

MORRIS MONTHLY



Volume 59

Number 3

March

2019



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



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



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CHAIRMAN **John Ford** writes:



For me March starts the classic car year, and I have been organizing this year's start at the Spring Classic Car & Restoration Show at the NEC. We have a great display of cars on show including our own loan car Series E tourer, an early 2 seater Minor tourer which is being totally restored by midland member John Bowen, Bill Giles's 1928 flat nose Cowley flat bed, Ben Gadsby's finished restoration of his Morris Eight tourer, a Morris 8 engine working display and to cap it all, a very special Morris Eight 'serious' E, 360bhp hot hod saloon 'barn find' rescued from a garage in Wolverhampton! It is not to be missed! Plus, of course, the club shop and hospitality. In addition this year's successful loan car applicant will be presented with its keys. This year we have again been shortlisted for a couple of awards presented at the show on Saturday evening, so let's keep our fingers crossed, I am saying nothing!

You will have noticed the new packaging of our magazine. Even though our cars are not particularly environmentally friendly, the club tries to be. The cover is 100% bio-degradable so can go either on the compost or in your 'green' bin. It is made from potato starch. Check with your council first though.

If you are planning a Drive-it-Day event, the club now have a special plaque to put on the front or rear of your car, these are available from the club shop or we will have some at the NEC priced at only £4.95 each. Designed by John Howells, secretary of the Welsh region, they look very good.

Next month on 6th April we have our National Committee meeting, and a major item to be discussed is the future of our National Rally. For twenty five years we have held it at Thoresby Park in Nottinghamshire. Over several years now numbers attending have been declining, various reasons have been forthcoming. Our cars are too unreliable, we are getting to old(!), it is too far, the location is boring, etc., etc., are some

Cover picture: A column of Morris Minors is following an Austin Heavy 12 somewhere near the Suffolk and Norfolk border during the Pre-War Minor Network's Rally on 10th June 2018. The Morris Minor in the foreground has been in the ownership of Peter and Tilly Yates for over 50 years and the blue Minor saloon came over from Holland. [Photo: Kate Martin]

The Morris Register



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

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

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

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

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



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of the reasons. This is your chance to have your say. Over the last few months regional secretaries have been putting your proposals together and hopefully we can come to some sort of conclusion at the meeting. It is important we get this right so please if you have any suggestions, let your regional officer know.

Finally, I am saddened to hear that our old friend Doug Townsend is retiring from the club. Doug has been a member for over 40 years and has served his region (the Chilterns) well. He was on the regional committee for a good many years, serving as Chiltern Chatter editor and taking on other regional duties. At 87 years young, his sharp wit and wisdom will be sorely missed by us all and we wish him well.

EDITOR Rob Symonds writes:

As mentioned by several contributors to this month's Amag, discussion of the future of the National Rally will take centre stage at the National Committee meeting in early April, so time is short if you have an opinion to voice. A bit like Brexit(!), there is no easy solution, and certainly not one that will satisfy 100% of members. Democracy is a wonderful thing, of course, but when it comes to the National Rally, I am more inclined to heed the opinions of those at the active end of things than those who say "YOU should do this" or "YOU should not do this". It ought, of course, to be "WE should do this", followed by "and I will get involved in achieving it"! So, by all means have your two pennyworth, but, much more important than this single issue, do try to get active in the general running of the club. Current club officers won't be around for ever, and certainly not by the time the "2038 problem" kicks in! Look this one up if you don't know what I am talking about!



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

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DEADLINE
14th of the month prior to publication

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

BACK ISSUES: may be purchased
from the Club Shop

WEBSITE: www.morrisregister.co.uk
Contact: Mike Rose, Webmaster
webmaster@morrisregister.co.uk

SMALL ADS: Post/email to:
The Editor (see above)
Free for members (max 1 car per month)
Non-members: please contact for charges.

COMPLAINTS: Any complaints
against any officer of the club, or about
the way the club is being administered
should be referred to the Secretary

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r Spares Service

POSTAL SALES

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

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





Extraordinary General Meeting

It might surprise you to know that even members of the National Committee are not infallible, but probably of no surprise that "design by committee" often results in an outcome that accommodates many varied views and which is sometimes a little muddled!

Such has been the case with the formalisation of an honorary membership category. At its meeting in October 2017, following a considerable debate on the issue, the National Committee agreed to formalise honorary membership. I consolidated the outcome into a selection process and supporting criteria, which are contained the club's management manual, and also in a proposed new rule, which was voted in at the October 2018 Annual General Meeting (AGM). At the 2018 AGM, an anomaly in the new Honorary Membership rule was raised, namely that that members awarded honorary membership were rewarded by loss of voting rights.

However, as the rule already had significant support from postal votes, there were insufficient numbers at the meeting to overturn its acceptance. It was agreed that to correct this and avoid Honorary Members being unable to vote in the 2019 and subsequent AGMs, the easiest and most cost efficient way to seek rectification would be by holding an Extraordinary General Meeting immediately before the next National Committee Meeting this April (see details in Bulletin Board below).

I would urge you to complete and return the enclosed proxy voting form so that voting rights can be restored to our honorary members!

As for the muddled thinking back in October 2017, and with the benefit of hindsight, I believe it was simply confusion between offering honorary membership to a non-member (who of course should not have voting rights) and to a member (who of course should have voting rights). We only offer honorary membership to members and in general only to those who have provided substantial and long service to the club.



Bulletin Board



Extraordinary General Meeting, Saturday 6th April

This will take place on Saturday 6th April commencing at 10.30 am. Venue is the Magnolia Park Hotel, Golf & Country Club, Arncott Road, Boarstall, Aylesbury, HP18 9XX.

National Committee Meeting

This will take place on Saturday 6th April, immediately after the EGM.

National Rally

This will take place on (9th), 10th & 11th August at Thoresby Park, Notts, NG22 9EP.

Following comments on the forum that these dates are not being advertised with sufficient prominence, the Rally dates will now appear on the front page of Morris Monthly every month. Fewer excuses now for not turning up!

National Rally Accommodation

Discounted prices for three nights 9/10/11 August 2019:

Standard room: £270 per person Signature room: £300 per person Historic room: £308 per person

Some single Standard rooms with no added single occupancy charge are available @ £270

The price includes Warner's holiday insurance cover for all rooms. A deposit of £35 per person is required when booking with the balance due by 31st May 2019. This can be done either by cheque payable to M.R.Dixon or by bank transfer (details on application). Please let Malcolm Dixon know as soon as possible if you wish to book a room on 01132 670 424 or malcolmrtdixon@msn.com.

Drive-it-Day Plaques

Following on from the Welsh Committee's initiative in offering non-date dependent (i.e. re-usable) Drive-it-Day plaques, a supply is now available from the club shop in time for this year's D-i-D on 28th April. Cost is £4.95 + £2 p and p.

Please contact Pat and Barbara Farmer on 0333 006 5255 (10 am to 7 pm).

Note that these have the club logo in the centre, not the modified one as shown here. Welsh members who want the design shown are advised to contact John Howells, 01443 432 542 or bronllysvicarage867@gmail.com.

Beamish Weekend 15/16 June

As detailed last month's magazine, planning for this event is well in hand.

If you are interested, then contact Roy Pidgeon. He is moving house but can still be contacted on 07932 928 966 or roy_pidgeon@yahoo.co.uk





NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS
14479	Stephen & Kay Colclough	Cheshire WA16	stephen_colclough@btinternet.com	1932 Minor Side Valve Saloon
14480	Kevin & Katherine Cadd	Isle of Wight PO31	wonderlandzoo@yahoo.co.uk	1946 Eight Series E Saloon
14481	Jane & Andrew Gardner	Surrey RH7	jstrelitzgardner@aol.com	1948 Eight Series E Saloon
14482	Martin Ackroyd	61210 France	martin.ack225@v8pilot.com	
14484	David & Daphne Pratt	Selkirkshire TD1	davidgalashiels38@yahoo.com	1932 Major Saloon
14485	Filipe & Ana Palma	Suffolk IP28	coelhomaluco-666@hotmail.com	
14487	Rico (E.R.E.) & Paulien Verschuren	9281 NV Netherlands	enrico1955@hotmail.nl	
14488	Philip & Josephine Heeley	West Midlands B28	heeleyphil@aol.com	1937 Eight Series 2 2 Seater
14489	David French	Gtr Manchester SK8	davidafrench@mmc/uk.net	
14492	Martin & Diana Briault	Surrey GU6	martin.briault@btinternet.com	1937 Eight Series 1 2 Door saloon

1939 Morris Eight Series E two-seater



What's it Worth?



Advertised on the Car and Classic website, the trader states:
 "Just 4 owners from new and covered 65,000 miles from new. ABW135 is the only Morris 8 Series E 2 Seat tourer known to the Morris Register. Comes with fitted luggage and heritage certificate. A very charming British Classic."

Answer on Page 46

Hint: Go big!





There is always something new that pops up on the Forum which was the case with **Bob's** post: **M8 Pre-series 1935 oil filter and circulation**. "My newly acquired M8 Pre-series came with a "factory fitted" oil filter which sat on top of the engine alongside the dynamo. It was fed from the oil pressure gauge port and returned the oil to the sump filler plug. In the part-metal pipework there is a choke of about 1mm diameter which is presumably intended to provide a back pressure so that the oil pressure system is not bypassed. Taking the engine apart, I find that, while the sump is fairly clean (recently off for repair by PO), there is a great deal of oil sludge and muck in most corners of the block. I'm unsure as to the merits of such a system and am undecided whether to re-instate it. IMHO, it can only filter part of the oil and is likely to decrease pressure to the mains and big ends while showing an 'adequate' pressure at the gauge. According to its history, it had a rebore, new mains and big ends about 5k miles ago (97k total), all looks in fair order in the bearing surfaces except for some mild scoring. What do you think about the use of such a filter? BTW, can anyone help me with a diagram of the oil flow system on this 1935 M8?"



Bob's bypass filter

It was new to **Grumpyjohn**: "I have never seen or heard of a filter system like this before. The only external filters that I know of are the ones produced for the Series E industrial, tank engines or early Morris Minors. I believe these screwed into the block into the oil gallery on the nearside. Although the filter provided in the M8 engines is pretty coarse and crude if the oil is changed on a regular basis (every year?) all should be well as we don't do a big mileage! Ah, Bob, now having looked at your other post, I can see you have the earlier Series 1 or 2 engine so no provision on the block for an external filter."

Bob replied: "I have to say that the whole arrangement seems a bit Heath Robinson to me. Not least because the elbow fitted to the sump plug is easily the lowest part of the engine and easily knocked off. A bit of a hazard IMHO. I agree re mileage, etc., (always change every 1,000 miles on my old bikes) and, in the interests of originality, will probably leave it off."

Mike was able to shine a light on this query: "This is likely to be a Fram bypass filter. There is currently an old one on eBay. As a bypass filter, it does not filter all of the circulating oil, maybe 10% of the flow, but over time this means that the entire volume of oil does get filtered. If you fit one and the filter cartridge comes out well dirty at oil change, you will know it has been of benefit. I have one fitted to a Z van, but have yet to use the vehicle, it is an item I would not remove as they have a good history of being available and used for many years, back in the day!"



T connection to feed the filter

Bob replied, also including a photo this time: "Interesting, Mike. This is the unit I have, it is fitted with a 'Hi Flo' filter."

Little932: "My 1933 Standard Little 9 is fitted with a bypass filter as were most of their models from that time onward. There is a school of thought that they are more efficient than the modern full flow filters as they absorb more of the finer particles. I believe that they are also used in a lot in heavy commercial vehicles in addition to full flow filters. If it works OK I'd be inclined to keep it."

Richard: "It's important not to confuse early primary bypass filters with the secondary bypass filters fitted to large modern diesels. The latter are super-fine filters whose function is to trap fine particles not collected by the primary full-flow filter. If the fine bypass filter material were used in the primary full flow filter it would be too restrictive of oil flow. Because the bypass filters only some 10% of the flow, the flow and pressure are maintained. A sole or primary bypass filter (such as the one shown above or that on the 1933 Standard) on its own will not serve that 'super-fine' function. Obviously, because it filters only a relatively small percentage of oil flow it will be less effective than a full-flow filter, but almost certainly somewhat better than the simple gauze around the oil pump of a normal UB engine. My concern would be how well the home made arrangement has been designed and implemented. Factors to consider are how much oil is actually being filtered and, more importantly, how much is being diverted from normal circulation, i.e. whether any surfaces are being starved as a result. As already discussed, the vulnerable fitting on the drain plug really isn't a clever idea."



Connection back to the engine

Tom added a couple of photos: "Here is an engine that has been modified to take such a bypass filter. The output is via a T piece on the oil pressure gauge take-off, and the return is via a drilled out sump bolt. see photos. I presume that this was the type of 'go faster' accessory typical of the 1950s."

I am not sure whether Bob did refit the filter, if he did hopefully sometime in the future he will post again to advise if the filter worked effectively.

WARNING: The YouTube films in this next post should not be viewed by anyone of a nervous disposition or who believes in treating their cars with care and respect that should be given to an old friend. **Andrew** posted **Trialing? Who knew?:** "I recently discovered 'Trialing' in an article in the Hagerty Magazine, put out by my insurance company. Who knew that people abused their old cars this way or that most of our cars are too new to be eligible? If the sport has ever been mentioned on the Register, I have not noticed it." Andrew included a link which showed cars travelling over very rough muddy and steep terrain.

Richard replied: "Not my cup of tea but such events are popular in NZ, particularly among the hardy types down south. Can't find a link to the more extreme examples at present, but here's one to the Irishman rally (link added) that seems to be fairly tame by comparison. Many VCC events involve this type of going, and take place throughout the year regardless of weather."

Paul: "Ummmmm! Doesn't seem like the same old car world that I am part of. No Morris'es. But two Model A Fords."

Simon: "How disrespectful to such beautiful old machines! I'll try this with my 86 year old father and see how it affects his longevity! I suppose one could just go to the local rubbish dump and throw rotting vegetables and food at our old cars – it might attract a whole new crowd. Add a telephone voting system and one could be as rich as Simon Cowell in no time!"

Jerry: "I led a rally for our car club here in the Sacramento, CA, USA area. We accidentally ended up on a dirt road. Beautiful drive but I was yelled at by the members who got their cars dirty! I would have to build up a lot of confidence in this Morris 8 before I tried crossing a stream."

Back to **Andrew:** "Ha ha, Simon, I'll vote for you as the 'Morris's got Talent' humour superstar as long as you don't do a Simon Cowell with my wife! Lovely video, Richard. It is not as extreme as the GB one, and while I shudder at the thought of subjecting Edward to that, I suppose those are the roads our cars had to contend with in the 1930s."

Grumpyjohn: "Reminds me of an organised run I did many years ago in my M8 two seater through the Kielder forest. All the cars finished coated in mud and a poor little Austin Seven Nippy had the body parting from the chassis at the finish! It was pretty rough on those forest trails."

Jeff: "Trialing is very popular here in the UK particularly amongst members of the Vintage Sports Car Club, Austin Seven 750 Motor Club and the pre-war MG fraternity. Morris 8s are not eligible to join the VSCC (considered too modern) though pre-war Morris Minors and Bullnose/Flatnose are. Model A Fords are a popular choice among VSCC competitors. A friend of mine regularly trials his 1930's Austin 7 Ulster Replica. I've spectated at the VSCC Lakeland Trial – Drum House part of the Honister Slate Mine complex and shown in the first video is particularly impressive. There's loads more UK trials videos on YouTube if you search them out." (**Jeff** had added links to 8 more YouTube videos.)

Simon: "Who knows, maybe in 50 years time we will see Ferrari F430s and Lamborghini Aventadors or even a Bugatti Veyrons doing this! I think I heard about something called a tractor, which might be of interest to trialing people. Apparently it is designed for fields and mud type use. Education is a wonderful thing!"

Another **Simon** commented: "I used to marshal these events years ago. Obviously there are different categories for old and more modern cars. Hillman Imps and VW Beetles were a popular choice in the modern category. Although it looks, and probably is, fairly destructive in the long run, these cars are well looked after and ultimately been kept roadworthy. They have to be road legal to take part. I competed in a VW Beetle once. I didn't do to well as I didn't have a fat enough friend to jump up and down in the back to aid traction."

Andrew had the last word which probably reflects the feeling of most of us: "Thanks, Paul for the videos. I am smiling after looking at them despite my horror at the thought of doing such things to my sweet, fragile Edward. He and those like him are obviously made of sterner stuff than I thought."

If you want to view some mud splattering fun, log on to the Forum and go to Andrew's Trialing post. See screenshots above.

Bob Williams (bob@justwilliams.co.uk)

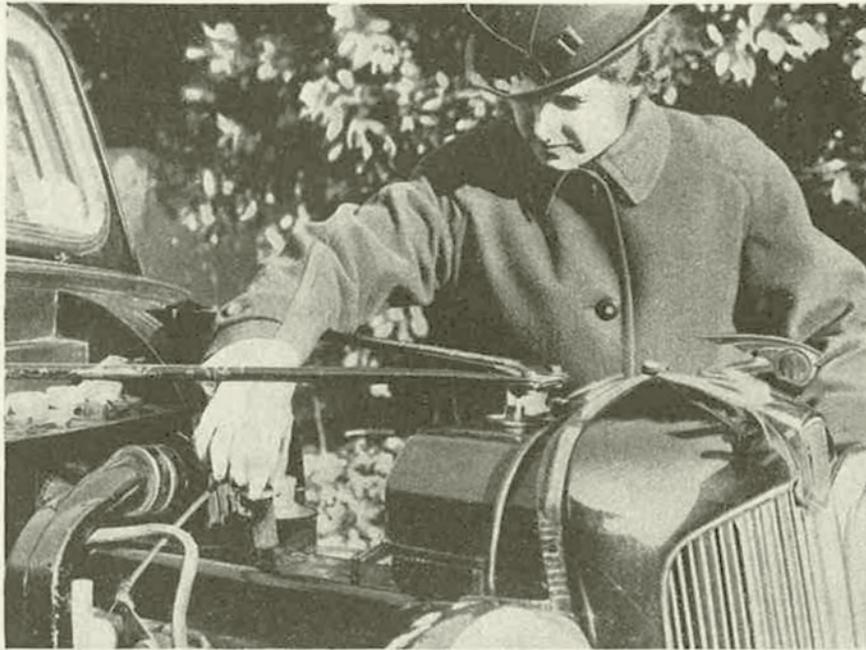


EDITOR'S NOTE:

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



KEEP THE AIR FILTER CLEAN



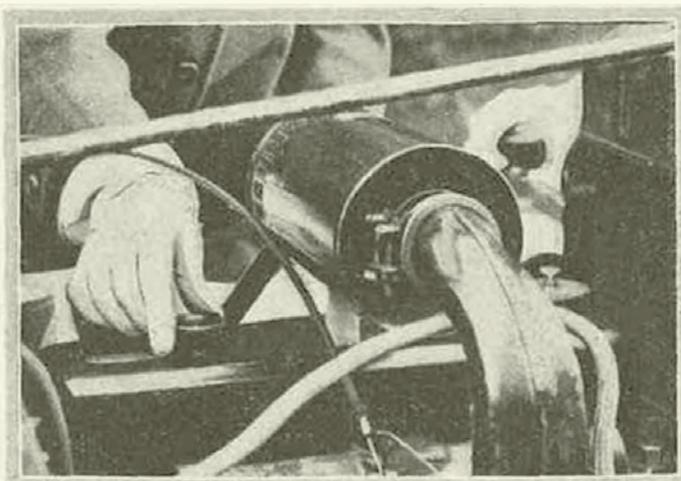
A SIMPLE
MAINTENANCE
ITEM EASILY
CARRIED OUT BY THE
OWNER-DRIVER

By **JOHN PENN**

NEGLECT, the thief of efficiency, lurks in many an unsuspecting corner, contriving to cause loss of performance if not actual trouble. One of the most neglected components, perhaps, is the air filter, the primary function of which is to prevent particles of dust, grit and other foreign matter from entering the air intake of a carburetter and so being drawn inside the engine, causing undue wear to valve seatings, valve stems, cylinders, pistons and piston rings. Besides this most important function the air filter acts as a carburetter intake silencer, deadening the noise of the sound waves, and setting up counter waves that damp out to a certain extent the original impulses car needs a rebore. However, oil vapour under the bonnet can never be eliminated except by this method of absorption into the intake system.

