

MORRIS MONTHLY



Volume 49
Number 4
May 2009



NEWSLETTER OF THE MORRIS REGISTER
A club for enthusiasts of vehicles designed before 1st January 1940
www.morrisregister.co.uk



CLUB CONTACTS



NOGGINS & ATTERS



WHAT'S IT WORTH?

Please refer to your Morris Register Handbook, which you received with your membership card on renewal

**1939
Series III
Morris 12**



Spotted on eBay a few weeks ago, this Morris 12 Series III rightfully claims to be the only electric one in existence. It has only 3442 miles on the clock! It was bought new as a petrol car by Sir John Ellerman of Ellerman Port Lines fame (later Cunard, then P & O). When World War II broke out in September 1939 petrol for private motoring was severely rationed, so in 1941 Sir John had this car professionally converted to electric power by Victor Electric Ltd of Burscough Bridge, manufacturers of milk floats and bread vans. The petrol engine and gearbox was removed and a 30-cell traction battery was installed in two boxes, 15 cells under the bonnet and 15 cells in the boot. A 10 hp d.c. electric motor was fitted inside the saloon where the gearbox would have been. A three-stage controller was fitted in the front scuttle under



the bonnet, with a master contactor operated by the ignition switch. The battery voltage is 60 volts and had a capacity of 195 Ah. As this a heavy car, it would probably have travelled at 20 mph for about 20 - 25 miles. More than adequate for around town use.

Can you estimate the selling price?

Answer on Page 27



The Morris Register Spares Service

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

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

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

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

By phone: 07950 972401 (limited response hours)

By e-mail: thespares@morrisregister.co.uk

By post to: The Spares Service

Hey Cottage,

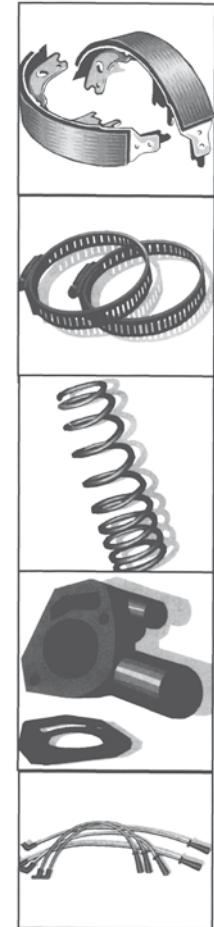
Heyside Royton

OLDHAM OL2 6LW

Payments to "MoClub Ltd" by: Cheque or Credit Card - No cash please.

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

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



COVER PHOTO:

Desmond Bagley's 1934 Minor 2-Seater at Ludlow Marches Festival, 2008



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NEWSLETTER OF THE MORRIS REGISTER

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PRESIDENT *Bob Beaumont* writes:

The recent President's Conference was held at The Lord Nuffield Club at Cowley, an appropriate venue although lacking a little in service! A more detailed report will appear elsewhere, these are just some personal notes.

It was good to have Past President Frank Ashley and Founder Chairman Roy Chasmar along for the presentation of Honorary Life Membership to Audrey and Ray Frampton and Rose and Arthur Peeling for their many years of service to the club. Audrey and Ray were unable to be present but their certificate was received on their behalf by Tim Harris.



There was plenty of good discussion on many items, including the future of the Journal and the need or otherwise for the circulation of a printed membership list.

I hope that many of us were out on Drive It Day, at the time of writing I can say that I intend to get to an event somewhere but haven't yet decided where!

EDITOR *Rob Symonds* writes:

Welcome to the May edition of Morris Monthly, which, of course, went to press after we were all out with our cars over Easter but before Drive-It Day. The Easter weather certainly turned out to be much better than had been forecast earlier in the week, so there wasn't much excuse for not getting out! For my own part, I remained Morris-less as I am only half way through the engine exchange which was originally (and appropriately, some might say) planned for 1st April, largely due to an unexpected problem getting a new clutch for my Eight. In the end, I have had to settle for a modified diaphragm version, and I hope the decision doesn't come back to haunt me. All was not entirely lost, however, as I took up Lionel Smith's invitation to accompany him to Weston Park in Shropshire for the Midlands Festival of Transport. Sad to say, Lionel's Series Z van was the only pre 1940 Morris present! I hope my Eight will have made it to our Drive-It Day lunch at Bidford-on-Avon, otherwise it'll have been a repeat of the ridicule met with last year when I turned up in my MGB! The irony of all this is that all the West Midland Noggin members know that Lionel gets around the legendary unreliability of his cars by owning more than one Morris, thus ensuring that he always has at least one available! If you're wondering about the advisability of these last comments, don't worry - I am reliably informed (by Lionel himself) that he never reads the Morris Monthly! Should he happen to do so this time, then I suspect he'll be inviting someone else to Weston Park next year!



You'll be reading this at the start of the month, so don't forget to send in your Drive-It Day stories and pictures. With winter over, I expect no shortage of items from now on, so don't let me down!

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The views expressed by the Editor, advertisers and other contributors are their own and do not necessarily reflect the policies of the Morris Register.

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

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MUSEUM MORRIS

An incomplete version of this article appeared in the Newsletter at the end of 2008, so here is Tom Taylor's complete account

A May Day Bank Holiday outing in 2008 with my family to Grange-over-Sands in South West Cumbria overlooking the picturesque Morecambe Bay gave me the opportunity of a long overdue visit to the Lakeland Motor Museum based at Holker Hall (oddly, it is pronounced "hooker").

Edwin Maher, the enthusiastic curator at the LMM had asked me some time beforehand to go along to try to identify a mystery Morris that had been in the Museum's collection for many years. Whilst having always been housed inside the Museum's network of galleries and display rooms, the poor Morris had recently been temporarily displaced to an outside lean-to by the generous loan to the Museum of a quite rare Hillman Minx drophead of the 1930s. The loan conditions had stipulated indoor accommodation for the Hillman so poor Morris was relegated to the lean-to. Not knowing what to expect, it was with a mixture of excitement and trepidation that I presented myself upon arrival at the Museum reception desk to be met by Edwin's helpful and equally enthusiastic assistant, Kathryn.

Having exchanged greetings with Edwin and been advised of the history and creation of the Museum, we went outside to the lean-to for my first sight of the mystery Morris. The mystery did not last long however, for there in front of me with its original Blackpool registration number was FV 7377 a 1936 10/4 Special Coupé in Grey cellulose complete with faux cabriolet pram irons adorning the flanks of the body. The roof panel on these models was covered in a contrasting black leathercloth material, which on FV 7377 was peeling away rather extensively at the rear end exposing some rather rusty sheet metal underneath.

The grey cellulose coachwork was complemented by quite appealing light blue leather upholstery and door cards with a similar powder blue carpeted floor. Curiously, the bodywork was speckled with small rusty dots that may be where the paint has been cracking exposing bare metal, but looked to me more like rust spots from having been parked near somebody using a grinding wheel. I well remember in my apprentice days someone getting into serious trouble by grinding off rivet heads in the close proximity of locomotive windscreens laminated with expensive heating element wires and writing the whole lot off at a cost of many thousands of pounds. The rusty spots on FV 7377 reminded me of exactly that kind of superficial surface damage. Under the bonnet, there was a hole in the block where a core plug should be and one or two items looking as though a good



cleaning and oiling might be all that's required to have the engine running again. The whole of the car appeared to me to be just crying out for a couple of weekends of basic 'tlc' to start bringing it back to life. I did not ask to examine any documents that might be with the car or note any car/chassis numbers, nor could I tell if it had a three or four speed gearbox fitted. The previous history of the car and its identity remains a mystery for the time being, but someone in the deepest corners of the Morris Register may have better information than I do.

According to Harry Edwards' book "Morris Cars - The First Thirty-five Years" the Series II Special Coupés were manufactured between the middle of 1935 until about August 1937 when the Series III models were announced. Coupés were part of the Series II production run which included all the saloon models. Saloons were either fixed head or sliding head, whereas all coupés were sliding heads. Chassis numbers seem to have been shared between the Ten/Four and Twelve/Four saloons and coupés, so further research would be needed in order to ascertain how many of the sixty thousand odd vehicles produced were of each type.



Apparently, FV 7377 also has a claim to fame and notoriety having allegedly once been used at some time in the 1950s as a getaway car in an attempted armed robbery at Knott End Golf Club just across the River Wyre from Fleetwood. I have not yet researched this angle of the story, but it poses the question of what on earth the police could be driving if a Morris Ten/Four was the getaway car!

The Trustees of the Museum currently have a dilemma on their hands as to whether to retain the Morris within the collection or let it go. No decision has yet been made, nor will one be made until a proper assessment has been undertaken of FV 7377's likely market value and in that respect, the Trustees retain a well known and respected auction house to advise them. Meanwhile, the Museum would be receptive to expressions of interest since it is looking to acquire an early Morris van for promotional purposes and needs to raise necessary funds. I must confess to falling in love with FV 7377 at first sight, having long been an admirer of the appeal and practicality of Series II Ten/Fours. It would be nice to think that the vehicle would one day be purchased by a Register member and be seen at Register events with a smile back on its face – and on the

face of the lucky new owner!

The Lakeland Motor Museum has plans to relocate to a new home in premises at Backbarrow on the A590 close to the Lakeside and Haverthwaite Railway. It will however remain at Holker Hall for the 2009 season and hopes to be operational at Backbarrow by Easter 2010. No doubt the proximity of these attractions to each other could be quite beneficial to both of them. Being a steam railway buff as well as a Morris car nut, it will suit me down to the ground. I can be at Backbarrow from home in about three quarters of an hour and the new Newton By-Pass will help in that respect. The Museum exhibits are well worth viewing. In addition to all manner of vehicles of all ages, there is an extensive and fascinating exhibition devoted to the Campbell family of record breakers. Next time you are anywhere near the southern end of the Lake District, make a point of going along to see it all. If you are further afield, it is still worth the extended journey. Go to www.lakelandmotormuseum.co.uk

With thanks and acknowledgements to Edwin Maher, Curator of the Lakeland Motor Museum.



BULLETIN BOARD



from SECRETARY, *Mike Bears*

NOTICE OF EXECUTIVE COMMITTEE MEETING

With the Spring President's Conference now behind us it's time to think of the next Executive Committee Meeting which will be held on Saturday 25th July 2009. The venue is likely to be King Edward's School, Birmingham but this will be confirmed in the June newsletter.

This meeting is the last opportunity for the Executive to meet as a Committee before the AGM in October. First and foremost on the agenda will be the approval of the accounts by the Directors in order that they can be distributed to the membership. The agenda will also contain an item to allow discussion on any resolutions that may be submitted. If any member has any proposal they would like to put as a resolution at the AGM please will they submit it in writing either by post or e-mail, by no later than Wednesday 22nd July to the Secretary, address details in your Membership Handbook.

JOURNAL BACK ISSUES

Following the item in last month's "Morris Monthly" the list of available back issues has grown. We can now provide original copies of some Journals dating back to 1971. A list is in the process of being prepared and will be included in next month's Morris Monthly. In the meantime if any member wishes to complete their set please let the Secretary know your requirements.

