

MORRIS MONTHLY



Volume 50

Number 3

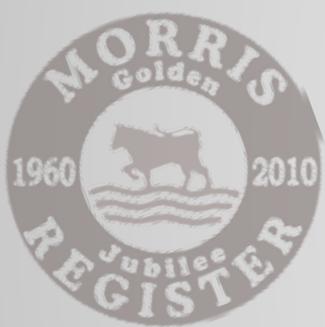
March 2010



NEWSLETTER OF THE MORRIS REGISTER

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

www.morrisregister.co.uk



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NEWSLETTER OF THE MORRIS REGISTER

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EDITOR Rob Symonds writes:

Judging by the number of events that are springing into Diary Dates these days, this should certainly be a time that many of us are beginning to sniff the Spring air and to anticipate fine motoring weather ahead. With this in mind, I dare say a number of Morrisies are close to coming out of their Winter hibernation. With a week of half-term holiday looming I certainly had every intention of getting the engine back in my Eight during the third week of February.



As I write this, however, whatever good intentions I had have not converted themselves into practical action. I managed to come home from school with a bad dose of that vomiting virus, and it took me until Wednesday to feel anything like normal, at which point we had a decent downfall of snow to provide a further excuse for inaction. So, my only achievement (no mean one, I'll hope you agree!) has been to put this month's magazine to bed over the last few days. As for the Eight, it looks like the first week in April is a more likely target. . .

I certainly hope you are being more successful than I am in making a start to your preparations for Anniversary year and the prospect of a free car badge should definitely provide an incentive if it were really needed. If you have been involved in any restoration or refurbishment work over the winter, then we'd like to hear about it: don't assume that everyone knows as much as you do about working on your Morris! I am still conscious that Morris Monthly is a little light on the technical side!

Cover Picture: Mark West's 1934 Minor SV Four Seater Tourer

The Morris Register



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

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

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

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

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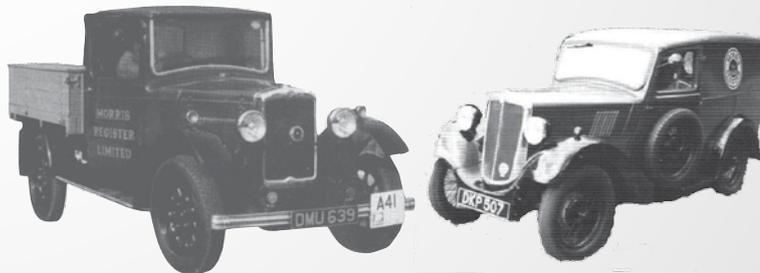
PRESIDENT **Bob Beaumont** writes:

The Monthly certainly gets better with every issue, thanks are not only due to the Editor but also the contributors, please keep it up!

In this Anniversary year, it may be worth reminding newer members that the club has two vehicles, a One Ton truck and an Eight van (see pictures below). The latter now has a rebuilt engine. In a way they are an odd couple, as both live in the same county but rarely go out together, although efforts are being made to put this right in this special year. It will also give me the chance of some much overdue Morris driving!

My appeal for nominations for the President's Award for 2009 brought in the names of two members, and after due consideration, I am pleased to select to Mike Porter, the Midlands region Chairman and author of Morris Mechanicals, whose efforts brought in three letters of recommendation. Very well done, Mike. Arrangements will be made to make the presentation at a President's Conference later in the year.

Finally, I hope to see many of you out and about about on FBHVC Drive-it-Day, Sunday 25th April, so give me a wave if you see me!

**DEADLINE**

14th of the month prior to publication

WEBSITE

www.morrisregister.co.uk
 Contact: Jim Riglar, Webmaster
 e: jimriglar@blueyonder.co.uk
PASSWORD changes this month to **HATBOW**

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 Non-members: please contact for charges.

COMMERCIAL ADS

Traders or commercial enterprises interested in advertising in Morris Monthly, please contact:
 Lionel Smith, Commercial Ad. Manager
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 lionel.p@homecall.co.uk

NON ARRIVALS

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

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

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



MY EIGHT AND ITS TOOL KIT

Bob Jaeger



Back in 1975 I decided to buy an old car to restore. A 1936 Morris Eight Two Seater became available: it cost me an exorbitant price of £100, by today's standards it was quite cheap. The vehicle was owned by hippies in the 60s, it was painted pink and black with various murals painted on the sides: one was of a naked female which had an ode painted on the top of it in a form of a banner blowing in the wind! I was unable to work out what these words mean since, because the bonnet was not fitted, the front part of the writing was missing. Also, on one of the doors was a signed written ode which was held by two cupids. This read "There is no darkness be it near - be it far". What this verse means I don't know, so I would be grateful for any suggestions. The artwork which was done was very clever and the person who did it must have been very talented.



I started the restoration when I finished my apprenticeship in the motor trade and eventually put it back on the road in 1978. I still do various jobs on the Morris, as and when I find out that things I have done previously are not quite right (e.g. a replacement of the hood to the correct dimensions and fittings).



As this is now complete I wanted something to pass my time and give me something to do, so I decided to try and get together the original tool kit and toolbag that came with the vehicle when it left the factory. Harry Edwards' article which he did on Morris Tools a while back was very helpful, and various other members of the Morris Register, names that I have forgotten (probably age related) sent me details and dimensions and photographs of the original toolbag. One tool which was very hard to find, was the sump plug spanner this was also sourced through the Morris Register.



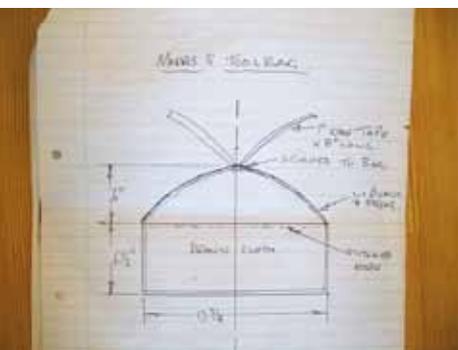
As you can see from the photographs the tool kit was very comprehensive, I think the tools that I accumulated are correct to the best of my knowledge, but if anyone out there knows different, I would welcome any suggestions.



Also see the photographs of an original tax disc holder made out of brown Bakelite with words Morris Motors on it. I do believe this would be one of the original holders that came with the car when it left the factory.



I have now run out of jobs to do, so all I can do now is enjoy the car - "weather permitting".





from **SECRETARY, Mike Brears**

GEOFF PEALING (1941 - 2010)

It is with much sadness and regret that I have to advise members of the death on 10th January 2010 of William Geoffrey Pealing, whose membership number 0405/7 made him the North West Region's longest serving member. Geoff had not been very well for a number of years and had spent periods of hospitalisation, but he was determined throughout to retain his membership of the Morris Register. Geoff was a relatively young 68 years of age and died shortly after suffering a stroke.

Born and bred on Merseyside, Geoff lived in Maghull and in the early days of the Morris Register was an active and enthusiastic member with a wide knowledge of matters Morris. He was a member of the Crosby and District Pre-War Motor Club as long ago as the late 1960s and also held membership of the Velocette and North West Girder Forks Motor Cycle clubs. Geoff was a true vehicle enthusiast whose interests also embraced buses and coaches. Geoff enjoyed ownership of a large selection of cars, vans and motor cycles over the years and even had a fire engine in the garden of his home. He never owned a modern car, but always had a motor cycle in daily use and always bought British. Fittingly, Geoff was borne to his funeral aboard a motor cycle sidecar hearse. The Crematorium was packed to capacity with fellow enthusiasts including representatives of the Morris Register.

Geoff leaves behind his daughter Rachel, son-in-law Dennis and his three grandchildren, Paige, Ryan and Lydia, to whom we extend our sincere condolences.

Tom Taylor

MVS AND WEBSITE FORUM

Dave Harris said in his piece in February's "Morris Monthly" that the Executive would be discussing a date for closing down of the MVS email system, this date has now been agreed as 1st April 2010. No, it's not a joke, from that date all discussion topics will be via the forum in the members' area on the website. We believe that a forum which all members can view and contribute to without the need to receive what is in some cases a vast number of e-mail messages is far superior to the system used up to now. To use the forum everybody who wishes to post messages must register and following some criticism the process is being revised to make it easier to gain access. For the faint hearts, Jim Riglar has agreed to produce a simple step by step guide to gaining access. Please remember you will not be able to use the email system after 31st March so please do register for the forum now.

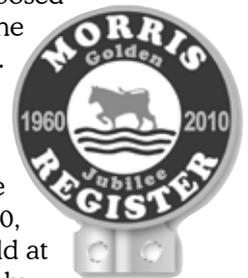
DISCOUNTED RAC BREAKDOWN SERVICE

Members may recall that some years ago we applied for and were successful in obtaining Associated Club Status with the RAC enabling members to receive a discount on their breakdown insurance. We had a reminder just recently from the RAC that they have refreshed all their marketing material following an update of their brand last year and have asked us to confirm a number of details. This has been done and I have asked them to supply details of their latest products for inclusion in a forthcoming newsletter. In the meantime I would remind all members that to continue to receive the discount from the RAC the Club needs you to take out their breakdown cover and we need to keep advertising their services. Just remember, the Club won't make a penny out of the deal but you will – cheaper breakdown cover!



50th ANNIVERSARY BADGES

An order has now been placed with a supplier for 1000 individually numbered badges. It is proposed that badge Number 1 is to be awarded to Neil Castle, the winner of the competition to design the badge logo, whilst Number 1000 is to be lodged with other Club property at the Oxford Bus Museum. The really good news is that 500 are to be given free to members attending an official anniversary event (in their Morris). Understandably, measures will be put in place to prevent members getting more than one free badge! It is hoped that this will be an incentive (if one were really needed) to encourage a high turnout at this year's events. The remaining 498 will be put up for sale at a price of £20 each. The only exception being that badges with significant numbers i.e. 2 to 20, 22, 25, 30, 33, 40, 44, 50, 55, 100, 123, 222, 333, 444, 555, 666, 777, 888, etc., are retained by the Club and sold at a premium rate to be decided at a later date. Details will follow in the April edition of Morris Monthly,



SEEN & HEARD

I had a call from an ex-member the other day who wishes to dispose of a number of Morris Eight spares ranging from Ibrake components, differentials, wire wheels, steering columns plus a host of smaller and larger items. If anybody is interested I have a list which can be sent either by post or email. Prices are by negotiation direct with the seller Rod Carroll, who can be contacted on 01227 751 338.

SPARES GROUP NEWS

Moves are continuing to make progress towards the objective of an online stock list and price list to be coupled with an online ordering system. A new mobile number will be in commission soon and a dedicated computer will be obtained shortly. Webmaster Jim Riglar and Membership Secretary John Nagle will then evaluate a software package which seems capable of meeting out needs. Watch this space!

Caption Comp



No new competition this month, I'm afraid, due to lack of a suitable subject. Please do send in any suitable pictures.

Last month's produced the largest entry to date. You can decide the winner yourself from this short list:

"We're off to join the cubs today" (John Wilde)
 "Running Purrfectly!" and "When driving always keep a look out for cats' eyes!" (Mike Porter)
 "I always wanted to drive a Jaguar!", "This beats John 'Two Jags' Prescott!" and "This is taking 'Put a tiger in your tank' too seriously" (John Bates)

IF YOU HAVE A SUITABLE PICTURE FOR USE IN THIS SECTION, THEN PLEASE SEND IT TO THE EDITOR.

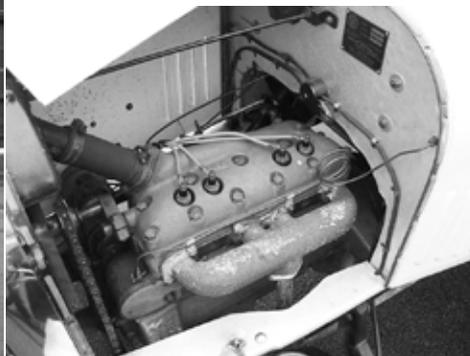
What's it Worth?

1920 Morris Cowley



On eBay in January: "1920 Morris Cowley Bullnose 2 Seat Tourer, finished in primrose yellow with black wings. Restored around 15 years ago and still in wonderful condition throughout. Electric starter if you don't fancy cranking the handle. Runs and drives beautifully. Recently released from a very important English collection."

Answer on Page 32



Morris Mirth

Please send items of a humorous nature to the Editor



Thanks again to our mystery anonymous member for this cartoon, particularly relevant given the announcement on the previous page. (Perhaps we should run a competition to identify him at some point).

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

All efforts will be greatly received by the Editor.

"He would find it a lot easier to look in the MR forum!"



SCRAPPAGE

In response to a question from one of our member organisations regarding how an historic vehicle that has passed through the Scrappage Scheme could be saved, the Department for Business, Innovation and Skills (BIS) sent the Federation the following statement:

A Certificate of Destruction must be issued for all Scrappage Scheme vehicles. Whatever their age or condition, these vehicles are effectively being declared End of Life Vehicle (ELVs) by their last owners at the dealerships which accept them. To comply with the 2003 ELV Regulations, the vehicle must be initially treated at an Authorised Treatment Facility (ATF), to the standards required (fluids drained, battery and tyres removed, airbags deployed or removed), and it would then no longer be classed as hazardous waste. The scrapping process could stop at that stage and the vehicle could be preserved and sold on, should the ATF wish to do so. Although a vehicle should not be put back on the road, even if this is possible, it could be saved for display or donation to a museum.

Further information is available from the Vehicle Scrappage Team on 020 7215 5000 or scrappage@berr.gsi.gov.uk

ENGINE CHANGE

Question: I have notified DVLA of a change in engine capacity, and DVLA have asked a number of supplementary questions before they will accept the engine change. Is this a new practice that has recently been introduced?

Answer: The Federation was not aware of any change in this area. While the Federation investigates further it would be helpful if we could see if this is a one-off or if this is a widespread change. If you have notified DVLA of a change in engine capacity in the last few months and DVLA have asked for supplementary information before accepting the change, could you please contact the Federation, preferably by email. What will be of particular interest are the "before" and "after" engine capacity, registration number, make and model.

If there are any other pressing questions relating to DVLA matters, please contact the Federation, preferably by email or letter.

ANTIFREEZE

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages – but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for "classic cars" on their company websites. **Be aware that there are also low or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.**

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing "bittering agents" to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT). **Recently, problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in "old" engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.**

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. These products are usually coloured green and are not recommended for use in historic vehicles.

The Federation is still researching this problem but advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles
- only use OAT products ("advanced" or "long life" antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer
- never mix different types of antifreeze without thoroughly flushing out the system
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.



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SOME UNIQUE MINOR SPECIALS

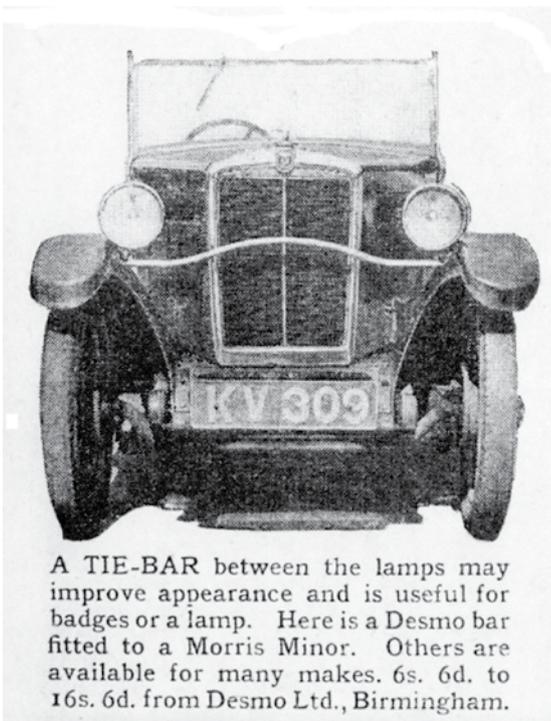
(Part 1)

Harry Edwards

Described as a "Travis Special" this one (pictured below) was based on a 1932 season Morris Minor (chassis SV 11365), originally registered KV 309 as a two-seater in December 1931 at Coventry and subsequently re-registered NSV 601 as a "Travis Special", it is now owned by an enthusiast in Montrose, Scotland. Unfortunately the suggestion by a previous owner that a certain General Travis built it in 1932 for the 1932 R.A.C. Rally does not fit the facts, and although some five standard Morris Minor two-seaters were entered, together with a Morris Family

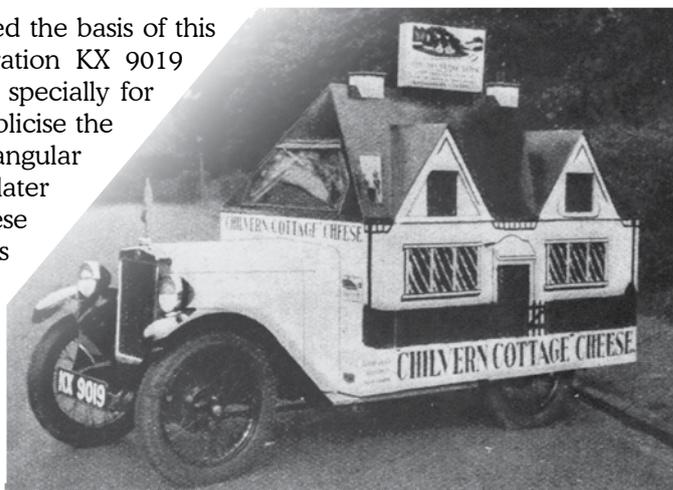


Eight, as well as A. Squillaro, driving the well known McEvoy Special Morris Minor, no entry was listed under the name of General Travis. Indeed the standard two-seater Morris Minor, registered KV 309, was being used in December 1936, by Desmo Ltd., to demonstrate the fitment of a tie bar (right).