When to Clean

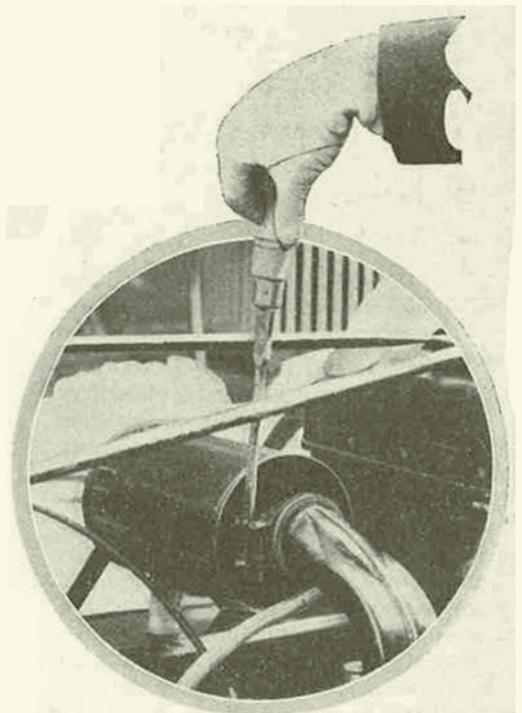
Instruction manuals advise that the air cleaner should be taken off every 5000 miles, but they have



been known to give as much as mom miles' service without attention. It depends under what conditions the car has been driven; whether the bulk of driving has been over dustless roads. But in a good many instances appearances are deceptive: a cleaner that looks passable outside may be very dirty inside and in some bad cases does actually prevent the air from being drawn into the carburetter, thus causing increased petrol consumption as a result of the richer mixture — the beginning of many motoring evils.

An air cleaner is quite one of the easiest of car components to remove and clean. The earliest form of combined air cleaner and fume consumer as first fitted to the Morris Oxford Six model consists of a carburetter intake pipe joined to the air cleaner head by means of a short length of rubber hose with or without clips.

Two pull-off inspection covers reveal a quantity of horse-hair that may be pulled out by a piece of



Left: On the Twelves take off the finger nuts on the valve casing. On the Tens remove the set screws at the side of the cylinder

Right: On the Tens unscrew the hose clip nearest the air cleaner a few turns

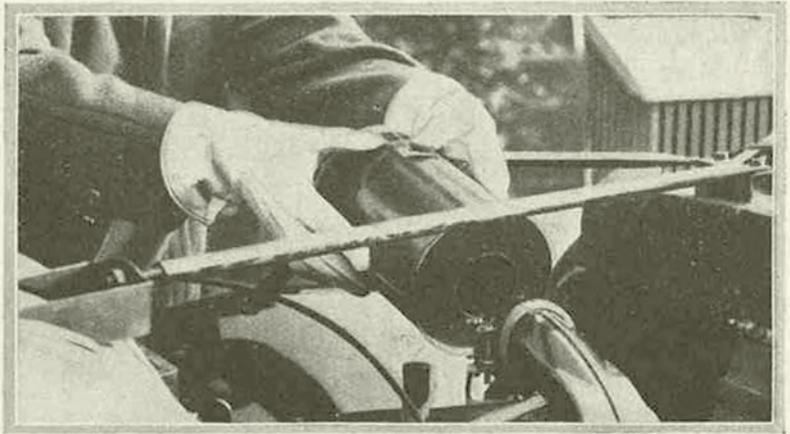


wire and then immersed in petrol. There is, therefore, no need to remove the head. The procedure for taking the head off, when necessary, is to undo the hose clips, slide hose towards carburetter, undo finger nuts and lift off.

The carburetter silencer as fitted to the Series II 8 h.p. car requires no attention, as this is purely a silencer. The same applies to the Series "E" Eight.

On the present Morris Ten the easiest way to remove an air cleaner is as follows:—

Loosen the hose clips attaching intake pipe to the cleaner, remove two set screws securing support bracket; raise air cleaner assembly so that the intake pipe of cleaner is clear of valve cover, and pull out from hose. After immersing intake end of cleaner in petrol, allow to dry, then put three or four drops of oil on every division of air cleaner grill by means of an oilcan and replace by first locating cleaner to carburetter, taking care that the short fume intake of the air cleaner is seated in the valve cover.



When the clip has been slackened pull the air cleaner towards you complete with its supports



The removal of the air cleaner as fitted to the current 12 hp model is even more simple. All one has to do is to remove the two screws attaching the air cleaner assembly to the carburetter, take off the two finger nuts securing the cleaner support brackets to valve cover and pull

Left: Immerse the filter end of the component in a basin containing two or three inches of petrol, shaking to remove the deposit

Right: When dry, drop two or three spots of oil into each opening

upwards to release from rubber fume pipe, reversing the operation to replace, making sure that the short length of rubber tubing on the valve cover has not been accidentally dislodged. This rubber tube conducts the oil fumes from the valve cover into the air cleaner, thus keeping moist many working parts that would otherwise be subjected to the drying effect of petrol vapour.

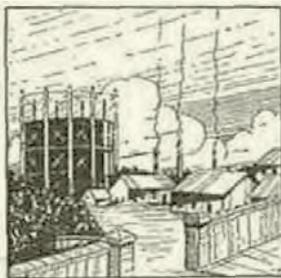
While a distinction has been made between the Tens and the Twelves, strictly speaking it is not important. Owners of Tens who find it easier to detach the two hexagon-headed screws on the carburetter intake can do so.



MOTOR SPIRIT FROM COAL

THE use by Morris owners of motor spirit produced from British coal is assisting in the present prosperity that is coming to the coal industry and in reducing unemployment in our great industrial areas.

The value of home-produced motor spirit was discovered only during comparatively recent years. About eighteen or twenty years ago it was fairly common for motorists to mix their petrol with an ample supply of benzole, which was then being produced in small quantities for industrial purposes. The growth of this practice led to the marketing of reliable scientifically-blended benzole mixtures and later to the extensive



A short description of how benzole is produced for admixture with petrol

production which at present exists.

Motor spirit from coal

did not come into the news very much during its early years, but when the slump set in and more and more miners were thrown out of work, all methods of utilising our coal supplies became of great importance. Motor spirit, oils, chemicals, electricity and gases from coal came into the news

with a vengeance, and during recent years the public have been very well informed regarding the value of Britain's coal supplies.

Benzole spirit is produced during the carbonising of coal into coke, a process which is carried out at nearly every steel, iron and gas works and tar distillery throughout the country. In addition to these, it is produced at hundreds of coke oven plants which produce large quantities of other by-products as well as coke for use in blast furnaces. These ovens get their name from the fact that huge ten-ton blocks of coal are actually baked in them. During this

process clouds of gases are given off from the coal and it is from these that benzole is extracted. The steel from which the bodies of British cars are fashioned is also often produced at Works which produce benzole.

Collected in Creosote Oil

As the gases from the "baking" coal are drawn off they rise and are met by a shower of creosote oil. This oil has the peculiar quality of being able to absorb all the benzole contained in the gases as it passes through them, so that at the bottom of the still there is a liquid mixture of crude benzole and creosote.

These are separated by the simple method of subjecting the mixture to jets of high pressure steam. The benzole vaporises and mixes with the steam, but the creosote is not affected. The benzole and steam vapour is drawn off the top of the still and then condensed. It is a simple business to separate the crude benzole from the water, as the former, being much lighter, rises to the top.

In the purification stills some of the most important processes take place. After passing through

one cleansing process the spirit is subjected to acid treatment, which ensures the extraction of all gummy residues. It is then run off to a third still, where further impurities and all traces of acid are removed. Finally, it passes through a process of distillation and is then run off in a crystal-clear sparkling cascade to the pure benzole tank. From one ton of British coal approximately two and a half gallons of pure benzole are obtained, and were it not for the exacting purifying processes described, this yield would be considerably higher.

The next step is the blending of the spirit with high-grade petrol, which is carried out under strict supervision and control in order to ensure uniformity of quality.

Car owners will doubtless be interested in the characteristics of benzole. Generally speaking, a really efficient fuel is acknowledged as one which will power the engine so that it gives maximum pulling power and acceleration without causing premature ignition, which will provide easy starting in all weathers and will allow a minimum of carbon formation.

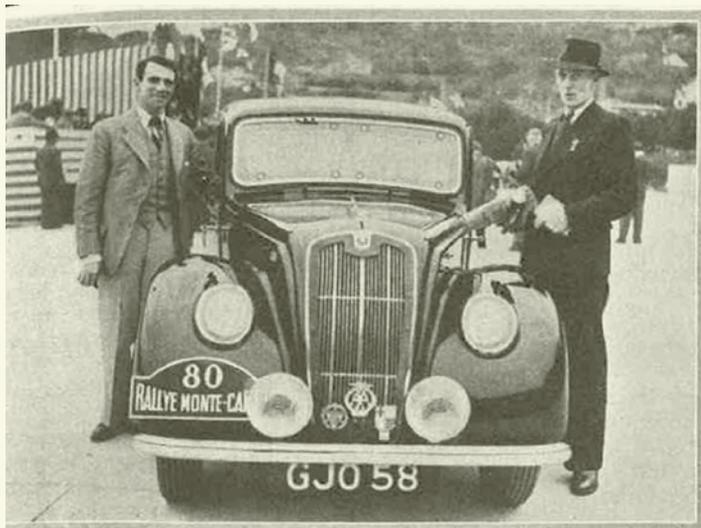
Characteristics

On the first count, that of pulling power and premature ignition, benzole is known to be highly efficient. Let us read the words of an eminent fuel technologist taken from a recent article in the *Automobile Engineer*. Writing of National Benzole Mixture, he says "It is the modern expression of the original fifty-fifty benzole mixture famed for aero volatility and maximum mileage."

Easy starting in cold weather is also one of the advantages of a benzole content in petrol, as owing to its high volatility it vaporises easily even in frosty weather.

The production of benzole spirit from coal is now one of Britain's great industries, and is responsible for the employment directly and indirectly of many thousands of men. The distillation of motor spirit from natural sources in this country has accomplished three notable things: it has stimulated our mining industry, produced a highly efficient, home-produced motor spirit and, of added importance in these modern times, provided Great Britain with an independent source of fuel.

To MONTE CARLO in an EIGHT



IF there were any heroics in the Monte Carlo Rally they belonged to my co-driver Mavro, who is Flying Officer Michael Mavrogordato, T.T. rider and pilot.

Apart from the fact that he is the best driver who has ever partnered me on a rally, he is easily the most courageous passenger.

For Mavro was navigating me over

Down South against time and temperature with the new Series "E"

By W. A. McKENZIE

the Grenoble — Monte Carlo stretch, and in the course of that mountainous Route Napoleon we struck the Col de Lecques. Ordinarily there is nothing remarkable about that Col: you would tour over it in Summer with few



The Series "E" Morris Eight being shipped at Folkestone, and (above) the car and crew, N. Mavrogordato and W. McKenzie, who finished sixteenth in the second class, and fourth in the competition for the most comfortable car (second category, closed cars)

misgivings. But in Winter, with a coating of frozen mud as slippery on the corners as ice, the narrow, tortuous road of steep gradients and innumerable hairpin bends gave the precipitous, unguarded edges a horrible significance. Indeed, the risks that had to be taken on this section of the Rally this year earned for it the name of "Suicide Run." Even the larger powered cars found it extremely difficult to hold the road, although they were able to take advantage of their bigger reserve of power to make up for time lost on corners.

Smallest British Entry

In the little Morris Eight, however, which was the lowest powered British entry, there was no margin of power to take the more dangerous corners with the circumspection called for. We were allowed 14 mins. 24 secs. to cover the twelve kilometres crossing of the Col, and though the car was flat out on the intermediate gears we were a minute late on the climb to the top.

Our only chance was to make it up on the descent, but to go hurtling on full throttle between the corners, braking hard at every hairpin bend, and throwing the car round on two wheels was an ordeal for the navigator that I am certain I could not have endured.

It was then that Mavro showed his pluck. "How we doing?" I would ask, breathlessly, as we recovered from a skid on a corner and accelerated to the next.

"Fifty seconds slow," Mavro would reply. "Keep it going."

Valves were bouncing, the car was swaying, I was hot with exertion and cold with fright.

Holding to his seat like a jockey to his saddle, his eyes glued to the trip recorder and the dashboard stop watch, Mavro urged me on.

"Forty seconds late now."

"Twenty seconds. Not far to go. Buck up, you might do it."

At one corner I left the braking a shade too late. If we couldn't stop, the alternative was to go straight on into a thousand-foot abyss.

I knew that I was driving like a lunatic, and I had frightened myself. But in face of my navigator's calm I kept up the effort.

At last the sentry-like box, and the official with stop watch in hand, marking the end of the timed Col de Lecques.

We passed him, the car rolling badly on the last few corners.

"Shockers" gone, we thought. But the shock absorbers were O.K. We found we had finished with a flat tyre.

One Second Slow

We found later that our time for the Col de Lecques had been 14 min. 25 secs. — one second slow in a twelve-kilometre test. It dropped us one-twentieth of a mark — "not a single mark", we told ourselves: "only a twentieth part of a mark". We had "gatecrashed" this rally of sports cars and limousines to demonstrate

how a "baby" family car would fare.

From past experience I considered that we should keep a clean sheet as far as Rodez, in the foothills of the Pyrenees. But that we should lose time on the mountainous section from Rodez to Lyons (where eighteen out of twenty-three cars were late last year), and more time on the Grenoble–Monte Carlo section.

Time in Hand

Actually, although some fifteen of the twenty-three starters from John o'Groats were late at Lyons, the little Morris, which had long since been nicknamed "Clockwork" by the competitors for its regular running, was not one of them. It had six minutes in hand and began the fourth day's running with a clean sheet.

Then, apart from the one-twentieth of a mark lost on the Col de Lecques, where forty-three bigger cars, from various starting controls, lost up to ten marks, we kept our clean sheet to the very gates of Monte Carlo.

It was at Monte itself that we came unstuck, and through no fault of the car.

We arrived — *too soon*.

The penalties for arriving too soon were as severe as for arriving late. After four days and nights travelling, we were in no state to work out the mathematical calculations which had become complicated by a fast clock and a sticking speedometer drive.

These faults, however, were the only two which developed in the whole of the run of over 2000 miles from John o' Groats to Monte Carlo. The ability of the sturdy engine of the Morris Eight to stand up to such gruelling was well demonstrated by its fine performance in the eliminating tests held after arrival. The Eight's performance in all these tests far exceeded our expectations, and compared extremely favourably with that of many higher powered entries.

Our little car not only earned universal admiration for its fine performance, but in the Car Comfort Competition in the Under 1500 c.c. Class it won the approval of the judges, who awarded it fourth prize.

This was particularly gratifying, as the three other cars which took priority of place were in a higher price category and of greater horse-power.



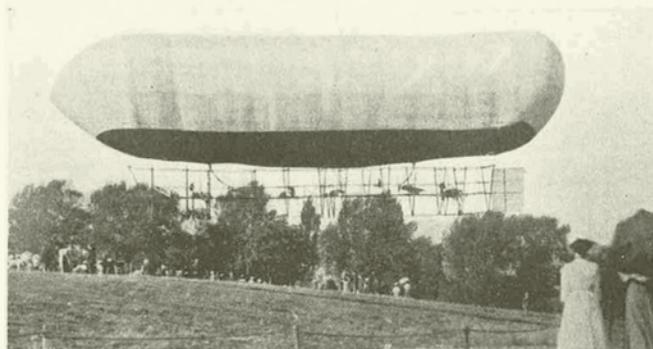
Examining the seals of the car on arrival at Monte Carlo

BRITAIN'S FIRST "BLIMP"

Interest is again being taken in lighter - than - air navigation. Herein is chronicled an early effort described by an eye-witness

By H. THORNTON RUTTER

The Barton-Rawson airship leaving the ground at the Alexandra Palace



Trimming Tanks

IN aviation circles I notice that believers in the airship as a means of transport are suggesting that Great Britain should provide herself with a few "blimps" as a means of training men able to handle the large airship should the future bring these into greater use. This reminds me of the first British airship that I saw in flight, on 22nd July, 1905. This Barton-Rawson airship was our first "blimp", and it may interest present-day flying and motoring folk if I recall that memorable day which nearly ended in a tragedy.

Originally called the Barton airship, in honour of its designer, Dr. Barton, it was started in its construction in 1903 and altered in 1904, as private trials by its inventor showed changes were necessary. For instance, the two-bladed propellers were reduced in size to 7 ft. in diameter and their speed increased from 140 to 1000 revs. per minute. Also in the first model there were three pairs of propellers consisting of three two-bladed fans 12 ft. in diameter driven by three fifty-horse-power motors geared down so that these "screws" were driven at low speed.