Some editions are very limited in number and therefore all applications will be treated on a first come first served basis. There is a charge for this but if you supply a self addressed envelope, the only cost will be postage.

To receive your back issues apply by post to The Secretary, Morris Register, 72 Headcorn Drive, Canterbury, Kent, CT2 7TX or by e-mail to thesecretary@morrisregister.co.uk

As an add-on to the above, if anyone has spare original copies of Volume 7 No 6 (Summer 1974) and Volume 8 No 5 (Spring 1977) your Secretary would be most grateful. As an alternative a good colour copy will do.

Finally, Past President Frank Ashley is seeking a copy of the Summer 2006 Journal, so if you have one that is surplus to requirements, please contact him directly at frankashleygm@aol.com.

61st PRESIDENT'S CONFERENCE REPORT 4th APRIL

We always try to provide decent facilities for our meetings and on the recommendation of Chiltern's members, we booked a room and food at the recently opened Lord Nuffield Club in Cowley, Oxford. Unfortunately, through no fault of ours they were totally unprepared for our arrival. While there was some confusion to start with, and during the serving of the meal at lunch time I think in the end they did a remarkable job. After all it's not every day the Chairman of an organisation serves you your main course!

One other aspect that caused confusion was that the postcode for the club sent everybody to the wrong area of Cowley that is if you used a satnav. I used a map and with the help of Rose and Arthur got there in one go.

With all the recording of who was there and who was not, Bob Beaumont got down to business. There was no news of the fate of Nuffield Place but at least he was pleased with the take up on direct debit payments which in percentage terms exceeded all expectations. Bob was also very pleased with the new look newsletter.

There were also brief reports from Dave Harris and Mike Brears, Caroline Harris (no relation to Dave) had produced a written report which although showed a loss for the year ending 31st January it wasn't all gloom and doom. John Nagle, our Membership Secretary, complained about the poor response to his request for member and vehicle details in December but was pleased to report that nearly 70% of renewing members had chosen to pay by direct debit. John said that he also intended to go to Thoresby with a "Membership Office".

Rob Symonds was the next to voice a complaint as someone had said that there was now so much in the newsletter it was difficult to read all in one go! Malcolm Dixon, National Rally Co-organiser, had come to the meeting covered in sackcloth and ashes as he had to admit getting the date wrong for this year's National, as if that wasn't bad enough, he compounded the felony by getting next year's date wrong as well! The correct dates as every body knows are the 8th and 9th of August for 2009 and 7th and 8th for 2010 – he will get it right on day, I promise.

News from the Spares Service is very encouraging with sales increasing from around £5,000 in 2007/8 to £17,000 in 2008/9. There was a lot of discussion about the website and Jim Riglar says we can expect to see a number of changes in the future.

Regions reported varying degrees of success with noggins ranging from "taking off like a rocket" to "struggling to survive". One thing that did emerge was that even in these days of economic uncertainty the membership is still very active.

Having finished with the regulars, the meeting turned its attention to the items for discussion on the agenda, first of which was Mike Brears' report on the auction of some of Harry's Morris archive. Mike said that of the 116 lots in the catalogue that were specifically Morris or Morris related, he had managed to buy 20 lots comprising 130 individual items. These will eventually be scheduled, scanned and put

onto the website. The total including buyer's premium and VAT came to £768.71 all of which was covered by donations from members.

Following the lunch interval, a special presentation was made to Rose and Arthur Peeling who received not quite the freedom of the City of Oxford but the next best thing as they were given Honorary Life Membership of the Morris Register in recognition of years of devoted service to the Club. Along with the framed certificate was a gift of £100 of Premium Bonds which we hope will bring them good fortune. There was also a framed certificate of Honorary Life Membership for Ray and Audrey Frampton but as Audrey finds it difficult to travel these days without the facility for a rest in the afternoon, their award was collected by Tim Harris.

The next item was another discussion on the "Register of Members" prompted by Chris Neal (00989/3) from the West Region's Solent Noggin who objected to the Executive's decision taken at the January Committee meeting on the release of members details. The conclusion of the meeting was that we had reached the best compromise we could at the time and therefore there would be no material change from that announced in the March newsletter. Subsequently Ken Johnson forwarded an e-mail from Rosy Pugh the FBHVC Secretary with the Federation's recommendations (see Page 9). It would appear that we may have to re-think the way we obtain members' permission from now on, all we can say is watch this space.

As you should all be aware, the 50th Anniversary of the Club is coming up NEXT YEAR and there are still no suggestions as to what the Club is going to do to celebrate. On the subject of the next important anniversary, the 100th of Morris, there is a proposal on the table from member Jon Pressnell (see separate item on Page 25).

Michael Taylor from the West Region raised the point that some recent articles were misleading in respect of the correct model designation for some vehicles where registration dates were quoted. It was agreed that there should be an article in the newsletter to help members in the future.

The final item of a contentious nature was a proposal from some members that the Journal either be scrapped or combined with the newsletter. A lot of discussion was had on this subject with views from all sides on what should happen to the Journal and the favoured option was that the Journal would be included in the Morris Monthly on a regular monthly basis but retaining a separate identity. Unfortunately the one person we couldn't ask was Harry so it was left to Bob to speak to him and hopefully convince him that this would be the best for everyone.

Finally, at a point well past half past five, Bob had to bring proceedings to a conclusion and given the number of items that were discussed an awful lot of ground was covered during the day. If you need any further information on what went on, have a word with your Regional representative who will no doubt fill in the gaps.



Honorary Life Members

At the President's Conference on 4th April, Rose and Arthur Peeling, and Ray and Audrey Frampton, were awarded Honorary Life Membership of the Morris Register for their untiring efforts over the years.

Rose and Arthur were there to accept their framed certificate in person, and in addition have received £100 of Premium Bonds. Ray and Audrey, whose award was accepted on their behalf by Tim Harris, have also received a Freesat system and two camping chairs.



President Bob Beaumont with Rose and Arthur (left) and Tim Harris (right)

from JOINT NATIONAL RALLY ORGANISER, *Malcolm Dixon*

Did you spot the mistake in last month's article? The dates for the National Rally are 8/9th August 2009 and not 9/10th – my apologies for having a senior moment.

Your application form should be enclosed with this issue but if not, please request one from your regional secretary. If you are unable to come in your old car don't let that stop you attending. You're more than welcome in your modern car but a completed application form still needs to be submitted as the event is restricted to members.

Form-filling isn't everyone's favourite pastime and some folks don't want to commit too far in advance of the event but it helps us do our job efficiently and lessen delays at the entrance if everyone already has an entry pass on arrival. Additionally, you are guaranteed a programme and plaque by submitting your entry form.

On the reverse of the entry form is an application for autojumblers. If you know of anyone who would be interested in having a stall, please fill in their details so we can contact them direct.

John Millar and his team arrange the Driving Games and it's an ideal opportunity to test your skills.

Exactly what skills these are remain unknown until the day and are not always what you would expect but a lot of fun and not a few laughs can be expected. Hopefully, we can take some good action photographs for inclusion in Morris Monthly.

Youngsters are our future members and are very welcome at the Rally. To add enjoyment to their stay we've again arranged for a children's entertainer on Saturday afternoon and Sunday. Face painting, magic and balloons will help keep them amused.

The recent Morris Monthly featured a splendid article and selection of cars on the Heart of Holland Tour. Some of our Dutch members have been at Thoresby in recent years and

THORESBY THOUGHTS



let's hope they can make it again for 2009.

At the President's Conference on 4th April, the matter of judging on Concours Day was discussed extensively. The decision was to retain the current system for this year, e.g. if you enter a Morris 8 saloon (pre-series, I or II), you will judge that class only. As a one off for our 50th celebration event in 2010, I suggest all entrants be given an additional judging form to select 3 cars that they consider worthy of being placed 1st, 2nd and 3rd overall. Your comments will be appreciated.

Finally, as we cannot use the Old Riding School for our usual Saturday evening get together, we have booked Perlethorpe village hall which is located just over the bridge at the bottom of the site. Music will be courtesy of Sounds Scottish who come highly recommended and there will be a licensed bar. Any prizes for the ever-popular tombola stall will be very welcome. It's a nice walk to the hall but the gate will be opened for those wishing to drive.

Please remember to return your completed entry form in good time along with a stamped addressed envelope. Just give me a ring if you've any questions.

Ken and I are looking forward to meeting you again.

Below: The Chairman getting a closer view.





The Morris Register has maintained a website for a number of years, initially managed by the Secretary and in more recent years by a "Webmaster". In March 2008, I took on the role of webmaster and determined to give the website a "make-over". Since then the site has been expanded to provide a diverse range of information of interest to the public at large and to Register members.

Purpose of the Website

Just prior to taking on the webmaster task I developed a few pages to show what a revamped website might look like. Dave Harris, the Register's Chairman, seemed happy with this initial work, and as a result the webmaster job was mine. I was given no specific remit about the scope of our website and the freedom to pretty well do as I saw fit! From my perspective, I wanted the website to be more comprehensive than it had ever been and to serve a number of functions:

- To "advertise" to the general public the Morris Register's existence, the scope of what it does and the range of Morris vehicles it covers.
- To encourage, by providing information on the scope of our activities, members of the general public who own or have an interest in pre-war design Morris vehicles to join the Morris Register.
- To provide our members, worldwide, with ready access to information; whether that be current and planned activities and events, archived Register publications, such as The Journal or contemporary Morris and Morris related publications (operation manuals,

repair sheets etc).

- Subsequently, as the website has grown, members of the Register and its Executive have suggested a number of changes, improvements, and an expansion in scope beyond my initial perception. So the website will, or may, now also provide:
 - On-line membership application (electronic forms for this are currently in development).
 - On-line payment (this requires secure payment methods and has yet to be researched in detail).
 - Potentially on-line purchase of Morris Register merchandise.
 - A source of advertising revenue. A number of motoring related companies have stated that they consider our website to be of "high quality" and expressed an interest in placing adverts on it. Currently advertising revenue is small, but almost covers the charges which the Register has to pay to a "web host" to provide electronic storage of, and provide access to, our web pages.

Website Content

The structure of the website was in part determined by what I had "inherited", as I was keen to build on what already existed. As a result I expanded about 6 pages into in excess of 30 pages providing an outline of the Register, its history, elected officials, membership and national, regional and overseas events and noggins, together with details of a few vehicles in the range that we cater for. Subsequently the vehicle details pages have been increased. As an awareness of the website grew, it became obvious that it would be a good means to make archive material available to members. To cater for this, a "Members Area" was created about 10 months ago. This is only accessible by use of a password which is changed every month or so and advised to members via Morris Monthly.

So what is available on the website? Well as of mid-April 2009, the public area of the website comprises 76 pages, including a Welcome (Home) page, which provides access to: general details about the Register, Membership, 12 Regional and 7 Overseas pages (providing details of noggins and events) and 46 vehicle information pages. A further 23 vehicle information pages are in various stages of development and will be published as time permits.

of vehicles. A further page provides access to some miscellaneous material.

