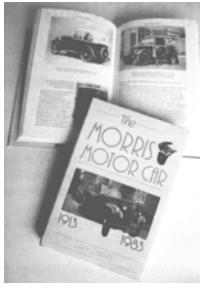
A 10/4 found in a wood near Grantown on Spey in Scotland. It is car S2/TN 54323 with Engine No. 50062. It is very far gone and I think there are no recoverable spares from it.

*Will Anderson*



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