Expensive Pioneering

Dr. Barton had found building this airship rather an expensive hobby, so he was joined by Mr. F. L. Rawson in the enterprise — thus its name was changed to the Barton-Rawson airship. I forget what ballooning experience Mr. Rawson had, but I know that my friend Mr. Henry Spencer had given ascents to Dr. Barton and it was due to Spencer's invitation to me as one who had made ascents in a free balloon that I motored to the Alexandra Palace that Saturday. Perhaps I had better give you a brief description of this aircraft, although the picture tells the story. The "sausage" balloon was 180 ft. long with a diameter of 40 feet and a capacity of about 200,000 cubic feet, while the body of the airship (or hull) was built of bamboo canes and was 127 ft. from end to end. The total weight of the airship was 6¼ tons, or 14,000 lb., while the lifting power of the hydrogen gas with which the gasbag was filled was 14,800 lb., taking .047 lb. lift per cubic foot. There were two 50 h.p. petrol engines each driving two wooden two-bladed propellers, one on each side of the airship, the engines being carried one forward and the other aft. So its mechanical propulsion depended upon these four airscrews, while canvas sheets were fitted as extra supporting surface, as airplanes which also helped to balance the airship and to keep it on an even keel.

In the original design ballast tanks at each end and a pump were fitted for displacing water from one tank to the other to trim the ship evenly, but their weight proved too much, so no ballast tanks were carried on the new model. After arriving at the Palace and greeting our hosts, Mr. Spencer showed me the airship in its hangar and asked a number of us spectators to help tow it out into the open, holding on to various guy ropes. There were of course sandbags keeping it down as well.

Getting the Barton-Rawson airship out of its hangar was no easy task, as it had entered only partially inflated, while now it was fully blown out. Eventually a trench had to be cut in the ground to allow the bottom of the bamboo framework to get low enough to permit the gasbag to pass through the doors. But by the assistance of the volunteer helpers it was walked out successfully into the open, and held there until the aeronauts shifted the sand ballast to level the airship and reduce the weight so that it would rise as a balloon when the guy ropes held by the ground gang were released.

The occupants of the open deck of the airship were Dr. Barton in the bow, in charge of the forward engine, with Mr. Rawson and M. A. Gaudron in the midship position and Mr. Henry Spencer in charge of the stern-placed engine. After the ground gang released the ropes the airship rose quite steadily and Dr. Barton started the bow engine driving its two propellers. Mr. Spencer had a difficulty at first in getting his motor turning, but it did start all right before the airship was up 300 feet from the ground.

Into the Wind

The airship started facing the breeze of the south-west wind, and by the time it had risen to about 500 feet it was seen that the motors and propellers could not make any headway against it, and actually the craft was being forced backwards. So the pilot steered the craft round, running with the wind and rising higher before he attempted to return to the Palace grounds and starting place.

The wind, however, was too strong for the power of the propellers, and so M. Gaudron ("French balloonist", as someone called him), who had taken charge of the rudder, allowed the airship gradually to swing round again, drifting eastwards more or less broadside on, attempting to cross the wind in a tacking operation. I ran for the car with my driver and proceeded to chase the airship.

Aeronauts try and find suitable air currents by rising or descending in order to carry them in a desired direction. I watched the airship come down nearer the ground and then go up to about 2400 feet as we approached Romford. There M. Gaudron brought the airship down in a potato field near Heaton Grange. A garden party was in progress there, and the guests, so astonished at the airship's arrival, soon surrounded it.

We "crashed" into the gathering without invitation, nobody taking any notice, as everybody was busily crowding round Dr. Barton, who was in the bow, hearing his story of the flight and congratulating him and his crew. Mr. Rawson and M. Gaudron evidently thought that the Doctor was having too good a time all by himself, so they left the midships position of their station and made their way to the bow.

Thoughtlessness

That was the beginning of the trouble, as shifting their position in the hull altered its balance and the tail began to rise, while the gas that was left in the bag flowed to the highest point, so practically tipped out Dr. Barton, Rawson and Gaudron on to the ground, while the airship stood on its nose. My friend Spencer alone stuck to his post, but with the loss of the weight of three of its crew the airship began to rise, so he promptly acted (as the practised aeronaut that he was) by seizing the gas valve ripping cord and ripped up the easily detached silk strip, letting the gas out with a roar from its bag.

Down came the envelope, the hull and everything else, but beyond damaging the frame somewhat and causing a lot of repair work on the gasbag, no damage was done and Henry escaped unhurt, but rather shaken by the bump where the hull hit the ground, although its forward part was already almost on the ground when he ripped.

The engines were undamaged, but the shock of the whole business proved much too much for Dr. Barton, who told me that even if the airship had not crashed he would not ascend in it again as it was no use against the wind. Spencer confided to me that he did not fancy being aloft by himself in an unbalanced airship, so was taking no chances by ripping it at once.

At the same time, both Mr. Rawson and M. Gaudron ought to have known better than move from their places and so unbalance the "ship". Everybody who has ever been up in a free balloon knows that you must not leave the car, or "basket" as it is called by the general public, until the balloon is deflated or held by sandbags or the hook is out and fixed to the ground. And this rule certainly applied equally to the Barton-Rawson airship.

Fortunately the motors had long been stopped, so that there was no chance of fire, but otherwise we should have seen a similar tragedy to the Hindenburg take place thirty-two years before that accident.

Difference of Opinion

In my opinion the wind was not much above twelve or fourteen miles an hour on the day of this ascent from the Alexandra Palace,

but there was a good deal of argument over that point afterwards.

A year afterwards, actually at the end of November, 1906, I had my next airship experience in the *Ville de Paris*, then owned by M. Deutsch de la Meurthe. I went with the Hon. C. S. Rolls, Mr. Frank Hedges Butler, and the Hon. Mrs. Harbord to its hangar outside Paris. When I arrived with the rest, the pilot said I also could be a passenger. But when balancing the airship (after the ground men walked it out of its shed), as the others had been promised the trip and I was only an extra load, I had to come down to ground, although I did have the satisfaction of being a passenger when it was shifted out of its hangar.

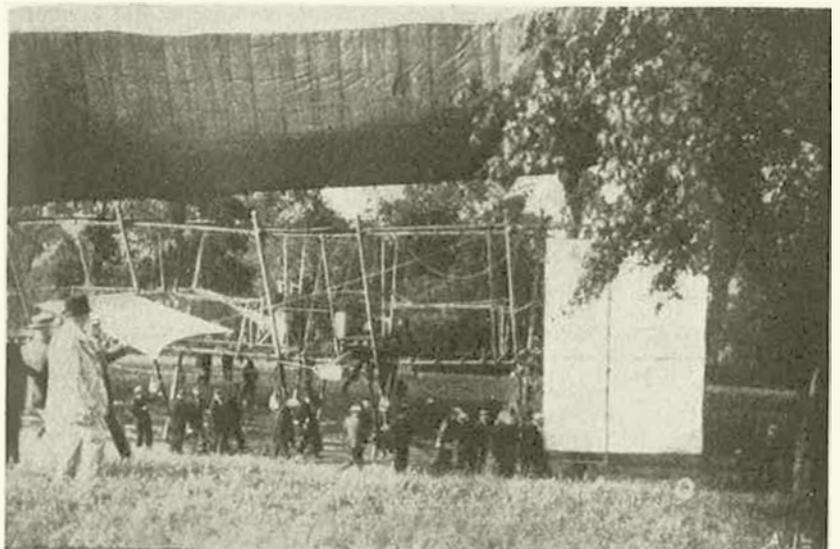
So as a spectator I saw the *Ville de Paris* circle round the immediate neighbourhood of its home for about twenty minutes and then return with its passengers, be put again into its hangar and carefully sandbagged to rest safe and sound. Then its crew and passengers descended to the ground from its deck-like hull. There were three in the crew looking after the motors, and this airship in a 12 m.p.h. wind easily went as its pilot directed, with its seven passengers.

Commandeered

A few weeks after this trip the French Government commandeered this airship after the disaster to the *Ville de Lille*, their own craft, so Deutsch de la Meurthe could not keep his promise to let me have a trip in it the next time I visited Paris.

But all three of my friends who had made the trip complained how terribly cold it was on the unprotected open deck where passengers and crew had to be. Yet on 1st December, three days afterwards, all four of us were sunburnt in a trip we made from St. Cloud towards England in one of the French Aero Club balloons we had hired. This day the 12 m.p.h. east wind did not blow hard enough for us to reach England before our ballast was finished, so we descended outside Boulogne in a farmer's orchard.

His kindness to all of us in giving help to pack up the balloon, taking it in a farm cart to the railway station, and entertaining all the four of us to dinner, will never be forgotten by me.



Half out of its hangar: the ship in charge of its ground crew during the preliminary trimming process

HERE THERE AND EVERYWHERE



NO FIRST OFFENDERS

THE Commissioner of Police of Rouen has issued instructions that no policeman may bring a motoring first offender to court. Whatever his offence — provided, of course, it is not a criminal one — it brings forth a courtesy note. It is a friendly letter beginning with the information that the motorist is breaking a regulation, but as doubtless he is doing so in all innocence, here is what he should do in future, and there follows a list of don'ts, ending with compliments.

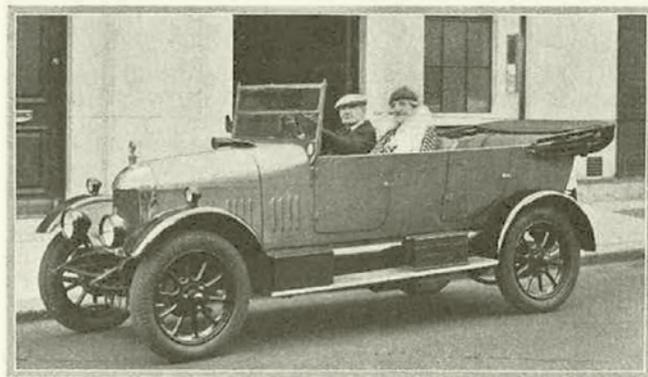
CLOCK STOPS TRAFFIC

THE French police authorities are concerned over the new discovery that a clock at the Madeleine, one of the most popular spots in Paris, is the worst cause of traffic blocks. When the King and Queen visited Paris at the end of last year the clock was removed to make transport simpler. Some weeks after Their Majesties' departure the clock was moved back to its old spot. Immediately the difference in traffic flow was noticeable, and the authorities declare that this is due to the habit of motorists slowing down to see the time. The clock is to be permanently banished.

BUS GATE-CRASHING

FOR ingenuity in obtaining free transport it would be difficult to beat a story from Virginia, told by a policeman in court recently. According to his story he noticed a man get off a bus carrying a pigeon. He watched the man and saw him take his bus season ticket out of his pocket, tie it to the pigeon's leg and toss the bird into the air.

The pigeon circled for a moment and streaked off home. The curious policeman investigated and eventually proved his case. The entire family used the bus season ticket each day, bringing the pigeon with them and discreetly releasing it complete with pass for the next member of the family coming to town.



THIRTEEN YEARS OLD — and looking like new. Mr. and Mrs. Thomas, of Chalfont St. Peter, in the 1926 Morris Cowley they bought from Stewart and Ardern in that year. The car is still in constant use and has taken its owners all over the country

INNKEEPERS' TRADE TOKENS

IN the middle of the seventeenth century, private coins or trade tokens were in common use. They were discs of base metal issued sometimes by towns, but more commonly by the leading merchants, traders and innkeepers of the time, and were instituted to provide small change, of which there was a shortage. Generally they were of brass or copper, and in denominations of 1d., ½d. and ¼d.: hence the phrase "brass farthing". They ceased to be made in 1672.

Trust Houses Limited are concerned to make a collection of tokens as part of the concern's policy of preserving and recording all matters of interest connected with their many historic and ancient houses.

GRUESOME CAR

A TEXAS ranger wanted to construct what he termed a unique car, so he set to work obtaining the material. Every part in this car comes from a "death" — i.e. has been involved in a fatal accident — mostly between police and crooks, though a car in which a "jealous" murder has been committed is not disdained. The constructor declares he is attached to his death car as it is a bringer of good luck.



ABOVE: BOSSON TROPHY TRIAL — On S. Thurnham Hill, Kent, Mr. J. N. Goodwin's Morris Eight makes a good climb

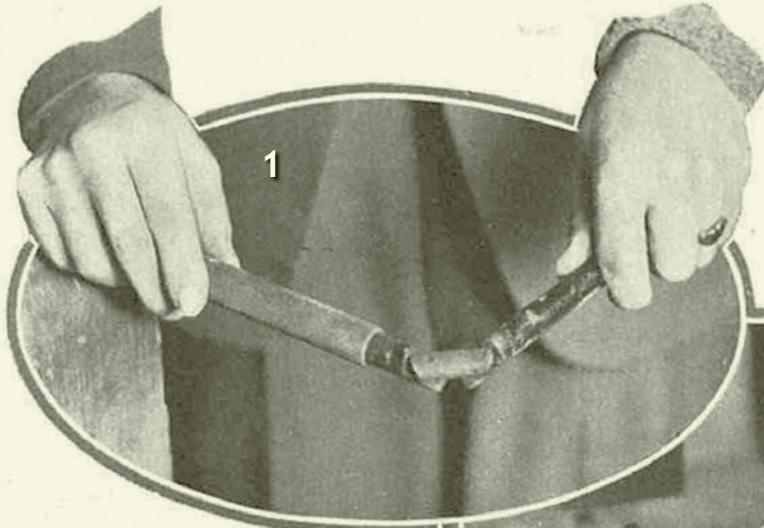
RIGHT: WATERSPLASH — Mr. J. C. Kennedy, at Netbunford watersplash in Lanarkshire puts up a good show in his Eight two-seater



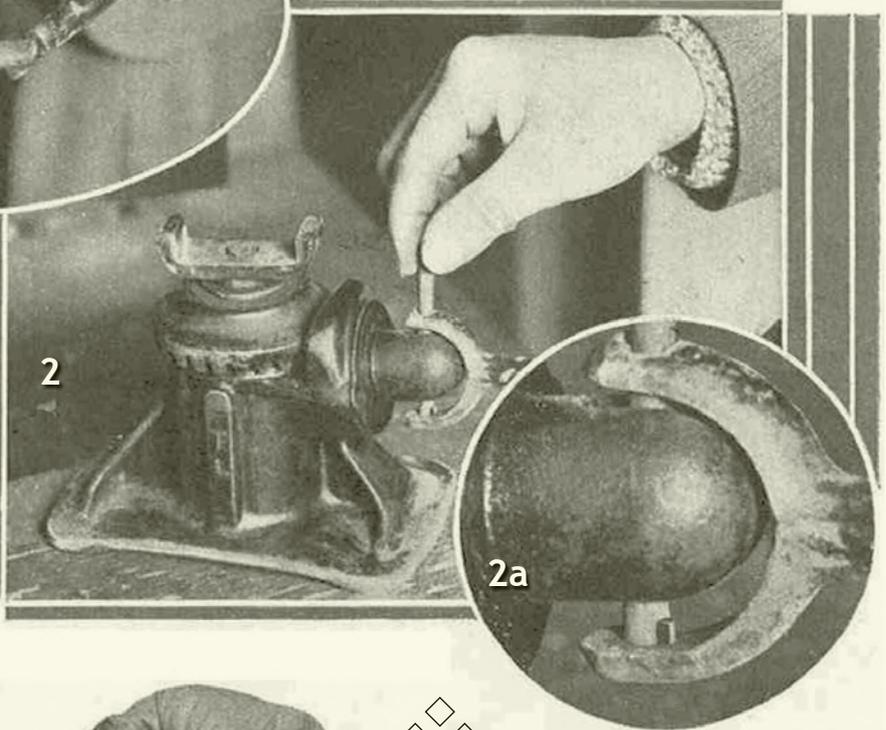
RUNNING HINTS IN PICTURES No. 85

Using the standard screw-jack supplied with the tool-kit
(Pre corner-jack issue)

1. — The jack handle is first unfolded, and the joint consolidated by slipping the securing sleeve over it

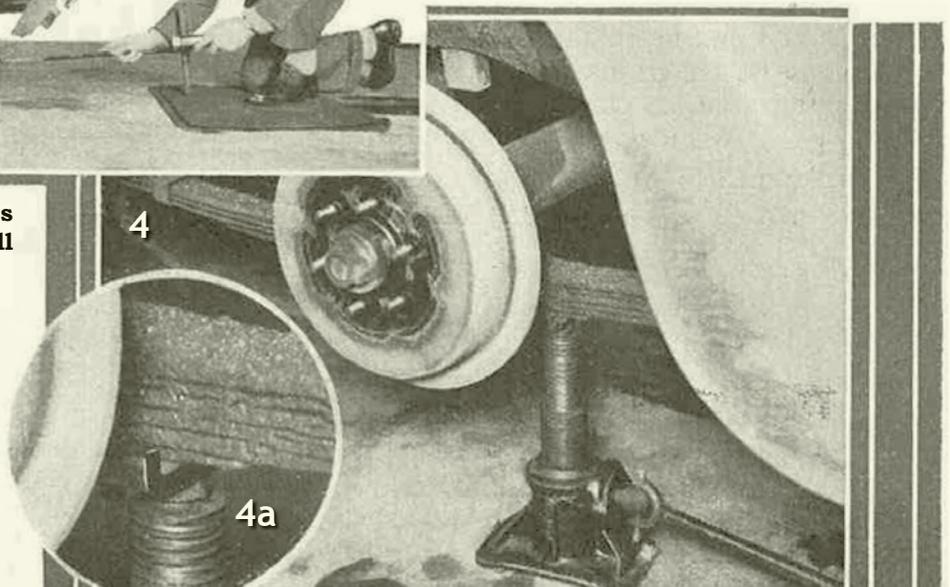


2. — The forked universal end is then attached to its complementary boss on the jack by the pin, which is prevented from falling out by a tongue (see 2a), passing through a suitable slot in the lower arm of the fork, which is then turned through a half circle



3. — The long handle facilitates positioning the jack. A torch will be found very useful at night

4. — In this picture (in which the wheel has been removed for photographic purposes) the jack head has been purposely positioned farther from the axle than in practice so as to be visible. Notice how the upturned ends of the jack head grip the sides of the spring to prevent slipping (4a).