More next month!

MEMBERS' AREA PASSWORD

*will change to supden
from this issue of
Morris Monthly*



..... to design the LOGO for the 50th Anniversary of the Morris Register in 2010.
Ideas/entries to the Editor, please.
Closing Date end of August

FBHVC REPORTS from **Ken Johnson**

CAR CLUBS AND THE DATA PROTECTION ACT:

The FBHVC Secretary offers guidance

As I understand, it a not-for-profit organisation can have an exemption from the provisions of the Data Protection Act, but your members may take more comfort from the fact you do abide by it.

The club must have a good reason for collecting the data - membership is a good reason - but MUST have a code of practice for subsequently dealing with the data. The data you will be holding will not be 'sensitive' within the meaning of the word in law, but the Act does mention data which can enable theft - which could apply to members' car details and addresses.

The data you have has to be obtained for specified and lawful purposes and the security of the data held has to take into account the consequences of a breach of security. If you are abiding within the Act principles then you can pass on data if the subjects agree. However failure to object

is not agreement, it says. In other words they would have to formally opt in. The default position cannot be that they agree, if in the past, data has not been passed on.

Data would be available within the club to officers of the club in all circumstances, provided there is a good reason for them to require it.

To go ahead with publishing any data you should really undertake an impact assessment which will spell out the consequences of any bad things happening as a result of this information being made public.

I hope that helps a bit!

*Rosy Pugh, Secretary,
Federation of British Historic Vehicle Clubs Ltd.,
Stonewold, Berrick Salome, Wallingford
Oxon. OX10 6JR*

Tel: 01865 400845 Email: secretary@fbhvc.co.uk

THE FOLLOWING IS REPRODUCED FROM THE FBHVC NEWSLETTER, WITH KIND PERMISSION OF THE FEDERATION, THAT SOME MEMBERS MAY FIND USEFUL.

Inspections - look beyond the chassis plate

The following is background information for the owner of a vehicle that is going to be subject to an inspection. With the specialist vehicle clubs, it would be expected that the suitably briefed inspector would have sufficient knowledge to look beyond the chassis plate to determine if it is reasonably likely that the plate at present on the vehicle is the same one that was there when it left the factory. Where, for reasons of aesthetics, there is a replica chassis plate on the vehicle, is it reasonably likely that the number on that replica chassis plate is the same number it had when left the factory? Many manufacturers also stamped that same number directly onto the chassis, or onto a plate riveted onto the chassis. With some manufacturers, the number on the maker's plate, and the number stamped onto the chassis were different. Other manufacturers stamped the chassis at its extremity, which is just an ideal position for it to be inadvertently removed and discarded during accident repairs. Sometimes the stamped number on the chassis is obscured by bodywork. The same points are also applicable to vehicles of integral construction.

Part of the inspection is to find this second stamped number if it is there to be seen on an assembled vehicle. The other skilful part of the inspection is to establish if the physical characteristics of the vehicle are consistent with the number on the chassis plate: 'look beyond the chassis plate'.

Inspections

'Applications for reclaiming original numbers or for the issue of age-related numbers should be processed with extreme caution. An inspection of the vehicle by someone independent of the applicant should be undertaken as the norm.' (DVLA Guidance notes V765/3, page 2.)

Appeals for historic vehicle status

In the last month, the Federation has received a flurry of enquiries where a particular vehicle is recorded with

DVLA with a manufacturing date of 1973, but the owner has 'evidence' that the vehicle was actually made in 1972, and so should be classified as an historic vehicle, which of course has a nil rate of vehicle excise duty.

These particular applications are normally towards the specialist club, however, where there is not a specialist club registered with DVLA these applications come to the Federation, and we follow exactly the same procedure: the owner needs to provide photographs of the vehicle, legible photographs of all chassis numbers, the engine number, and other numbers on the vehicle and a copy of the V5/V5C. With these cases, as in all others, the Federation seeks out the appropriate specialist knowledge and dating documentation and that the key dating evidence, e.g. the Heritage Certificate, or page from Glass's Vehicle Check Book, are certified copies. Also, it is essential that the vehicle is inspected, and as explained above, that the inspector has the knowledge to 'look beyond the chassis plate'.

Seeing that the cost saving for historic vehicle status could be £185 per year, this is just the case where an inspection in the Outer Hebrides is justified. Alternately, if it is already taxed and insured the vehicle could be driven to the inspector.

The actual application to DVLA is made by the owner at his local DVLA office. The application would include the club dating letter (which would mention the date of inspection and what was found on that inspection), the evidence for the revised date of manufacture, e.g. Heritage certificate, together with the photographs of the vehicle, and photographs of the various numbers on the vehicle, including the chassis number.

Although the owner might receive the historic vehicle tax disc at the DVLA local office, this is always subject to verification at DVLA Swansea. In addition, as with any application, DVLA may wish to inspect the vehicle.





REGIONAL ROUND UP



North West Region Newsletter



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

Apologies to North West members for the absence of a Regional page in the April newsletter. I missed the new Editor's deadline by a hair's breadth, but a miss is as good as a mile! I cannot make any excuses since I actually sat round the table with Editor and Printer when the subject of deadlines was discussed.

However, catching up a little, our Regional Annual General Meeting went off very much as expected last month with eighteen members and guests gathering for lunch at The Ram's Head Inn in the pretty village of Grappenhall, just a couple of miles south of Warrington. After reports from Regional officers, the existing Committee was re-elected save for the appointment of Christine Truslove as Chairperson in succession to outgoing Chairman Martin Clarence. Martin has served the Region in just about every capacity possible and his knowledge and expertise will be sorely missed, but he's not going to disappear entirely and I'm sure we will still see him with Anne at most North West Region events.

There was much discussion and debate amongst members present concerning two burning issues which at the moment seem to be attracting much attention. Firstly, members were asking why the quarterly Journal was to continue to be published and at what cost, bearing in mind the emergence of the new look monthly newsletter, and the second issue concerned the forthcoming sale at auction of items described as being part of the Harry Edwards Collection. Explanations based on limited knowledge were given as far as possible, but there was a clear expression of dissatisfaction and the Regional Secretary was requested to convey the concerns of North West members to the Executive Committee.

Notwithstanding these controversies, The Ram's Head Inn proved to be an excellent choice as a venue for the regional AGM, being centrally located and within only a mile or so of the M6 and M56 motorway intersections. The food was excellent and it may be that other events will be based there in the future.

Confirmation was given at the meeting that the 2009 Annual North West Gathering would be held at The Anson Engine Museum at Poynton near Stockport on Sunday 14th June.

Gary Clarke has arranged with the museum staff to have our cars on display during the day between about 11.00 and 3.00, and for our party to have a guided tour of the exhibits. The museum is housed in the former Anson Colliery complex and contains one of the largest collections of internal combustion engines powered by gas, steam and diesel, in the world. It is home to Mirrlees No 1, only the world's third diesel engine ever to be made, way back in 1897. Many of these engines will be running on the day, there are film and video shows to see, children's quiz sheets for you to attempt, and there is also a cafe and tea room on site. We had a splendid turn-out of twenty

five cars last year at Jodrell Bank and we would like to think we can do just as well or hopefully even better this year bearing in mind that the location is slap bang in the middle of our Region. You will need to let event organiser Gary Clarke know of your intentions to attend in order to qualify for a commemorative award. Gary is on 0161 427 7311.

Going back to April, however, twelve members and their cars



enjoyed our 'One-Night-Away' trip to Bolton-by-Bowland last month. We all met up for a pre-departure Coffee at the new Barton Grange Garden Centre on the A6 just north of the village of Bilsborrow from around 10.30 am before setting off on our run at about 12 o'clock. We took a lovely scenic route through the beautiful Trough of Bowland via the villages of Dunsop Bridge (pictured above and said to be the geographic centre of the United Kingdom) and Whitewell where we stopped to walk the famous stepping stones behind the celebrated Inn at Whitewell, before an Afternoon Tea stop at Bashall Barn near Waddington. The Barn also houses the award winning Bowland Brewery so we were able to sample some of their best products and make the odd purchase or two. After this welcome interlude, we continued on via West Bradford and Grintleton to yet another welcome interlude at the village pub in Bolton-by-Bowland before making our way to our accommodation at Middle Flass Lodge for Dinner, Bed and Breakfast. After a leisurely breakfast on the Sunday morning we made our way back westwards via the A59 to the Tudor period Samlesbury Hall (pictured right) for a lunchtime farewell stop. There was much to see and do at the Hall with craft and antique fairs in

full swing and a real life Henry VIII wandering about amongst the visitors. Sadly, or then again maybe not, he declined our invitation to become a member of the Register, saying he had insufficient horsepower! This was a very enjoyable weekend and nobody managed to get lost although the run was always intended to be just a leisurely drive in the countryside with all drivers being instructed to keep reassuringly in sight of each other. No doubt we will be organising a repeat of the exercise at some stage, maybe an Autumn Ramble later this year to a little village inn we know about in the heart of the Yorkshire Dales if we can manage to secure enough visas for visiting Lancastrians!

I had a call last week from Andrew Jolleys who was in the process of changing his insurer and had been asked to provide an independent valuation on his pretty little '32 Minor two seater. Andrew wanted to know if the Register was able to provide this, and if not did I know of any other independent source. As far as I know, the Register does not offer this service, nor am I aware of any recognised source within the Club, but no doubt someone will correct me if I'm wrong. My own insurer (Peter Best) was happy to accept my valuation of 'Maurice' for which I forwarded half a dozen photographs as 'evidence' but I wonder if other members have been asked by insurers to produce independent valuations, and from whom were they obtained?

Member Jeremy Parker who lives not far from me and who runs a nice Series I Morris Eight two seater tells me he is having the interior of his car fully retrimmed and fitted with the correct bench seat arrangement in place of the existing bucket seats. Consequently he has the bucket frames available to pass on to anyone interested. Apparently they are not quite



the correct seats for a Morris, but they are strong and sturdy frames capable of further service. I can put you in touch with Jeremy if you are interested.

Whilst our Regional Noggins at Stockport and The Potteries continue to struggle for attendances, The Anchor Noggin at Lostock Hall near Preston continues to go from strength to strength with verging on twenty members and guests regularly turning up. There was much debate at the April meeting about cork clutches, steering box bearings, radiator mascots and a number of other subjects. Following our friendly Landlady serving up her complimentary Corned Beef Hash, John Newbould showed us the tiny 12v to 6v regulator he had made

with which to protect the fuel gauge circuit when converting his Eight Tourer from 6 to 12 volts. With only three small components and a minimum of wiring housed in a minuscule length of aluminium channel section, it will certainly make conversion much

simpler in terms of swapping components.

Finally, after selling on his much electrically modified Morris Eight two seater, Geoff Wright has a number of Series I/II spares available for disposal. He has an SU carburettor with brass dashpot damper, a very nice inlet/exhaust manifold which appears to have been stove enamelled, an air silencer assembly, a very good wiring loom, and various other bits and bobs. Geoff is on 01204 494597 if you are looking for anything in particular.