A TIE-BAR between the lamps may improve appearance and is useful for badges or a lamp. Here is a Desmo bar fitted to a Morris Minor. Others are available for many makes. 6s. 6d. to 16s. 6d. from Desmo Ltd., Birmingham.

The side-valve Morris Minor van chassis of 1932 formed the basis of this cottage body vehicle. The Buckinghamshire registration KX 9019 dates to late 1932 and these Minor bodies were made specially for the Dominion Dairy Co.Ltd. by Grose Ltd. in 1932 to publicise the introduction that year of "Chiltern Cottage" cheese in rectangular portion packs by the then Dominion Dairy at Aylesbury — later to become part of the Cow and Gate organisation. These side-valve Minor "cottages", together with similar vehicles on the contemporary Austin Seven chassis, formed a fleet of some 50 such mobile advertising vans that were distributed throughout the country to reputable grocers. Despite the novelty of the bodywork, there was still ample room within the body to carry sample goods. This vehicle was entered in the Eastbourne Concours d'Elegance on Wednesday September 7th 1932.



This is a photo of a small two place car built back in 1935 by C.W. Graham of New South Wales. It has a Morris Minor chassis and springs, a Singer 1927, 12 hp O.H.V. motor, a Flustin radiator with enlarged top water tank, a Ford Model T front and rear axle, including differential with sections cut out for narrow track, Ford Model T wheel hubs built-up for spoked rims to carry 27 x 4.40 tyres. The body measurements are the same as the M. G. type and the car is finished in light blue enamel with plated fittings.

When he sold this car the cash started Mr. Graham off in business. He commented, "So you can see that from my own practical experience a car not too small will be very acceptable and the proud owner well rewarded."

Adapted, with acknowledgement, from a letter to Science and Mechanics magazine, of Illinois, 1948

Adjusting and Tuning the S.U. Carburettor

Part 3

With Notes on Synchronising Multi Carburettors

by "FLATSPOT"

General Performance (cont.)

Petrol Consumption

If the idling is accurately set and the general performance of the engine is up to normal it is extremely unlikely that excessive petrol consumption can be caused by the carburettor. Remember many other factors enter this question of petrol consumption, and the method of driving is not by any means the least of them. If the driver is "heavy footed" do not blame the carburettor or any part of the car, other than the driver, for ruinous consumption figures. Weather conditions also have a say in the matter, and, of course, town work and high speed driving can cut in two the stated m.p.g. figures of the makers.

Make certain that brakes are not binding or that flooding of the carburettor is occurring owing to a needle sticking in its guide, or to undue pressure from the fuel pump.

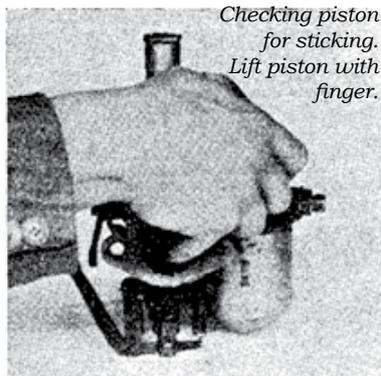
Before deciding that consumption is heavy, test by driving the car between 30-35 m.p.h. out and home on a give and take road over a measured distance.

"Synchronising"

Presuming that correct needles are being used, the synchronising of multi-carburettor induction systems is chiefly a matter, with S.U. carburettors, of adjusting the speed and mixture strength for slow running. For the sake of simplicity in description, let a two carburettor synchronisation be described. The method is the same if more than two are fitted. First tackle the speed of slow running. The two throttles are joined by a flexible throttle connection. Slacken off one of the clamp screws of this connection so that the throttles can be moved independently. Now take a thin piece of paper and screw out the spring-loaded throttle stop screws on each carburettor until the paper can just pass between the end of the screws and the stop on the body of the carburettor, when the throttles are in a closed position. Next move the screws clockwise just half a turn each and one can then be reasonably assured that the throttles both have the same degree of opening. Ensure that this is so, however, by running the engine and listening closely to the intake of each carburettor. The noise caused by the inrush of air should be the same in each case. Remember that the wider the throttle is opened the more intense is the noise. Consequently if the noise is more intense at one intake, slacken back the throttle stop screw of that carburettor until the hiss is the same in both instruments.

Having satisfactorily decided upon the slow-running speed in this manner, the clamp of the flexible throttle connection should be tightened up. Now attention should be given to the mixture strength.

First check the position of the needle in each piston as described under "Reassembling" To fit the taper jet needle." Then disconnect the jet levers by removing one of the fork swivel pins. Each carburettor should now be tuned individually for mixture strength in the manner detailed under "Slow Running." Be sure to keep the shoulder of the jet head hard up against the bottom of



Checking piston for sticking. Lift piston with finger.

the jet adjusting nut when the height of the jet is being altered. Be delicate in altering the jet adjusting nut, for it is most critical in its movements. One-sixth of a turn (or one flat of the hexagon) can be the difference between a rich or a weak slow running mixture. When the correct mixture has been obtained it should be possible to lift one piston a fraction without causing the engine to stop; but it should at once cause the engine beat to become irregular owing to weakness. The same effect should be obtained when each piston is lifted in turn. When the correct setting of the jets to give perfect idling has finally been decided upon, it will probably be necessary to readjust the length of the rod connecting the carburettor jet levers. To do this, turn one of the fork joint nuts until the jet heads of both carburettors are hard up against their respective jet adjusting nuts.

Piston Fit in Suction Chamber

Particularly with multi-carburettor engines should the fit of the piston in the suction chamber be noted. On a two carburettor outfit, for example, the pistons should rise about the same height when the throttle is "snapped" open.



Testing piston fit. Suspend chamber upside down, hold piston in right hand, one finger over air release hole in piston. With left hand, push suction chamber towards piston.

The clearance between the large diameter of the piston and the body of the suction chamber is not a machined measurement. It is judged by the air leak between piston and body. To make the test, remove the suction chamber in the manner already detailed. Now suspend the chamber upside down by holding the piston in the right hand. Place a finger of the hand holding the piston over the air hole that leads to the inside of the chamber. With the left hand push the suction chamber towards the piston as far as it will go. Now remove

the left hand and time the period it takes for the chamber to slide from piston to the bottom position. Naturally the time taken will depend upon the amount of clearance between the piston and the suction chamber body. Usually the larger the size of carburettor the slower will be the drop. A horizontal carburettor with 1 in. throttle bore should have a drop of 3-4, seconds. 1 1/8 in. throttle bore usually returns 6-8 seconds. On a medium size carburettor a drop of 2 seconds can be accepted as definitely fast. The exception is with downdraught instruments, on which the drop is much quicker. A medium size downdraught model should give a 1 1/2-2 seconds drop.

It will be appreciated that when more than one carburettor is employed on an engine it is essential that the rate of drop for each carburettor should be identical. If such is not the case, then it is most desirable to obtain pistons that give the same drop so that the same type of needle can be employed in each carburettor.

Cleaning at Regular Intervals

At 18 months' interval, and every three months in tropical climates, it is advisable to remove the suction chamber and piston, and, taking a rag moistened with petrol, clean carefully the inside of the chamber and the outside of the pistons. If dirt between the needle and its guide is indicated by petrol flowing from the float chamber, the foreign matter can usually be removed by depressing the tickler pin protruding through the float chamber lid. This will cause an inrush of petrol which will usually wash the grit through the guide into the float chamber. Failing this the needle and guide must be removed and the obstruction removed manually.

If dirt is suspected of choking the jet it can be inspected by raising the piston with the blade of a pen-knife or a pencil. Now flood the carburettor by depressing the tickler. If there is dirt in the jet, petrol will not flow freely through that part. Dirt can usually be removed from the jet by running the engine, whilst stationary, with the throttle wide open and at the same time place the hand momentarily over the air intake. Do this repeatedly until the engine commences to race. If this procedure fails to have the desired effect, the jet should be removed as previously explained. This, however, should be avoided if at all possible.

Lubrication of Piston Rod

The only part needing the application of a lubricant is the piston rod that runs in the fixed bearing. To lubricate this part remove the oil cap nut from the top of the suction chamber and drop in a little thin oil. The oil must be thin. Heavy oil should never be applied. Bicycle or sewing machine oil is the most suitable.

Lack of lubrication may cause the piston to stick. Check this by lifting the piston with the finger as in photograph. It should rise freely and drop smartly on to its seat with a click when released. Should it fail to do so, pour a few drops of paraffin into the top of the suction chamber when the oil cap has been removed. Then work the piston up and down until it is perfectly free.



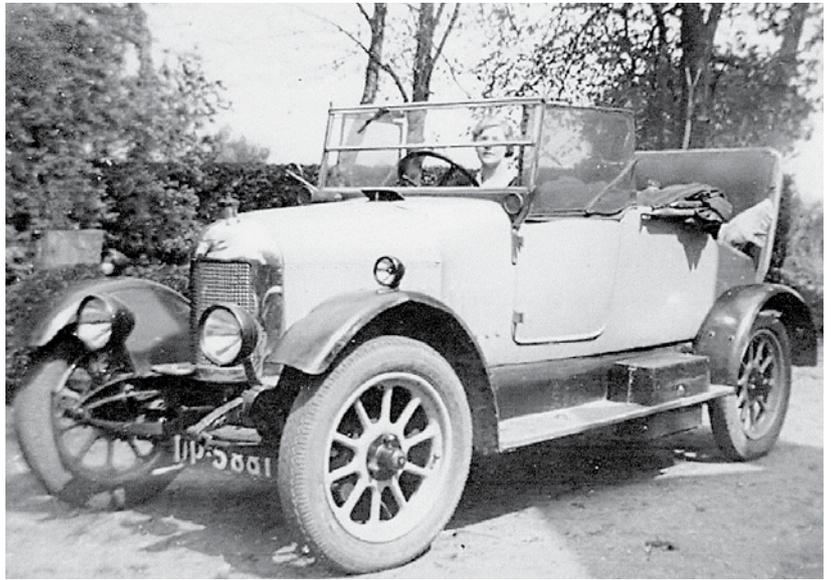
Letter to the Historian

Dear Sir,

I am writing to enquire if you have any record of a Morris Cowley of early 'twenties registration number DP 5881.

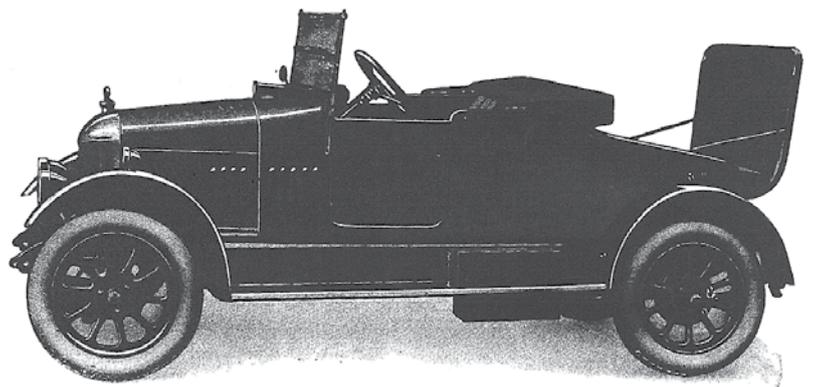
It belonged to my grandfather who purchased it in 1925 and sold it in 1952. It was then restored by the garage who bought it, so it could still be around. I have fond memories of this Morris as it was the first car I ever rode in. The two photographs reproduced (right) were taken for King George V Jubilee in 1935 and we still have some of the fancy dress clothes.

Yours etc.
David Pattinson
Henley on Thames
Oxfordshire



(Historian's note: Your grandfather's Morris Cowley was a two-seater with dickey seat, a 1925 model. Original price was £175. The registration number was issued by Reading County Borough Council. Despite the fact that it was sold as late as 1952, I can find no record of it surviving in either our Club or in the Bullnose Morris Club).

Below left and right: Contemporary advertisements for the Two-seater Cowley.



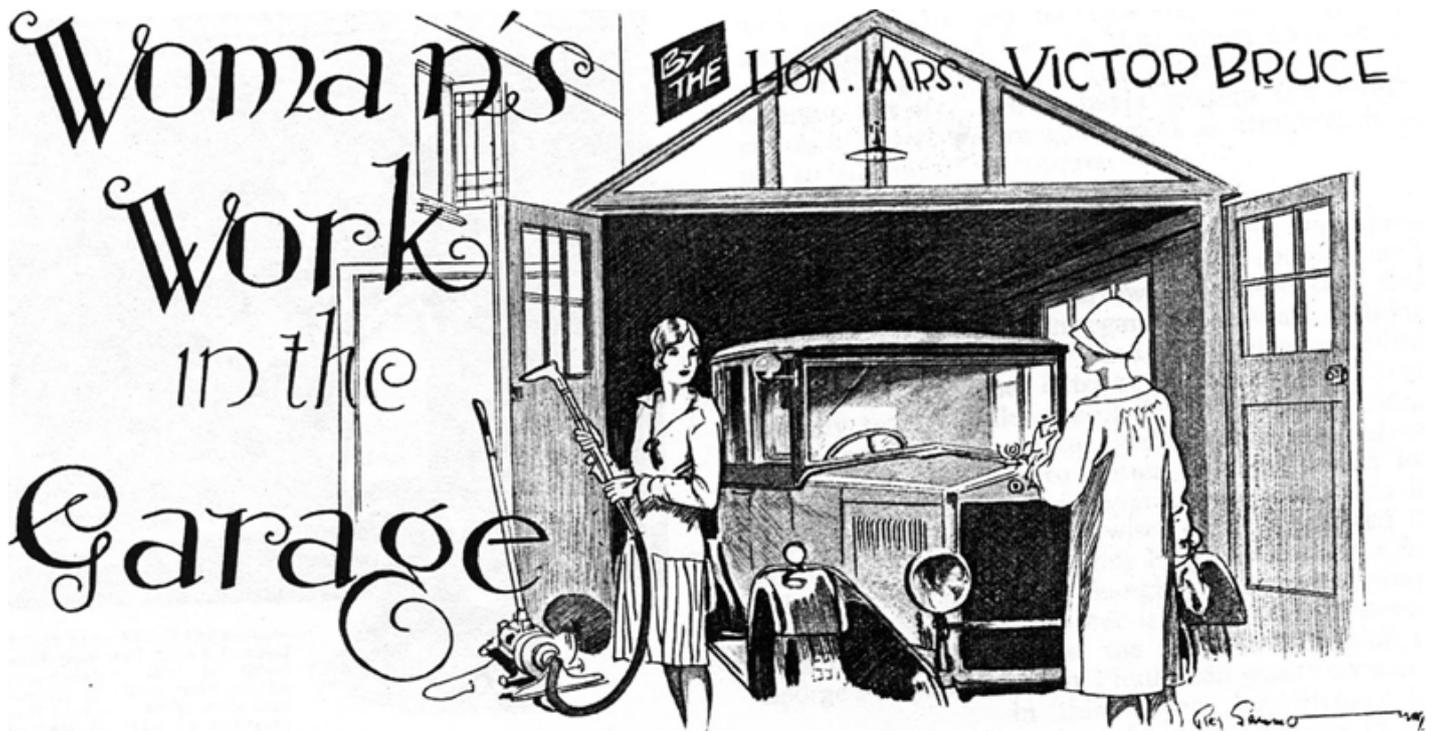
The Morris-Cowley 2-Seater

Price £175

Coachwork and upholstery in grey.