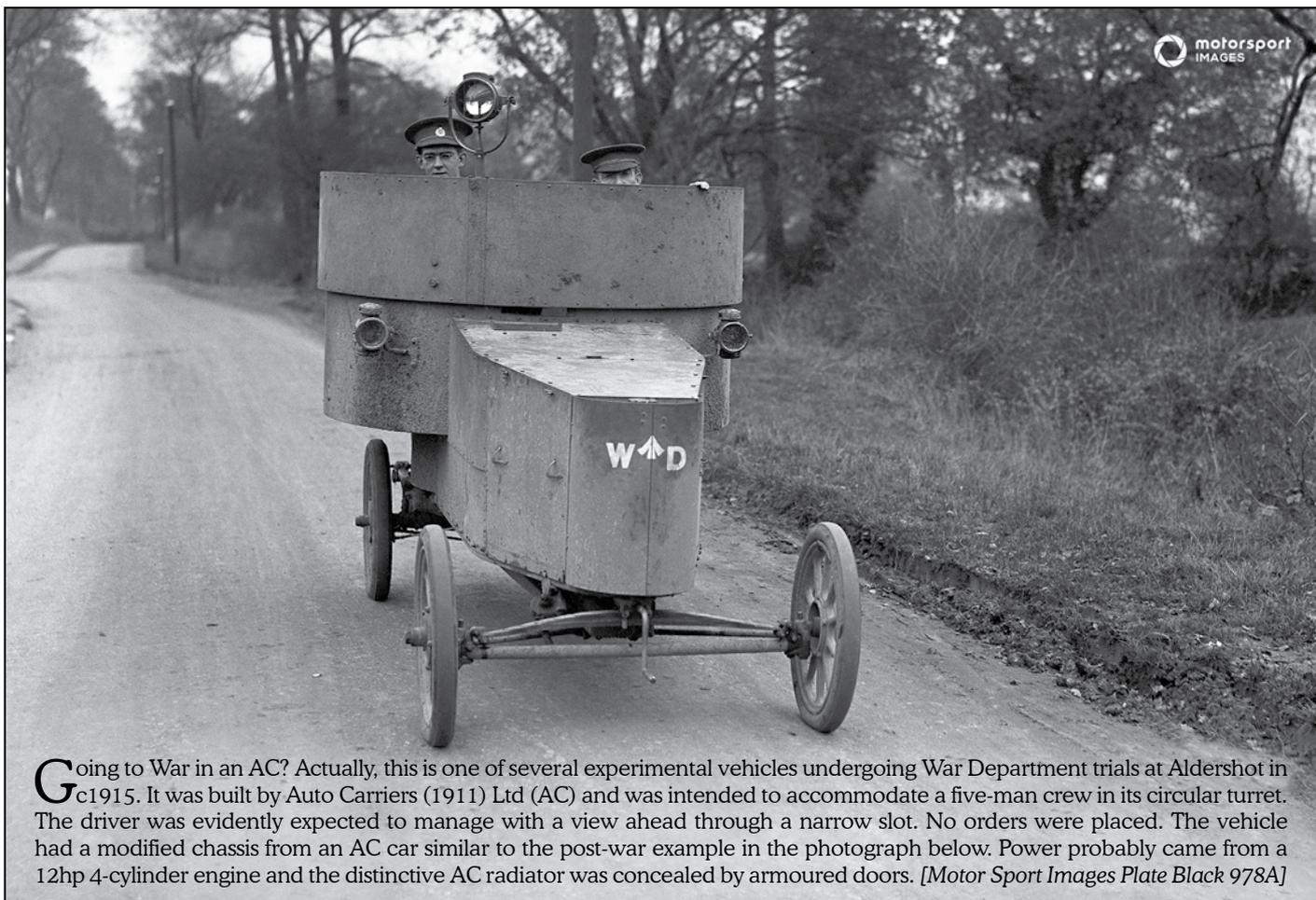


The complete edition of The Morris Owner for March 1939 is available as a pdf on the website.
Other items of interest include:

- Fast Family Motoring (Wolseley 18/85)
- Pedestrian Crossing Chaos
- Driving Instruction Should Be More Ambitious

Pictures from the Past

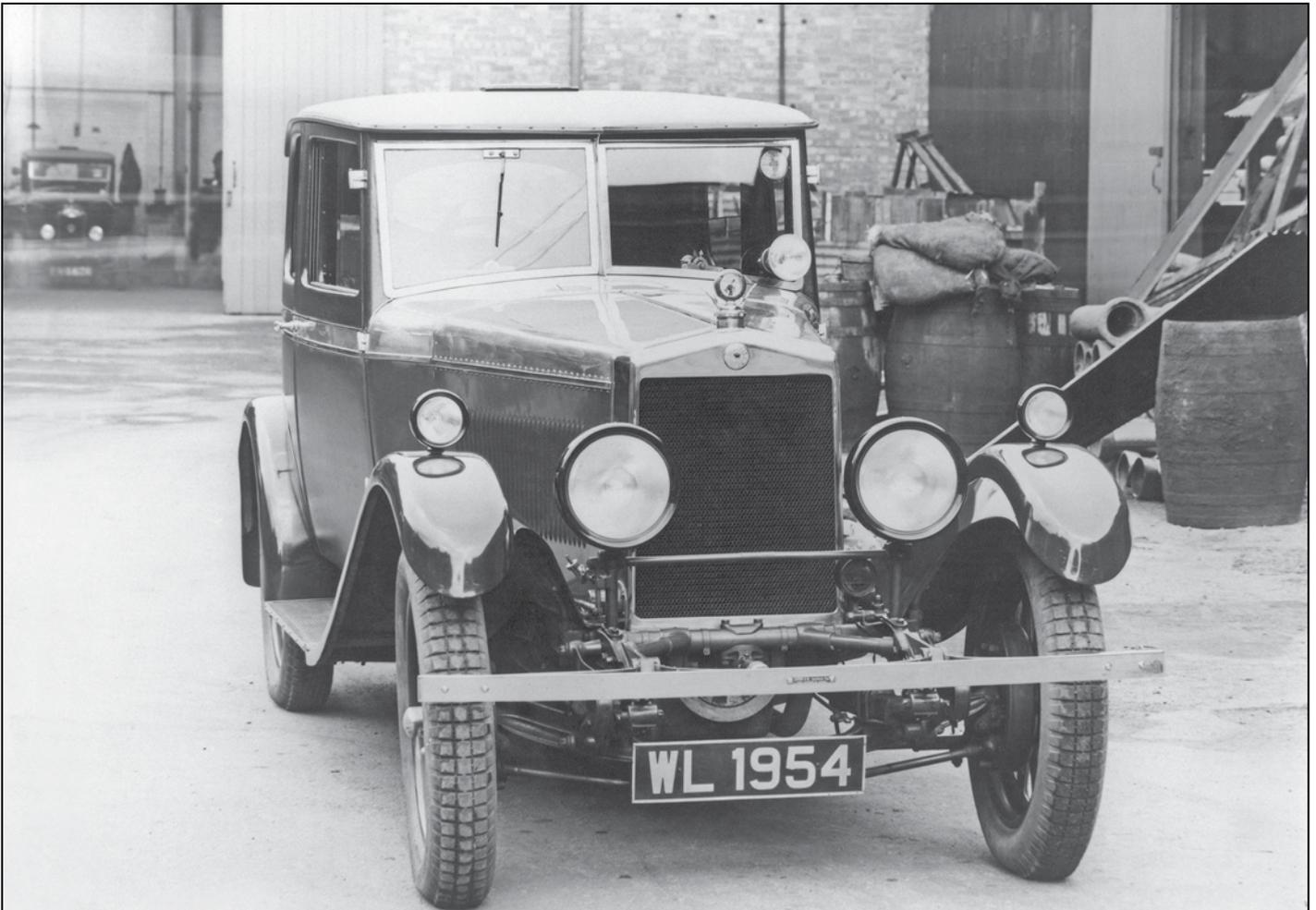
Presented by Ken Martin



Going to War in an AC? Actually, this is one of several experimental vehicles undergoing War Department trials at Aldershot in c1915. It was built by Auto Carriers (1911) Ltd (AC) and was intended to accommodate a five-man crew in its circular turret. The driver was evidently expected to manage with a view ahead through a narrow slot. No orders were placed. The vehicle had a modified chassis from an AC car similar to the post-war example in the photograph below. Power probably came from a 12hp 4-cylinder engine and the distinctive AC radiator was concealed by armoured doors. [Motor Sport Images Plate Black 978A]



[Motor Sports Images Plate Black 1266]



This unique car is shrouded in some mystery with a part-told story that appears to link it to the ill-fated Morris Leon Bollée company in France. The late Harry Edwards discovered that it was registered by the Morris Garages in Oxford on 27th March 1927 as a blue 'Morris Oxford 23-6 Coupé' for William Morris, although whether he took personal possession of it is not clear. Jon Pressnell picks up the story in his book; *'Morris, the Cars and the Company'*, along with two further pictures of the car, one of which has a note appended suggesting that it had an 8-cylinder engine (possibly from America or Leon Bollée, the date ruling out a Wolseley unit). He states that: *'It seems likely that the [Morris Leon Bollée] prototype eight-cylinder car was built in England with a body commissioned by Morris Garages and perhaps built by Rawath'* [of Oxford which made the early bodies for Morris cars and later, bodies for MG cars]. Details of particular interest in the photograph are: the special semi-sporting body; MG-type mudguards and long multi-rieveted bonnet; Morris Oxford radiator badge; MG insignia on the glass of the Calormeter; substantial round section chassis cross-member arrangement in front of the radiator with a possible engine support visible; large round disc below the radiator; large brake drums, side lamps and exhaust pipe; artillery wheels; plain bumper; passenger operated spot lamp and two curious mechanical-looking devices just behind each side of the two-part windscreen. [Ken Martin's Collection]



motorsport
IMAGES

White-lining kerbs on the Kingston By-Pass in March 1937. The 1936 Morris Eight Two-Seater is possibly the photographer's car. [Motor Sport Images Autocar Print 9-04-37]

Some photographs appear with thanks to MOTOR SPORT IMAGES. For further information concerning copies or the reproduction of any images thus attributed, please send an email enquiry to info@motorsportimages.com mentioning Morris Monthly with the image reference number.

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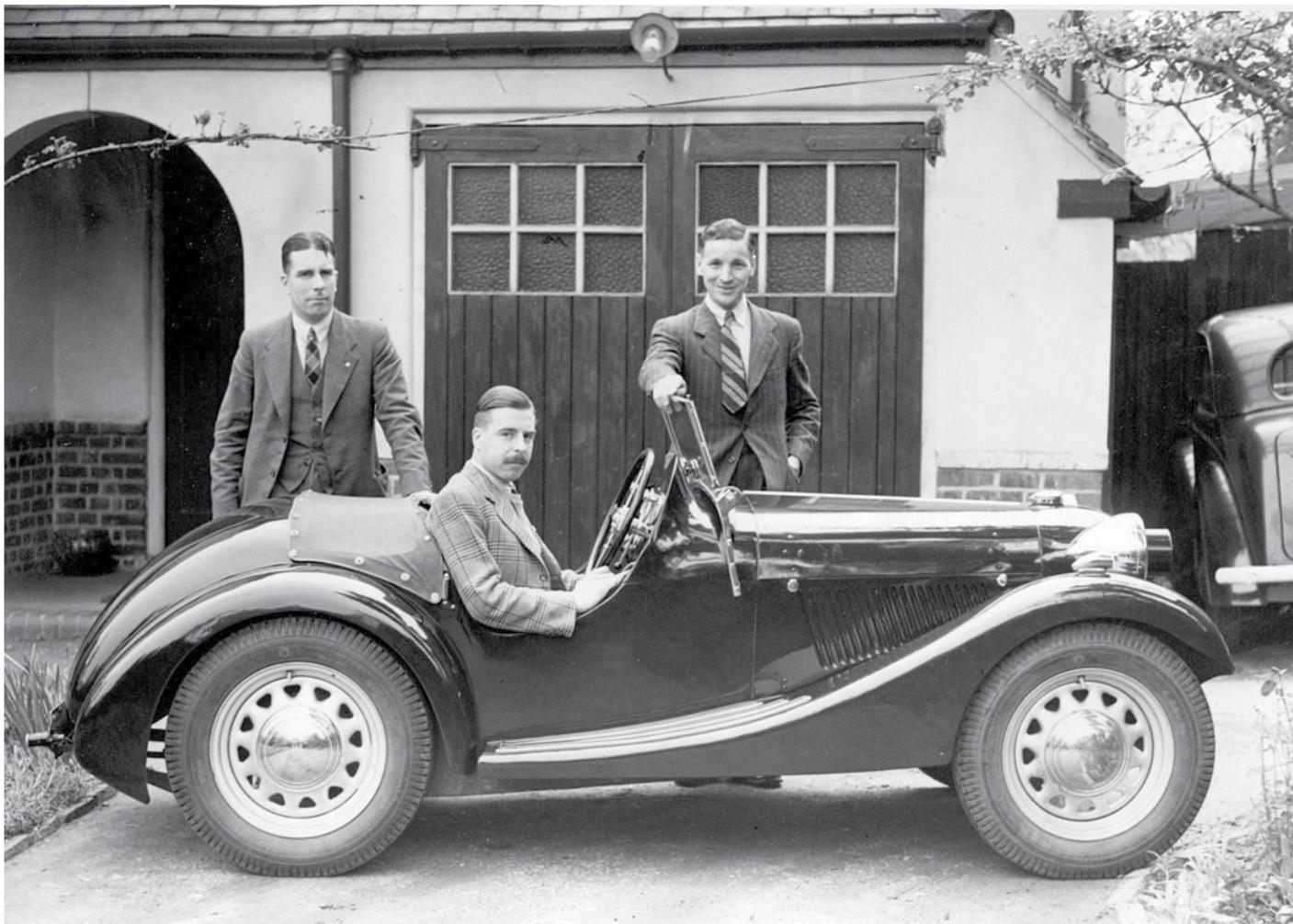


MINOR MUSINGS

by Chris Lambert of prewarminor.com | info@prewarminor.com



That's not a Minor!



This untouched photo was discovered in the LAT archive and appears here courtesy of Motorsport Images

Throughout the course of the Second World War, *The Autocar* magazine ran a series of articles entitled 'Talking of Sports Cars'. One such early article in the series (10th May 1940), entitled 'A Hobby Car', featured a thoroughly modern looking two-seater, distinctive enough in appearance to warrant its sighting to be reported in an earlier *Autocar* column 'Disconnected Jottings' (19th April 1940).

The article's unnamed author (by-line the letter 'V') managed to track-down the car via its registration number, to a quiet suburban street in Kingston-upon-Thames, Surrey. Here he found two brothers, C.V. and R.E. Miller who, along with a friend H.A. Ball, had built the handsome vehicle in a domestic garage over a two-year period. What was even more surprising than discovering that it hadn't been constructed in a professional workshop was that the raw material they had transformed, was none other than an old OHC Minor Saloon!

The journalist established that while the engine specification remained virtually unaltered from standard, that is apart from a 'head skin' and the fitting of double valve springs, just about everything else had been changed. The chassis had been amended and was now underslung at the rear, a Lockheed hydraulic braking system from a Wolseley Hornet had been fitted along with a four-speed gearbox from the same source. The Minor's original shock absorbers were also discarded to be replaced by Hartfords, a 'mod' still very much in favour to this day. The car's body was constructed by a panel beating friend and is described as stout, although beautifully proportioned, as can be seen in this, the only known photograph of the car. The brothers and friend cellulosed the car themselves using a borrowed spray gun. As for the car's interior, the dashboard was of hardwood with a Jaeger speedometer and a water temperature gauge, a space being left for a large diameter rev counter that had yet to be fitted. The seat squab was hinged and revealed stowage space for the spare wheel, hood and a "reasonable amount of luggage". The fold-flat windscreen came from another vehicle and its surround had been re-plated. The ancillaries were obtained from a potpourri of sources, examples being the headlamps, which came from a Vauxhall, while the steel wheels were originally fitted to a Standard.

When asked how much their special had cost to construct they replied that they had not kept any form of ledger as their endeavours were purely for pleasure. The triumvirate volunteered that they had further plans for the car including the sourcing and fitting of an MG J2 power unit. However, looking at that photograph, it's clear that they were all of call-up age and probably were to serve in the conflict that was to stretch for another five years into the future. It's therefore doubtful that their unnamed Morris Minor Special received its new engine but perhaps they got to sample its performance in the years of peace that were to follow.

It's extremely unlikely that this well-proportioned Minor Special has survived as it would still be creating waves today. However, one such similarly modified Minor does still exist in the shape of JBM 412 (see image below). It's known that the car started life as a 1934 saloon model, acquiring its new body in the fifties along with an 1172 cc Ford engine. If the current custodian of JBM 412 reads this article, the author would be interested to know more of its story. (contact chris@prewarminor.com)



JBM 412 1934 Minor Ford engine special

The article referenced above appeared in the Friday May 10th, 1940 edition of *The Autocar*. It's doubtful that those reading the magazine that morning paid it too much heed as other matters would almost certainly have been playing on their minds. It was on that day that Germany invaded France and the lowlands. In the UK, Chamberlain had resigned and Churchill was appointed Prime Minister and had begun assembling his coalition government.

References: *Autocar* 10th May 1940, Motorsport Images LAT archive. With special thanks to Ken Martin



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Morris Eight Differential Rebuild (Part 1)

Simon Hadley

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

Introduction

My introduction to and tuition in stripping down the differential for my 1937 M8T came from Eddie Tregunno, my good friend and engineering mentor who has over sixty years' experience working on these old cars. As ever, his patience, enthusiasm and generosity of spirit are not only humbling, but make learning easy. This exercise over two Saturdays spaced over a couple of months was great fun, and as always Eddie's patience, depth of knowledge and sheer enthusiasm demystified the task as he imparted invaluable knowledge and skills.

What I will say now is that this lump that sits in the middle of the axle casing is beautifully engineered and a complete work of art. The machining and tolerances are very fine, meaning dismantling sometimes can be hard as fits are precise; however, as hard as some components were to separate, lift, or pull to remove; at no point was brute force needed.

With brass drifts and a copper mallet, gentle persuasion and light taps were all that were required.

The following procedure assumes that the differential is already removed from the axle casing, which, after disconnecting the prop shaft from the pinion flange, stripping the hubs and withdrawing the two half shafts. is simply a matter of undoing 8 nuts... drain the oil first! Also see notes in the next section.



Explanation of differential and method used to strip down

The differential unit is constructed in four main sections:

1. The Housing
2. Crown Wheel Assembly
3. Pinion Assembly
4. Differential (sun and planet) Gear Assembly

NB. The correct term for the sun and planet gear assembly is "the differential gears". "Sun and planet" is commonly used garage terminology.

Although I am aware that the Morris manual may describe a slightly different sequence for dismantling. the following is how I was shown and the method I followed.

Prior to removing the differential from the car, it is good practice to mark the prop shaft and pinion shaft flange to ensure that it can be replaced and aligned as it was before removal to prevent any balance issues, assuming the prop shaft has been balanced for the car.

A second observation of importance is that the axle casing has two indents cut out to ensure the diff is positioned correctly when replaced. These indents are where the crown wheel is offered up when fitting, and are both on the nearside (left side of car). Without these it would be possible to fit the differential upside down, then the whole unit would work in reverse, giving three reverse gears and one forward in my 3-speed car!