That's about it until next month when I shall be revealing the North West Region's plans to celebrate the Morris Register's 50th Anniversary in 2010. Happy Morris Motoring in the meantime!

DIARY DATES



DATE	REGION	EVENT	CONTACT
2-4 May	W	Bristol Classic Car Show, Shepton Mallet BA4 6QN	
2 May	SE	Amberley Working Museum Vintage Motorcycle Day BN18 9LT	
3 May		HCVS London to Brighton Run, finish Madeira Drive, Brighton	
3 May	EMY	Boroughbridge Classic Car Show, Boroughbridge, YO51 9HT	
3-4 May	SE	Blindley Heath Rally, Osney Lodge Farm, South Godstone RH9 8JH	01342 844094
3-4 May	M	Classic Car Shows Rushden Calvalcade, Rushden, NN10 9EX	
9-10 May	SE	HH Newhaven Fort Rally & Modellers Exhibition, Newhaven Fort BN9	
10 May	SE	Amberley Working Museum Stationary Engine Day BN18 9LT	
10 May	SE	Morris Register South Coast Run finishing at Newhaven Fort	
10 May	M	Ludlow Marches Festival of Transport, Ludlow Castle	
10 May	EA	Battlesbridge Classic Car Show & Autojumble, Basildon, SS11 7RG	01268 769000
10 May	M	Sandwell Historic Vehicle Show, West Bromwich, B71 4BG	
10 May	CH	Oxford Noggin Spring Run, Sturdy's Castle	01869 3385122 / 01865 451673
13 May	SE	Kent Noggin Bus Run, Western Rd. Car Park, Borough Green	01322 529946
16 May	EA	East Anglia Region A.G.M., Ship Inn, Tiptree CO5 0PQ	
16 May	SE	Morris Day at Spa Valley Railway, Tonbridge Wells	01322 529946

Continued on Page 28



Southeastern Newsletter 2009

ISSUE 462

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

SPECIAL KENT NOGGIN EVENTS

Weds 13th May: BUS RUN, Western Rd. Car Park, Borough Green at 8 p.m.

Weds 10th June: OLD CAR RUN, details as above

Weds 8th July: OLD CAR EVENING at the Three Horse Shoes, from 8 p.m.

MORRIS DAY at SPA VALLEY RAILWAY, Tonbridge Wells
Saturday 16th May - details from Peter Levett 01322 529946

SOUTH COAST RUN 2009 Sun 10th May

ALL WELCOME:

See the separate Entry Form enclosed
with March's Morris Monthly



The Yellow Pages

No. 379



EDITOR: Kevin Bailey 01621 856687 email: kanda.bailey@tesco.net
16 Willow Walk, Heybridge, Maldon, Essex CM9 4TT

EAST ANGLIA REGION A.G.M. Sat. 16th May
The Ship Inn (new venue), Tiptree CO5 0PQ

As you may know, we usually begin the evening with a pleasant meal, followed by the AGM. We'd be delighted if you could join us at 7.00 for 7.30 for the dinner, or you are welcome to come along later for the meeting itself. The cost of the 3-course meal is £12.95 per person. The region is again able to make a contribution to the cost of the evening by providing post-dinner tea/coffee.

Contact Norma Cook (01245 284202, laurie.cook@tiscali.co.uk)

EVENTS

The lunchtime noggin at Duck Inn on the 28th March despite the weather was a great success with around 20 members attending. Old cars were sparse in the car park with Ken and Jill Smith's Cowley and Mike and Penny Adams' series E being present. A very relaxed meal, with plenty of good humoured chatter was partaken by all.

Pam Lee has asked me to put in this edition of the Yellow Pages that the date for our Summer Noggin will be lunchtime on 20th June and the venue will be in Norfolk. Full details will be in the June Newsletter.

reasons, the May date moves to 20th, NOT 13th as would normally be the case.

For details of the venue/time would those wishing to attend please contact me after 17th May on 01553 674092. There are also plans afoot for the June Noggin to be slightly special but more of this nearer the time.

John Dewar

NORFOLK NOGGIN CHANGES

Just to advise of changes to the Norfolk Noggin arrangements, which I would be grateful if you could publish in order to give more members an opportunity to attend without travelling long distances, in what is a large county, it has been decided to make the noggin a roving venue, with effect from the May event. Also, for personal If anyone has anything for inclusion in The Yellow Pages, I usually try to attend the Essex noggin each month and you can see me there or I can be contacted as above. Items need to be with me before the 1st of each month to be in time for inclusion, as I email the Newsletter off on the 14th of each month.





WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU

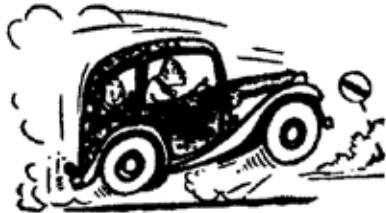
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MORRIS

EDITOR: Tom Bourne M.B.E., 02920 703482 morris@tombourne.fsnet.co.uk
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EDITORIAL



As I draft this it is warm sunny day at Easter, and I'm sure that many Morrises across Wales will be shaking off the winter dust and gloom, having their oil changed and shackle pins greased, etc. It is certain that I will be out in the garage this week preparing Buttercup for the Drive-it Day, which will be over by the time you read this. In May look out for the Vintage Motorcycle rally, details not yet received, but probably the 17th. The Tredegar Park rally will be on Sunday 20th September, and you need to get your entries in by 20th June. Let's hope the weather

conditions are better this year. I gather that thanks to many donations, the Leukaemia Research group avoided making a loss as a result of last year's cancellation, and in fact made a small profit. However by supporting this major event this year we can help them to make good the lost revenue from last year. This is still the major vintage event for Wales, and we will have a club stand as usual.

Many members have told me how pleased they are with the new "Morris Monthly", and I am grateful for your contributions to this page - please keep them coming. Simon Moffett's Morris 8 Jemima has obviously had a more active winter than my Morris, and I'm grateful to him for the report below.

8s OPEN A CAR PARK!

Here is a picture(below) from Saturday 4th April when a plaque was unveiled at a new car park at Wolfscastle which is alongside the A40 (seen behind the cars) in Pembrokeshire. Behind the camera is a chapel, Penybont, where two of the regulars have old cars, and here they are, Jemima (4 door DMX 727) and BVB512 (2door). BVB512 belongs to Heather and Tom Griffiths who have done a nut and bolt restoration during the last 15 months. The car has been off the road since the early 1970s, so Tom has had to repair practically everything. We have to applaud the dedication to take a set of boxes and get a car back onto the road after so long. Children from the local school at Wolfscastle gave us some cheerful singing and a local councillor said in all sincerity "I wish you all long and happy use of your new car park". How else do you open a car park?

Simon Moffett

The track across Clyne Common that leads to our house ends in a blind corner and as it leads only to us, the chances of encountering another vehicle are remote. One day last year Claire was coming home in her Jazz at the same time as I was going out in my Minor, "the Minotaur". The scene was set for what was known in early American railroad parlance as 'A cornfield meet'... We met at the point of no return and there was nowhere for her to go: hydraulic brakes stopped Claire in her tracks. There was no where for me to go either, except straight ahead: in the heat of the moment I pressed hard on the wrong pedal and the Minotaur leapt straight ahead, coming to rest in the brambles. No one and nothing was damaged and the camera recorded the scene; what it did not record were the ensuing gales of laughter.

John
Rogers



East Midlands and Yorkshire Region

Local Page



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

PRESIDENT'S CONFERENCE

Malcolm, Trevor, Edward, and myself attended the 61st President's Conference at The Lord Nuffield Club in Cowley, Oxford. We were very impressed by the new building built on the original factory site. The agenda was passed through fairly quickly. There were a lot of comments about the new look Morris Monthly that was very pleasing for Rob, who has put a lot of time and effort into putting together the product you all are reading. John Nagle said he was going to bring his caravan to Thoresby Hall this year and will be bringing some of the club literature. Tom Taylor pointed out how well the spares had come on stocking more items and praised Graham and June Naylor for their hard work. He also pointed out the spares service was for keeping the cars on the road at a reasonable price. (Service not profit). Anyone who has used the service will agree.

Jim Riglar gave a short talk about the new website and how it was coming along, and the changes he was going to make in the near future. You will have to look to see what they are. A few more topics were discussed but by the by that was it.

WANTED: INFORMATION

Does anyone know the whereabouts of the Minor Fire Engine which belonged to the late Chris Holland of Cleckheaton? We have some literature and parts for this vehicle, which have been passed to Trevor Willsden. If anyone has any information will they please contact Trevor on 01924 456207 or ring myself, then we can reunite them.

EVENTS

Further to having a Club Stand at the Boroughbridge Classic Car Show on the 3rd May. If you wish to go to this show, don't forget to let Malcolm or Trevor know as soon as possible. Details as in last month's Morris Monthly. Some members have asked if there are any shows that other members would like to have a club stand at. (In their neck of the woods). We as an area are not very adventurous in club stands and organising runs. We have been invited to a run on Drive It Day. This was received too late to be put in the Morris Monthly. A few local members are going to attend. This was an invite by the Triumph Club; it is a run from Tadcaster to Eden Camp near Pickering via York. They have negotiated a discount for participants. This is very encouraging, other clubs inviting like-minded people to join them. We will have to take this approach when we want to organise an event and are thin on the ground in numbers. This will apply most of the time with our membership being so far spread. Whilst on the events theme, anyone who is going to events, either participating or as a spectator, please take time to take some photos; we need some to show that we do have some good cars and shows in our area.

Notts Derby & Leics Meeting

3rd Tuesday of every month at The Navigation Inn, Trent Lock. Starts from 7.00pm onwards. (Ring Tony Plowright on 0115 9251834 for details).

West Riding Meeting

3rd Wednesday of the month at The Wheel Inn, Bradford Road, Wrenthorpe, Nr Wakefield. One Mile off M1 junction 41 in the direction of Wakefield.

Sutton Meeting

4th Wednesday of the month at The Anne Arms Sutton. Ring Ken Holden for details on 01274 882574.



TRANS - PENNINE GAZETTE

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

CUMBRIA ROVING NOGGIN

The Cumbria Roving Noggin was well attended again this month at Margaret and David Molyneux's house. 11 members put the world and economy to rights. One member bought a couple of what nots as he missed the last month's "what not night". Not sure if we got them right as he was hoping we would know what one of them was as he didn't! Please email dmmmem@tiscali.co.uk or ring 01229584972 for the date and place of the next Roving Noggin.