Complete with full chassis equipment, as specified, and 12 months' full insurance (General Accident policy).
THE Morris-Cowley two-seater, while being the lowest priced car in the whole of the Morris range, is complete down to the last detail. It is a sturdy "go anywhere" car that will run for many thousands of miles without calling upon its owner for any attention, other than filling up with petrol, oil, water, and occasional greasing of the chassis. Its two-seater body, as now fitted, includes a large dickey seat, fully capable of accommodating two adults if necessary, while the main seats give ample width and leg reach for the longest distance touring in comfort. The angle of the upholstery has been carefully studied to ensure maximum driving ease, while side-curtain equipment in conjunction with the two-panel windscreen now fitted, and the easily-erectable hood, mean absolute immunity from the effects of the worst weather. Tools are located in a box in the boot of the car, while the detachable cushion of the dickey seat means that the rear portion of the car can be used to carry a very large supply of goods. The upholstery, in grey, is well padded, and is made pleated, so that it will not collect dust. The car as sold, at its catalogue price, represents the zenith of economical motoring for two persons.

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



Sex equality may be usefully demonstrated in keeping the car spick and span

PRIDE of possession is a most important factor in the joy of car ownership, and the majority of cars receive just the same loving care that the horse lover expends upon the animals in his charge. Perhaps lack of knowledge may result in unwitting neglect of some more or less vital attentions; but a wealth of — I almost wrote affection — is given by most of us to our trusty little steeds. In a growing number of homes, husband and wife share fully in the driving, as well as the pleasure and convenience of the car; and Phyllis spends many a spare hour while George is earning the wherewithal to run the car, in grooming, and sometimes even vetting, the willing beast — the car, not George!

Leisure Hours

Where Phyllis is unable to drive — and it is very much to the public good that she should not be urged to learn against her will — there is still no reason why she should feel excluded from some part of the joy of ownership; the part that returns, in time and labour, service for willing service. George spends some of his spare time with his head inside the bonnet, or on his back on the garage floor, dodging the oil which drops with fatal accuracy into eyes or ears or mouth. When things are working to his liking, it is time to dash off to the office; and, of course, he leaves oil drums, petrol cans, spare tyres and tools all over the place! All husbands are untidy. Usually they have a good excuse for it; but Phyllis, if she is wise, looks upon the task of tidying up after him as part of the joy of ownership! — of George, as well as the car!

Anyway, in regard to the motor house, I do think it may be regarded as the woman's part to see that it is spick and span. Think how irritating it is, after a hard day at business and a long drive home in the traffic stream, to have to clear away the litter of the morning's operations before it is possible to put the car away for the night; and what a relief, after dreading the task, to find the garage spotless and a model of orderliness!

Plying the Needle

Such matters as the making of loose covers for the seats clearly fall to the woman's share, and I usually find that a man's idea of the cleaning of car interiors, whether he be husband or garage hand, is not quite my idea. Roofs of saloons, when covered in upholstery material, become dust laden and fusty; carpets positively exude grit and dirt; and the nickel fittings soon begin to look second-hand, through the too copious and not sufficiently frequent use of metal polish.

Polished interior woodwork, from which no man ever seems to think of removing the filminess and fingermarks of carelessness and neglect, well repays the application of a little furniture polish. Phyllis would not dream of letting her drawing-room get in such a state; so surely she can keep the saloon as fresh and sparkling as she would wish her home to be.

The initial task is clearly one for the domestic vacuum cleaner. Motorcars, not unnaturally, show an affinity for dirt, and it is really amazing how much grit can be extracted from the crevices of the upholstery by a good electric cleaner.

Editor's Note: I am grateful to Ken Martin for supplying this item, which shows that the Morris woman of old certainly played a more constructive rôle than some we might mention (but choose not to on the grounds of personal safety). Further extracts in the months ahead.



Picture: the formidable Hon. Mrs. Victor Bruce

M8TC - Its Birth and Evolution

Frank Ashley

IN THE BEGINNING

Around the early part of 1960, a letter from Mr B.D.M. Hicks appeared in "Motor Sport" announcing the formation of a club for owners of Morris Eight Tourers, and asking interested parties to contact him or Mr Roy Chasmar. Having owned a 1937 series II since 1958, I duly replied and awaited further details. These arrived together with a membership form, and a notice of a meeting to be held in the London area. Now London seemed a long way from Stoke-on-Trent and would need more petrol than I could comfortably afford so I was very lethargic about filling in my application form. Eventually it was realised that there were potential members north of Watford, and a meeting was arranged in Leicester in the early Summer. This was much nearer, and within my petrol budget, and so I attended my first event with about 25-30 other people, to meet Bev Hicks (Secretary), Roy Chasmar (Chairman), Donald Hicks (Treasurer) and other members and prospective members. Several items were discussed during the meeting including future events, a club magazine, a club badge, and the acceptance of saloons, most of which were destined for rapid action. The important issue was that there were only a few paid-up members, and without more funds, the club was not going any further. This prompted me (and obviously a number of others) to fill in the form and cheque and send off to HQ in Beckenham and within a month, the membership stood at 25.

The first issue of the club magazine under the editorship of Brian Dermott, (The Journal) appeared in July, with the club badge order form in the September Journal. However, it was to be sometime before M8 Saloons were accepted, the result of a postal ballot held later in the year being 2:1 against. The Journal rapidly went from strength to strength with issue 2 containing 2 articles, one with photographs, and a healthy number of readers' letters. The covers from No 2 onwards carried drawings, usually of M8 tourers, which eventually carried the "HWE" signature. More HWE drawings appeared in issue 3, to accompany the first of a series on

Series II renovation written in the style that we were to become very familiar with, whether under his own name or his various nom de plumes. Two events were held in the latter part of the year, a driving test meeting in Essex, and a rally in the Chilterns. Another happening of considerable interest to members in the first year was the arranging of 10% discounts for members purchasing spares from John Wrigley Spares and Northwoods Spares, and 15% on reconditioned engines from Mascot Engineering. (Their normal price for a Series I/II engine was £31.15s.0d). For those members close enough to attend, a monthly Noggin and Natter commenced at The Samuel Whitbread in Leicester Square. (You could park outside in those days!) During this first year the major problem affecting the club was that of finance. Despite the membership in the low fifties by the end of the year, all available funds were being consumed at a rapid rate by the magazine, postage and general admin costs, and I wrote to Bev suggesting that a Christmas draw could be the answer to the problem. This resulted in the formulation of the club's first unwritten rule; if you suggest something, be prepared to do it: Thus evolved my first official function for the club. The Christmas draw had two results; sufficient funds were generated to ensure continuation of the club, and I gained something to

occupy my time in November/December for the next few years.

The club had completed a successful first year. What would be the progress in the years to come?

FORMATION OF THE MIDLAND AND NORTH REGION

The early months of 1961 saw little club activity; even the publication of Journal No 4 was delayed by other activities, namely exams to further the careers of most of the club officers, and also the editor having his car written off. However, by April, the winter weather was over, and both cars and club emerged from hibernation. The first event was another rally organised by Roy Chasmar in Essex, with emphasis on easier navigation to encourage new entrants, and one suspects those who got lost on Chas's previous rally. Six days later came the AGM at



Above: Frank at the wheel in 1963 at the Darley Moor driving tests.

Below: At Wiscombe Park MGCC trials in 2008, the year he won the MG Triple M Register Car of the Year Award.



The Two Chairmen, with reports from both the Treasurer and the Secretary covering the first year's finances and activities. Membership had received a boost, standing at just over 80, thanks to the "sticker" campaign, where members carried small leaflets describing the club, which could be left under the wipers of potential members. The existing officers were re-elected, together with a committee consisting of Harry Edwards, Cliff Pratt, and myself. A number of items were discussed, and voted on, the most significant being the acceptance of Minor Saloons into the Club.

Having been elected to the committee, I felt it was time to try and get some things happening away from the South East part of the country, and a Midlands Noggin and Natter seemed a good starting point. These were to be held on the first Friday of each month at The George Hotel in Burslem, Stoke-on-Trent and 5th July saw me complete with carnation awaiting the mad rush; this ended up with just three of us, but it was a start and numbers grew with each meeting. After a few months, this was replaced by a new N and N alternating between Knutsford and Derby, to reflect the distribution of members. The club had proposed a repeat of the previous year's meeting at Leicester to include a driving test and concours on August Bank Holiday, but there was little interest, possibly due to holidays. Undaunted by this, I arranged for a North Staffs M. C. friend to organise a driving test meeting just outside of Stoke to take place at the beginning of September,

with the result that eight members enjoyed a very wet afternoon driving round pylons. The winner was Ted Spiller from Durham, with "The Red Bomb", the car which he has recently reacquired. Flushed with the success of the driving test, the next Midland event was to be a Rally in mid December in the Staffordshire Moorlands. While this did not attract a very large entry, the event was judged to be a success, especially by the winners, Kevin and Martin Saunders. At the end of the prize-giving, the second Christmas Draw took place; I had apparently volunteered again.

1962 Club activities started early, with the first Brighton Run being organised by Roy Chasmar in January. 20 cars made their way to from the London start at The Two Chairmen and travelled in torrential rain to Brighton parking on the Marine Drive, before moving on for lunch. The club's longest running event had been born. The AGM was held at the Two Chairmen at the end of March and once again the treasurer's report highlighted the precarious state of the club finances, but we were still just in the black. Cliff Weeds replaced Donald Hicks as treasurer, George Miller took on the role of Enrolment Secretary, and I was elected

as Assistant Secretary representing the Midlands and North. July saw the start of what was to become the club's major event, with the Beaulieu Run, and some 31 cars including 4 members from the Midlands, assembled in the Rally paddock at Beaulieu.

Midland events were increasing in number, with the second Swynerton driving tests held in April, and a Whitsun Run to Ellesmere lake on the bank holiday. Towards the end of September, a meeting was held at Knutsford to discuss the formation of the Midlands and North Region. After a report on the year's activities the meeting agreed to the new region, and John Williams was elected as Chairman along with Tony Mitchell, Kevin Saunders, Joe Douglas, and John Barnett as the committee. At that time, the membership of the new region was about 30 but was set to grow.

To help publicise our new region, I started to write a piece for the Journal under the by-line of "Midlander" which was a sort of gossip column. This continued for a few issues, later written by other midlanders, and when the club started to have a monthly it was resurrected by Tom Bourne as the first regional newsletter. The end of the year once again



saw our postman struggling to deliver lots of envelopes containing the Christmas Draw ticket stubs.

Regional events continued in 1963 with regular N and Ns, Driving Tests, the Easter Run to the Welshpool and Llanwyr railway and a visit to the VSCC race meeting at Oulton Park. I followed the Secretary and Editor in changing my M8T for a more

exotic vehicle, a 1955 TR2, which seemed like a good idea at the time. Regional membership continued to rise, and the 2nd regional AGM was attended by 30 members and guests. The AGM was preceded by the region's first concours, which was won by Peter Branch's immaculate Minor saloon (visiting from London region), narrowly beating Bob Forrester's restored but modified two-seater. This was almost certainly the last time that Bob did not win a concours, as the car was very quickly returned to standard specification. The final region meeting of the year was a Christmas dinner held near Ashbourne.

At the beginning of November, I started a new job in Rugby, and became a weekend traveller. Bill Humphries took on the mantle of Regional Secretary, and for the first time in three years gave my postman a rest before Christmas by handing over the Christmas draw to Cliff Pratt. Bill's appointment was confirmed at the 1964 AGM and I was given the honour of joining Donald Hicks as a Vice President.

Editor's Note: We hope to feature another article by Frank later in the year, concerning his time as Competition Secretary.





Regional Round Up



Southeastern Newsletter

EDITOR:

Audrey Frampton 01273
306 817 P.O. BOX 1608,
Brighton, BN2 6LS

CHAIRMAN'S CHAT

I hope everyone survived the snow and is looking forward to the spring. Sue and I did take the car out for spin on New Years Day. The roads were quite good, we picked up our daughter Vicki and Leo, her new boyfriend, from Wateringbury and then went to a car gathering at "The Moat", a large pub eatery near Wrotham. This event is organised by Maidstone Historics which has a number of Morris Register members. It was nice to see so many cars and friendly faces. Sue and I will be retiring from the committee at this year's AGM. I think it's time to get some new blood and new ideas in order to reinvigorate the region. As most people will know, this is the 50th year of the Morris Register Club and we need to try to encourage younger members to participate or the club won't survive another 50 years! Please consider joining the committee, we definitely need a secretary, plus others for the committee, as there may be others who wish to stand down too. (Our January meeting was postponed because of the snow).

Our AGM will be held at "The Three Horseshoes" at Knockholt on the 17th April 2010 - 6.30 pm for a 7 pm start. This year we are going to try something different for the free meal, so below is a menu for people to decide what they would like in advance of the AGM. Members can either e-mail, send a letter or phone our home number 01732 884 468 by the 9th April to place their order. Hopefully this will cut

WEST SUSSEX NOGGIN

Due to problems with venues in the past, the Noggin is currently meeting on the second Tuesday morning of the month at the Swallows Return, Worthing. This is located at the junction of Titnore Lane and the A259 (Littlehampton Road). Car park entrance is about 100metres up Titnore Lane on the west side. NB. We discuss where we will next meet at each noggin, so if you are new, please contact me first. Contact details: Dave Bennett. email morris.owner@datmanbu.co.uk (preferred option) 07853 875 230 and leave a landline number if I don't answer.

out wasted food which the club has to pay for!

GROUP MENU

- Breaded Scampi with chips and salad
- Mushroom and Spinach Stroganoff (v)
- Homemade Beef Madras
- Home Chilli con Carne with rice and salad
- Steak and Ale Pie with mashed potato, peas and gravy
- Chicken, Brie and Cranberry Pie with mashed potato, peas and gravy
- Liver and Bacon with mashed potato and peas
- Starters and Desserts are also available, but would need to be settled as extras.

Ardingly forms will be sent out to last year's entrants when we return from skiing in Switzerland as a family, celebrating my last year at work.

If you read January's Newsletter, my address was wrong so please send for Ardingly Forms with a stamped addressed envelope to Mr. Jeff Anderson, 18a Wye Road, Borough Green, Sevenoaks, Kent, TN1 8DX or if you prefer email to southeastchairman@morrisregister.co.uk I then can send you an electronic version of the form and we can "do our bit" to save money on postage.

Jeff Anderson



TRANS - PENNINE GAZETTE

EDITOR: Margaret Molyneux 01229 584 972
email: dmmem@tiscali.co.uk

POST CHRISTMAS LUNCH

On the 17th January 25 members enjoyed a lovely meal at the Belsfield Hotel overlooking Lake Windermere.

It was nice to see Martin and Anne McClarence and Mel and Millie Ashcroft from the North West region who also joined us. They enjoyed meeting old faces (no pun intended!) from when we were all in the same region before we split some years ago. We would like to thank everybody who joined us.



MORRIS REGISTER 50th ANNIVERSARY RUN

We are hoping to arrange a run on the 6th of June to celebrate the 50th Anniversary of the start of the Morris Register. We are hoping to end it at the newly built Lakeland Motor Museum that has been moved from Holker Hall. It was supposed to open at Easter but progress was hampered by the very bad floods we had last year and then the snows of Dec/Jan. They are now looking at the beginning of June, so we are keeping our fingers crossed. Please let us know if you think you might be joining us to celebrate this occasion. Our email is dmmem@tiscali.co.uk or 01229 584 972 if you would like any information. Our roving noggins have been suspended over the winter due to the weather but 2 of our members have said they will do a walk and meal again once it gets warmer so we will look forward to that. Most of the members who join us at the Roving Noggin live at least 60 miles away so once the weather picks up again we will start them again.



CHILTERN CHATTER



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

HOT OFF THE PRESS

Is this the end of Morris in Oxford? The Lord Nuffield Club and grounds are up for sale. The ground on which the Club is built was part of the package with the Military College which became the first works that William Morris rented in 1912 and subsequently purchased. Apart from the Memorial Window in Longwall and the Morris Memorial called the Nuffield Needle in Garsington Road, little else remains.

Graham Bushnell



REGISTER(ATION) MUSINGS

While back I acquired a 1974 vehicle. Registration documents (V5C) list current and the immediately previous owner. I like to know the history of my cars and found a little known DVLA service a great help. This is the Fee Paying Enquiry.

For £5 (check this fee is still current) they provided me with "best possible microfilm copies of documents which together form the keeper history of a vehicle". It is an unfortunate fact that due to Edward Heath reorganising County boundaries and Local Authority responsibilities for vehicle registration in the 1970s a lot of local authority records were disposed of. The replacement Authority of the Local Authorities, the DVLA, did not want or accept these old records. 37 years have passed since then. This service may fill in gaps of ownership records since 1974. This may assist should your vehicle be a recent acquisition.

On a different tack, we all know personalised registration marks are popular these days. This perhaps gives the registration marks on our cars an enhanced value in their own right. My own view is that I would not want a vehicle that did not sport its original number and plate. Owners should check that the logbook (V5C) detail tallies exactly with that of their car.