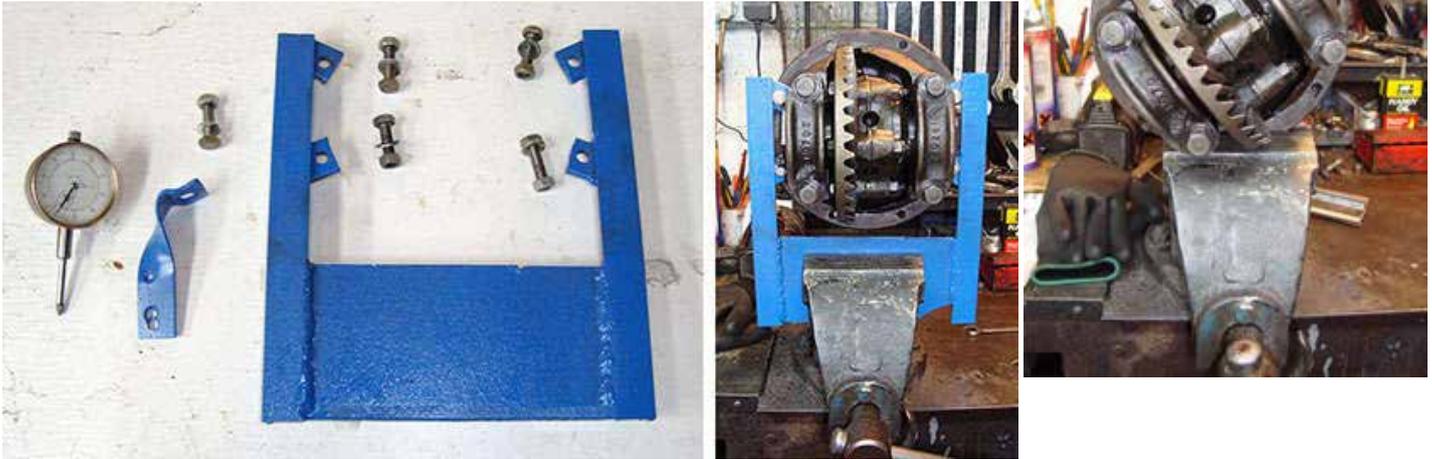
NB. There is a thin paper gasket between the diff and the axle casing which will need to be renewed when replacing the rebuilt differential.

The workshop manual recommends that the strip down should be performed by gripping the differential housing in a vice, as shown top right on the next page:

This orientation leaves the unit at an awkward angle for working on. As the diff's casing is made of cast iron, this recommended grip position might damage the edge; early units were aluminium, so even more vulnerable. Damaging the edge would make it more prone to oil leaks or, worse, break this edge while you work on it. As these units are not easy to pick off the shelves at Halfords, a safer and more sensible approach is to make a jig.



This picture below shows the essential kit needed to make this rebuild as simple, safe and easy as possible; and how best to clamp it in a vice:

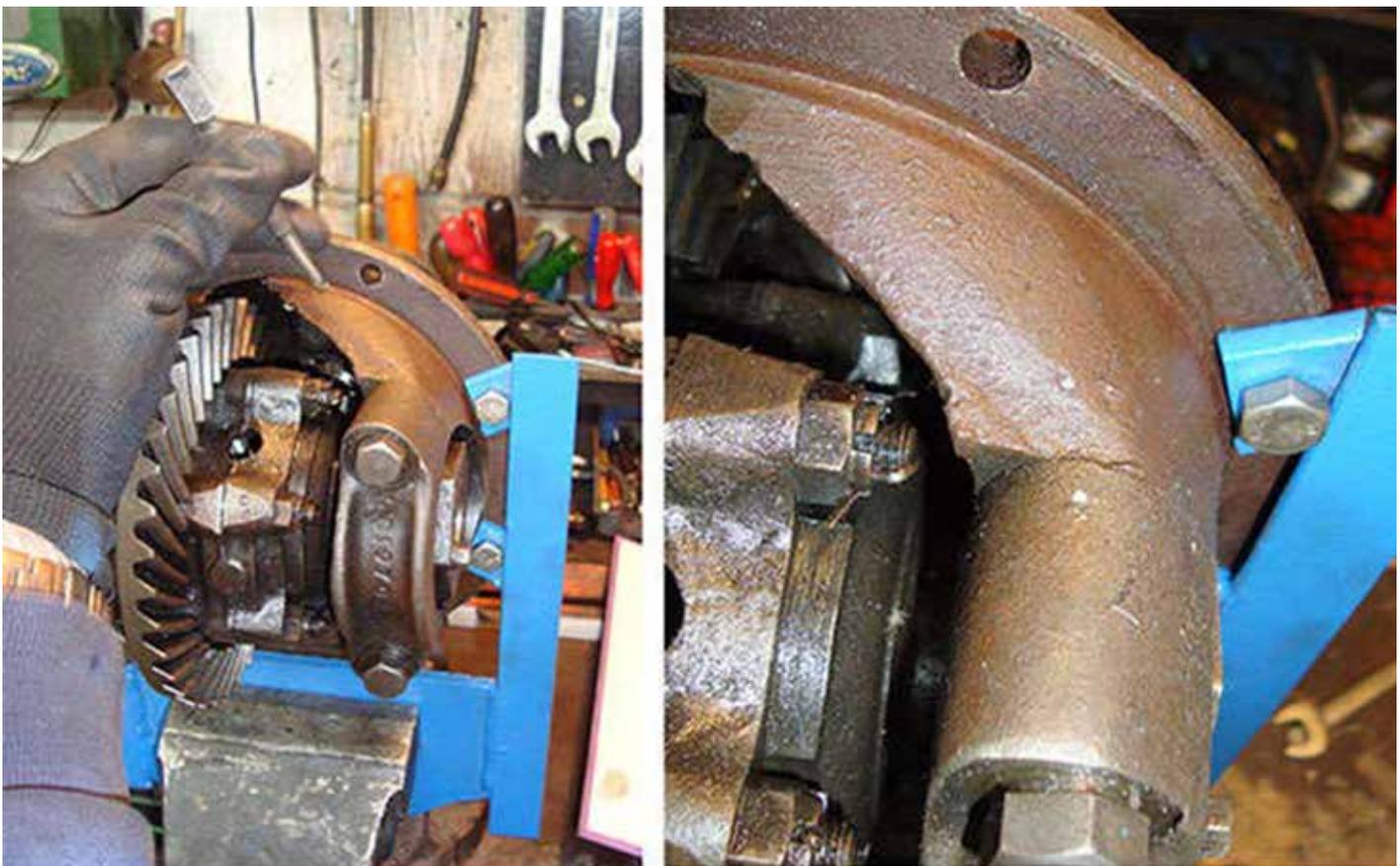


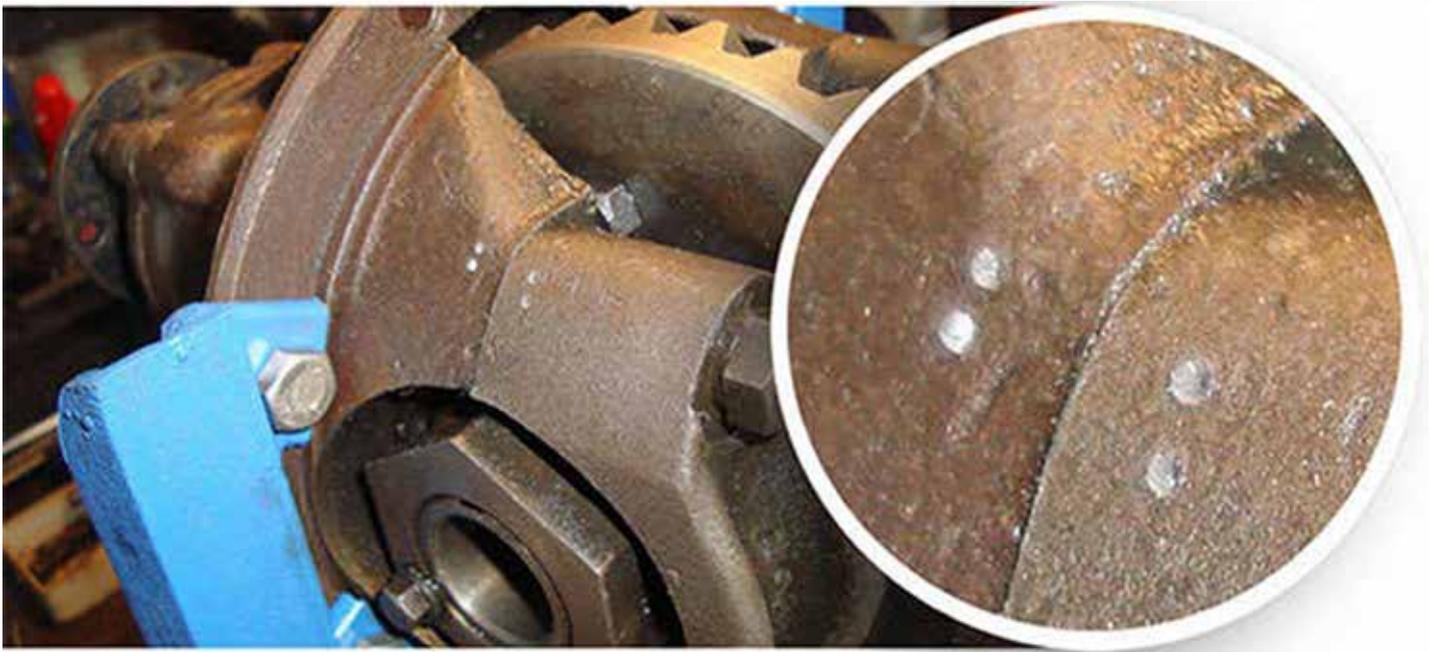
Dial gauge for testing and adjusting backlash, diff mounting plate, 5 x 5/16" bolts & nuts

Although the components have markings, good practice as taught to Eddie and thus passed on to me is that it is sensible to make one's own markings. This was done throughout the strip-down to aid reassembly, ensuring parts were replaced exactly as they were removed. The machining in this unit is such that symmetrical items would probably be OK if replaced in different orientations or sides, but marking gives you the confidence and the 'bread trail' to ensure they go back where they came from. Marks were made with a punch and hammer. Being cast iron, force was not needed to leave clear marks — single or double dots.

Removing the Crown Wheel Assembly

With the diff in its mounting jig and gripped in the vice, start by marking the two bearing caps with a punch and hammer. Here I used two dots on one cap and casing and single dots on the other. This is to identify each cap and return it to its original position as these and the housing were line bored and this will give the best fit on reassembly (see pictures below and next page).





Next (see pictures below) remove the hex-head locking pins from each of the large hexagonal nuts. To do this easily you need to fit two bolts in the pinion shaft flange and hold them with a bar to prevent the diff from turning while unbolting the locking pins. Once removed you can then loosen the large nut on either side of the diff, but leave them in situ finger-tight for now.



Completely remove the four bearing cap bolts, being very careful that the diff assembly does not fallout when you remove them (see pictures next page). The bearing caps were difficult to separate from the housing once the bolts were removed as they are fitted with collars top and bottom; they have to be worked off these fitted collars. One collar was left in the housing, the second in the bearing cap, which also helps identify which should be returned to which side:



Next lift out the crown wheel assembly in one:



to be continued



I hope you like the look of my local pub "The Crown at Marnhull", but what do you think it has in common with the Morris Register?

Well, in 2016 our affiliated club "The Pre-War Minor Network" held its annual rally dinner there.

Josephine and I and several Register members help to keep up the profits there, and Thomas Hardy featured it in his books as the "Pure Drop Inn".



Equipe Nagle speed off with Chris Lambert waving goodbye

You will be interested to know it is none of these! You will observe in the picture above the large notice that keeps me ever hopeful about the price of beer which brings me to the point about commonality with the Register.

What seems an age ago the new website was announced and I visit our website most days always to be greeted with the old one! Everything to do with computer programming is always full of promises and expectations but usually with precious few immediate results.

In spite of the best efforts of our Committee the new website is just as near as the free beer in the Crown!

You may like to know the Crown does not have a free beer notice - I lied about that bit but it made a nice story!



A murmuration of Minors at Marnhull!

was as rotten as a pear (an early manifestation of treacle I guess)?! During the restoration of the car I failed to find a replacement trim, so I substituted a black plastic trim of a similar shape which served reasonably well. Some years later Gideon Booth found one for me lurking in his massive collection of spares and it has remained in my garage until last month.

I gave it to Andy Hopkins who has been rebuilding OW's engine and he has repaired it. He sent it off the platers who have now told him that there is a ten week waiting list, so I am not able to show you the finished job as I am sure that our worthy editor will not hold the March edition of MM until the end of April!

As a result I would like to pose a question. You can see in the adjacent picture the new frame I reconstructed from the rotten remains of the old one, and in the enlargement the groove that runs round underneath the bonnet tape. Why is the groove there and what purpose does it serve? I have filled it in with a small strip of timber so that the bonnet tape can be tacked into place. Was the original bonnet tape of a special shape to fit into the groove?



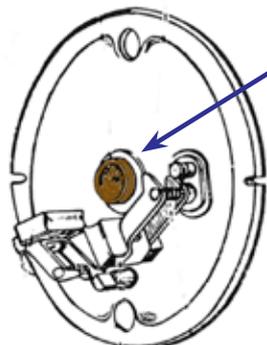
Concours de negligence!



As restored



Note the groove around the scuttle frame



The worn bearing

During the engine rebuild it became apparent that the starter motor had a problem. As a result I took it to "Carwood Rewind" in Yeovil. They are specialists in motor and dynamo re-building and are splendid at it. They found that the bearing at the commutator end was badly worn and was causing the armature to be deflected and foul the field

End plate of the starter motor

coils. The motor was completely refurbished and came back looking and working like new! A splendid job at a reasonable price. I recommend them to you (www.carwood.co.uk). At the risk of tempting providence, I look forward to taking OW for an overdue outing this month, complete with her sweet sounding restored engine and sporting her shiny new scuttle trim.

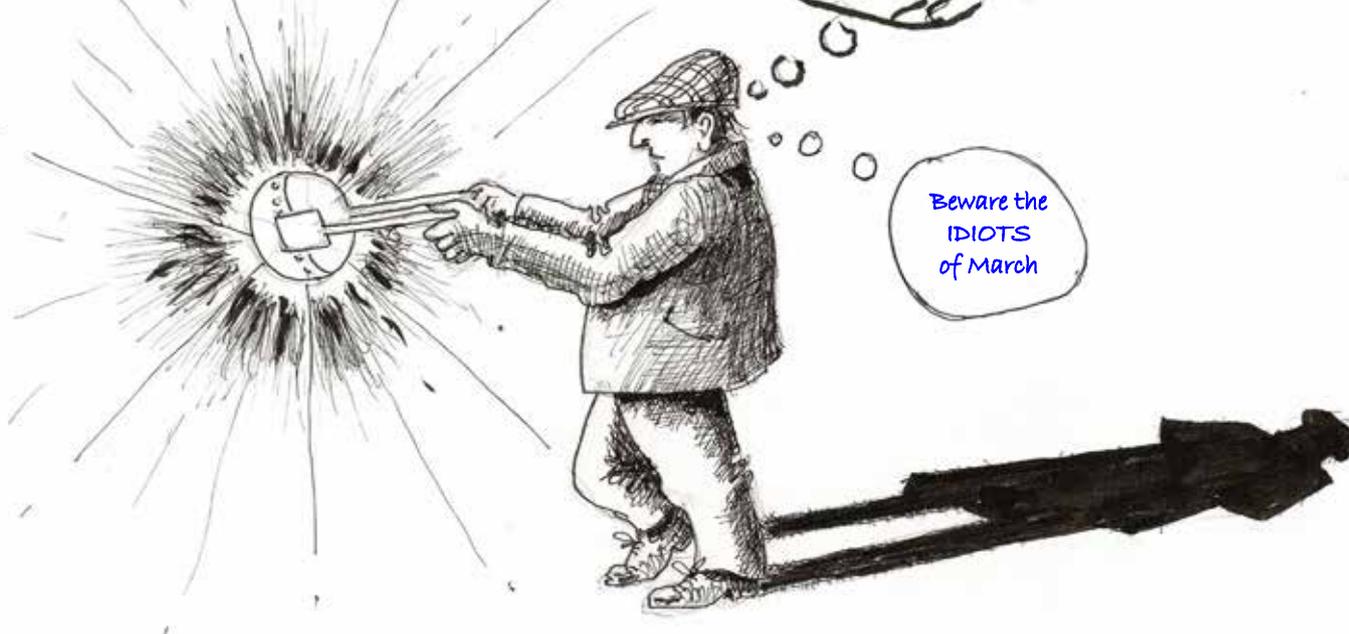


BUT, I am aware that I should beware the Ides of March!

John, in his pursuit of power, had concerns about his latest ideas of alternative engines to power OW 4224.... STILL! He would be seen very clearly at night!
NUCLEAR FISSION HAS TO BE THE ANSWER!



Beware the IDIOTS of March



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Regional Round Up



FILTERNS MATTER



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

EDITORIAL

The inclusion in this edition of an Events List serves as a sign that another season of Morris motoring is fast approaching and as the days become noticeably longer and the weather brighter it will soon be time to get the cars out and running. I have managed to brave the cold of my garage on several occasions over the winter but there is still much to do. The problem is that once it becomes warm enough to play with cars in earnest, the garden will also be demanding attention! Let's look on the bright side – by the time you are reading this, Drive it Day, on 28th April, will only be a few weeks away!

HISTORY OF THE BRITISH SPORTS CAR

The rise and popularity of the British Sports Car is considered to have really taken off following the end of World War II when British cars were truly competitive on the racing circuits with other European manufacturers such as Alfa



Romeo, Bugatti and Mercedes-Benz. However, its roots extend back to the 1920s and '30s when the British automotive industry concentrated upon building cars which were capable of capable performance at a reasonable price. During these post war years, most vehicles were beyond the reach of the ordinary man, and cost more than most families could afford, manufacturers such as Riley and Alvis developed models aimed at the needs of the motoring enthusiast.