MAY NOGGIN

Rique Llinares has kindly organised another walk (and a meal after) on Sat. 23rd May, from Sedbergh at 3pm to start about 3.30pm. First to Brigflats where there is a very nice Quaker Meeting House (open to inspection), with a quiet and peaceful garden where one can take a break. The walk continues along the road for a short way, then follows the River Rothay. We leave the River and cross the disused railway line at a very fine cast iron Victorian Bridge. Across some more fields then back to Sedbergh. It takes about 2½ hrs to complete depending on the group and stops. He has provisionally booked for 8-10 people at the Pheasant Inn at Casterton. If you wish to join us on this walk or for the meal please email Rique on riquellinares@hotmail.com or phone 01524262588 or 07787393926 a.s.a.p. so that he can inform the Inn of numbers. Rique's walk was very enjoyable last year and had some beautiful views, so please come and join us.



Ken Thomas's Eight by Barbara Symonds

Ken rang hoping to speak to Our Dear Editor but unfortunately for him, I answered the phone – ha! He didn't really put up too much of a fight and we agreed I would ring him a couple of days later to chat about his 1935 Series I Morris 8, Four Seater Tourer (BYT 994). It took a while for Ken to answer the phone and he sounded just a little preoccupied (puffed out) so being a sensitive soul, but mostly because married to a Morris owner for 35 years, I asked him if everything was alright. He told me that the driver's window of his Rover 220 had decided to get itself stuck at the half way point and having had a draughty drive home, he was keen to put this to rights. I had chosen to ring Ken as he was inspecting the damage and making plans to effect a repair. I said I would call him back, which I did.

Three days later and all was well. I have since spoken to Ken who is happy to report that he treated Liz to a birthday trip via the breakers' yard to pick up the parts before taking her out for a celebratory birthday lunch, which probably included a toast to include finding the appropriate part. "I had a nice time sitting in the car, reading," said Liz stoically, "it was a lovely sunny morning." (Sorry, I have tried to resist saying, 'been there, got the tee shirt').

Ken has been driving Morris 8s since his 17th birthday (that was in 1960, I asked him for reporting purposes) after which he passed his driving test and bought his father's Morris 8 Saloon in February 1961 for £20. 48 years later with rarely a break in driving a Morris 8 on - weather permitting - a regular daily basis, Ken reckons he must be the longest continuous driver, as in all that time he had a road legal Morris!

This Saloon was in need of a lot of TLC, the chassis had gone for starters and so in 1964, Ken bought his current Morris 8 for £5 to use as spares on the Saloon but "fell in love with it on first drive" and the rest is history. "It's nice to have all the original logbooks from which I can see I'm the sixth owner." He joined the Morris 8 Tourer Club which was then only five years old and open only to early Morris Minors and Morris 8 owners until it became the Morris Register in 1968. I asked Ken what sort of motoring he did in the car over the years, "Well, for the first 24 years, my Morris was used daily to get to and from work, 10 years Caterham to Croydon then 14 years

Burgess Hill to Brighton, both approximately 9 miles each way." He recalled that driving long distances in the dark winter months was quite an experience! "From 1973 when the price of petrol rocketed, I travel-shared with a work colleague, still using the Morris when it was my turn, until 1985 when a new job further away forced me into buying an old

Triumph to do the donkey work of the daily 18 mile each way journey.

Until about 1997, Ken tended just to the 'basic needs' of the car which had included Liz's expertise in making an interior trim and two new hoods, but eventually the time came when Ken, "decided to take the car off the road to give it a very necessary complete rebuild." Over two years or so, this included a complete re-spray in the original all-black by B & G Repairs and a new hood and side screens in the original fawn colour from Polyfactor Limited. "At last, in 2000, the car looked and ran almost as good as it did when it first left the factory in Oxford," Ken told me, adding that it still looks good today.

During this rebuild, Ken couldn't be without a Morris 8 and so he bought another Morris 8 Tourer which he described as "a basket case" which was worse than he thought when he bought it to be a replacement and so keep up his tradition of regular Morris 8 motoring, whilst his own precious Morris had what Ken describes as a "bottom up restoration."

To get the basket case up and running, Ken had to use some of his precious spares but it paid off because Ken was able to use the car and eventually sell it about two years later when his own Morris was fully restored. Ken told me that early on when he reclaimed its original registration number, BJB 362, through Harry Edwards, the Club Historian, he discovered that it had previously belonged to Harry and was in use at the inception of the Club. This gave Ken the incentive to carry on with the build and he later sold it to a Club Member in Lincolnshire who then sold it on to someone who worked for North Sea Ferries.

Feeling fairly confident, I asked Ken about his car's reliability. "Breakdowns are rare, mainly half-shafts, and I can normally get going again if the break is on the outside. In fact recently I was half way to visit my brother in Bexhill when I lost drive pulling out of a roundabout, but I was able to fit another shaft with hub and get going in under half an hour. We Morris 8 owners always carry a spare with hub!" he told me with some satisfaction. The other bizarre breakdown happened last year on the way back from the beach one hot day, "probably the only hot day!" He remembered the car spluttered to a halt in the middle of the countryside, fortunately right by a lay-by.

"Pulling on the starter didn't help. On opening the bonnet the problem was obvious, although it had never happened before: a piece of light rag had somehow jumped out from the under bonnet toolbox and got sucked into the carburettor inlet – no silencer on this model. I pulled it out and we were on our way."



Continued on Page 18





The photographs here were taken on a cold day in January 2013. I was a freelance editor for Practical Classics and a personal friend of the late Alan Thomas, Public Relations Officer for the Morris Reborn. We had a coffee at a local café.” The results of the shoot featured in Practical Classics magazine, where the car is positively glowing from all the attention. Alan and I have this image of the car stopping at a traffic light.



In November 2007 on Littlehampton seafront with professional photographer, arranged through Mike Gister. "The day culminated in fish and chips in a pub article in Practical Classics Spring 2008 edition - attention! Ken often writes about his car in the first every shop window to admire itself - and why not!"

Photos: magiccarpics.com

Continued from Page 15

I asked Ken how the car fitted in to the family's lifestyle. His son and daughter certainly have very fond memories of early days taking holidays in the car, especially trips to the seaside when after a long day in the sea, they would sit in the back seat on the way home and dry off, complaining of the cold! Ken is very fond of open air motoring! His son drives the car during visits and as an engineer, like his father and grandfather, he is able to work on the car if required but Ken does all the work so he doesn't get much chance. "It's nice to know he understands the car," Ken told me, expressing concern that younger people who drive modern cars get neither the opportunity nor inclination to work on cars now.

Ken told me how wonderful it is that so many Morris members look after their cars so well. "I really rang Rob to thank him for putting the photo of a steel radiator shell into my For Sale advert for April's Newsletter. I was

worried that he wouldn't be able to publish my compressed photo for email. I was surprised when I had two phone calls about it before I had even received my copy of the Newsletter and I sold it straight away. The buyer lives in Plymouth so we might deliver it when on holiday in Devon in June, unless it has been collected before hand."

"Don't forget its use as a wedding car at all the family weddings, not to mention friends and our children's weddings and all the other big landmarks in our lives," contributed Liz from the conservatory, where she was busy re-potting orchids (the phone was on speaker), "the car is such a big part of our family and we all love it," she shouted daintily. "People wave to us all the time," said a voice from the conservatory, "it's lovely driving it and everybody knows us!"

Thank you Ken and Liz, continued happy motoring.



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



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

WEST MIDLAND NOGGIN REPORT

This was a well attended evening with 4 old Morris on the car park. Much of the evening was taken up with technical talk regarding tourers, especially discussing bits that Bill Moore brought with him from his rebuild, n particular, the brake master cylinder which unfortunately I condemned as unserviceable. However we made him two offers to overcome the problem so he went away with a solution to his problem. This has inspired me to mention brakes in this month's "Morris Mechanicals". Drive-It Day was mentioned and the Marches Transport event at Ludlow on the Sunday 10th May, where we will join up again with other Midland Noggin members. Thanks also, to John Sargeant, who has also invited us to the Peopleton Autumn Show on September 5th. *Mike Porter*

LEICESTER NOGGIN REPORT

The weather changed for the good this month hence the numbers improved to fifteen, with more to come I am certain. Only two Morris cars made it though, perhaps as the nights remain lighter we shall get more. In view of the improving numbers we have decided to reintroduce the concourse noggin in June. This not a serious contest and if any of the other customers show interest we shall probably ask one, or more, of them to act as Judges. We shall most likely be able to park alongside the pub instead of on the regular car park. Next month will be just as usual.

Ken Johnson

WOLVERHAMPTON HALFPENNY GREEN AIRPORT WINGS AND WHEELS FLY-IN 12th / 13th APRIL

A turnout of West Midland Morris wasn't planned for Easter Sunday, but when the weather forecast began to show signs of being decent, a rapid phone around by Don Smith (pictured below with his Series E) gathered in a good selection of cars. The other cars shown left include the Eights of Keith Phipps, Lionel Smith and Roger Wilkinson. There was good mix of old planes and cars at this new event, so it is certainly worth supporting in the future.

Lionel Smith



ABOVE:

"I wonder if this will fit under the bonnet of my Series E?"

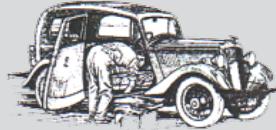




SPRING MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



EDITOR: Jim Riglar 01225 754981 email: jimriglar@blueyonder.co.uk
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EDITORIAL

Firstly, an apology. It has been necessary to move the AGM from 23rd May to Saturday 30th May. All other details for the AGM remain unchanged. Setting a date for this year's meeting has been challenging, with the most welcome introduction of a formal Drive-It-Day Run (26th April), the revised Bristol Classic Car Show dates (2nd-4th May), the move of the South Coast (Dorking-Newhaven) Run from March (10th May), Beaulieu Spring Autojumble (17th May) and commitments of some committee members on key dates in April and May (myself included) ruled out many potential dates. The committee is concerned that many members may be committed to weekend breaks at Whitsun and in wishing to ensure as many members as possible are "free" to attend, the AGM has opted to defer the meeting by one week to Saturday 30th May.

By the time you read this, we will have completed the Drive-It-Day Run (Sparkford-Weymouth and return) and be contemplating other Regional and National events. I hope the weather holds good this year and we all get the opportunity to clock

up many miles of enjoyable Morris Motoring. I might even have got my Ten back on the road to make the most of the forthcoming events!

Lastly another apology. If you have submitted a noggin or event report or notification and don't see it in this issue of Westwords or elsewhere in Morris Monthly, blame me! My home computer suffered a catastrophic failure in March and it's taken a couple of weeks to get things back on track. It is possible that in the intervening period some e-mails may have gone astray or been lost altogether.