For many reasons engines get changed, perhaps because of age. Some Eights now sport replacement tank engines and some Series Es have a Minor 1000 engine. Should the engine or chassis numbers not agree with the V5C, then your registration mark could be in danger.

Remember we do not "OWN" a registration mark. It is allocated by the Authorities and so could be withdrawn by them also. Should some person, for whatever purpose, claim the mark on your vehicle and your car details do not match the DVLA record (V5C) then you could lose it. As long as the DVLA is notified of changes then the mark is safe. It also helps to keep the vehicle taxed or SORNed of course.

Terry Ponting

EDITORIAL

By the time you read this we will hopefully be enjoying better weather, as I write we have just come out of the awful cold period and gone into rain. We are not far from the "old car season".

The entries for the Oxford Bus museum are creeping in, as I write we have 14 entries. If you have not sent yours in when you receive this copy of MM, will you please let me have it asap. To encourage you the Executive at their meeting in Birmingham on 23rd Jan agreed to produce 1000 Jubilee Badges. See the details on page 5, but don't miss out on your free Jubilee badge!

This is the first month that I have struggled with material for the Chiltern Chatter, if you have something you can put on paper, please let me have it. Maybe some job you have done on the car and can share with your fellow enthusiasts.

The Denham Noggin will be running a Drive it Day event, if you need the info please ring me on 01753 883547, or email as above.

For the other Noggins contact Ian Harris (Hitchin) 01462 456 330, Len Plumbe (Oxford) 01869 338 512 and Roger Clitheroe (Reading) 0118 981 6665

MARVELLOUS ANSWER

A mechanic was removing the cylinder heads from the motor of a car when he spotted a famous heart surgeon in his shop, standing off to the side, waiting for the Service Manager to come to take a look at his car.

The mechanic shouted across the garage, "Hello, Doctor!! Please come over here for a minute."

The famous surgeon, a bit surprised, walked over to the mechanic.

The mechanic straightened up, wiped his hands on a rag and asked argumentatively, "So Doctor, look at this. I also open hearts, take valves out, grind 'em, put in new parts. When I finish this will work as a new one. So how come you get the big money, when you and me is doing basically the same work? "

The doctor leaned over and whispered to the mechanic.... He said: "Try to do it when the engine is running".



OXFORD BUS MUSEUM



Chiltern Region invite you to join us on Sunday 13th June 2010

At the Oxford Bus Museum at Main Road, Long Hanborough, Witney, Oxfordshire OX29 8LA
Come and visit the Morris Motors Museum as well as the Bus museum

**We plan for over 50 cars being present to commemorate the
Morris Register 50th Anniversary**

Entry Forms and more information are available from the
Leaders of Chiltern Noggins or direct from:

Doug Townsend

email [bullnosemorris @ tiscali.co.uk](mailto:bullnosemorris@tiscali.co.uk)

or by post

Field End 10 Latchmoor Way Gerrards Cross Bucks SL9 8LP

Please enclose an sae.

or download from the Club Website, in the Chilterns Section

www.morrisregister.co.uk

CHILTERN EVENTS 2010

- 7th Mar:** BROOKLANDS MORRIS/AUSTIN DAY
13th Mar: FILM NIGHT: Girl Guide Hall Chalfont St Giles 5.30 for 6 pm with Fish and Chip supper.
Book your place and supper with Chris Raine 01494 872 029
15th Mar: ANNUAL "NIBBLES NIGHT": Bucks Head, Little Wymondeley, Herts, from 8 pm
7th Apr: WRINKLIES LUNCH: first of the season
25th Apr: DRIVE IT DAY: for venue call Doug Townsend 01753 88 3547
9th May: SOUTH COAST RUN: Contact Ray Frampton PO Box 1608 Rottingdean, Brighton BN2 6LS
Starts at Box Hill near Dorking
9th May: OXFORD LEN PLUMBE RUN: contact Len Plumbe 01869 338 512 or Graham Bushnell 01865 451 673
13th Jun: OXFORD BUS MUSEUM RALLY: see above for details
27th Jul: DENHAM NOGGIN visits Austin Transport Night Royal

Other events will be listed as information becomes available



TYRES

TONY ETHERIDGE



(Club Member)

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04/10

MAIL ORDER ONLY

MORRIS 10 SERIES 2: REPLACING WINDOW RUBBERS

As I have mentioned in my Editorials, I have had a problem with water ingress through the rear windows by the passengers seat. I found that the rubbers had perished after 74 years!! The result was that the windows had dropped, this caused the extrusion lip that sits on the bodywork to lift, allowing water in.

This is not a job to be tackled lightly as it means removing part of the headlining and a fair amount of trim, and as most of my trim is original I needed to be careful. It means painstakingly removing every tack individually and you are sitting in a most awkward position! Sourcing the extrusion was not easy, but I found some of the exact shaped extrusion at Edgware Rubber and Trim at Bushey, Herts (www.rubbertrim.co.uk) but he had very little left and was not ordering any more.

If you tackle this job you will find that all the wood holding the window in place is nailed, even if you see screws. However, before you get that far, you need to remove the back of the rear seat and the parcel shelf to which it is fixed. It is only then that you can start to carefully remove the headlining and trim. There is a piece of trim that runs up the side of the door by the furflex. This was nailed in place although you cannot see that it is, you may get away without removing it, but in my car that was not possible. When I refitted I used semi-domed chrome screws as used in other trim in the car.

Then you come to refitting the glass. Hopefully, when you removed the old glass you found a staple that was used to connect the rubber extrusion together around the glass, this is pointed and can be pushed through the extrusion to connect both ends (see photo). Once this is done, you will need to run some thin string around the groove in the rubber (see photo), starting and ending on the forward edge of the glass. I found it helpful to fix the end of the string to the glass with masking tape, so it stays in place, while you start the fiddly job of inserting the glass.

There is a groove ready to take the forward edge of the rubber extrusion, as you push this in place, ensure that the lip sits on the edge of the bodywork. It is then the job of pulling the string in a circular motion out of the extrusion around the glass. Before starting this procedure, as it was cold, I heated the rubber with my hot air gun on medium heat, this softens the rubber sufficiently for it to go into place.

Once this is complete it is a matter of starting to replace the trim with care and in the correct sequence, the shelf and rear seat being last to go into place. Hope this is useful,

Doug Townsend

P.S. It is a good idea to take digital photos to jog the mind!!



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07/09



SPRING MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

EDITORIAL

At mid-February we might not have quite shaken off the last of the ice and snow, but spring is definitely in the air. Of course the indicator of Spring is not the sight of snowdrops in flower nor other bulbs pushing their leaves up through into daylight and it is not even the lengthening days, but it is the plans for, announcements of and interest in local motoring events!

To give you a flavour of these events: Confirmed – April: Chris Murray's Dorset Coast Run (Drive-it-Day), May: Bristol Classic Car Show and Tony Hale's 50th Anniversary Run and in the early stages of planning - August: Simon Colledge's "August Amble" – September: Bev Marks Exmoor Run. All of these events have or will be woven around the Register's national events and other regions' Golden Jubilee events.

Every few months, I make an appeal of one sort or another for news from across the region. In general these fail to elicit much response, so whilst I again appeal to you all to report planned events in your area or submit reports of events attended, I also intend to make contact those members across the region who have declared e-mail addresses to the Register. My intention is not only to glean some useful and/or informative material for Westwords, but to try and gain a better understanding of what you may want from the West Region committee, whether there is an appetite for new noggins and potentially to put members in discrete areas of the region in touch with each other. I know we are a diverse lot, but we all have a penchant for Morris vehicles in common!

Jim Riglar

WEST REGION AGM

A date for the AGM, which will be in April or May, has yet to be finalised. Details will be advised in next month's Westwords.

NEWS FROM THE GROUPS

Somerset – Making the most of a break in the icy winter weather, a mix of 30 regular and occasional attendees together with one or two new members turned out for the February Noggin. As usual a wide range of topics were under discussion. Of particular note were the restorations of George Bryne's Eight Special and Roy Bowden's Eight Tourer, both of which are progressing well towards completion. Once Roy has completed this latest Eight tourer project, he will turn his attention back to his partially completed Eight van.

Jim Riglar/Colin Baker



31st BRISTOL CLASSIC CAR SHOW
1st-2nd MAY 2010
ROYAL BATH AND WEST SHOWGROUND,
SHEPTON MALLET, SOMERSET, BA4 6QN



Following the move of date from February to the May Day Bank Holiday weekend last year, it seems that May will now be the regular date for the show. For this year's show, which returns to its normal two day (Sat-Sun) format, the Register stand will be themed to celebrate the club's 50th anniversary. For the second year running, we have been given a prestigious spot in the main exhibition hall. To celebrate 50 years of the M8TC/MR, we plan to show the diverse nature of club activities and provide a sample of the broad range of the vehicles we cover. Barring last minute changes, and from experience we are only too well aware that these can and do happen, it is intended to exhibit Paul and Celia James' immaculately restored 1924 Bullnose Cowley as an earlier example of the 27 year design/40 year production range the club covers, Peter and Linda Maslen's very original 1937 registered Eight Series 1 Saloon (Mini front shock absorbers apart – which were a hasty addition a few years ago as an expedient for getting an MoT certificate when the original shockers gave up) and Derek and Sandra Brockway's 1946 Eight Series E saloon as a prime post war production example (this was the car restored some years ago by Sandra's father, the late John Martin). Pictured are the candidates for exhibition at the show.



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

Last year's Dorset Coast Run proved not only to be a success, but generated sufficient interest and demand for a re-run this year. Arrangements for the event, aligned to the FBHVC Drive-it-Day, are nearing completion. The run will start from the Haynes International Motor Museum, Sparkford. Departure from the museum will be at about 10:30, for a two hour run through the Dorset countryside to Weymouth. Following a two hour stop on Weymouth Seafront (reserved parking), allowing time for fish and chips at the seaside and a collection for Somerset and Dorset Air Ambulance, the run will return to The Inn at Sparkford (arrive about 16:30) for a finish and tea stop. The route to the coast and back is being finalised, but will be a variation on the used last year. Contact Chris Murray on 01373 462 373 or email chrismurray@live.co.uk



TONY HALE'S 50th ANNIVERSARY RUN – 20th MAY 2010 (Sorry, but it is already fully booked!)

2010 marks a notable 50th Anniversary, and coincidentally the Golden Jubilee both of Fairy Washing-Up Liquid and of the Morris Register! To celebrate his 50th wedding anniversary, Tony Hale has been planning a run for quite some time. What Sue thinks of this "treat" from her husband is something that your editor has yet to ascertain! Word of this informal event spread rapidly and has attracted considerable attention from Register members across Somerset and Wiltshire. The result is that all available spaces have already been taken. The run will start/finish in Westbury, and involve a circuit around a large swathe of Wiltshire.

AUGUST AMBLE

Simon Colledge, who for a number of years has organised some very successful and diverse "Autumn Ambles" in the South Somerset/West Dorset/East Devon area, is this year planning an event of a different nature. Details of the event are not finalised, but August, rather than September, is the favoured month and the itinerary will feature involvement with the East Somerset Railway at Cranmore.

EXMOOR RUN – SEPTEMBER 2010

Bev Marks intends to run another Exmoor Run in September. No details are yet available, but will appear in "Westwords" in due course.



The Yellow Pages

No.388



EDITOR: Kevin Bailey 01621 856 687 email: kanda.bailey@tesco.net
16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT

ESSEX NOGGIN

The Duck Inn, Newney Green, Writtle.

Next Meeting: Tuesday 16th March.

SUFFOLK NOGGIN

The Oyster Reach Travel Inn at Bourne Bridge, Ipswich.

2nd Friday of each month

Contact either Julian Cordwell on 01206 395 103 or Ivan Rooke on 01473 747 459.

NORFOLK NOGGIN

For more details please contact: John Dewar on 01553 674 092 or email: johndewar161@btinternet.com

FUTURE EVENTS

Laurie Cook has asked me to advertise the event below please contact Laurie Cook on Chelmsford 01245 284 202

Colne Valley Railway Vintage Rally 24th/25th April 2010

A wide selection of vintage vehicles and stationary engines will be on display. Trains from all eras also feature. Opening Times 09.30 - 17.00 (last train 16.00) Colne Valley Railway, Castle Hedingham, Essex, CO9 3DZ
www.colnevalleyrailway.co.uk 01787 461 174

Enfield Pageant of Motoring 29/30/31st May 2010

If you're interested in including your vehicle on the Morris Register stand please contact Laurie Cook on 01245 284 202.

If anyone has anything 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 by phone on 01621 856 687, by email at KANDA.BAILEY@TESCO.NET or by post at 16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT. Items need to be with me before the 1st of each month to be in time for inclusion (I will forward any info on to my successor).

WANTED STILL—a volunteer to take on the rôle of regional yellow pages editor

And finally . . .

Thank you all very much for the support you have given me as Yellow Pages editor in the short time I have been doing it. I will not be renewing my membership of the club this year which is why we have been looking for someone to take over the editor's rôle. I intend to keep our Morris vehicles going and eventually get the second Eight pickup and Eight van on the road. I have made many friends over the years I have been in the club and think that the East Anglian Region is a strong friendly section of the club. Long may it be so.

Keo.B.



“MISS PATRICIA - ICON OF THE SOUTH”

Neville Cullingford

It all happened as a result of a neighbour's daughter who is a producer for the BBC South programme, 'Inside Out', mentioning "Miss Patricia" (Morris 8 Series 1, 4 seat tourer, JU8644) to a fellow producer who was looking for a 1930s motoring icon produced in the South.

During a 'phone call from the programme planner it became clear that the programme would involve the filming of museum objects in three locations in the South and that "Miss Patricia" would "take" the presenter to those locations. The locations were to be Portland Causeway, Tangmere Aviation Museum, and Portsmouth Naval Dockyard (HMS Victory and HMS Mary Rose) via Southsea seafront.

The Portland filming, involved objects from SS Royal Adelaide in the local Museum, and later with "Miss Patricia" being filmed at night, crossing the Causeway. A large pick-up towing a covered racing-car trailer arrived at home just after lunch on the day and hauled "Miss P" to the car park of The Ferrybridge PH at Portland, where the sky was leaden and with a bitterly cold wind. The film crew not having yet arrived, the driver Roly, and the writer repaired into The Ferrybridge for a warm drink or two.

It was dark before the film crew, Producer Jenny Craddock, Presenter Joe Crowley and Cameraman Joe Cooper arrived and "Miss P" was then driven out of her trailer onto the unlit car park. Here she was introduced to her driver for the filming, Joe Crowley. At first the Producer was rather alarmed at "Miss P"'s lack of modern safety equipment, but on being assured that it was all legal she later enjoyed an introduction to pre-war Spartan motoring with a trundle along the Causeway.

It was down to the writer to teach Joe how to drive, re-start and operate the controls and he learned very quickly. He did, however, have to resort to driving in stocking feet to cope with the closely spaced pedals! After a few circuits of the car park it was then out into the rush hour traffic over the Causeway with Joe following our pick-up on which was mounted the camera on its tripod. It was great seeing "Miss P" from a spectator's point of view as she followed us across the Causeway to the large roundabout at the Eastern end. Here the camera was dismantled from its tripod and slung over the shoulder of Joe the cameraman who squeezed into the back of "Miss P" for the run back across the causeway with the pickup following behind. Assuming "Miss P" had returned to the car park we turned in there only to see "Miss P" going back across the Causeway for another filming run, clearly Joe the Presenter was getting used to 1930s motoring and confident enough to leave his 'technical support' behind!

It was then time for some shots of the Presenter arriving at the unlit sea front car park and walking off into the sand dunes, so we all went to a rather



potholed car park half way along the Causeway. It was of course by this time, pitch back and freezing with a very strong biting cold wind! The writer volunteered to steady the pole-mounted flood lights and found the utmost difficulty in preventing his shivering translating into floodlight wobble and several times was almost blown over. There were several retakes with Joe very considerably threading his way around the water-filled potholes which were hard to spot.

All too soon it was time for "Miss P" to assume the mantle of a racing car in her snug trailer for the long ride home.

The following week it was off in another covered transporter to Tangmere Aviation, which though closed to the public was open for filming, here the object being filmed was the reconstructed Hurricane of Sgt. Dennis Noble. The Presenter, again Joe Crowley, was to arrive and depart in "Miss P" which resulted in her being filmed several times "arriving" and "departing". She was also filmed in her own right as an icon of the 1930s, being noted as very popular, one of Britain's first volume production car and described as "the Ford Focus of the 1930s". This filming took place on the old perimeter track where the writer had watched Hunters and Meteors taxi for takeoff at the 1957 ROC Camp.. oh nostalgia!

Back in her transporter it was off to Southsea seafront, unloaded opposite the D-Day Museum, here some filming, which gave a new meaning to "drive-by shooting", took place before she disappeared into the traffic with Joe the cameraman wielding the camera in the back. "Miss P" sounded and looked wonderful in the sunshine (and bitter cold) as she was driven up and down the Front where she received considerable attention from the public.