As well as these early pioneers, MG introduced its first proper sports car in 1923. This car was based on a Morris chassis and was followed by a succession of capable sports cars that became the archetype for the marquee and the industry. With open two-seat bodies and minimal weather protection, these vehicles were powered by highly tuned engines



which became a match for the more advanced and costlier European competition. MG was soon followed by others including AC, Morgan, Invicta, Sunbeam, Singer, Triumph and SS-Jaguar. British sports cars had found great success in international racing and rallying competition in the years before the war, often besting the competition, in spite of their more simplistic construction and lower cost. Following these early pioneers, MG introduced its first bona fide sports car in 1923 on a Morris



chassis and followed that effort in subsequent years with a succession of capable sports cars that established the archetype for the marquee and industry. With open two-seat bodywork and minimal weather equipment, these primitive vehicles possessed highly tuned engines to provide performance equivalent the more advanced and expensive European



competition. In short order, MG was soon joined by AC, Invicta, Morgan, Singer, Sunbeam, Triumph and SS-Jaguar, with models that enhanced the basic roadster formula with increasing amounts of performance and handling. Despite stiff competition from established marques like Alfa Romeo, Bugatti and Mercedes-





Benz, British sports cars found great success in international racing and rallying competition in the years before the war, often beating the competition, in spite of their more simplistic construction and lower cost. In the immediate post war years, the USA played a major role in the development of the British



motor industry and the rise of the British sports car. Britain had to repay its debts and there was a large demand for its products from America. One of the first manufacturers on the scene was MG with its TC, which was a reincarnation of the pre-war TA. MG was closely followed by Jaguar with their XK120 which set new standards for open two seater roadsters. Although some models such as the Austin A90 Atlantic and the first Sunbeam Alpine proved relatively unpopular, later models produced by Austin-Healey and Triumph became some of the most legendary sports cars ever produced. Smaller producers such as AC, Allard, Aston Martin, Bristol, Daimler, HRG, Frazer-Nash, Morgan and swallow introduced their sports cars to the market, establishing Britain as the largest exporter of automobiles in the world. During the 1950s and '60s, the leading marques continued to thrive, producing the likes of the E-Type Jaguar, Aston Martin DB series and the Lotus Elan. More affordable models such as the Austin-Healey Sprite, MG Midget and Triumph Spitfire brought sports performance to the reach of the masses.

Article by Geoff Campbell with acknowledgements to www.britishsportscarhalloffame.org

(MM Editor: Wot? No MGB? Sorry, Geoff, but I could not allow this through without its mention, so a picture of mine has been included!)



CHILTERN REGION EVENTS

- 22-24 Mar:** Practical Classics Car & Restoration Show NEC
- 28 Apr:** Drive-it-Day
British Marques Day, Brooklands
- 11 May:** Hyde Heath Fete
- 19 May:** Chiltern Hills Rally, www.chilternhillsrally.org.uk
- 25-27 May(BH):** Enfield Pageant of Motoring
- 8 Jun:** Nether Winchendon Fete – contact Terry Ponting
Dunstable Classic Car Show
- 9 Jun:** Classics on the Cricket Field, Naphill, www.classicsonthecrick.co.uk
- 16 Jun:** Historic Car Day at Nuffield Place
Marsworth Steam Rally, www.marsworthsteamrally.co.uk
- 22/23 Jun:** Flywheel Festival, Bicester, www.flywheelfestival.com
- 23 Jun:** Leighton Buzzard Railway Vintage Vehicles Rally, www.buzzrail.co.uk/static/vehicles.html
- 30 Jun:** Chalfont Lodge Open Day & Car Show – contact Geoff Campbell
WDCVC Summer Show Bushey Sports Club
- 6/7 Jul:** Chiltern Steam Rally, Prestwood - contact Den Jarrott
- 14 Jul:** Chorleywood Classic & Supercar Show
- 21 Jul:** Uxbridge Autoshow, www.uxbridgeautoshow.com
- 27/28 Jul:** Dacorum Steam & Country Fayre
Chiltern Open Air Museum Car Show
- 7 Aug:** Classics on Croxley Green
- 26 Aug(BH):** Littlewick Green Show
- 8 Sep:** Amersham Heritage Day
Blenheim Palace Classic & Supercar Show, www.blenheimclassicsupercar.com
- 14/15 Sep:** 1940s week-end at Hughenden Manor – contact Den Jarrott
- 15 Sep:** Classics on Croxley Green with Carter's Steam Fair
- 21/22 Sep:** Kop Hill Climb
- 26 Oct:** Steam-up at Honours' Yard - contact Den Jarrott
- 3 Nov:** VCC London to Brighton Veteran Car Run
Herbert Austin's birthday - Red Lion Little Missenden
- 26 Dec:** Boxing Day meet, Sarratt

THE RED ROSE

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

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

With no event reports to include this month, I thought I would give you something different to read for a change, so here goes.

MAURICE'S MORRISSES

In the quiet weeks after Christmas and New Year, I decided to pay a long overdue visit to my Knight of the Road – Register member Maurice Wilkinson, at his countryside home just south of Lancaster. You might recall reading in the August 2016 Red Rose pages that Maurice came to the rescue of my Morris coupé when a modern coil I was trying out failed on my way to a display at Lancaster Castle. Luckily, the original 80 years old coil I had removed the week before was still under the back seat. As a result of our chance meeting, Maurice later wrote an article about his trip to the Shetland Islands and back in a Morris Ten/Four Pre-Series saloon which was published in the Dec. 2016 and Jan. 2017 issues of Morris Monthly.

Maurice is fortunate in having plenty of garage and workshop space to enjoy working on his collection of cars and tractors, some of which he has owned for very many years. First vehicle I saw was the 1928 Cowley van bought last year from Cumbrian Morris guru Dave Molyneux. Sign-written for the Glasgow electrical engineering company who once ran the Cowley, it did not need much work although Maurice is dealing with a little corrosion under the nearside running board and fitting out the payload area which is currently quite empty. Maurice thinks the van might well have started life as car. Sitting next to the Cowley was the 1930 Morris Oxford Four Light coupé that formerly belonged to Register member Ray Bamber. This did need lots of work to the wood framed body when purchased in 2010 and Maurice removed the whole of the top half in order to expose the door and body frames and the doors themselves. Much of the wood was crumbling to dust so Maurice sourced a huge chunk of seasoned ash from a local timber yard which he cut into convenient sized sections. Many templates were made from cardboard, plastic and anything else lying handy before taking the critical steps



Chester Noggin Drive-it-Day Run and Lunch 28th April 2019

Meet at The Anderton Boat Lift Café on Lift Lane, Northwich, CW9 6FW from 9.30 am for an 11.15 am start. The Boat Lift car park is pay and display.

The run will be about twenty miles along quiet Cheshire lanes and parts of Delamere Forest.

The finish and lunch venue will be The Shrewsbury Arms at Mickle Trafford CH2 4EB.

Join us just for lunch at 12.30 pm if you like.

Please make your lunch booking direct with the pub on 01244 303 262 mentioning Morris Register Martin McClarence 07794 915 108 or mcsathomeuk@yahoo.co.uk

of cutting the wood to shape. The waist rail is a complex arrangement of bolts which join the top and bottom halves of the body and renewing all this turned out to be extremely time-consuming. In another garage-cum-workshop sat the 1935 Pre-Series Ten/Four that Maurice and his brother-in-law Malcolm drove to Shetland to appear in the local car show there. This Morris was bought from another local register member, Nick Turner and not much needed doing before setting off on the long drive North. The engine has recently been re-metalled and just needs running in. Last, but not least was Maurice's 1927 Singer two seat tourer, a delightful little car with lovely engineering pedigree.

Sharing garage space with the Morris Ten and Singer were three examples of Maurice's other passion – tractors! A pre-

Ferguson USA built Ford sat next to a 1938 Fordson while a much smaller Southport built President had a Morris 8 based power unit designed for smallholding rather than farm work. Nothing in Maurice's collection can be called pristine, but they are all really nice examples of their kind and a credit to his industry and enthusiasm. Over a cup of tea in the kitchen, Maurice showed me his photographic record of the Oxford body rebuild and a huge file of Morris Service Sheets for the Oxford model sourced at Beaulieu from an unidentified dealer who turned out to be none other than Register member Ian Harris. Maurice says he will happily share this archive with other Register member owners if they need any help.



**Preston Noggin Drive-it-Day Run and Lunch
28th April 2019**

Meet up from 10.00 am at Golden Days Garden Centre Café on Back Lane WN6 8RS between Appley Bridge and Standish just half a mile from Jct. 27 of the M6. Setting off at 11.30 am for a twenty five mile drive along quiet country lanes for lunch at The Anchor, Lostock Hall PR5 5LA.

Lunch booking essential please to Martin Roters 07968 158 968 or rotersm@gmail.com

Join us for lunch only if you like, but it must be pre-booked.



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EDITOR: mdadams1969@hotmail.com

FROM THE CHAIR

As I write this I have turned fifty and made it to another February half term. This allows me to spend some time on Morris projects. Some while ago a few pounds on eBay bought me (unseen) a sidevalve engine and 4 speed box from a postwar Morris Minor MM. They were in a very poor state and I am wondering whether I can rebuild them or not? We shall see...



Initial inspection shows It doesn't turn over, the distributor has been snapped off in the head, the timing cover has a section snapped off and the alloy water jacket in the photo above has corroded through. As I want to put this into a Pre-series 8, none of this is too much of a worry. Now let's see if I can take it apart... Watch this space! Incidentally, if watching me graze my knuckles rebuilding another



8 engine leaves you cold please feel free to send me something for the Yellow Pages. Email mdadams1969@hotmail.com

Mike Adams

ROOKE'S RAMBLES

Whilst generally I can concoct some sort of article I was struggling a bit this month. Maybe I'm in holiday mode? What I had in mind perhaps was a mixed bag under the umbrella 'Antics in the Antipodes'. The process was not looking good. The sun was so mind sapping! I was struggling to think! I had asked our twelve year old granddaughter to produce a picture of her fantasy vintage car to give me some incentive. It reached the outline stage but no more! I had heard of cars being displayed in the local town centre. I had heard the rumours in previous years but failed to find the vehicles. This year I walked into town, too late again, but one vehicle remained, namely a delightful 1950 Bedford lorry. I absolutely loved the manually operated direction arm, an indicator like no other. Must have been at least a yard in length.



I walked into town a week later and there they were, all those period machines. In number about twenty five, ranging from a 1928 Austin saloon to an E type Jaguar. In between there were MGBs, Austin Healey, Riley RMEs, Triumph, Ford, and a few other makes. All exhibited at 9.30 in the morning in a shopping mall outside a coffee shop in the centre of Kalamunda WA. As I heard from one participant a sort of a crèche for oldies!

I did quite well on the old car scene because the day before I had persuaded our son to take us to York about fifty miles east of Perth. I was able to once again visit the Motor museum which houses an interesting array of vehicles including a late Bullnose. On a wall I found a photograph of a Series 2 and a Series E Eight participating in a race. Unfortunately, the quality of the photograph was not good and likewise there is a lot of reflection but it may just give a flavour of our type of car in 'action'.

The building in the photograph standing in the Main Street is a fine architectural example from which undoubtedly spectators watched the round the houses road racing in the 1930s to the 1950s.



Ivan Rooke

NORTH CAMBS NOGGIN

The next Noggin will be held at our usual venue (Jude's Ferry Inn, West Row, Suffolk) on Wednesday 6th March 2019 where the talk will be given by Nigel Chapman, so please make a note in your 2019 diaries now to ensure that you don't miss it.

Dudley Hedge

EA REGION EVENTS

- 6 Mar:** North Cambridgeshire Lunch Time Noggin, Jude's Ferry, West Row, Bury St. Edmunds IP28 8PT
- 14 Mar:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 11 Apr:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 28 Apr:** Drive-it-Day
- 16 Jun:** Classic Car Show at the Epping to Ongar Railway
- 22 Jun:** All Saints Church & James Oglethorpe School Summer Fete & Classic Car Show, Ashvale Gardens, Cranham, RM14 3NB. Please book in: vickyblackburn35@gmail.com
- 7 Jul:** Maldon Car Show
- 11 Jul:** 10th "Classics on the Green", 3 pm onwards, Friston, Saxmundham, Suffolk, IP17 1NP
- 1 Sep:** Classic Car Show at the Epping to Ongar Railway
- 8 Sep:** Capel Manor Rally
- 29 Sep:** The Whitewebbs Museum Morris Minor Day



SOUTHEASTERN NEWSLETTER

Editor: Jenny Smithson

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Chairman: John Mason

01689 858 546, jmmason1942@gmail.com

David Ernest Allen 1930– 2018

Born and raised in Chelmsford, after National Service in the Marines David found a job in the stores department of his local garage where he quickly progressed. His deep interest in all things "Nuffield" was soon apparent especially in the Wolseley and Morris products.

From very early on he became a very loyal supporter of Noggins, local, national and international rallies. He decided to build a unique Wolseley 10 tourer from original drawings taking over 2000 man hours. This vehicle became a regular both at home and abroad. In 2004 he was honoured as Life President of the Wolseley Register.

After losing his lower left leg in 2014, he later purchased a modern automatic car, and even had an electronic clutch conversion on his tourer in order he could keep driving.

A great friend and mentor to so many, his final rally ended December 29th after a short illness in hospital. Our condolences and best wishes go to his daughter, Sarah, and son, Stephen.

Neil Warburton



WEST SUSSEX NEWS

Our first noggin of the year was spent at our regular venue, "The Swallows Return" Two weeks later, Doug Groves organised a brunch run at Bex Café, Worthing, where a large group of twenty two members tucked into a variety of breakfast choices. En route to the café, amongst the usual line up of Morrisises (shown below), Doug Groves invited others to view his latest purchase, a superb example of a 1953 Sunbeam Talbot. Unfortunately, the car was bought without any mention that there was a 4" crack in the block. Although this was giving no adverse effect on the car's behaviour, Doug plans to remove the engine and either get the crack 'stitched' or filled with a top quality metal filler. This month's noggin saw a number of new members boosting the attendance to a record thirty three. Here, our spokesman (Phil Barclay) reminded members of future events which included a proposed visit in August to the Filching Manor Motor Museum, East Dean. *Keith & Isabel Salmon*



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The North East Region Local News



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CHAIRMAN'S CHATTERINGS

I shall be glad when this cold spell is over and we can start to feel warm again. Car maintenance holds no charms during winter even in a heated garage if you're lucky enough to have one.

Roy Pidgeon, our regional secretary (despite being currently homeless) is a busy lad. Not only did he contribute an excellent article in last month's magazine about his car, he also organised a week's holiday in May for 14 classic cars over in Holland plus a long weekend at Beamish Living Museum. It's members like Roy who strive to keep the club going and it is all voluntary. My suggestion to start up noggins in elsewhere in the Region e.g. Newcastle, Darlington, Hull, York, Sheffield failed to get any response, which is very disappointing and so it's back to the drawing board.

I shall be producing a final report for the Executive committee at their next meeting on 6th April on the "The Future for the National Rally". Members in our region who have not attended any noggins or meetings may not be aware of this report so please let me have your views/suggestions as soon as possible for inclusion. You could consider:

- Should the Rally carry on as at present?
- Should we move it to a comparable venue in another region?
- Should we change the format?
- Anything else that comes to mind

Malcolm Dixon

STEAM NAVVY!

Whilst attending the Morris Register event at the Beamish Living Museum in County Durham last year our display of Morris cars was located in close proximity to very interesting piece of engineering equipment known locally as "Steam Navy".

In 1970 the founder of the Museum was anxious to acquire lots of items to display and sought the assistance of some young university student enthusiasts from the North of England who discovered that a large steam shovel in a quarry near Hull was about to be scrapped.

Hasty negotiations were carried out and the steam shovel was bought for the sum of £50, from The Blue Circle Cement Group. Soon after, the huge machine was partly dismantled and transported by the British Army on a tank transporter to the Museum. However, on arrival at the allocated site, the very heavy rig crossed over some soft ground and began to sink in. Heavy tracked equipment had to be rapidly employed to prevent the shovel from toppling over and to assist in locating it on the hard standing area where it can be found today.

The shovel was built in 1931 by Ruston Bucyrus, model type 25-RB, a giant of a machine weighing 125 tons and was one of the very last steam powered shovels before diesel power became the norm.

As the picture shows, the shovel came in very useful as location for our 'Morris Register' gazebo!

Roy Smith



COVENTRY MUSEUM

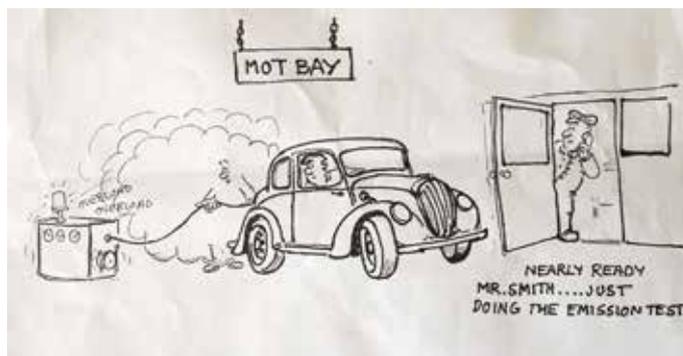
On the 19th January, eighteen members of the north east region, travelled to the Coventry Transport Museum in five modern cars. It was great to see many old cars, some that many had forgotten and some that we had never seen, ones like Trevor Wilsden's Hillman Wizard. A most enjoyable day and it was free entry. They even allowed us to park in the museum's car park for free.

Our thanks to our secretary Roy Pigeon for organising the trip.

Terry Horn

NORTH EAST EVENTS

- 4 Mar:** Lunchtime noggins at The Fox & Grapes A64, Leeds, 12 noon
- 20 Mar:** **NE AGM** and Noggins, 8 pm at Soothill Working Men's Club, 151 Soothill Lane, Batley WF17 6HW
- 19-27 May:** Trip to Holland. Contact Roy Pidgeon, NE region secretary.
- 15/16 Jun:** Weekend at Beamish Living Museum. Contact Roy Pidgeon
- 9/10/11 Aug:** National Rally at Thoresby Park, Notts





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION

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LEICS AND NORTANTS NOGGIN

February's noggin saw us return to our regular venue, The Angel Hotel at Market Harborough, after the New Year break. Twenty three people came along including new member, Mel Gale from Towcester, who has recently acquired a 1936 Series I Morris 8 and had an interesting experience on one of his first drives in the car. Whilst applying the brakes, the brake pedal fell on the floor and it turned out the master cylinder was not a Morris part and to fit it, the cross member had been cut and modified and a shortened, bent pushrod fitted! Mel is on the case and now has the correct parts. Since then the speedometer has been sent away for repair.

It was good to see Roz and Stephen Parkes again and we are always open to visitors. For one reason or another, there were many apologies but we were particularly concerned to hear that Jeff Crawford is still in hospital and not at all well – we send him our very best wishes for a speedy recovery.

The season starts with the Restoration Show at the NEC, 22nd-24th March, and hopefully by then the weather will have improved and we will all be preparing our cars for the months ahead.