Jim Riglar

Somerset – A well attended noggin, with Bev Marks (Taunton), Tony and Glo Cressey (Yeovil) and Peter and Josie Harrison (Wellington) making the effort to attend respectively in their Morris 8 S2 Saloon, 8 SE Tourer and 10/4 PreS Saloon. Colin Baker had spent the preceding week-end attending shows at Weston-Super-Mare (Sat. 11th April) in his 8 S2 2 seater and Mells (Mon. 13th April) in his 8 SE saloon. He had intended to make the most of the fine weather and use the 2 seater for both events, but experiencing low oil pressure in

his Series 2 on return from W-S-M, he thought a change of vehicle might be prudent for the second event. A new member to both the Register and the noggin was Roger Perry (Westbury) who purchased a 1937 Ten Four Series 3 a few months ago (ex Rob Yandle). George Bryne advised that after a break of a year or two, Piper's (the trimmers and upholsterers) would be holding a Classic Car Show at their Sparkford premises on 23rd August. The bottom end of Bev Marks' M18 engine has been stripped to establish which bearing had run the white metal. In the event it was only the lower shell of the No 6 cylinder big end that had gone; the white metal simply delaminating. Remetalling is underway and Bev hopes to have the car back on the road in about a month's time. Attendees were reminded that the May noggin is at the Lime Kiln, near Somerton. Chris Murray was trying to finalise numbers for the Drive-it-Day run to Weymouth. He and Tony Hale had undertaken a test drive of the route a couple of weeks ago in their M8 tourers, just to ensure that all was workable. Chris was promising an enjoyable climb away from Weymouth up through Combe Valley!

Jim Riglar/Colin Baker

AUTUMN AMBLE THURSDAY 17th SEPTEMBER 2009

Simon Colledge has started preparations for this year's Autumn Amble. Simon, assisted by Brian Studley, has already been out to survey a route, which this year will feature a tour of Somerset cider country. The start of the run will be from the Windwhistle Inn on the A30 adjacent to Cricket St Thomas. Arrive at the inn from 11.15 am onwards for coffee and biscuits. The run will depart at 12.15 and head for a lunch stop at the Squirrel Inn, Laymore. After lunch, the second part of the run will head for a tea stop at Perrys Cidermill, Dowlish Wake. The run is an estimated distance of 42 miles. For further details or to book a place on the run, contact Simon Colledge: tel. 01460- 5815 or e-mail simoncolledge@hotmail.co.uk

West Region AGM - 2 pm Saturday 30th May 2009 (note the revised date!)

At The Traveller's Rest, Stone, Nr East Pennard.
on the A37, 7 miles north of the A303/A37 junction and 6 miles south of Shepton Mallet.

If you fancy lunch, it is suggested that you arrive between 12:30 and 1pm.

(Pictured - some of the attendees vehicles at the 2008 AGM)

30th BRISTOL CLASSIC CAR SHOW 2nd-4th May 2009

Royal Bath and West Showground,
Shepton Mallet. Somerset BA4 6ON

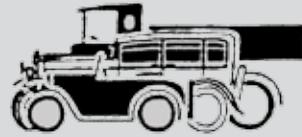
12TH MAY 2009 - SOMERSET NOGGIN

A joint noggin with the Austin 10 Drivers Club. Venue: Lime Kiln Inn, Knole, nr Somerton (Phone 01458-241242).
Pub opens 6 pm, food available from 6.15 - 9pm. Noggin returns to usual venue for June onwards)





CHILTERN'S CHATTER



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

VISIT TO CUBA

In January this year we were fortunate enough to spend a week on the Caribbean island of Cuba. For much of the last century Cuba occupied a leading role on the world stage despite its relatively small size and lack of economic influence. Since the overthrow of the dictator Fulgencio Batista in 1959 by forces led by Fidel Castro and Che Guevara, and more recently the collapse of the Soviet Union, the Cuban people have had to make repeated sacrifices but have survived and are now enjoying the benefits of what can only be described as "benevolent communism".

Cubans now have the benefit of free housing and transport, free healthcare and education and, for less than two pounds, enough to eat each month. There are thus no signs of the abject poverty that is so common elsewhere in the world. One of the most visible legacies of the American withdrawal after the Revolution is the number of vintage American cars from the 1940s and 1950s still on the roads. These cars, under Cuban law, are the only vehicles that may be owned by the public – they are therefore highly prized, patched up and kept running at any price - it is not unusual to find one of these monsters with a Lada or Moskvich engine – a triumph of Cuban engineering!

There remain on the streets a number of "newer" cars, Ladas, Moskvichs and Zils with even the odd Ford or Fiat but generally

speaking these cars are from the fifties to the eighties and were imported from the Soviet Union before it was broken up and could no longer subsidise the Cuban economy. There are no new cars in Cuba other than those for rental. Cubans cannot buy a car, other than a so-called vintage car, however should a citizen excel in something, medicine, sport, ballet etc., they may be given a motor car to use, not own, but on their death the vehicle is repossessed by the state. The status of a vehicle is shown by the colour of its number plate – yellow for a private car, blue for a public services vehicle, red for a hire car, and so on right up to a white number plate which signifies a member of the government.

Tourism has now replaced sugar, rum and cigars as the top hard currency earner and with the change of presidency in the USA there must be a good chance that the trade and travel embargo will soon be lifted – Cuba will then be swamped by American tourists – to see the real Cuba, go now before it becomes just another Caribbean island.

If you are interested in looking at my pictures of some of the old cars and our visit to the rather dilapidated Havana car museum go to: <http://good-times.webshots.com/album/569676830BYDVSO> and <http://good-times.webshots.com/album/569683167XuSUfh>

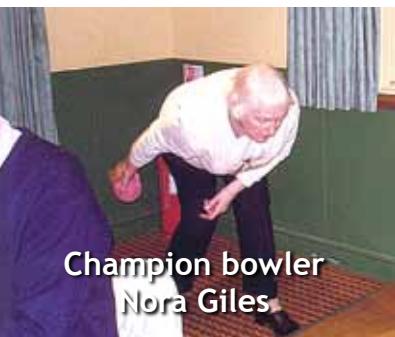
Trevor Johnson



SKITTLES NIGHT 28th MARCH 2009

We all met in the Function Room/Skittle Alley at Sturds Castle Hotel. Having previously obtained our drinks at the bar. There was a total of 27 Morris friends eager for our annual Skittles Contest. We all took our turns to see how many skittles we could knock down, as well as the most skilful shot of rolling the ball clean through the rows of skittles with none falling. We all had four attempts and then lined up to get our supper. There was a fine spread of chips and jacket potatoes with chicken, pork, and sausages together with cauliflower cheese and salads. To finish we had gateaux and apple crumble with cream.

Our skittles evening concluded with prizes being awarded to the Champions. The Ladies prizes went to:- 1st Norah Giles, 2nd Wendy Samuels, and 3rd Valerie Rayson. Men winners were:- 1st: Roger Needle. 2nd: Graham Bushnell. 3rd Michael Rayson. What magnificent prizes in the shape of boxes of Easter Eggs were awarded! Our thanks go to Edna and Rowland Bradbury for their hard work in running a very enjoyable evening.



**Champion bowler
Norah Giles**

Graham Bushnell



VISIT TO THE HERTFORDSHIRE NOGGIN

On Monday 16th March, five intrepid members of the Sherbucks noggins ventured into the wilds of deepest Hertfordshire to attend the monthly noggins at the Bucks Head in Little Wymondley, not far from junction 8 of the A1(M). Your reporter, having picked up two other Chiltern committee members on the way, was pleasantly surprised at the journey time of just over an hour in the biscuit tin, meaning that the return visit later in the year by proper car won't take too long either.

There is an ample sized car park at the rear and on entering through a side door we walked through a pleasant covered area with soft furnishings to the bar. Already waiting for us were two other members and the noggins' main contact, Ian Harris. We adjourned to a side bar where the publican made us welcome, lighting the fire for us to take the chill off. The publican has a good selection of real ales for those of you who are passengers, kept in good condition of which he is proud.

Other visitors eventually came in to even up the interlopers'

presence until there were a dozen or so of us sitting at long tables. Topics of interest were being discussed to be interrupted a little later by two large platters of sausage rolls, chicken nuggets etc, a large platter of sandwiches and two dishes of potato wedges provided by the pleasant and friendly landlord. Needless to say the conversation halted for a while until the plates were emptied.

This noggins is to celebrate 40 years since its establishment later this year apart from a short while when the landlord at the time did not make the noggins feel welcome there. Ian Harris is to arrange an informal gathering on a Saturday afternoon in the summer to celebrate, I strongly recommend that you make an effort to attend if you can. Details will be published in the Chatter when it has been finalised.

As so often happens at noggins where the atmosphere is convivial, the time had flown and it was soon time to say our farewells. However we will return, so watch this space.

Richard Suppards

Senile Virus - continued

Remember ??????????????

I don't remember if I sent this one out.

I don't think I did, or did you send it to me???

God grant me the senility to forget the people I never liked anyway, the good fortune to run in to the ones I do, and the eyesight to tell the difference.

Now that I am older (but refuse to grow up), here's what I have discovered.

- 1 *I started out with nothing, and I still have most of it.*
- 2 *My wild oats have turned in to Prunes and All Bran.*
- 3 *I finally got my head together, now my body is falling apart.*
- 4 *Funny I don't remember being absent minded.*
- 5 *Funny I don't remember being absent minded.*
- 6 *All reports are in. Life is now officially unfair.*
- 7 *If all is not lost, where is it?*
- 8 *It is easier to get older than it is to get wiser.*
- 9 *Funny I don't remember being absent minded.*
- 10 *Some days you're the dog, some days you're the hydrant.*
- 11 *I wish the buck stopped here, I sure could use a few.*
- 12 *The kids in the back cause accidents.*
- 13 *Accidents in the back seats cause kids.*
- 14 *Funny I don't remember being absent minded.*
- 15 *It's hard to make a come back when you haven't been anywhere.*
- 16 *The only time the world beats a path to your door is when you're in the bathroom.*
- 17 *If God wanted me to touch my toes, he would have put them on my knees.*
- 18 *When I'm finally holding all the cards, why does everyone decide to play chess.*
- 19 *Funny I don't remember being absent minded.*
- 20 *It's not hard to meet expenses, they are everywhere.*
- 21 *The only difference between a rut and a grave is the depth.*
- 22 *These days I spend a lot of time thinking about the hereafter. I go somewhere to get something and then I wonder what I'm hereafter.*

(Source unknown)

FORTHCOMING EVENTS

- May 6th** WRINKLIES LUNCH at 12 noon at the Cock Inn, Sarratt, Herts.
Contact Doug Townsend 01753 883547
- May 10th** OXFORD NOGGIN SPRING RUN Meet at Sturdy's Castle at 10.00 Contact Len Plumbe 01869 3385122 or Graham Bushnell 01865 451673 to register.
- June 7th** SHERBUCKS SUMMER RUN Meet at Little Chalfont Car Park at 09.30. We will proceed via a country run to Waddesden Manor nr Aylesbury. Entry forms contact Den Jarrott 01494 712540
- June 20th** DENHAM OPEN DAY at 14.00 at Martin Baker Social Club Tilehurst Lane Denham Bucks contact Brian Spence 01923 674811
- Aug 16th** OXFORD CLASSIC CAR SHOW at The Lord Nuffield Club, Barracks Lane, Cowley
- Sept 20th** MILTON KEYNES MUSEUM RUN
- Oct** OXFORD NOGGIN AUTUMN RUN
- Nov 14th** CHILTERN AGM Girl Guide Hall, Church Lane, Chalfont St Giles Bucks
- Dec** CHRISTMAS NOGGINS

**Please when sending an email include
CHILTERN CHATTER in the Subject Box
otherwise the email will be deleted as Spam.
See Editor's address on front cover.**

**Sherbucks Summer Run
7th June 2009**
Meet at Little Chalfont
Car Park at 09.30
Entry forms contact:
Ray Bickerton
01494 721303

**Sherbucks Open Day
20th June 2009**
Martin Baker Sports Club
Tilehurst Lane Denham Bucks
14.00-17.00
Contact: Brian Spence
01923 674811



Fitting a Centurion Tank Engine to your Eight, from Dave Lawton

Rodney Lock posed a question to the 8 MVS member about the suitability of using a military engine as a replacement for his tired E Tourer unit.