Finally loaded aboard the transporter it was off to Portsmouth Naval Dockyard, where we were all filmed for special passes (all equally unrecognisable!) and "Miss P" let out right by HMS Victory which was looking magnificent with a large Christmas tree by the gangway and all the rigging beautifully lit by the setting winter sun. That same rigging that the writer's Uncle Jack, a Master Rigger, had restored during a major refurbishment just after WWII.

More "drive-by shooting" (no not by HMS Victory's cannon!) much to the delight of a party of students and tourists, before driving round (the writer as a passenger in his own Morris — a first!) to the Mary Rose Museum. Here she ("Miss P" not Mary Rose!) was parked on the cobbles in the last rays of the setting sun for more filming. Those not involved in filming quickly retired into the Museum to thaw out on Naval coffee.

That being the last of the filming involving "Miss P", she was loaded aboard the transporter for the ride home where she arrived just as the snow started. Meanwhile the film crew were off to film the Mary Rose and objects in the Reserve Collection (the Curator was not keen on it being described as "the store"!).

So ended two very different Morris days (the writer was not available for a third filming session at Winchester College) and surprisingly the writer was not apprehensive at having his precious "Miss P" driven by a novice post-vintage car driver. Joe, the Presenter drove her in a thoroughly competent and considerate manner.





North West Region Newsletter



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

First the sad news to report. You will read elsewhere in this issue of the recent death of Geoff Pealing whose membership number suggests he joined the Morris Register in the early 1960s when the Register was simply known as The Morris 8 Tourer Club. Geoff enthusiastically served on the North West Committee for a few years in the 1980s and from what I have been told, he was quite a character, particularly in his younger days and it was no surprise for me to learn that his funeral hearse was a motor cycle and sidecar combination. Quite pleasingly, a large number of North West members were present at Geoff's funeral along with many of his motoring and motor cycling enthusiast friends.

On a brighter note, I'm glad to hear that Ernie Keeling, our equally enthusiastic member from The Potteries is recovering from a heart attack suffered shortly after he and Cynthia had returned from a two week New Year holiday on Tenerife. Ernie tells me he is making good progress although he is barred from driving for a few weeks meaning he will not be driving his much loved and much travelled Series II Ten/Four to the North West Region AGM near Warrington as he did last year.

Following on the good news from Ernie, can I give members a last minute reminder that the AGM will take place on Saturday 6th March at The Rams Head in Grappenhall, just off the M6 and M56 near Warrington commencing at 2-30 pm. Just as there was last year, there will be a pre-meeting lunch which Ann and Martin McClarence are kindly coordinating so if you would like to have lunch with us, give them a call on 0161 427 1237 to choose from an extensive and varied menu.

April 16th and 17th will see us on our Yorkshire Dales weekend at The Racehorses Hotel in Kettlewell. We are fully booked for our stay at the hotel, so if you are still minded to join us for some or all of this weekend, I can let you have details of some local B and Bs nearby. I am hopeful of having various Morris'es present for the Saturday Tour of the Dales and maybe a visiting MG TC and a couple of "modern day" classics. Depending on progress with

recovering from a hip replacement, Mel Ashcroft just might have his Morris Eight on the tour after more than twenty years off the road. Fingers crossed!

Yet another reminder, but vitally important, is that the North West Region's celebratory event to mark the 50th year of the Morris Register will be our weekend at the Tramway Village at Crich in Derbyshire on Saturday and Sunday 12th and 13th of June. Entry forms can be downloaded from the Register's website, but the main contact for the event is Gary Clarke who can be reached on 0161427 7311. We will be meeting up at Crich on Saturday morning before a scenic drive through the local countryside, returning to Crich later in the afternoon followed by an informal evening Noggin and Natter at a local hostelry. Sunday will see us back at the Tramway Village all day during which time there will be morning and afternoon guided tours, or you can simply do what you want. The Midlands and Yorkshire Regions are joining us for this event and we would be delighted to see you on one or other of the days, or even both if you are available. A list of B and Bs, Hotels and Guest Houses, and camping and caravanning sites will be available for anyone wishing to find accommodation in the area. Take a look on the Morris Register website for further information, or Crich's own website at www.tramway.co.uk

Before I can even think about Kettlewell or Crich, I have to find the cause of a nasty sounding knock which afflicts "Maurice" on starting up. It only lasts a second or two and is irregular rather than continuous. Cranking the starter but keeping the ignition switched off until there is oil pressure on the gauge eliminates the knock altogether, so I am assuming it is bearing related. Popular opinion at The Anchor Noggin seems to favour a big end breaking up, but others are sceptical about this possibility. I will first need to drop the sump and remove the big end bearing caps to see if there are any signs of damage and then take it from there.

In the meantime whilst I am lying on my back trying to avoid the oil drips, enjoy your Happy Morris Motoring!



Crich Tramway Village
Celebrating 50 Years of the Morris Register
Morris Register North West Region in association
with East Midlands and Yorkshire Region
Saturday 12th and Sunday 13th June 2010
TRAMS – COBBLED STREETS – AUTHENTIC
VILLAGE SETTING – NOSTALGIA
All members are invited to join us for a nostalgic weekend

Crich, Matlock,
Derbyshire DE4 5DP
www.tramway.co.uk

Cars will be on display on Saturday and Sunday in this authentic village setting, where the trams run to and fro every few minutes as visitors ride over the cobbles of a period street, past the original facades of historic buildings from around the country before heading up the valley to views that will take your breath away.

The village is an ideal venue for a family outing – and whatever your interest there is plenty to see and do in the surrounding areas of the Peak District and Derbyshire - Britain's first National Park- is an area of dramatic moorland and breathtaking landscapes, with some of the country's finest stately homes, enchanting market towns and picturesque villages.

On Sunday, for cars that are street legal, Parades of the Cars will take place and a guided tour of the Museum has been arranged for members. Car Badges to commemorate 50 years of the Morris Register are being made in limited numbers and members attending Crich in a car of the period will be presented with one of these badges. There will be a get together in a local pub on Saturday evening and some people may like to have their evening meal there.

John Nagle, our National Membership Secretary, will be attending and setting up a stand and display and will be available to talk to members or anyone interested in the Club. If you did not get the chance to see John and his wife Jo at Thoresby, here is an opportunity to check all your member details and see how the Club is now being promoted at events.

Entrance for drivers is free and additional passengers will be charged at the Group Rate – currently £8. In order to book your place - for Saturday / Sunday / or the whole weekend please visit the Club website and download the Booking Form – alternatively telephone Gary Clarke on 0161 427 7311 and the form will be posted to you. Gary will also be able to assist if you have any queries. After booking, information will be sent to you which will include a list of accommodation in the area.

Both the North West and East Midlands and Yorkshire Regions are looking forward to this event and we are delighted that a lot of interest has already been shown – PLEASE join us – look forward to seeing you.



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



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

EDITORIAL

Humblest apologies to Ken Johnson and other East Midland members for the omission of the Leicestershire Noggin details last month: a full list of ALL Midland Region Noggins, plus contacts, can be found on Page 27 of this month's Morris Monthly

HEREFORDS AND WORCS NOGGIN

Thirteen members came to the February meeting and forthcoming events were discussed. A quiz night is being organised for our March meeting by John and Alma Humphries. On May 22nd a coach trip is taking place in Des's 1947 Daimler Coach to Wellsbourne Airfield to see the Vulcan Bomber, when we will be allowed into the cockpit etc and will view the other exhibits on show. Coincidentally, the coach number plate shares its 665 registration number with the Bomber. On the way home we will be stopping off at the Gaydon Motor Museum. *June Sargeant*

A USEFUL TIP: Making Paper Gaskets

Tools Required - Small Hammer, ball bearing (about half inch diameter), a little patience.

To make, for example, a gasket to fit a front engine plate, place the plate on a table, or bench and cover with the gasket paper, allowing about half an inch overhang around the outer edge. Select the first hole to be punched. Press your thumb or finger into the paper above the hole to make an indent in the paper. Then place the ball bearing in the indent and tap with the hammer, this will pierce a clean, sharp hole of the correct diameter. Drop a bolt into the hole to keep the paper in place, then proceed around the plate in a clockwise direction, punching out all the required holes, fitting a bolt here and there to retain the position of the joint. When all the holes have been made run a finger around the outer edge of the plate, also around any large centre holes and then tap along the marks with the hammer until the excess paper falls away. Finally, check around the edges of the plate and holes for any high spots or burrs and dress off with a small file thus ensuring a clean, flat surface on assembly. It will help if the ball bearing can be welded to a piece of half inch rod, it makes it easier to hold! This method may be used for making joints for half shafts, diff. casings, gear boxes and engines and will retain oil or water. *John Humphries*

LEICESTERSHIRE NOGGIN

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

Next meeting: Tuesday 6th April

Contact Ken Johnson 0116 271 5933

LEICESTERSHIRE NOGGIN

The 11 members attended what turned out to be the 1st Noggin of 2010 due to the cancellation of the January one as the Inn was inaccessible due to snow and ice. The various discussions were going full tilt and I had to wait until after they had been fed and quietened down a bit before I could have my two-penny worth and get some opinions about a couple of events. First of all, Drive it Day Sunday 25th April. A number of suggestions were tossed around and someone mention the Stilton Run. This is an open event for all local clubs to re trace the original Stilton Cheese route to deliver cheeses from Quenby Hall, where it was made and in fact still is, to Stilton, Cambridgeshire, from where it got its name, for onward despatch to places north and south on the old Great North Road (A1). I contacted the organiser who promptly sent me all the details. The run, from the start at Quenby Hall, Hungarton, Leicestershire, is about 40 miles with various available stops of interest en route. There are refreshments and toilets available at the start, cheese tasting at the Falcon Inn at Uppingham, a Hog Roast at a Farm Shop at Bulwick and the final destination at the Bell Inn at Stilton where refreshments and meals will be available all day. There is a cost involved at £1 per car and £2.50 per adult. All refreshments will of course be at your own expense. Anyone who doesn't normally attend the Noggin is very welcome to join us but they must contact me immediately they read this in the March Morris Monthly, as there is a limit to the number of vehicles at 150 on a "first come first served" basis.

The second event is a nominated 50th Anniversary event to be held at the Oxford Bus Museum on Sunday 3th June at Long Hanborough near Woodstock Oxen. Once again please let me know ASAP if you are interested and I will send you an entry form. This event is under the guidance of the Chilton Region and he needs to know how many cars they can expect. Email kenjohnson19@talktalk.net

Ken Johnson

MIDLANDS EVENTS 2010

- 21st March:** SUNDAY LUNCH The Dog, Worfield, WV15 5LF. Bob Dean 01922 628 330
- 3/4/5 April:** The Armouries Easter Vintage Gathering, Stratford-upon-Avon, 01527 575 003
- 25th Apr:** DRIVE-IT-DAY: details to be announced
- 1/2/3 May:** Stratford-upon-Avon Country Show, 01527 575 003
- 9th May:** The Marches Transport Festival, Ludlow, 01584 873 957, www.marchestransportfestival.co.uk
- 29/30/31May:** Tortworth Vintage Rally, Wickwar (nr. Bristol), 01527 575 003
- 4 July:** Hartlebury Transport Day 01299 250 416
- 24/25 Jul:** Tortworth Vintage Transport Show, Wickwar (nr. Bristol), 01527 575 003
- 13/14/15 Aug:** Stratford-upon-Avon Country Steam Rally, 01527 575 003





WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



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

EDITORIAL



The AGM was held on a cold wet January evening, but those present enjoyed the warmth within the Aubrey Arms, and contributed to a review of the past year and a lively discussion of activities for the year ahead, with a

particular focus on the celebrations of the 50th Anniversary of the club. The AGM report is below, together with the Chairman's New Year message and Report. We hope that all members who are able will take part in the events we have planned, and remember that you are equally welcome in a non-Morris if your Morris is still under rebuild.

DRIVE-IT-DAY, SUNDAY 25th APRIL

Following the UK-wide theme of a special day to maximise the exposure of vintage/classic vehicles to the public, we have been invited again by the VSCC to join them. Meet at the Ty Newydd Country Hotel in Penderyn, (on the A4059), arriving about 10.30 for coffee, before pressing on across the Brecon Beacons to the National Park Mountain Centre at Libanus near Brecon (brown signed off the A470 Merthyr Tydfil to Brecon road) to arrive there around noon. The centre offers a café, picnic area, sundry displays, a gift shop and walks to various marked viewpoints, as well as attractive views. (My memory is of the great home cooked food served here! Ed.)

For those of that persuasion, there may yet be a tour of the nearby whisky distillery in the afternoon – details will be available on the day. This is, as last year, an informal event run on a "Join in/Drop out" basis, as you wish. Further information from Register member John Rogers on 01792 401 682

WELSH REGION 50th ANNIVERSARY EVENTS

Special events proposed for the Welsh Region to contribute to the 50th Anniversary celebrations are:

- Sunday 13 June** Birthday Party on the Club Stand at the Tredegar Park Rally, Newport
- Sunday 4 July** Anniversary Treasure Hunt and Tour, Vale of Glamorgan
- Sunday 17 July** Anniversary Picnic at Oxwich Bay and Park Mill, Gower
- Late September** Anniversary Tour of Wales

Details of the Anniversary Tour of Wales are under development, but it would be intended to be accessible to members in all parts of Wales, enabling them to be a part of the Anniversary celebrations. Members would be able to "Join in/Drop out" with the drive, or just join in the visits, lunch stops and evening receptions. Members from England would also be welcome to take part – we can help with visa applications if needed, but not with border crossing tolls!

A possible route would be: (see map above right)

- Day 1** Cardiff Bay to Haverfordwest. 99 miles. Afternoon visits including Pembrokeshire Motor Museum
- Day 2** Haverfordwest to Porthmadog. 121 miles.
- Day 3** local visits, e.g. Portmeirion, Welsh Highland Railway, Ffestiniog Railway
- Day 4** Porthmadog to Llangollen (3 on map) via the Great Orme, Llandudno. 103 miles. Event at Great Orme's Head, motorcade around Marine Drive
- Day 5** Local visits, e.g. Llangollen Motor Museum, Vale of Llangollen Railway, Pontcysyllte Aqueduct
- Day 6** Llangollen to Cardiff Bay. 145 miles.

Decision whether to go ahead with this will be based on the response of members now. Please let me know as soon as possible what you think of this idea, and whether you would wish to join in some or all of the route, or attend the day visits/evening meals/receptions.

We would particularly need help from local members to identify suitable hotels, routes and local visits.

Please get in touch with me (Tom – address above) by the 10th of March so that I can put firmer details in next month's page.



OTHER EVENTS OF INTEREST:

- Monday 3 May** Singleton Park, Swansea
Sunday 9 May Pencoed Classic Show
Saturday 19 June Under Milk Wood Classic Run, Mumbles to Laugharne
Sunday 20 June Swansea, National Transport Festival for Wales (<http://www.ntfswansea.co.uk>)

AGM REPORT

The AGM was held on Thursday 21 January 2010. Present were John Howells (chairman), Tom Bourne (secretary), Louise Carter (treasurer), John Belgion (events secretary), Rhiannon Howells, Bernard Cotty, David Hicks. Apologies for absence received from John Rogers and Cyril Ridley.

The chairman summarised his report, printed below, and concluded that we had had another good year, and particularly welcomed the improvements in the club as whole, spearheaded by the new Morris Monthly. The secretary then reviewed the highlights of the year, and thanked members for their continued support for the club's activities. He concluded by appealing for more contributions for the newsletter page. One possibility is for members to take it in turns to summarise the discussions at the N and N. The treasurer presented her report and accounts for the year (available to members on request). With the healthy balance we can plan to have made some quality exhibition materials to use at events. The existing committee was re-elected for a further year. Discussions then continued well into the night on events for the year ahead, and these have been summarised in the lists above.

CHAIRMAN'S REPORT - JANUARY 2010

The Morris Register is all about maintaining interest in old Morrisies and of course driving them. Why do we drive them? I think that there are several answers to that, including: to satisfy a strange personal ego, to hark back to the "good times of many years ago", to show the neighbours that we have something they haven't, to take advantage of zero road tax, to go out in a vehicle that many could fix at the roadside, to go on rallies and join in the enjoyable social side of the Register, to commemorate a notable event, to give thousands of bystanders real enjoyment to see those old cars driving past. I suppose everyone in the Register can list their own set of reasons, but for Rhiannon and your Chairman, we can probably choose from the list above.

Now, just a few words to sum up the year as we saw it: in our regular noggins everyone tried hard to come up with ideas for events for the year, and we put together a programme which was both enjoyable and interesting. Some events were our own, but in other cases we joined in with other organisations. At Easter time we journeyed to Coleford in the Forest of Dean, where the town was closed to general traffic and old cars were parked at various locations therein. This was a very enjoyable day. As usual we arrived late but were treated with civility and consideration by the organisers.