Entry forms were available for the annual Stilton Cheese Run on Drive-it-Day, 28th April, and we also encouraged those present to support Frank Ashley's visit to the Vulcan Bomber at Wellesbourne on 13th April.

We also discussed the run and visit being organised by Russell Hodgson on Sunday, 19th May, to his private vehicle collection and lunch at his son's tea rooms and a visit to the marina – further details to follow.

Barbara and I had an interesting day out at the end of January at Anglia Classic Car Auctions in Kings Lynn where we also met up with Ian Harris, Bob Chamberlain, Geoff and Jean Hamblin, Martin Roters and Mark James from the North West Region and although there were not many classic Morris cars for sale, our interest lay in those that were, including a truly superb 1935 Morris Isis coupé, a 1934 Morris 10/6 tourer and an early Minor. Parking was a nightmare and the halls were jampacked. This, in my humble opinion, is the ideal working man's classic auction with a varied range of vehicles and a low commission rate, well worth a visit!

Peter Yates was impressed with his Minor braking efficiency – he had purchased a Tapley meter from an auction site to check these and recommended this meter to other members. Bob Williams reported that his Eight tourer was now ready to be resprayed, his 1960's Minor Traveller had needed some spraying of the roof section after developing measles and his Series E starter motor was in need of a service. Stuart King is suffering with a bypass hose leak on his Rover P4.

We ended the evening with a presentation of photos from the Anglia auction and Bob Williams' visit to the Bremen Car Museum just before Christmas.

Timetable of 2019 Events – so far!

22-24 March; Restoration Show – NEC 13 April: Visit to Vulcan Bomber, Wellesbourne

28 April (D-i-D): Stilton Cheese Run

19 May: Run and Visit to Russell Hodgson's premises and Marina

22/23 June: MMOC National Rally – Kelmarsh Hall 9-11 August: National Rally – Thoresby Hall

7/8 September: Beaulieu International Autojumble 8-10 November: NEC Classic Motor Show

24 November: Midland Region AGM – Stonehurst Farm and Museum, Mountsorrell

Pat Farmer

WARWICKSHIRE NOGGIN

The Warwickshire Noggin met on 12th February at The Crown, Claverdon. More than a dozen of us attended, despite a large number of apologies. We are expecting high attendances this Spring!

We began with a round table discussion. Helen described how Steve had helped her with the Family Eight, "Popeye", gearbox and engine. It now seems that the thrust bearing on the crankshaft may be the cause of the metallic noise.

The previous owner of Graham's MG often brings spare bits and he is unsure which are worth restoring. There was some discussion about another member's spare cracked steering wheel and it was decided that the safest option was to put it on the wall as an ornament rather than risk using it. There was further discussion regarding restoration of plywooden cover on a steel rimmed steering wheel and polyurethane glue was suggested.

John Ford is preparing his car for the season; John Bates queried the validity of some aspects of insurance after Brexit and he had been delighted to receive his piston rings from the Register Spares department.

Pete sent a picture of his splendidly made Bullnose bonnet but sent an apology. National Chairman, John Ford, outlined the arrangements for NEC Restoration Show to be held next month, 22-24 March. It was thought that five cars and an engine display would fill the stand and members would wear overalls while performing simple tasks of restoration.

John alarmed us by mentioning that he had found a Morris Eight Series E with a V8 engine. Surely a rocket, not a car!

The evening was rounded off with an excellent quiz, prepared and executed by John Bates. This was great fun and there was a dead heat between the two teams. He has vowed to bring harder questions in future.

Next meeting, when there will be further discussion regarding the Restoration Show, will be held on Tuesday 12th March at the Crown, Claverdon at 7.30. All members, old and new, are always most welcome.

Stephen and Roz Parkes



HEREFORDS & WORCS NOGGIN

We had a very good attendance at our February noggin. Various car matters were discussed and John told members that he had, at last, solved the Morris electrical problem regarding fitting flashing lamps to front and rear bumpers to work with the trafficators.

Ideas for Drive-it-Day were discussed and several ideas mooted for consideration. This will most probably take place around the black and white scenic villages including Pembridge. Members were asked to give thought to this and we will discuss this again at our March meeting.

There will be an extra Sargeant at our March noggin, as John's son, David, has been volunteered to give an talk and video presentation regarding various car matters, i.e. being MD managing 25 garages throughout the country for Gemini Accident Repairs; taking part in the Auto Raise Rally, a charity which helps youngsters into apprenticeships; the Gumball Rally, participation in a left hand drive VW Beetle on classic car trials and his participation in the London Marathon. We hope many of you will be able to come along to give him your support.

June Sargeant

LICHFIELD-SHENSTONE NOGGIN

At our January meeting events that are coming up in 2019 were discussed and it was decided that we would travel to a different part of the county for Drive-it-Day. Members are planning to drive to the aircraft museum at RAF Cosford. Hopefully we will all be there in time for lunch. After lunch we can visit the museum if we wish and make our way back home in our own time.

On 20th January our members met for a late Christmas meal at The Bulls Head in Shenstone. We had a lovely relaxing afternoon and it was great to see members who find it difficult to attend our monthly evening meetings. The venue was warm and friendly, the food was good and the company was fantastic. Hopefully it will not be long before we arrange another meal out.

We cannot believe that it is almost a year since our Noggin was formed. We have a group of regular attendees that have a wide range of knowledge and between us we offer practical solutions to any problems that members may have with their cars. We meet up on the third Tuesday of each month at The Bulls Head Public House, Shenstone, Near Lichfield, Staffordshire. Members old and new are always welcome.



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WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



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SECRETARY'S SPOT

The AGM has come and gone. The main points were as follows. There was a very good turnout. The Minutes of the previous AGM were accepted, except that I had left one member's name out.

The Chairman thought that the way we attend rallies had changed, and we are attending smaller rallies now than previously, as our main large rallies have disappeared. He thanked everyone for the work that they had done for the region throughout the year.

The Secretary (me) stated that he echoed Bob Colley's comments, but that he needed more input for MM, and very few were sending items in, but was thankful to those who had.

The Treasurer explained the accounts. The Region had had very little expenditure over the year. She answered several questions put to her by members present.

Election of Officers and Committee members were as follows:

Bob Colley was re-elected as Chairman, John Howells was re-elected as Secretary, Louise Carter was re-elected as Treasurer. David Hicks, Bernard Cotty, Judith Maloney and Rob Brittlebank were elected as Committee members.

The Peter Vaughan-Williams Shield for 2019 is to be awarded to Simon Moffett for his journey to Mametz in his Eight, 'Jemima' as part of the WW1 remembrance programme, and also raising over £6000 for Prostate Cymru.

John Howells

NORTH WALES NEWS

Don't forget to join our fantastic **Morris Mid-Wales Weekend Break** based at The Metropole, Llandrindod Wells. It begins on Friday 24th May for three nights. Special rates have been negotiated with this lovely hotel.

We have only been able to reserve a limited number of rooms. Give me a ring on 01443 432 542 for more information.

John Howells

A LONG AND WINDING ROAD 2 - A FEW MILES MORE

In the first article (MM March 2018) I gave an account of the early years of life with EKA 165, up to the time that I hit 'panic mode' in mid-2017, trying to get the car ready for our son Simon's wedding in August 2018.

I can best describe the twelve-month period to 'W-Day' as trying to build a car from a giant Meccano set without any instructions – where is James May when you want him...? I have to say that I proved 'Sod's Law' many times over whilst trying to get body parts to match up. The running boards were one case in point. Several years ago I had found a firm near Leicester, where I was working at the time, to make up a new pair, as the originals were in too poor a condition to repair. Whilst these proved to be a fair fit, there were no fixing holes drilled and I had to work out a way of drilling the run of holes along the inner edge to enable the bolts to engage with the captive nuts in the bottom of the body sill (which of course can't be seen when the running board is in place!) A low technology approach proved effective here, involving a piece of bent wire and a Tippex applicator.

The re-wire went reasonably well as far as the dashboard. After agonising over which version of electrical configuration I wanted: semaphore only, flashers only, flashers with semaphore, etc., I ordered a loom from Autosparks. This seemed a good idea at the time, but as the car had been converted from the original solenoid dip to double-dip pre-1975, it became clear that I had to work between two diagrams from the manual to work out which wires were dip and which were main beam. I started the re-wire from the rear of the car, which was the easiest part, eventually converging on the main bulkhead and dashboard where all the wires came together. Fortunately, I found a semi-retired auto-electrician locally who helped with the final connections to the dashboard. Everything was fine and the engine started up – however, when I turned the switch from low to high charge it caused a short and the ammeter burst into flames and cooked itself. The car runs fine now, but there is a blank hole in the dashboard until I find a replacement ammeter – any offers out there?

Virtually all the braking system has been renewed, retaining the original pipework which I carefully cleaned out. Following discussion on the Forum, I decided to go for the silicone fluid from Automec. This seemed a good idea at the time, but it took weeks to seal all the joints. Each time I thought I'd succeeded, I found another joint still leaking. In the end, I had to bind every joint up extra tight with PTFE tape, sometimes doing each joint two or three times, with ever increasing layers of PTFE, before the leak was stopped. I only hope that the claims made for the silicone option are true and I don't have to refurb the brake system again for many years.

One of the worst jobs was undoubtedly the headlining. I was determined to keep to original practice wherever possible, but trying to hammer in tacks to fasten fabric to woodwork proved too frustrating to adhere faithfully to this doctrine. My wife, Chris, saved the day by suggesting that a staple gun would, if not maintain strict originality, at least get the job done – especially as the staples would be hidden in the piping. We bought a staple gun from Screwfix and the job was completed. Sometimes you have to compromise...!



A fortnight before the wedding day – nothing like stress to get a job done – the car's first trip on a public road since 1975 was made to the local garage for a pseudo-MoT check. It passed with flying colours, and to say I was relieved is an understatement of the first order! The carpets and other bits of trim were finished off in the last days before the wedding. The wedding, and the car in particular, was a great success. EKA 165 performed without splutter or hesitation and was much admired, though getting the bride – wearing a voluminous dress – into and out of the back seat was a challenge, fortunately achieved with due dignity. Whilst completed satisfactorily in time for the wedding, there is still some minor work to be completed. This includes fitting the front footwell trim panel properly (I hadn't realised that this should have been fitted before the steering column went back in), adding LED flashers and refurbishing the rear window blind. We have, nevertheless, since attended several local rallies and other events – and I understand that an article on the car is to be published in 'Classics Monthly' in the near future. Looking back, was it all worth it? Well of course it was... but I wouldn't be keen to take on another 'high pressure' restoration project too soon!



EKA 165 in use for Simon and Zoe's wedding, 8th August 2018 – 44 years after its first matrimonial duty at our own wedding

Rob and Chris Brittlebank

MARCH COMPETITION

Send in your caption for this picture (right) to John (Wales Sec.). Best caption wins a prize.



*Answer to last month's photo (left):
It was taken at Tredegar Park. The roof was
the clue. There was no prize winner.*



WALES EVENTS

- 13/14 Apr:** Cardiff Motorcycle Show, Llanishen High School, Heol Hir, Cardiff 01443 435 125 (Confirmation awaited)
- 22 Apr:** Coleford Carnival of Transport, Forest of Dean, Glos. www.colefordcarnivaloftransport.co.uk (NB: Entry charge £2.50)
- 28 Apr:** National Drive-it-Day. Have you got your Morris Register Drive-it-Day car plaque yet? Call John. (See John Howells, Reg. Secretary, for details). Back by popular demand, a run to Llancaiach Fawr Manor, Trelewis CF46 6ER for Sunday lunch. Booking essential. Llancaiach Fawr was the home of Colonel Edward Pritchard during the Civil War years.
- 4/5 May:** Border Counties Vintage Club, Steam and Country Show, Monmouth. (google for info and application form)
- 18/19 May:** Anglesey Vintage Rally, veterancars@angleseyvintagesociety.co.uk
- 19 May:** S. Wales Classic Car Club annual Charity Classic Car Show & Autojumble, Cardiff City Football Stadium, Leckwith Rd. CF11 8AZ. Dave Hyde, Quarry Cottage, Penygarn Rd, Pontypool, NP4 8JT (Text: 07789 860 764)
- 26/27 May:** Abergavenny Steam Rally, Bailey Park, Abergavenny. <http://apply.abergavennysteamrally.co.uk> Welsh Region Mid-Wales tour, Llandrindod Wells. John Howells, 01443 432 542 (Secretary) bronllysvicarage867@gmail.com
- 27 May:** Sully (Village) Show, nr Barry. (No further information available)
- 8 Jun:** YstradMynach College Classic Vehicle and Open Day, Twyn Road, Ystrad M. John.mullen@cymoedd.ac.uk
- 8/9 Jun:** South Wales Austin 7 Club, 50th Anniversary Rally at Bryngarw Country Park. Pre 1939 vehicles only. John Williams, 24, West Road, Nottage, Porthcawl, CF36 3SN
- 9 Jun:** Vintage M/Cycle Club, South Wales Section Seaside run from Penarth to Porthcawl. 10.30 start, Penarth Conservative Club. For Info please email Bill Phelps, bill42@southwalessectionvmcc.co.uk Barry Island Festival of Transport, Barry Island, 07733 302 242



SPRING MOTORING

WESTWORDS



THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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

EDITORIAL

Spring is in the air and the classic car motoring season will soon be in full swing. I am already aware of a number of runs that are being proposed, some of which are referred to in the "news from the groups" and as soon as I have confirmation of those, I will publish details in Westwords. This year Drive-it-Day is on 28th April; a week later than normal in order to avoid a clash with the Easter weekend. The N&W Devon noggin has already confirmed details of their D-i-D run, a circular tour starting/finishing in South Molton and I will publish details together with those organised by other noggin areas next month. "Closed season" events continue to be popular with a N&W Devon noggin event having taken place in January and a planned visit to Southern Locomotives in Dorset due at the end of the month. If you have an event in mind or planned, let me know and I will ensure it is publicised.

Jim Riglar

NEWS FROM THE GROUPS

East & South Devon, 7th February: Twelve members and partners met at the Blue Ball Inn, Sidford, near Sidmouth at 12.30 for a meeting and lunch. This was a new venue which gives us the benefit of a quiet, private room which was appreciated by everyone.

Phil Armour has confirmed that he will be organising a run on 6th June in the Seaton area. As this is one of our noggin days any members who do not want to take part in the run will be very welcome to meet at the lunch stop (venue to be confirmed). Jeremy Mathews of the Somerset group has suggested a run on 9th June for a joint meeting for lunch in the Crewkerne area.

David Palmer is planning to attend the National Rally this year and hopes that some members might like to join him for the drive up to Thoresby. He will also be organising a South Devon coastal run on 15 May.

Jeff Horrell is selling his 1933 Ten Four. It is in running order but the interior needs attention. Anyone interested should call 01392 841 574.

Our next noggin will be at Blue Ball, Sidford at 12.30 on 7th March. Visitors always welcome but please check on the venue by contacting me, dcjp@hotmail.co.uk or 07770 235 518

David Palmer

Somerset, 12th February: Despite the absence of a number of regulars, 25 people were at the noggin. Attending were a couple from Somerset who have just purchased a 1937 M8 S1 2 seater and were interested in joining the club. A number of members attended the Great Western Classic Car Show the preceding weekend at the Royal Bath & West Showground. It was noted that there were a couple of stalls dealing in pre-war autojumble; such stalls are becoming a rarity with post-war part sales now dominating such events. Brian Doggrell was in attendance with his new acquisition, an immaculate looking 1970 Morris 1800 (Landcrab). The ever popular noggin raffle raised in excess of £30 towards local funds.

Derek Brockway was able to confirm the booking for a trip to Southern Locomotives workshops, Herston, Swanage, programmed for late March.

Jim Riglar

WEST REGION AGM - TUESDAY 9th APRIL 2019 - 8 pm START **at The Highwayman, Cannard's Grave, Shepton Mallet, Somerset** (Adjacent to A37, south of Shepton Mallet)

Nominations for all Committee positions and any Resolutions welcomed!

The Annual General Meeting will once again be held on a Somerset Noggin night. The noggin starts whenever the first attendees turn-up (about 6.30 pm) and ends between 10.15 - 11.00 pm (dependent on how much chat is going on!).

The noggin will be suspended from 8 pm for the duration of the AGM (about 30-45 minutes), and resume on completion of AGM business.

If you wish to have a meal at the pub, it is suggested that you eat early to be clear of the AGM period. If you are unable to attend the AGM but wish to submit an item for discussion or nominate yourself for a committee position please provide details to the West Region Secretary -

Jeremy Matthews,
jeremymatthews@live.co.uk or 1458 445 175

Details of the current committee and meeting agendas/minutes can be found in the members' area of the Morris Register website at: <http://morrisregister.co.uk/3-west/>

North & West Devon, 14th February: What a stroke of luck, bright blue, sunny skies for our February meeting. After January's meeting Jim, John and I decided it was time for a change, agreeing we should try other places to hold our monthly meetings. The Pig On the Hill just outside Abbottsham proved to be just perfect for us.



The owner and staff could not have made us more welcome, however, between speaking with the manager the previous week, securing the dining area for our 20 plus Morris car members, something somewhere went slightly wrong as they thought we 20 plus Morris Dancers until they saw our cars.

Rupert very kindly brought along his collection of photos, starting from pre-war to selected post-war period; in all 5 volumes, beautifully arranged in ring folders with a short write up on each vehicle, thank you Rupert.

We had a briefing from Stephanie regarding our April Drive-it-Day route and lunch stop together with timings for departure, to ensure we are at the pub in good time for our lunch booking and car parking spaces.

Frank brought along a set of new Aluminium number plates he purchased recently, it seems to be getting near impossible to find a company that produces the raised aluminium number plates with the correct pre-1960 number and letter size; the quality was excellent, John will be adding the company details to our suppliers list.

We welcomed Nick Hawkins from the Austin 7 group based in Barnstaple. I am sure some of you will know Nick already, Chairman Jim often drives out with the Austin group on their Wednesday evening runs. Between Jim and Nick they have come up with a plan for our two groups to meet up for a drive out. We will have more details soon.

The photograph of the Triumph TR2 sitting on a pallet shows what can lie beneath a coat of paint and some filler. I do hope you can see the galvanised metal sheet, pop riveted in place, there was no bottom sill left at all; pleased to say the car is not mine.



Apologies were received from Percy who has not been feeling well, we wish him a speedy recovery and look forward to seeing him at a meeting soon, and Tony Sparrow who is still enjoying the Madeira Sun.

Our next meeting will be on Thursday 14th March at the "Pig On The Hill". Puse Hill, Westward Ho, EX39 5HA from 11 am. For further information please contact 01805 804 094 or rayment888@btinternet.com.