The engine in question is basically a version of the Morris 918 cc sidevalve as fitted to the Series MMs and was used as an auxiliary generator engine in the Centurion tank when the vehicle was stationary. In its original working life it would have sat next to a Rolls Royce, 12 cylinder, 27 litre water cooled petrol engine, producing 650bhp!

Issues involved in fitting a Military Unit

Rodney had read a Journal article "Swords to Ploughshares" by Tom Bourne, and raised the following questions:

1. Am I correct in assuming that a Series E head can be used?
2. The article states that a new water outlet pipe is required. This presumably is only if an 8 head is used?
3. Is the camshaft the same profile?
4. If the oil filter is used, it will foul the exhaust pipe. How have others dealt with this problem? What adaptor/screw on filter have others used?

Tom Bourne confirmed the following:

1. Yes, the E head should fit, but obviously need an E gasket
2. Water outlet only needs changing if you're reusing the tank engine head
3. I think the jury is still out on camshafts, unless anyone has firm evidence and has compared the two
4. The MM filter will foul the exhaust on all 8s, the adaptor I used is very neat.

The Oil Filter Challenge

The oil filter fitted to the military engine and the MMs will foul the exhaust on an 8, members offered 3 solutions:

1) Blank off the filter

To keep the engine looking original Kevin Bailey has used a blanking plate. However, the plate must allow oil flow so can not be a flat plate. Kevin's was made out of 2 pieces of metal (Picture 1). (Note from DL, I know Eddie Wylde of Wyvern Spares has these machined out of a single piece of metal, which would reduce the chance of an oil leak)

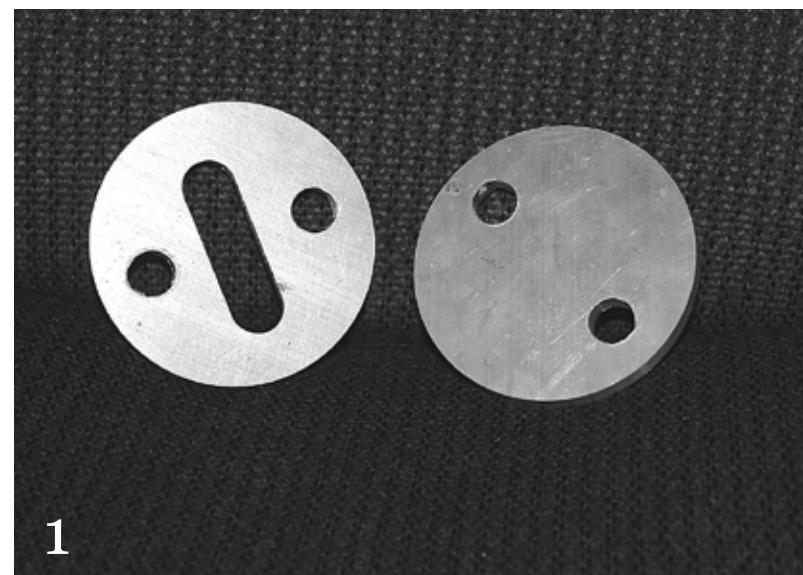
2) Modify the exhaust and use the MM oil filter

Bob Williams exhaust, has a short extension fitted. (Picture 2)

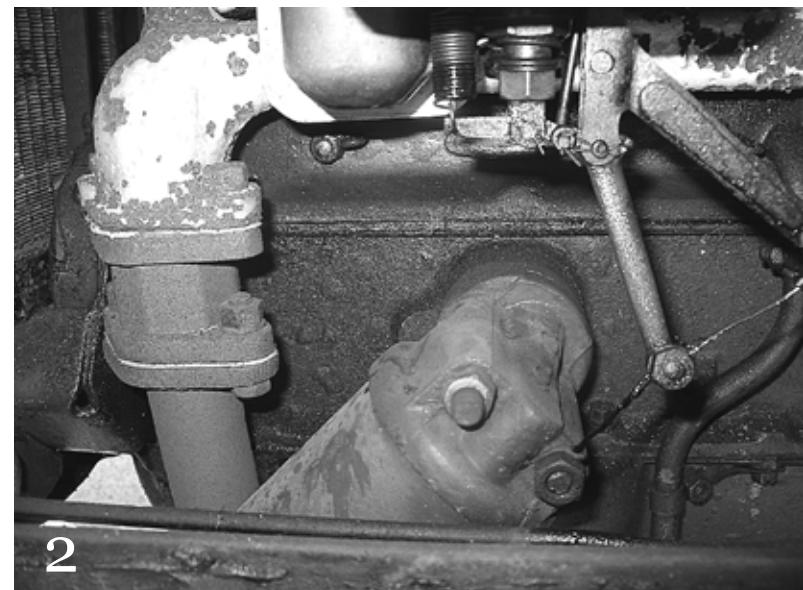
3) Use a spin on filter adapter

Tom Bourne and Philip Butland have used an adapter made by Henry Capes, which dispenses of the MM filter and uses a modern spin on type. (Picture 3)

Rodney has now acquired an ex military unit, we look forward to an update as he progresses with the conversion.



1



2



3

THE PARSON and THE FIDDLER (Part 4)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard



It is the Summer of 1939 and our intrepid Morris Eight men have just unwittingly crossed the Siegfried line into Germany.

Finally, someone appeared who spoke English, and we were questioned about our intentions. We were on holiday, we said, and wished to see something of Germany. Why, they asked, did we choose to cross at that point when there were far easier places to cross? We said that we had been misdirected. There was a further delay, and Shephard said that he thought there was going to be trouble. As far as I can recall, neither of us felt unduly concerned. We thought that they might possibly send us back the way we came, and while we were discussing this possibility, we were approached by a young officer whom we had noticed standing at the back watching the proceedings but taking no part in them. Speaking perfect English he said that he would like to apologise to us for the rude and unpleasant way we had been treated. "I am afraid they are like that", he said. We thanked him and asked him what they intended to do with us. He said that they would probably allow us through, but they were very angry because civilians were not allowed in. He wished us a happy holiday and a pleasant time in Germany. A few minutes later we were told we could leave, and as we were being escorted through the camp, we noticed the massive barbed-wire entanglements along the perimeter of the area, and the pill-box gun emplacements.

It was now quite clear to us that we had in fact succeeded in penetrating the celebrated Siegfried Line which extended along the east bank of the Rhine from Basel for some time inside the fortress, and permitted to pass through it, did not seem to us at the time to be either odd or sinister. Had we entertained any qualms we might have avoided the episode that followed, which I now regard as the height of folly. Having passed through the camp, we came into open country. The fact that we had been inside the Siegfried Line fired our imagination, and we were anxious to see more. Shephard did in fact remark that if we saw anything unusual, we might report it when we returned home, although I suspect that he was not being entirely serious. Be that as it may, we stopped the car by the roadside and climbed a grassy slope, which rose gently to the top of a low hill. We were now at the rear of the fortress, and from where we stood we could see the low outline of buildings and the usual forest of barbed wire. It was quiet, and there seemed to be no-one about. The episode remains vividly in my memory. I took out my binoculars and scanned the fortifications from the rear.

"What can you see?" said Shephard. "Not much", I replied, "except a lot of barbed-wire, and what could be gun emplacements." I handed the glasses to Shephard, and he said, "Yes, I think they are gun emplacements. Shall we go further up?" I said no, I thought not, and we turned to go down the hill towards the car. We had only taken a

few steps when we heard a shout, and saw a sentry some three hundred yards away at the top of the hill, waving to us. "Wave back", I said to Shephard, "and don't hurry; just walk." We waved back in a friendly manner to the sentry, and turning, strolled slowly back to the car. It was rather a tense moment, but it ended in a curious anti-climax. From the security of the car, we looked back up the hill. The sentry had gone.

Continuing our journey, we came, without further incident, to the city of Freiburg, and found rooms at the Hotel Post. The evening was before us, and we set off on foot to explore the city. The weather was fine and warm, and we mingled with the crowds in the streets and looked in shop windows. Freiburg-im-Breisgau, to give it its full name, was an attractive little town with pleasant houses, and a general air of prosperity. It is, of course, the capital of the Black Forest country and a holiday centre. We strolled

along without a care in the world. Some aeroplanes passed noisily overhead, and I paused for a moment on the pavement to observe them through my binoculars.

"Are they bombers?" said Shephard. "No, I don't think so", I said, "They look obsolete types to me." As we pursued our way, we became aware of a young man who seemed to be following us, and after a while we crossed the street to see what he would do. We watched him in a shop window where we were able to see his reflection in the glass. We saw him pause at the edge of the pavement where he stood a moment looking in our direction, and then started to cross the road. We were suddenly aware of him at our side.

"Good evening, Gentlemen", he said, "I think you may have noticed me following you; my name is Herr Post", and he produced a card. On it was printed "Herr Post, Reichs Diplomatische Polizei". "I have been detailed", he said, "to keep you under observation during your stay in Freiburg, but I see no point in walking behind you; we might as well walk together, and then perhaps I can show you some of the sights of Freiburg."

I cannot remember whether we asked him why he was following us, but we accepted his invitation and set off together. Our first visit was to the Cathedral, an impressive gothic building with a tall spire, but for some reason we were not able to enter. We went on therefore through the busy streets to the Biergarten. On the way we noticed numbers of youths and young men dressed alike in white shorts and stockings looking very trim. Herr Post pointed them out to us as members of the Hitler Jugend or Hitler Youth who were staying at a hostel outside the town. They were chosen, he said, for their handsome appearance and fine physique.

to be continued next month



Dear Editor,

In view of the unjustified criticism I have received from various quarters, including letters to the Editor, perhaps I may be given space in the Morris Monthly to point out to fellow members that the list published on page 9 (Morris Monthly, April) of items sold at the TCA Auction in Reading, only ten of the lots quoted were entered in the auction from the "Harry Edwards Collection". The remainder of the list come from other sources.