May Day saw the Singleton Park Rally, another enjoyable day, especially after initial doubt about whether it would be on in 2009. We thought that it was very good, in that there was a fair balance of cars of various ages on display. We knew the summer had arrived when we attended the Around the Coast Vintage Motorcycle Run from Penarth to Porthcawl, where we met up with the rest of the family and had a lovely lunch.

To be continued next month...

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East Midlands and Yorkshire Region

Local Page



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Hill Top Farm, New Park Road, Queensbury, Bradford BD13 1PN

ANNUAL GENERAL MEETING

This month our regional area will be holding The Annual General Meeting on 17th March at The Wheel, Wrenthorpe, Wakefield at 8.30 pm prompt. As usual we have all positions up for grabs, hopefully someone new will want to take up the mantle and join the committee or even take one of the other positions. Don't forget it's your club so come on and help.

ANNUAL DINNER 17th APRIL

This year's Dinner (not Dinner and Dance as previously) will be held at The Manor House, 42, Leeds Road, Eccleshill, Bradford. BD2 3AY. This has arrange owing to popular demand to be able to have a good meal and be able to hold conversations.

Please make your bookings with Trevor Willsden on 01924 456 207 or write to him at 8, Bennett Lane, Dewsbury, WF12 7DS. Don't forget to let him know well in advance. (i.e. BOOK EARLY). Thank you.

The menu consists of:

Starters: Garlic bread, Soup, Homemade Yorkshire pudding, Pate, Mushrooms and garlic dip.

Main courses: Chicken breast, Salmon, Home-made meat and potato pie, Cumberland sausage, Roast pork dinner, Vegetable roast lasagne.

Sweets: Sticky toffee pudding, Apple pie, Jam roly poly or Ice cream. **Three courses & coffee. £14.50**

I was just enjoying a lovely day at Harewood Car Show displaying my 1924 Morris Bullnose Oxford. Talking to many people, when an interesting chap came along the name of Peter Hicks. He was asking to buy my car. I told him I did not want to sell but ask him why he wanted my car. He said he wanted to own a Morris Oxford 4 seater tourer just like his grandfather used to own. As he was leaving I said I would give him a ring if I heard anything for sale

A couple of weeks later in Morris Monthly, a Bullnose was for sale. It was a 4 seater tourer Oxford - just what he wanted. I gave him a ring and on the next day he was setting off all the way to Aberdeen, about 350 miles away, to have look at it.

After a long journey he bought the car he had always wanted and is now a proud owner of 1925 Morris Oxford 4 seater tourer. It's a lovely car. Peter is now in the Morris Register and I am sure you will see it at Thoresby.

The girl in the picture is Peter's mother at 6 years old with her dad's car. She is now 94 and has already been for a spin in Peter's Bullnose.



By an unidentified author. Who are you?

Notts Derby & Leics Meeting

3rd Tuesday of every month

Next Meeting 16th March

The Navigation Inn
Trent Lock, Lock Lane
NOTTINGHAM
NG10 2FY

Starts from 7.00 pm onwards
Tony Plowright 0115 9251 834

West Riding Meeting

3rd Wednesday of the month

Next Meeting 17th March

The Wheel Inn
282 Bradford Road
Wrenthorpe
Wakefield
WF2 0LY

One Mile off M1 junction 41 in the direction of Wakefield.

Sutton Meeting

4th Wednesday of the month

Next Meeting 24th March

Suttonfield Road
Sutton
Doncaster
South Yorkshire
DN6 9JX

Ken Holden 01274 882 574

NOGGIN	VENUE	CONTACT	DATE
Herefordshire and Worcestershire:	The Duke of York, Leysters, Nr Leominster, HR6 0HW	Michael Halls: 01568 750 257	1st Tue
Leicestershire:	Foxton Locks Inn, Bottom Lock, Gumley Rd, Foxton, LE16 7RA.	Ken Johnson: 0116 271 5933	1st Tue
Warwickshire:	The Golden Cross, Bearley Cross, Wootton Wawen B95 6DR	John Ford: 01789 488 328	2nd Tue
West Midlands:	The Bridge, 110 Moss Grove, Kingswinford, DY6 9HH	Mike Porter: 01384 376 961	3rd Tue

Chairman/	Mike Porter	01384 376 961	mike.j.porter@btinternet.com
Joint Editor:	127 Parkfield Road, Stourbridge, West Midlands, DY8 1EY		
Secretary/	Rob Symonds	0121 682 0640	r-w-s@blueyonder.co.uk
Joint Editor:	49 Gorsy Road, Quinton, Birmingham, B32 2SJ		
Treasurer/	John Ford	01789 488 328	johnjordanford@onetel.com
	Ye Olde Cottage, Henley Road, Great Alne, Warwickshire, B49 6HR		
Membership	Bob Dean	01753 883 547	robertdean@mypostoffice.co.uk
Secretary:	10 Grove Hill, Orchard Hills, Walsall, WS5 3DA		

Committee:	John Bradshaw	01926 511 682	Michael Halls	01568 750 257
	Hilda Johnson	0116 271 5933	Ken Johnson	0116 271 5933
	Mary Thornton	0116 259 3262	Peter Thornton	00116 259 3262

from CO-ORGANISER,
Malcom Dixon

Thoresby Thoughts



The White Christmas came – and stayed! Now we're into the New Year you can turn your mind to warmer events like our National Rally. Not only because it's the one event in our calendar for members only but also because it is the main event in celebration of the 50th anniversary of the foundation of the Morris Register. Various celebratory events will take place throughout the country culminating at Thoresby Park in August where special attractions will be laid on for your enjoyment.

Programme planning is well underway and hopefully, we wish to encourage more active participation by younger members. Your suggestions and ideas will be welcome so please get in touch with Ken Holden or me by email or telephone. One suggestion already received and being considered is for members to wear a name badge as it's always good to know to whom you're talking.

For this anniversary year only, the Executive Committee have agreed that members may bring a friend for free (with or without a classic

car) so why not take advantage of this offer? Application forms will be sent out with the May Newsletter.

A new class for Cars Under Restoration will be introduced this year. However, if the car is not insured or roadworthy, it must remain on a trailer for the duration of its stay. If any member wishes to donate a cup/trophy for this class, it will be greatly appreciated.

The Spares Section will attend both Saturday and Sunday and pre-ordered spares will be available for collection to save postage costs. The ever popular Autojumbler will be there and we are always looking for more. If you know of anyone interested in taking a pitch, please give them my contact details.

After the success of last year's impromptu entertainment, we hope to book Perlethorpe Village Hall again for Friday evening giving members a chance to socialise and enjoy reasonably priced drinks in comfortable surroundings.

Saturday evening's entertainment will be in the Riding School with the usual tombola and bar.



SEEK AND YE SHALL FIND.COM

Rob Symonds

Although I have owned my Morris Eight two-seater for almost forty years, I only really became interested in its history when I put it back on the road after restoration in 1997. At this time, courtesy of a visit made in 1969 by my late father to a local vehicle licensing office, I already had names and addresses from the available copies of the old-style green and buff log books, but these only went back to the early 1960s. Apart from this, all I knew was that the car was first registered in Bournemouth, and had been supplied by The Westover Garage, but did not know the name of the first owner.

When I acquired the car as a chemistry student at Nottingham University in 1969, it had changed hands quite a few times during the previous ten years, but so 1997 it was pretty easy to trace all the names on the log books by one means or another. In particular, use was made of an internet website, www.192.com, which gave free access to electoral rolls at a time before individuals could choose to restrict the availability of their details to anyone other than personal callers to a local library or council offices. People are amazingly good at responding to requests for information about an old car they have owned, and I was able to acquire a decent amount of anecdotal information about the car from all the listed previous owners, and to extend the details of ownership back a little further to 1958. This was thanks to the car's oldest surviving owner in Stamford, Lincolnshire, (fig.4) but she was understandably vague about where her father had got the car from, so the trail seemed to go permanently cold at this point.

Dorset Record Office (now the Dorset History Centre) came up with the surname "Etherley" as the first registered owner in February 1938, (fig.1) but there was no address, and all kinds of checks suggested that this surname had simply disappeared completely in Britain in the intervening sixty years, so if the trail was cold before, it was at absolute zero by this stage!

	AGENT	MAKE	NAME	DATE
DRU 736	Buller Garage	General Jan	Eade	
DRU 737	Seamy Garage	General Jan	Seamy Solans	
DRU 738	Wendy	General Jan	William Bros	19.2.38
DRU 739	Modern Motors	General Jan	Modern Motors	21.2.38
DRU 740	Wendy	General Jan		
DRU 741	Wendy	General Jan	Mr. Etherley	
DRU 742	Wendy	General Jan	Etherley	
DRU 743	Wendy	General Jan	Mr. P. Ryan	
DRU 744	Wendy	General Jan		
DRU 745	Wendy	General Jan		
DRU 746	Wendy	General Jan		
DRU 747	Wendy	General Jan		
DRU 748	Wendy	General Jan		
DRU 749	Wendy	General Jan		

Fig.1: Entry from motor vehicle licensing records, Dorset Record Office

More than ten years later, however, and within the space of a couple of hours one dark December evening, the picture had changed dramatically! Not only did I get the full details of the car's first owner, I knew what he did for a living, where he lived for the major part of his working life, plus details of his family. And all, of course, (excuse the cliché) thanks to the power of the information highway we call the internet!

What had set me thinking were articles in the newspapers, sometime in November 2007, announcing that telephone directory archives for Britain are now available online for research. Apparently you can find out, for example, what Winston Churchill's phone number had been in the 1920s, since the need to go ex-directory had not yet been recognised. I figured that anyone who bought a new car in the 1930s (even a humble Morris Eight) must have been reasonably well off and might well have had a telephone. As a result, I bought some access via ancestry.co.uk, and sure enough, in the Southampton directory for 1937 I found E.N.Etherley, in Ampfield, Chandlers Ford, not too many miles from Bournemouth (fig.2).

Curiously, he did not appear in any earlier or later directories, but an extended name search came up with the alternative "Eatherley" and in later directories, through to 1946 (fig.3), there was E.N. Eatherley with the same address and phone number. Clearly, he used to suffer from a phenomenon not entirely unknown to me: the misspelling of his name! Fortunately, this had persisted long enough not to handicap me.

At this stage, my brain was working overtime: I saw his disappearance from the phone records in the mid to late 1940s as a sign that he died, and that therefore he might have been in his 50s or 60s when he bought the car. From that I speculated that he might have retired to Hampshire in the 1930s, but where from? More telephone directory research quickly traced him to Finchley in North London (fig 5), starting in 1925 and running through to the 1937, confirming my hunch. A quick look at some estate agents' web-sites gave me a pretty good idea of the street he lived in, as did Google Maps, and I was satisfied that he was reasonably well off! By now I wanted a first name, and because his surname is

60	Etherley R. M. Tug Supt,	Stockbridge	64
1	Seary Bassett av.....	Bassett	68529
1	Etherley E. N.	Witton Hookwood lane Ampfield	Chandlers Ford 323
10	Euery Ltd, Mfg Chmsts,		
128	Wishley Chm works		
7	Evans Mrs. A. B. Redlayne	Shawford	Twylford 55

Fig.2: Southampton telephone directory 1937

60	Eastwood F. B. Cobley.....	Braishfield	278
58	Eatherley E. N.	Hampley	37
	Witton Hookwood la Ampfield..	Chandler's Ford	2323
719	Eaton D. A. 10 Leicester rd.....	Southampton	72867
71249	Eaton E. Twyford Coach Painting wks	Twylford	22
2110	Eaton E. 695 Fair Oak rd Bishopstoke...	Eastleigh	87118
336	Eaton W. J. J. Roundway	Winchester rd.	Andover 2263

Fig.3: Southampton telephone directory 1946



Fig.4: DRU 742 hand-painted in blue c1960

a rare one, in no time at all, from birth and marriage records, I had him as Edgar Nathan Eatherley, born in Peakirk, just north of Peterborough in 1875, married to Sarah in 1901 at Islington, with son Alan Edgar born in Edmonton in 1903. Without too much extra difficulty, I also found his death in early 1949, which sadly followed that of his wife in 1946, and even more sadly, that of son Alan in 1947.

This seemed to bring my efforts to a conclusion, since I couldn't find evidence of son Alan ever having married and produced children, but the beauty of the internet is its search capabilities: I was now able to enter the correct surname spelling into Google and there, on another pay for access website, theoriginalrecord.com, were entries for Eatherley in the Civil Service List. So I was able to discover that in 1935, just before his retirement, Edgar was a Senior Staff Officer with the Post Office administrative department and that his salary was in the range £680 - £847 per annum. (fig.6). He obviously spent his civil service career with the Post Office, as he is earlier recorded as a Clerk, Second Class.

For me, the picture was more or less complete. Having spent his working life as a civil servant, commuting to and from central London, Edgar and his wife Sarah retired to rural Hampshire, and with impeccable taste, treated themselves to a brand new little Morris Eight two-seater, DRU 742, to run around in. I'd like to think they had an idyllic final ten years escaping the extremes of the War, and that the little car served them well. It is tempting to think that the car's reappearance in Stamford in the 1950s might have a family link back to Edgar's place of birth in nearby Peakirk, but that will have to remain as speculation.

I hope this little tale will inspire others to persist in their research, whether it be into family or car, because it proves one thing: the information really is out there somewhere - it's just a case of getting access to it!



DRU 742 today

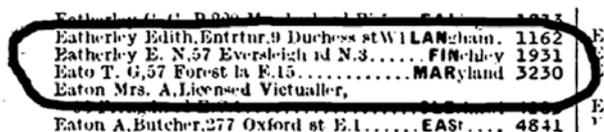


Fig 5: London telephone directory 1925

CIVIL SERVICE LIST

POST OFFICE—(continued).

Administrative Departments.

St. Martin's le Grand, E.C.1.

Telephone: National 6321.

Telegraphic Addresses:

Personnel Department: "Postoff Cent London."
Postal Services Department: "Postgen Cent London."

Telecommunications Department: "Gentel Cent London."

Director of Postal Services, Brig.-Gen. Sir
Frederic H. Williamson, C.U., C.B.E.
£1,360-1,650

Director of Establishments and Personnel,
H. F. Sambrook£1,360-1,650

Director of Telecommunications,
F. W. Phillips£1,360-1,650

Principal Assistant Secretary,
J. Y. Bell, C.B.£1,360 1,650

Assistant Secretaries:

A. R. Kidner.	C. L. K. Peel.
W. E. Parsons.	W. R. Birchall.
H. D. Wakely.	Col. D. J. Litbury,
F. H. S. Grant.	D.S.O.

£1,161-1,360

Principals:

G. O. Wood.	T. Daish, M.C.
F. H. Nichols.	(on loan to Public Relations Department).
W. E. Weston.	W. D. Sharp.
A. C. Belgrave.	B. L. Barnett, M.C.
W. H. Weightman.	L. F. Masters.
L. A. Jones.	S. A. Paterson.
G. E. G. Forbes.	Miss M. Curtis.
J. Scholes, O.B.E.	H. Napier.
W. D. Waterfall.	A. Gordon.
H. G. G. Welch.	A. E. Stocker.
F. R. Radice.	J. H. G. Stewart,
F. E. Waters.	M.B.E.
O. W. Baker.	C. O. L. Leigh-Clare.
J. Loden.	Comdr. B. V. Sturdee,
D. O. Lumley, O.B.E.	R.N. (ret'd).
F. Hardwick.	

Men, £847-1,058; Women, £738-905

Assistant Principals:

A. Stark.	S. D. Sargent.
W. A. D. F. Smith.	P. J. W. de Grouchy.
R. H. King.	Miss E. M. Tostevin.
J. F. Greenwood.	J. A. Irvin.
A. E. Welch.	C. W. Sanders.
J. Vaughan.	W. A. Wolverson.

Men, £277-634; Women, £277-515

Senior Staff Officers:

H. E. King.	H. Morrell.
Major H. E. Higgin-	P. Greenfeld.
	R. W. Roadknight.
H. J. Elphick.	S. L. Francis.
W. H. Symons.	E. C. Le Messurier.
E. N. Eatherley.	J. R. Brown.
A. F. Manillier.	£680-847 or £634-738

Fig 6: Civil Service List 1935

UP, UP AND AWAY

Mike Kent

“Good news”, the steward said, “you will be allowed to go on the Test Hill today.” The briefing will start immediately. About 25 of us were ushered into a room for a safety brief and for us to sign a form, which stated that any accident would be entirely our fault and the organisers would not only be held free from any liability whatsoever but might even sue us for causing them to wear the wrong tie with their suit. Well, maybe I exaggerate a little on this one.