Ian Rayment

N & W DEVON NOGGIN VISIT TO NORTH DEVON METALCRAFT

For those who think North Devon is just sandy beaches, wind surfing and afternoon cream teas please read on. Last month our Chairman, Jim Callachan, arranged a club visit to North Devon Metalcraft (NDM) based in Barnstaple. The company, founded in 1980 by Brian Evans has been passed on to his two sons John and Paul. Through much hard work they have grown the business to be an internationally recognised leader of hand crafted race cars, and an appointed



supplier for Shelby Automobiles, supplying Cobra 427 bodies and chassis.

The NDM workshop is at present concentrating on a production order of no less than 5x Shelby 289 Cobra cars to meet full FIA race specification for customers in Denmark and France.





In another area, we were shown work underway to completely rebuild a Triumph TR3, making new aluminium panels as required, and undertaking a complete refurbishment of the chassis, engine and drive train for a customer who drove the car across Europe, delivering the car in person. Not only does NDM craft aluminium bodies by hand, they also hand turn most of the chassis and brake components, other than buying in brake callipers.



Both John and Paul were on hand all morning answering the many questions we fired at them, explaining the complex FIA Rules, one being a collapsible foam lined fuel tank costing £4,000, with a usable life of just 5 years. Costing a mere £28,000 was a Ford V8 race spec engine and gearbox ready for installation in one of the Cobra 289s nearing the end of construction. Our thanks to both John and Paul for giving up their very valuable time and their patience answering our many questions. Sadly, no-one seemed to be in a position to place an order that day, but it was great fun looking.



Ian Rayment



VISIT TO SOUTHERN LOCOMOTIVES LIMITED 10.30 am Saturday 30th March 2019

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If you can visit in your Morris even better, as Southern Locomotives are keen to see our cars

WEST REGION EVENTS

- 30 Mar:** **Somerset:** Southern Locomotives Limited 13 Purbeck Business Centre, Swanage BH19 1AU. Contact Jim Riglar, jimriglar@blueyonder.co.uk or 01225 754 981
- 9 Apr:** West Region AGM, 8 pm The Highwayman, Cannard's Grave, Shepton Mallet, Somerset
"Remember – It is your input that keeps the region vibrant"
- 28 Apr:** **Drive-it-Day** – Details of events will appear in April's Westwords

JERSEY OLD MOTOR CLUB

The Club's 50th Boxing Day Run was held in beautiful weather, cool but sunny, ideal for showing off the cars. Fifty years ago, the first had merely been a short run from the president's home to the local hotel for a spot of Christmas cheer. The second took on the format which, having lasted the test of time, is still in use today, the cars leaving from St Helier, the island's capital, and driving the forty mile route visiting the twelve ancient parish churches, before returning to St Helier for mulled wine and mince pies. The big difference is that the nineteen cars of the second cavalcade has now become ninety to one hundred, with large crowds lining the route to cheer on the participants, it now having become the highlight of the club's busy calendar.



The picture shows three of the nine Morrises which took part this year. From the left, Ken Vibert with his 1931 Morris Major Six. Club President Graham Le Lay with his 1934 Morris Cowley and Vic Le Riche with his 1935 Morris 10/4 coupé.

Ken Vibert

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An Eight for Andreas

Andreas Götz

My wish for a vintage car was always there. On the internet I found a Morris 8 two seater, with the steering wheel on the left side. Immediately I was fired up for the beautiful convertible. It looked really good in maroon and black. The engine should be worked up a bit, then you could start right away. The car was in Italy near Lake Garda and was offered by the supposedly largest dealer in Italy in commission. My wife was immediately convinced that we should buy the car. So go there. On a frosty January morning we drove inclusive snow chains. We also took the trailer with us for home transport.

Arriving in Italy, we parked out of sight of the dealer. Of course, he should not immediately know that we were determined to buy. The first glimpse of the Morris made me suspicious immediately, but the fenders looked like the face of a teenager. Was that rust or a paint defect?

I did not know, but the desire to own this beautiful car was just too big.

Well, the price negotiation was very vicious. By chance, I could take a look at a paper from the seller, where he wanted to have a reserve price. So I remained very persistent and brought the dealer to a boil. That I wanted to pay the car in cash, did not seem to pull in the beginning. Furious that he might not get his demanded inflated price, he finally agreed. We loaded the car on the trailer and drove home.

Now the dealer has to contact the seller to give him the money and give my address so that he can send the vehicle documents to me. That should take two weeks, the dealer assured me.

After three weeks, I asked the dealer where the papers were. He said they will come next week. I had to ask more often, where the papers remain. Either the dealer did not answer the phone or he had a co-worker talk to me who had no idea

Top left: On the way home

Top right: Engine should be worked up a bit

Bottom left: Ready to go after two years

Bottom right: After the refurbishment the engine looks a bit friendlier



or did not want to understand anything. After two months passed, I could make out that the last owner was in Denmark. I wrote to him and soon got an answer, and the following information. The last owner had died and left the car to his son, who lives in Italy. So this son was the legal owner and he fell from the clouds when he heard that his car has been sold for two months.

Immediately he made his way to the dealer and asked for his money. The dealer gave him no money, on the grounds that he had not made enough profit. A lawyer was turned on the dealer by the seller, but this only brought a 40% partial payment. Due to this payout, the seller finally had to send me the papers after three months, which happened immediately.

Incidentally, I learned that I should not have paid the vehicle cash. In Italy, only amounts up to €1000 may be paid in cash. The partial restoration for approval in Germany then took place quite quickly.

Conclusion: be careful when buying a car!

By the way: the restoration is still going on and would probably fill a whole book.



Freshly polished with old roof



The new roof in progress

A promotional graphic for the 'practical CLASSICS CLASSIC CAR & RESTORATION SHOW'. The text is centered in a white box with a blue border. Below the text, four classic cars are shown: a white convertible, a blue sedan, a green sedan, and a red sports car. The cars are set against a background of flowing blue and red fabric. The Discovery logo is also present.

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My Classic Story

Tony Blessed

Whilst reminiscing about my classic motoring experiences and as a Morris Register member of five years, my story began when, in 1988, I was extremely pleased to discover that a very good friend of mine had decided that he no longer had any interest in his car and wanted to give it to me! The car was an Austin A30 4 door 1953 and was in a sorry state.

I then spent many many hours restoring the car to a respectable level and I then had some enjoyable motoring for quite a few years. After actually enjoying the challenge of restoring the A30 I decided that I would like to take on another project and having pursued quite a few different makes I settled on a Morris 8. Having travelled to view various examples both north and south I found a 1937 Morris 8 tourer advertised with a dealer in Bournemouth as a 'non-runner' a long way from my home town of Barnsley!

After hiring a trailer I set off south to hopefully 'do a deal' and bring it home. A deal was struck after some negotiation and I became the proud owner of a really rough looking Eight ! My next step was to join the Morris Register which proved to be invaluable regarding spares, information and assistance. Plus, of course, the noggins and making new friends.

The following few years were an enormous challenge as I started to list the work that was essential to restore the car to a respectable level. The engine and gearbox unit was removed and stripped of all components, discovering quickly that there were 3 broken head studs in the block which were then heli-coiled and all studs replaced.

The pistons, bores, and crankshaft were all in good condition and following fitting of new valves, re-cutting valve seats, new timing chain, a thorough cleaning of the engine and re-assembly was next, with a complete new clutch fitted.

No problems with gearbox, new mountings fitted, chassis checked and welded where required. Next was to strip the braking system, with new master cylinder rubbers, linings, wheel cylinder rubbers and flexible rubber pipes all renewed. Rear axle was OK apart from new seals on axle ends, and prop-shaft couplings were also renewed. In addition both rear road springs were renewed. Steering examination was the next item, fortunately most components were quite sound, a thorough clean and greasing with adjustment of the wheel alignment and all was satisfactory. After removing the road wheels the tyres were then removed and the wheels were sent for blasting/powder coating very nicely finished in shiny black. Only one new tyre was required, the remaining 4, including the spare were all in good condition.

The next item to be examined to be examined was the wiring loom. This was original and only required cleaning and replacing various corroded terminals. A new battery was fitted along with new earth cables and two new rear D lamps, and replacement headlamp bulbs.

The next stage to be addressed was the awesome task of repairing the bodywork. The wings, doors, bonnet and radiator grille were all removed, being in dire need of refurbishment. All panels stripped of paint, and starting with doors, fortunately only a minimum amount of welding was required. However, on examining all four wings numerous holes appeared which took many tedious hours welding and grinding to achieve as near original shape as possible. The wings were then delivered to a local paint shop and painted black with very impressive results.

The bonnet, body, and grille were all in quite good condition so were prepared and painted. At this time all the brightwork was removed and sent off to be re-chromed. All the panels were then refitted and the car was transformed to a presentable condition.

One of the features that attracted me to the car on my first examination was the interior. It was completely original with no excessive wear or splits in the seats and apart from a thorough clean and treatment it then looked very presentable.

However, the hood and side screens were not as attractive and unfortunately, due to the cost of replacing these items that will have to be considered at a later date!

Before commencing any of the work that was involved I did use the car when the weather was dry in the summer months, always, however, without the hood, generally avoiding the rain. I would at this stage like to thank very much my colleagues and friends in the North East region of the 'Morris Register' for their help and guidance over the years, a grand bunch of guys! I don't intend to part with car for sometime to come and will continue to enjoy events such as Thoresby, Beamish Museum, visits to venues of motoring interest and course the famous monthly noggins! Not forgetting, either our planned visit to Holland next May.

Finally, many thanks for an excellent magazine!



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LOAN CAR SUCCESS

Dear Editor

After seeing the Morris Register team at the NEC a few months ago and sitting in your loan car (after some adjustment to the seat and it was the first time I had ever sat in a Morris 8!), I knew I had to have one. So I am now the proud owner of an E which has retired to the Isle of Wight from the Lakes. I only got my new (old) Morris back to the Island last night and have several years of restoration ahead of me and I am very much looking forward to having the access to the enormous knowledge that fellow team members no doubt have in abundance.

Kevin Cadd
14480/3
IoW

Thanks, Kevin. Welcome to the club! It is good to hear that the loan car project is achieving success, even if it is indirect!

HELP PLEASE!

Dear Editor

I would be very grateful for members' help in connection with a charitable road trip I'm planning for this summer.

In 2016 Norman Palmer (right in the photo), an old friend of mine, died from motor neurone disease. He never had a driving licence but loved old cars and had a sizeable collection in his barn in Wales. One of them was Jemima, a 1937 Morris Eight saloon. She had not been driven for some years and was in poor shape.

I wanted to do something worthwhile in Norman's memory and arranged for Jemima to be brought over to Norfolk for repairs at our local garage. She is now back on the road and the plan is for my wife Elly and I to drive her from John O'Groats to Land's End to raise funds for MND research. The trip will take between ten and fourteen days (breakdowns permitting!) and is scheduled for early August. The MND Association are being very supportive and Jemima will be out and about between now and the journey to raise funds for their local branch.

Norman had a keen sense of humour and fun and we would like the trip to take in quirky and unusual places of the kind which would have amused and interested him. It would be good as well if the journey could, as far as reasonably possible, be on roads which would have been used by a motorist of the 1930s.

So I have two requests. First, suggestions for the route and possible stopovers please - these would be extremely helpful in getting the project under way and giving it some shape. Secondly, if anyone would like to join us with their vehicles for any part of the trip, please get in touch. It would also be good to meet branch members en route, time permitting. My email address is below and I shall make sure I reply to everyone who contacts me. For anyone interested, there are some photos on a Facebook page I've opened - Jemima's Challenge for MND Research.

John Newport
14391/4
Norfolk
ju.newport@btinternet.com

Thanks for this John. Many members will recall that Dave Harris, who was John Ford's immediate predecessor as Chairman, succumbed to MND, and its charity benefited from members' efforts in Dave's memory. Your project is very worthy of support and I hope that regional representatives will contact you to offer help and support.



TANK WARNING!

Dear Editor

I acquired my Morris 8 Series 2, "Alfie", in July 2018, together with comprehensive records and photos of professional restoration work around 2000.

Whilst, at last, trying to sort the mass of documents into some sort of order I came across the enclosed photo (below) of the petrol tank: fuel for thought on the value of keeping an eye on the filter!

Roger Hatt
1432/3
S.Gloucs.

Thanks for this, Roger. I suspect most of us ignore our petrol tanks until they start to leak!



A PROPER COVER

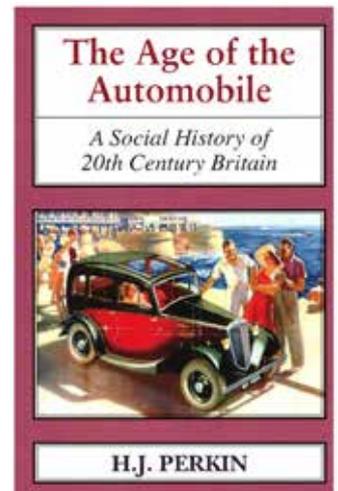
Dear Editor

I had just finished reading *The Age of the Automobile* by H J Perkin when I opened my Morris Monthly and saw "A Proper Card" from Dave Thompson. The drawing on the cover the book must be by the same artist. It says inside that cover design by Pageset Ltd, High Wycombe and the book is copyright.

I thought members might be interested.

Mike Capper
837/3
Devon

Thanks Mike. This is very typical of Morris Owner cover of the 1930s, perhaps by Reginald Shuffrey.



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



Morris Mart



Car for Sale

1937 Morris 8 Series 2 tourer



In very good condition. Rebuilt in 2012 with all new trim. Used for shows and carnivals. V5c log book with the original reg number, £8000. Email for more photos.

Roger Pantling (Warwickshire)
rogerpantling@hotmail.co.uk

Parts for Sale



For Morris Twelve Series 3: pair of boot hinges, in vgc, £7.50 the pair. Also a pair of boot supports in vgc, £7.50 the pair. Both items plus p & p.

Dudley Hedge
01223 882 057 (Cambs)
dudleyhedge@gmail.com

Parts for Sale

Morris 8 Series 1/2 complete engine including distributor/carburettor/manifold/flywheel and clutch. Condition unknown but turns over and gearbox appears to be ok. Plus new set kingpins and bushes + kingpin reamer + two new track rod ends. £300 the lot, buyer to collect.

Nigel Barber
01722 327 982 (Wiltshire)
nigelbarber1@outlook.com

Car for Sale

1937 Morris Eight Series 1 Tourer



Black. In good condition with no known faults. Regularly maintained by a local garage, the hands-on proprietor of which has known the car since the 1950s and is a classic Morris specialist. Professional major renovation and re-spray in 2012 by that same garage. There are many pictures and details on Facebook @Morris8TourerBDL235. New stainless steel exhaust. Much fettling and refurbishing done including recent re-chroming of headlights and sidelights. Various books and manuals included. Please contact me for any further information: £10500 ovno.

Chris Offer
07811 571 713 (IoW)
chrisofwight@hotmail.co.uk

Car for Sale

1933 Morris Minor



Fixed head with sliding roof. Good condition. New engine. £6750.

Peter Davies
01938 552 817 (Mid Wales)
fredaatvillas2002@yahoo.com

Parts for Sale

For S1 & 2 Eight: 1x three speed gearbox, 1x rear axle housing with brake back plates, two near side doors for a four door saloon c/w glass, locks and original door cards, 4x differential carriers, two with damaged crown wheel and pinions (8/43), Series E sump. Workshop Manual for Morris Ten M.

Ray Bickerton
01494 721 303 (South Bucks)
raybick894@btinternet.com

Parts for Sale

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

Brian Shufflebotham
01782 515 802 (Staffs)

Car for Sale

1937 Morris 8 Series 1 saloon



Original registration number, CYC 457, and the actual plates from 1937. Fully restored in 1990. Sold as seen, £5750.

William Bedwell (Devon area)
bedwellwilliam@hotmail.com

Parts Wanted

For 1935 Morris 15/6 Special Coupe: 1x hubcap. 7¾" across. Probably similar to other large Morris hubcaps.

Dudley Stammers
07501 729 376 (Norfolk)
dudley.stammers@uwclub.net



Miscellaneous for Sale

2011 to 2017 complete years Morris Monthly mags, £10. Electric remote control antenna, new in box, £10. '40s, '50s side & head lamp switch (knob missing), £5. Vintage bellhousing mounted Lucas starter motor switch with black knob, £5.

Lawrence McGahan
01275 878 343 (North Somerset)
oakbranch@btinternet.com

Literature for Sale

Offers please for books: MG Cars, 1929-1934, Brooklands Books. Morris Road Tests, 1913-1930 Morris Register pub. Making of The Motor Car, Michael Ware. Morris Cars the First 35 years, Morris Reg pub. Bullnose and Flatnose. Morris 8 Profile. MG M type Profile.

Mike Stubbings (non-member)
mikestubbings@aol.com

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ABERDEENSHIRE 10/4 ADVENTURES

Member William Ironside sends these pictures of his 1935 Pre-Series 10/4 from Fraserburgh in North East Scotland

Below:
Approaching the Tufted Duck Hotel near Fraserburgh for a Silver Wedding in October 2016



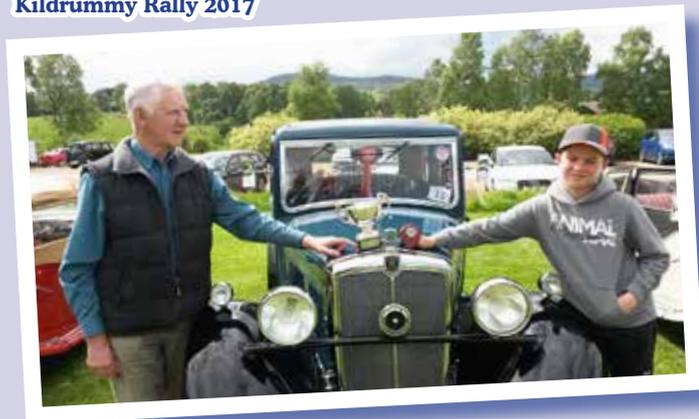
Above:
With some of the family tractors in the garden

Below:
Morris Minor Owners Club Rally at Fyvie Castle, Aberdeenshire Sept 2016



Above:
Aden Country Park Aberdeenshire with Kildrummy Club Drive-it-Day 2016

Below:
Kildrummy Rally 2017



Above:
R W Thomson Rally at Stonehaven Aberdeenshire June 2016. Good line up of Morris cars here. Cowley, Prof John Smith, Stonehaven. Morris 10/4, Bill and Jane Ironside, Fraserburgh. Morris Minor Sandy Mess, Aberdeen all Morris Register members and another two Morris 8s, owners unknown