The main thing we were told was “do not change gear on the hill”. The Austin drivers were clearly not listening.

We returned to our cars and snaked along to the foot of the hill. The marshals made sure that only one car was at the foot of the hill whilst the one in front was attempting the climb. And in the case of the Austin drivers, who changed into second gear just as the incline started to increase, ready to dodge those that rolled right back to the start line. None actually got that far but they had to restart on the slope and slip their clutches to gain the summit with much noise and burning oil.

I had my passenger to take the photographs and off we went.

Up went the revs and the whine from the gearbox was not exactly reassuring. However, I had no intention of changing gear since I wanted to leap over the top. I had heard that it was possible to leave the ground as one breasted the summit. In fact,

as the slope increased the car appeared to gain power and over we went at a good rate of knots for a heavily-bodied saloon car. The front wheels might have left the ground for a microsecond. The photograph shows the view we had on the way up.

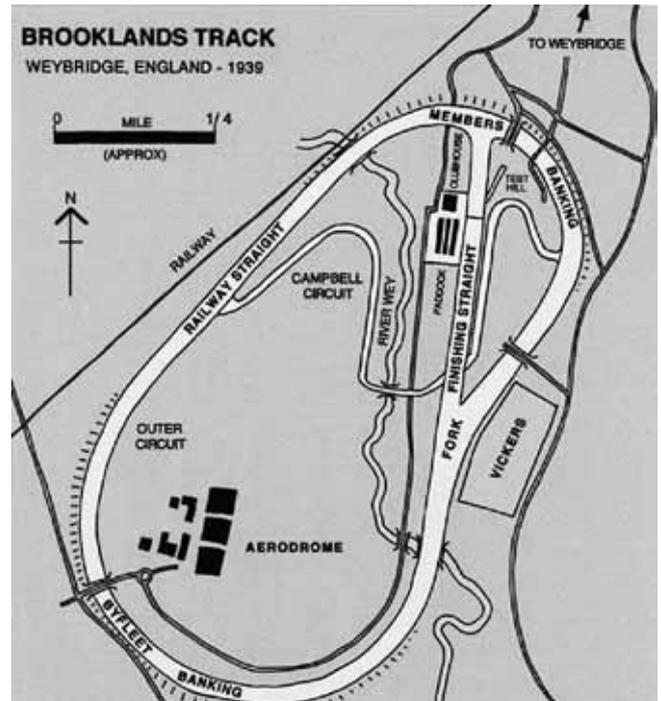
At the top it was not that clear where we ought to be going but I worked it out by assuming the objective was to miss the gesticulating marshals. We had been told to drive very carefully along the track towards the remaining part of the banking and absolutely no overtaking on the circuit. From there we could return to the foot of the hill for another attempt.

The Brooklands crowd started to show more and more interest as we went over the hill several times.

Naturally, one of the drivers, a certain Dr. Vogel, in a 1934 Morris 10/4 Tourer had to break the rules and overtake us on the banking, since we were well out of sight of the Gestapo at that point.

He may have passed us but was rewarded with a broken front spring by going too far up the banking. Challenge a Cowley Four at your peril.

I highly recommend the Morris-Austin Day at Brooklands even if they insist in calling it the Austin-Morris Day. It is held each spring and draws a good crowd of enthusiasts with a refreshingly small number of disinterested passers-by. As they used to say of Brooklands in the 1920s “The right crowd and no crowding”.



THE CURSED CAR OF ARCHDUKE FERDINAND *Ronnie Johnston*

Our teenage son asked for my help with his history project on the causes of the First World War. I had memories of a complex series of alliances that were called in following the assassination of Arch Duke Franz Ferdinand in Sarajevo but the details were sketchy so I did a little research on Google.

I soon found an account of the incident which described his assassination with his wife while riding in an open car. This fired my interest in the car and although it might be compared with asking after the iceberg on hearing of the Titanic disaster I decided to do some research on what happened to it. There are numerous accounts of this and they all have a similar theme on the lines of the car being "cursed" and bringing death and misfortune to everyone connected to it.

The car was the property of General Potiorek who was the Governor of the district. When Arch Duke Ferdinand visited Sarajevo he provided the car and rode in it with him. The General survived the assassination but was appointed the chief of the Austrian army to fight the in the war the assassination had brought about. He was relieved of his command following several military disasters and returned to Austria with his reputation destroyed.

The car then became the property of a wealthy jeweller who lost his money in a poor business deal and committed suicide. It then was involved in more accidents than a fairground dodgem with successive owners and unfortunate bystanders dying like flies. After the final spectacular accident which involved the death of all passengers on their way to a wedding the car was broken up in an attempt to lift the curse.

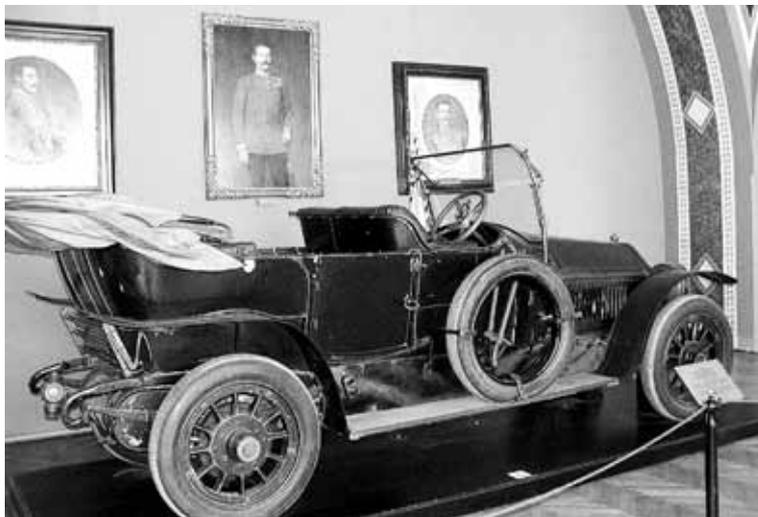
A fascinating story - just a pity it is all nonsense. The truth is a bit more mundane. The car was a 1910 Gräf and Stift which was a quality Austrian marque in the same league as Rolls Royce and Napier. This company are still in business in Austria but now build buses. The car was indeed the property of General Potiorek but after the incident was returned to Vienna where it was put on show in the Vienna Military Museum where it is displayed with the unfortunate Arch Duke's bloodstained tunic. Both the car and the tunic have a bullet hole in them. These have been a star attraction for over 80 years and all this time the accompanying notice acknowledges that the car is on loan from the General's family.

However some years ago the family asked the museum to give them a formal notice to confirm their ownership. They did not wish the car returned, just a formal acknowledgement of their ownership. The museum refused to provide this and in a high handed reply indicated they regarded the car as theirs. This has prompted the family to start legal proceedings to recover the car and this is still in process.

As an interesting aside, the toy company Lego produced a model of the car with The Arch Duke and his wife with General Potiorek and his driver. (His name was Franz Urban which I mention just in case it comes up in a pub quiz.)

There is no mention of Gavrilo Princip, the assassin, so I assume the box must have said "assassin not included" or something along these lines.

I have no plans to visit Vienna at present but if I ever find myself in the city of the waltz a trip to the Military Museum will be on the agenda.





from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

IT'S MAD MARCH MEMBERSHIP RENEWAL MONTH



This is a peak month in the membership office for renewals, and as you can see yours truly's slave - er - no - helper, is hard at work putting together the envelopes for despatch. The dining room has been taken over as an extension of the office so there will be no dinner parties for a while!! For those of you who do not pay by direct debit, if you have not sent off your renewal would you please do so now. For those of you who do pay by direct debit, a hearty thanks for the work you save Josephine and me.



JOURNAL GEMS

It is always good fun to look back through old Journals. For those of you who are unaware, ALL the old journals and newsletters are on the Members' Area of the website. Here is an amusing extract from 1966.

WHERE THERE'S A WILL.....

There is a saying that "there are more ways of killing a pig than stuffing it with butter!" A certain Derek Taylor in Berkshire is obviously a supporter of this maxim for it would appear that, having found an abandoned Morris vehicle near his home, he went to the local police station in Bracknell and asked if he could remove parts from the car. The police told him "No, even if it is abandoned you would still be technically guilty of stealing".

So Mr Taylor left, soon to be back, towing the Morris car. He told the duty officer, "I found it, now put it in your lost property department". Mr Taylor will get it back in three months unless the owner claims it!

(I'm sure you made that one up Harry! *John*)

In the same edition there is a note about the poor quality of the pictures due to the difficulty of reproducing them on a duplicator. For those of you who have experienced trying to produce anything on a duplicator you will know the hazards of torn stencils and inky hands. It is a miracle by today's standards of desktop publishing that Harry Edwards and his team managed so well for so long. However, I suppose it was Hobson's choice! This is not an example of the good old days!!!



In view of the weather over the last few months, I thought these pictures were worthy of inclusion. Hands up all those who have ventured out in their Morris in the snow.

...What's it worth? (See p6): Sold for £12500:...



CARS IN LIMBO

Looking through the records, it is evident that there are loads of cars that have not turned a wheel in many a long year, nor would it appear that the situation will change in the foreseeable future.

I am also aware that there are many new members who are looking for cars.

Could we not somehow try to unite cars that need some tender loving care with willing enthusiastic members?

Membership and vehicle lists are available, why not try using them?

RESTORATION IN PROGRESS

I am looking for five or six volunteers who are in the process of restoring a car to send me pictures and a few words every month or so, in order that we can all share in the triumphs and tribulations of the work in hand. How about it you intrepid engineers?



GOLDEN OLDIES

Two elderly Members were recently overheard talking:

"So I hear you're getting married?"

"Yep!"

"Do I know her?"

"Nope!"

"This woman, is she good looking?"

"Not really."

"Is she a good cook?"

"Naw, she can't cook too well."

"Does she have lots of money?"

"Nope! Poor as a church mouse."

"Well, then, is she good in bed?"

"I don't know."

"Why in the world do you want to marry her then?"

"Because she can still drive!"



New and returning members

Warm Welcome



MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS	
John & Jennifer Forsyth	Evesham WR11	01386 830 129	jaforsyth@tiscali.co.uk	1935	1935 Ten Four Pre Series Special Coupé
Roger & Gillian Workman	Tewkesbury GL20	01386 725 353		1932	Isis Six Saloon
Hayden & Valerie Williams	Shrewbury SY5	01743 791 168	haydenw1@aol.com	1938	Eight Series 2 Tourer
Graham Harrison	Alfreton DE55	01773 811 103			
David & Susan Hall				1934	Ten Four Pre Series 2 Seater wth Dickey
Eric Mouser	Reading RG2	0118 376 7621	eric.mouser@ntlworld.com	1930	Minor OHC Steel Saloon
Conrad & Janet Mershon	St. Simons Island,GA, USA	912 638 1943	mail@turbinesinternational.com	1934	Minor SV Sliding head Saloon
Rolan & Josephine Evans	Neath SA11	01639 711 192		1926 1932	Oxford Super Sports 4 Seater Tourer Ten Four Pre Series Saloon
Derek & Joan Redfern	Fleet GU52	01252 675 948	derek.redfern@haymarket .com		
John & Barbara Watson	Northwood HA6	01923 824 376	jww@onetel.com		

Morris Parts & Restoration Service

RESTORATION . PARTS . SERVICE

VETERAN & VINTAGE CARS (Established 1950)

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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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Morris 8 Panels:- Wings, Running Boards, Valances, Sills, etc. stocked.

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LOTUS/MORRIS

Dear Editor,

I read with interest Tom Taylor's article on the subject of "Chapman + Morris = Lotus" in the latest Morris Monthly and I can reliably inform you that his story has to be considered "second past the post", as my story preceeds his and has a family connection, so I am confident that my source is reliable.

Colin Chapman's friend, John Leppard and another gentleman decided, post WW2, to convert a Morris 8 saloon into a hill climb special. They stripped the car of its body and built their own on what John described as "a bird cage frame, their friend, Colin Chapman, had a look at it and was so impressed that he went away and built one for himself, from an Austin Seven, thus the Lotus 7 was born. John went on to become Managing Director of H R Owen in London. Following his retirement I became acquainted

with him when my stepson Tim married his daughter Jane. He told me of the Lotus connection the first time we met 25 years ago, when he saw my 8 saloon and Z van. We still have John's 1971 Jaguar XJ6 in the family, It has attended the national rally at Thoresby along with Tim, Jane and their children.

Mike Porter
3290/2

Editor's Comment

Thanks, Mike. There was once a time when oneupmanship simply entailed owning a Lotus. Now, apparently, we need to know someone who knew Colin Chapman. Life gets more complicated every day!

A SALUTARY WARNING! ARMoured PETROL PIPES

Dear Editor,

A little tip for people who like a slight challenge and don't like spending cash unnecessarily.

I switched the ignition on recently and "tickled" the carburettor as usual, prior to starting the engine and found, to my horror, petrol dripping from the armoured petrol pipe down onto the exhaust from a leak about one inch from the outlet on the pump.

It could have had serious implications if the leak had started when driving and the exhaust pipe was very hot.

I thought to myself, "What can I do?" I removed the pipe from the pump and

carburettor, carefully ground off the crimped fastener at each end thereby releasing the fitting, took them off and gently extracted the rubber pipe which I found was perished and had a split where the leak was at the pump end.

I had some plastic petrol pipe of the same o/d as the rubber pipe but the i/d was slightly too big. I also had some lawnmower petrol pipe which fitted the bore of the larger pipe.

I carefully fed the plastic pipe into the armoured sleeve, inserted about one inch of the smaller pipe into each

end and trimmed everything up. With two small jubilee clips in place, I then inserted the two end fittings and tightened everything up. I refitted the pipe to the pump and carburettor, switched the ignition on and "voila!" no leaks – and I saved myself a few pounds as well.

A very happy man!

Tony Baker
6310/2

Editor's Comment

Tips like these are always most welcome.

FEB FOTO FINISH

Dear Editor,

With reference to the "Foto Finish" page in the February 2010 issue, I think it is reasonably certain that the photograph of the Morris 8 Saloon found by Tom Taylor is a Pre-Series model and would date to about November 1934. The registration number would be a Liverpool one as AKB 178. You can rule out the London "AXB" as 178 would put the date to November 1933, before the Morris 8 Pre-Series models were available.

ARO 874, the Morris 8 Tourer outside the Hop Pole Hotel in Ollerton (near where we hold the annual Morris Register Rally?) can be dated to July 1935. ARO 874 would be a Hertfordshire registration.

Harry Edwards
101/4

Editor's Comment

Thank you, Harry, for clearing this up. You are correct about Ollerton, too - I recall spending an awful term there on teaching practice back in the 70s!

Services & Suppliers

SPARES SERVICE	The <u>only</u> Official Morris Register spares service 07950 972 401
LANCASTER INSURANCE	Historic Morris Insurance 01480 484 484, www.lancasterinsurance.co.uk/morrisr
JEL BEARINGS	White Metal Bearings 01904 780 000, www.jelbearings.co.uk
THE COOKE GROUP	Morris Parts and Restoration Service 0116 288 1234
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VINTAGE CARRIAGES	Specialising in Morris Eight 2-seaters and tourers 01457 830 299 www.vintagecarriages.net

This section summarises all existing advertisers, but we would be happy to place a simple entry for you just in this list. Please contact: Lionel Smith, Commercial Advertising Manager, 01902 780 607/07730 309 288 or lionel.p@homecall.co.uk

DATE	REGION	EVENT	CONTACT
7 Mar	CH	Brooklands Morris/Austin Day	01932 857 381
13 Mar	CH	Film Night: Girl Guides Hall, Chalfont St.Giles, Bucks	
20 Mar	EA	Spring Noggin, Connington, Cambs	
28 Mar	W	Classic Cars on the Prom, Bournemouth (28/3 to 12/9)	07504 798 282
3/5 Apr	M	The Armouries Easter Vintage Gathering, Stratford-upon-Avon	01527 575 003
4/5 Apr	M	Midland Festival of Transport, Weston Park, Salop	
7 Apr	CH	Wrinklies Lunch (first of season)	
17 Apr	SE	S.E. Region AGM, The Three Horseshoes, Knockholt, TN14 7LD	
18 Apr	W	Mayor of Havant's Classic Vehicle Run	02392 446 152
24/25 Apr	EA	Colne Valley Railway Vintage Rally, Castle Heddingham, Essex	01245 284 202
25 Apr		DRIVE-IT-DAY (details from regions to follow)	
1/3 May	W	Abbey Hill Rally - A37 (just south of Yeovil)	
1/3 May	M	Stratford-upon-Avon Country Show, Stratford-upon-Avon	01527 575 003
1/2 May	W	31st Bristol Classic Car Show, The Royal Bath & West Showground	
3 May	Wal	Singleton Park, Swansea	
9 May	SE	SOUTH COAST RUN	Ray Frampton, POBox 1608, BN2 6LS
9 May	M	The Marches Transport Festival, Ludlow	www.marchestransportfestival.co.uk
9 May	Wal	Pencoed Classic Show	
9 May	CH	Len Plumbe Run, Oxford	
9 May	W	Rotary Club of Southampton Magna 16th New Forest Run	0238 076 8868
29/31 May	EA	Enfield Pageant of Motoring	
29/31 May	M	Tortworth Vintage Rally, Wickwar, nr. Bristol	01527 575 003
12/13 Jun	NW/EMY	CRICH 50th ANNIVERSARY RALLY, Derbyshire	0161 427 7311
13 Jun	CH	OXFORD BUS MUSEUM: 50th Anniversary Event	01753 883 547
13 Jun	Wal	50th Birthday Party, Club Stand at Tredegar Park Rally, Newport	01446 793 038
16 Jun	CH	SHERBUCKS OPEN DAY: Martin Baker Sports Club, Denham	
19 Jun	Wal	Under Milk Wood Classic Run, Mumbles to Laugharne	
10 Jun	Wal	National Transport Festival for Wales, Swansea	www.ntfswansea.co.uk
4 Jul	Wal	Anniversary Treasure Hunt and Tour, Vale of Glamorgan	01446 793 038
17 Jul	Wal	Anniversary Picnic at Oxwich Bay and Park Mill, Gower	01446 793 038
17/18 Jul	NW	Cholmondeley Pageant of Power, nr. Whitchurch, Cheshire	www.cpop.co.uk
24/25 Jul	M	Tortworth Vintage Transport Show, Wickwar, nr. Bristol	01527 575 003
13 Aug	M	Stratford-upon-Avon Country Steam Show, Stratford-upon-Avon	01527 575 003
11 Sep	M	Peopleton Show, Peopleton, nr. Pershore	01905 840 155
17/19 Sep	M	Hanbury Steam Rally, Stoke Prior, nr. Bromsgrove	01527 575 003
7/8 Aug		NATIONAL RALLY, Thoresby, Notts	

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

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

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

Now in France, the Morris decides it doesn't want to be taken entirely for granted

Arriving at Draguignan that evening, we sat in a café and “had two brandies”. It seemed rather a poor little town, and someone recommended us to try the Hotel Troin. We found it after some difficulty, an ancient looking building with a courtyard surrounded by a high wall. Entrance to the courtyard was by a strong iron gate, which when we arrived we found locked. We rang the bell at the side, and the gate was opened by some remote control device from the house. This lent rather a sinister air to the place, but our reception was friendly enough. Inside it had the appearance of an old and rather untidy farmhouse, and we were given supper in a long, rather bare room, with a rough wooden table. We were given bowls of hot soup or stew containing a variety of meat and vegetables, which we very much enjoyed. It was a dish, which we were later to discover was common in Provence, and almost identical with a dish popular in Wales known as “cawl”.

After supper, we retired to our room, which contained two single beds and very little else. There was a strong smell of damp and mustiness in the room and it seemed obvious to both of us that the beds were certainly damp. It was a chilly evening, and there was no sign of a fire, and we both spent an uncomfortable night sleeping on top of our beds in our clothes with dressing gowns and overcoats to keep us warm.

We left Draguignan early the following morning, glad to be on our way. We decided to make for Aix-en-Provence, again travelling through a beautiful countryside, wooded and wild, and in places very reminiscent of parts of Wales. The Morris Eight was going well, but we once had a little trouble in Italy on the Duce's motorway with the petrol pump. On that occasion I was able to re-start the pump by giving it a smart blow with my fist. The trouble occurred again on the way to Aix, and we came to a gradual halt by the roadside. The pump depended on some kind of electrical contact, and once again it responded to the same treatment, and we proceeded on our way. Much of the country around Aix was high and rocky with villages clustering on the hillsides and tall cypresses along the road, very reminiscent of Cézanne, largely uncultivated. At Ales we turned northwards, and began to climb into the high mountainous country of the Lozere, one of the most remote and spectacular regions of France. It was a memorable drive. The road ran through several high passes, and in spite of heavy rain, we caught glimpses of a wonderfully wild landscape stretching away on all sides, high mountains and deep wooded valleys filled with

the roar of falling water. The road twisted and turned in the most incredible fashion, but we finally arrived at Villefort set at an altitude of 2000 feet in a valley among high hills. I retain no very clear mental picture of Villefort, but from the window of our room we had an excellent view across the square to the high hillsides that rose above the town. Perched precariously half way up the steep slope, a short stretch of railway line ran between two tunnels. Every now and then, an enormous French steam engine would burst dramatically with a roar out of one of the tunnels, and in the space of a few seconds, disappear with all its coaches into the gaping hole on the other side. We thought of the passengers travelling in the tunnel who would, for a few fleeting moments, be given a glimpse of another world,

the little town of Villefort far below, before being plunged again into the darkness of the earth. The railway itself was a remarkable feat of engineering. Starting at Nîmes, it followed the road we had come by, travelling now on one side, now on the other, disappearing into cavernous tunnels and emerging onto viaducts perilously suspended over vast ravines. We thought that one day perhaps we would return and travel on that exciting railway. Rising early next morning, I was reminded that it was Ascension Day by the crowds of people, men, women and children, who were returning across the Square from early Mass. It was a bright morning, and we were soon on the road again and making for Le Puy. It was, for a large part of the journey, slow and tortuous as the road turned

and twisted its way among steep and rugged hills, giving magnificent views over a vast countryside. Approaching Le Puy, we crossed the high bleak upland of the Haut Loire, and although it was now late in May, the trees were still bare and leafless. Looking towards the East, we saw in the far distance a range of snow-capped mountains.

Le Puy occupied an impressive site dominated by a huge statue of the Madonna and Child on a hill above the town. There were crowds in the streets celebrating the Ascension Day holiday, but we decided to press on to get as far as possible before evening. A little further on we stopped at

the village of St Paulien for petrol, and again saw numbers of people coming away from the nearby church. Among them was an aged woman looking very spruce and picturesque in a white lace bonnet and a shawl, which Shephard thought was probably a kind of local costume. As she passed us, we wished her Good Day in French and shook her by the hand. I am not sure why we did this, but it seemed to please her, and she smiled and wished us a good Feast of the Ascension.

“
Le Puy occupied an impressive site dominated by a huge statue of the Madonna and child
”



The Parson fiddles with the fuel pump . . .

to be continued



POLES APART?



In the "What's it Worth" section of last May's Morris Monthly we featured this 1939 Morris 12 Series III, which rightfully claims to be the only electric one in existence. It has only 3442 miles on the clock! It was bought new as a petrol car by Sir John Ellerman of Ellerman Port Lines fame (later Cunard, then P & O). When World War II broke out in September 1939



petrol for private motoring was severely rationed, so in 1941 Sir John had this car professionally converted to electric power by Victor Electric Ltd of Burscough Bridge, manufacturers of milk floats and bread vans. The petrol engine and gearbox was removed and a 30-cell traction battery was installed in two boxes, 15 cells under the bonnet and 15 cells in the boot. A 10 hp d.c. electric motor was fitted inside the saloon where the gearbox would have been. A three-stage controller was fitted in the front scuttle under the bonnet, with a master contactor operated by the ignition switch. The battery voltage is 60 volts and had a capacity of 195 Ah. As this a heavy car, it would probably have travelled at 20 mph for about 20 - 25 miles. More than adequate for around town use.



It was sold on eBay for only £1000 and went to Poland, where its new owner, Jerzy Matusik, has undertaken its restoration, which he completed to a very high standard at the end of 2009. The top speed, he tells me, is now a devastating 40 kph! So you still prefer a Prius?





for **Mike Porter**, DAILY EIGHT DRIVER, It's time for a body swap

Following on from the previous monthly article "Breaker Breaker" I returned to the cars that hide in the garden shed and attached conservatory. This was my first chance to test my physical form since my NHS holiday of 2009. I set out to remove the body from my spare blue car and give it a temporary home on what was the pink one, thus releasing the chassis for assessment and repair. I always work alone in almost all tasks I undertake and here we have to turn the clock back some 10 years or so, for means to achieve this operation with ease. When we had the partial eclipse of the sun, my wife and I were walking in the grounds of Lincoln Castle when I proposed an upgrade for the top end of our garden. I was inspired by Ground Force, but would only qualify as Tommy the builder as I view our garden as an area capable of housing 23 Morris 8s (Ok we all know for us fellows that Charlie Dimmock was the reason for watching the programme not the desire to paint our fence blue)! So, as a result, I built a pergola out of re-claimed joists, but made sure it was capable of being used for the purpose of lifting engines. The last weekend of January 2010 saw me using it to lift a Morris 8 body off its chassis, as seen in the photo. I used a high lift trolley jack to elevate the car, tied it to the joist, removed the rear wheels, dropped the jack and slid the chassis out under the body, without upsetting my hernia operation! I then reversed the procedure to install the other rolling chassis under the previously pink car. One small technical problem occurred trying to remove the two fixings at the back of the body (under the seat) they were so corroded a spanner would not fit and a drill would not work above the head due to restricted access, nor an angle grinder, so I drilled a hole sideways through the head to weaken it enough to be able to easily chisel it off. The exercise was far easier than previously achieved when I have used a winch under my Carport, the hydraulic jack gave fine control for jacking the chassis back into place, so I was well pleased with the result, although it did take me longer than I expected, it was a sunny Saturday when I started and I overran into a snowy Sunday. However my shed now has a big space available now and it looks big enough to squeeze another Eight in!

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



Parts for Sale

For Eight, pre-Series, Ser. 1 or 2
Old engine, condition unknown. Rear axle in dismantled condition. 2 road springs. 2 gearboxes, condition unknown. Will sell as job lot for £250, or can split. Spares in Herts.
S. Stephens-Merrifield
07890 623 551 (Dorset)

Car Wanted

Minor 1931-1933 side valve saloon.
Must be in excellent condition or restored with no work needing to be done, must have original number plate.
Tommy Jardine 01555 770 961 or 07913 154 104 (Lanarkshire)
tommyjardine@yahoo.co.uk

Parts Wanted/For Sale

For 1949 Z van: good camshaft, and distributor oil pump drive gear to match. Also for Z van one rubber rear wing in good condition for sale or exchange w.h.y.
Alan Johnson
01704 226 219 (Lancashire)
alan.jean1@btinternet.com

Car for Sale
Morris 16/6 series 2



BFM597, which used to appear at Stanford Hall rally. The car is running but tatty, needing a lot of work, and is for sale for about £500.

John Harrison (ex-member)
01606 558 848 (Winsford, Cheshire)
john@johnharrison77.wanadoo.co.uk

Car for Sale

1934 Minor tourer 2 seater
For restoration V5. 95% complete.

Mike or John Brookes
0121 430 4608 or 07989 866 824
(Birmingham)

Parts for Sale

Operation manuals for Isis 1930-5 (except 1933), £10 ea. Calormeter and wings, rechromed but c-meter not working, £50 pair. Chromium plated headlamp mounting bar, approx 1¼" diam by 39¼" long, non-standard but fits 1933 Isis or 25, £10. Spare wheel clamp (probably not Morris), cast aluminium, approx. 6½" long overall, £10. "Enots" oil gun with cap, approx. 6" long, £10. All plus p and p. or buyer collects.

Fred Garwood
0208 989 6859 (London E11)

Parts for Sale

Eight S1 chassis in good usable condition £250. Eight S1 chassis in excellent cond. £350. Eight SE rear wings good cond. £30 each. Eight SE front seats very early to suit tourer £150. Eight S1/2 head lights, some complete £20. Eight SE back seat in very good condition (brown in colour) £50 ono. Eight SE early bonnet side panels good condition £20 ea ono. Eight SE early bonnet £20 ea ono. Eight SE early front grille cowl £20 ea ono. All parts to be collected or post/carriage paid extra.

Mike or John Brookes
0121 430 4608 or 07989 866 824
(Birmingham)

Parts for Sale

Tappet Spanners to original Morris patterns. Newly made in high grade engineering steel, suitable for normal maintenance adjustments. Not tool steel, so extreme loading not recommended. ¼"W x 6½" long, cranked jaws, to Morris Eight pattern £12.50 a pair incl UK post. ¼"W x 7" long. Straight jaws to Bullnose & Flatnose pattern. £19.50 set of 3 incl UK post.

Julian Smith
01803 557 466 eves (Devon)
smith@harbour.co.uk

Car for Sale
Eight Series 1 1936 4 seater tourer



Blue/Black. This car was owned within the same family for 30 years and was restored. MoT ran out in 2008. Offers in the region of £5,700. Mike Lavy
01740 620 727 (Sedgefield)

Car for Sale

1939 Morris 8 Series E 4 door Saloon
Remarkably original, with a large amount of documented history. MoT August 2010. Having spent most of its life in dry sunny Tasmania it is in very good condition. Offers around £3650 please.

Janet Gledhill 0114 246 4343 (Sheffield)
janet.gledhill@virgin.net

Parts Wanted

For 1933-5 Morris 10, 10/4 or 10/6:
Starter motor armature Lucas no 256912 or Starter motor M418A.

Alex Taylor
01235 553 574/531 350 (Abingdon)

Car Wanted

Late 1930s Morris 8 or 10 in running roadworthy condition, MoT. Could offer in P/E my 2007 Royal Enfield Classic black motorcycle (on SORN) only 4000km never been in the rain together with up to £2500. Can't cope with a restoration example as don't have the time or knowledge or the gear.

Steve Bell 01423 509 302 (Harrogate)
steve_helen@btinternet.com

Parts for Sale

Eight 1935/8 woody shooting brake body,



cab, windscreen, bonnet set of wings, new ash frame, unfinished project, £1850. Graham Naylor (Rochdale)
01706 845 331

Parts Wanted

Wanted for a 1932 Minor 2-seater Tourer: Seat base (or squab?), Front valance with starter handle hole (front apron), Driver's door lock, Two Head lamp reflectors with pilot lamp hole, 1 pair windscreen parts for split screen, Desk lamp (twist on/off type) instrument lamp, starter switch (floor mounted by gearbox).

Mick Roberts 0208 989 5916 (London E18)

Storage Offered

For vintage car in member's barn in the Bromsgrove/Worcs area. Please contact Geoff Whitehouse 01527 879 255 or 07931682229 geoffpw@gmail.com

Car for Sale
1948 Eight Series E



First registered October 1948. Black, rebuilt about 12 yrs ago and since garaged. Good body work, professionally resprayed, interior in good condition. Engine running. Tyres, brake overhaul and minor chassis repair required for MoT. R.F.60 Registration book. Executors sale. £4,950.

Maureen Pollard (non-member)
01245 472 949 (Chelmsford)
or 01245 474 492

Parts for Wanted

For 1934 Minor Two-door saloon
Sloping mesh radiator grille, starting handle hole blanking disc for radiator grille, front number plate mounting strip, instrument panel, interior sun visor, door finger pull plates(2), door opener lever plastic knobs and screws(2), chrome surrounds for door opening levers (2), interior rear view mirror, arm carrying horn push/dipswitch/advance retard lever, steering column to facia bracket, rear window blind and operating slider, anti rattle pegs for doors and female part for B post (2 sets).

Tony Eldridge
0208 550 3021 (Ilford, Essex)
antony.eldridge@btinternet.com

Parts for Sale

For Eight, Ser. 1, 1937

Morris 8 series 1 1937, back and front axles, 3 speed gearbox, prop shaft, black grill surround, 4 brake drums, 2 lucas spot lights, metal wheel cover, windscreen, 2 brush dynamo, wire wheel and tyre 4.50x17, wheel nuts, chrome door locks, headlight complete, voltage regulator, chrome interior mirror stalk, exhaust manifold, old trunk for rear of car, brake pedal. Ring for details.

Colin Lazenbury
01733 707 725 (Peterborough)
bethlazenbury@ntlworld.com

Parts Wanted

For pre/S1/S2 Morris 8 tourer: Body parts, particularly the doors and the scuttle bit that goes under the windscreen.
Chris Healey (Lincolnshire)
01526 399 610 or 07773 453 646

Parts for Sale

New boxed clutch plate 9" diameter, 1¼" diam. splines, 10 splines, for Morris 15, 25 cwt., LC, PV vans 1936/57. LD1 1 ton, LD2 ½ ton, LC5 2 ton, 1957/60. LD 4.5 1960/62. reference Nu-Texa 313 and Borg and Beck 47418/55. £40, postage £6.

Harry Edwards
01277 840 697 (Essex)



These pictures come with acknowledgement to unknown photographer Albert S. Bite, of West Bromwich, whose collection of old Morris photos is available on the image-sharing website Flickr.

Is your car featured?