*Harry Edwards
Journal Editor and Historian*

Dear Editor,

I have read with interest the correspondence relating to the sale of Morris items by Harry Edwards. When I first acquired my 1931 Morris Minor in the late 1980s I had no idea where to start to find information or spares. I was introduced to Harry Edwards through a radiator company who knew of his work. Harry went out of his way to help me spending many hours of his time to research my car's history and providing me with information and contacts. He's always been there at the end of the phone to help and encourage. He is and has been a great ambassador

Dear Editor,

When I acquired my Pre-series Morris-Ten in 1958 an uncle of mine was an AA patrolman, his "beat" on his yellow combination motor cycle being a section of the A6 trunk road between Bedford and the Northamptonshire boundary.

He naturally took an interest in my car, which was first registered in December 1932, and had a wealth of knowledge gathered from the 1920s and which he put to good use along this busy stretch of the A6. With the Morris being my first car he received several requests for assistance over the first few months, and one of the most important in his opinion was to regularly add Upper Cylinder Lubricant to the petrol at every filling station. In 1958 virtually all filling stations had plunger cans that delivered "shots" of UCL (usually Redex) at, I think, one penny a "shot" of about 5 cc, and he strongly advised two shots per gallon for an engine already over 25 years old.

I followed his advice religiously and never missed adding a double dose of Redex to every gallon of petrol, which in those days was "Regular" or "2 star". When eventually filling stations discontinued the "shots" from plunger cans I purchased my own supply in gallon cans, using this in the same proportions as the original plunger can deliveries. My last gallon can of Redex ran out last year, and expecting to get

Editor's Comment:

If members have interpreted my words as implying that the list was exclusively made up of items from the HWC, then I am disappointed, as this was certainly not the intention. My many years writing school reports has taught me to choose my words very carefully to avoid ambiguity, and I thought I had done so! It would have been very foolish to link Harry to any specific items in the auction, since as far as I am aware this information was never made available, either by the Auctioneers or Harry Edwards.

for the Register and fully committed to ensuring its future.

I am sure that there are many members like me who owe Harry a lot of thanks and who say good luck to him if he wants to sell off part of his own collection of Morris history. The greatest loss for the register will be if we ever lose Harry's commitment and knowledge.

*Duncan Green
11859/4*

another went to Halfords and obtained a litre bottle. However, on reading the label on the bottle I was concerned that although labelled "Redex" there was no mention of the contents being an Upper Cylinder Lubricant. It now appears to be merely a carburettor cleaner and can reduce exhaust emissions, restore performance and increase fuel economy. Redex Ltd at Cheadle, when I telephoned, confirmed that an Upper Cylinder Lubricant is not marketed any longer as modern engines do not need it. Numerous visits to various outlets resulted in puzzled faces and "What's a UCL anyway" attitude. I am particularly annoyed about this withdrawing a UCL as I am reluctant now to run the engine, which is now approaching 78 years old, and a supply of Leaded petrol is obtainable from a local garage and which I am worried about using in the absence of a UCL. Any help in this direction would be very much appreciated and I am sure I am not alone in this.

*Peter Smart
05120/1*

Editor's Comment:

I am sure that one or more of our highly knowledgeable members will have come up with suitable replacement for Redex, so let's hope we hear from them!



Dear Editor,

I should like to heartedly endorse the sentiments expressed by the Rev. Ted Spiller. I attended the auction at Reading and can assure members that the lots were collectables of the type one sees frequently on eBay and at auto jumbles. I arrived early and had plenty of time to examine everything in detail but noticed nothing that would excite a serious scholar of Morris history. I am certain that the items sold

were the exclusive property of the seller. I feel that a club without permanent premises is likely to get into difficulties with any centrally owned archive. I would suggest that we nominate a motor museum and donate important archive material there so that people from all organisations or none can have access to them.

Mike Kent
02497/05

MORRIS CENTENARY: A PROPOSAL from Jon Pressnell

Wheels are already turning on this within the Morris Minor Owners Club, which is the most dynamic of the various marque clubs. It is important that the MR gets on board a train that is already getting up steam. The MMOC's thoughts are currently on organising a big Morris rally, taking in all the Morris clubs. They already collaborate with the 6/80 and MO Register and a few other clubs, so lines of communication are in place. Meanwhile, my history of Morris will be published in 2013, by Haynes. This gives me a strong marketing platform but also gives the Morris Register the chance to exploit the book's publication to its advantage. My proposals are as follows:

1. Big International Morris Rally

This would replace the national rallies of all Morris clubs – principally the Bullnose Morris Club, the Morris Register, the MMOC, the 6/80 and MO Register, and the Morris Marina OC. It is entirely feasible also to invite the 1100-1300, Land-Crab and the Farina clubs. Organisationally this risks posing some problems, but the solution is to restrict organisation to the kernel of true Morris clubs, and merely invite the others. It is in their interests to make the event their national, and to make a contribution to the costs that would be less than the cost of organising their own national.

The venue must, of course, be an attractive one, as well as being centrally placed.

At this rally I would be happy, free of charge, to provide arena entertainment throughout the two days, providing a continuous commentary – with interviews – on vehicles that would be organised to enter the arena as appropriate; I am well-known as the 'house' commentator for Greenwood Exhibitions, and would normally charge £300 a day for my services.

2. Major display at NEC Classic Car Show

This is the big show of the year, and it has strong media coverage. Here I have two propositions. Firstly, that there is a central Morris stand, which displays a panorama of Morris vehicles from 1913 to 1983. These will be selected to tell the story of Morris, and will not be dominated by any one club. Squeals of 'We have 10,000 members so we want five cars' will be ignored! Instead of Morris clubs having separate stands they will contribute to the central display, with each club having a 'gondola' to promote itself. This is economically attractive.

Secondly, at the heart of the stand will be an 'active' display. This will be the building, over the weekend, of a Bullnose Morris, in the style of the Heritage re-shell exercises. This is eminently achievable. It needs to be organised with the Cooke Group, and pre-planned to the last detail. This isn't fantasy stuff. If a Mini, an MGB or an MG Midget can be built over a weekend at the NEC, then a Bullnose should be a walk-over. Again, I will offer my microphone services free of charge, to animate the event.

This proposition is totally realistic, and is based on the idea of generating maximum publicity for the Morris centenary. As a working journalist I know it will be lapped up by the media. The key thing is that everything is in place, and the media taps primed. Here I can again help, as a journalist for Classic & Sports Car since the 1980s.

As a member of the Morris Register (with breaks) since I was 15, and as a member of the MMOC for 30 years, I am well-placed to co-ordinate efforts. I am friends with all the key MMOC players, and have a personal interest – which I gladly declare – in making the Morris Centenary one heck of an event.

Editor's Comment:

No-one can argue much with what Jon proposes! Without exaggeration, we can say that this is a once in a lifetime event and the Morris Register simply has to get as fully involved as it can. We may be outnumbered by the MMOC but I am sure we can make up for that. I guess the proposal to replace national rallies with one multi-club rally is likely to be the most contentious, but it is hard to see how our resources might stretch to two big events in rapid succession and this would be no time to spread ourselves too thinly. I think it very important that MR members respond to these proposals so that a clear directive from the membership is forthcoming. Let me know what you think!





MEMBERSHIP MEANDERINGS

from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*



MISSION YET TO BE ACCOMPLISHED

David Saunders, a long standing (I nearly said OLD!) member since 1963, related to me the following story:-

"While I was at college in Newcastle-upon-Tyne I wrote the 'Tynesider' articles for The Journal, but my main claim to fame is as the designer of the Morris Register badge. Circa 1970, (this was the time the Morris 8 Tourer Club was renamed the Morris Register), I started work as an Industrial Designer at The Marconi Company in Chelmsford. Imagine my surprise when my boss, while showing me round the site on my first day, introduced me to Harry Edwards! I already knew Harry of course from participating in Club events.

It was while working in Chelmsford that Harry spotted a 1932 Morris S & A Family Eight Calshot Special advertised for sale in Exchange & Mart (essential reading every week for all car enthusiasts in those days!) 'for restoration or spares, £20, Northampton'. S & A stood for Stewart and Arden the Morris agents, who had purchased the Cunard Coachworks at East Acton, and whose brass threshold plates appear on the door sills.

A rescue mission was undertaken the following weekend in a hired Kennings van. Harry came with me to save this rare Morris, of which, at that time, no example was known to have survived. It transpired that the owner had bought it thinking he had found a rare MG on which someone had fitted a Morris radiator. He lost interest when he discovered the truth!

Having purchased the car, I jokingly referred to it as a retirement project, as I had recently bought an MG-TC, my pride and joy which I still own forty years later. The Calshot Special is only now about to be rebuilt (better late than never!!) and I am hoping to have it ready for the road in July 2012, just in time for its 80th birthday. My plan is to take some anniversary photographs at Calshot Water in Southampton, the home of the flying boats and many record-breaking flights between the two World Wars. The place that gave its name to the car."

THIS MONTH'S "ONE FOR THE ANORAKS"

According to the current records, there are only 14 Long wheelbase Minors in the Club:- 2 OHC Calshot specials, 3 OHC Family Eights, 1 OHC Family Eight Coupé, 2 SV Family Coupés and 6 SV Family models.



CONFUSED? - You might be

I have had several conversations with Members recently who seem confused about the recent changes and their benefits to the Club and its Members.

1. The old A5 newsletter and the separate regional newsletters have been REPLACED by the "Morris Monthly", an upgraded publication which has received wide acclaim. It is being distributed by the printers at a lower cost, and without the tireless efforts of members having to put each issue in envelopes and post them - less effort, less expense.
2. The quarterly Journal continues to be produced by Harry Edwards, with the help of Rob Symonds of the Morris Monthly. Distribution is by the same route as the Morris Monthly.
3. UK Subscriptions: They are now £32, and great value for money - even better value if you pay £30 by direct debit. The direct debit system ensures the minimum cost and personal effort for the Club and its Members, hence the DISCOUNT for payment by this method. Credit card payment always costs extra, as the banks make a charge for the transaction. Overseas Membership costs have risen in direct proportion to the POSTAGE costs.
4. It has been said that "not a lot happens in our part of the country"!!! Make it happen! I will help to put Members in touch with each other, to instigate activity wherever you are. Talk to your Regional Committee or to me to make Morris motoring where you live more fun. All the contacts are in your new Morris Register HANDBOOK issued with your Membership renewal.

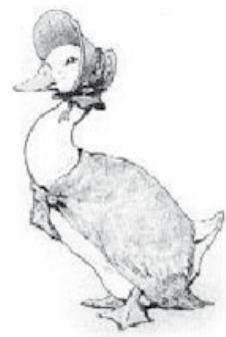
Let's make 2009 a "Mega Morris" year.

JEMIMA PUDDLE DUCK?



Simon Moffett wrote to me from Haverford West in my favourite county, Pembrokeshire:-

"I purchased my Morris Eight in 1969 for £10.00. She is a 1936 Series I 4-door sliding head saloon, deluxe model with leather seats costing when new £142-10s-od (£142.50 in new money). We call her Jemima, as she leaves little puddles wherever she goes and tends to waddle a bit when seen from behind!!! She also has a bronze medal awarded in 2000 after completing 1,500 miles in the Classic Malts Reliability Trial round Scotland." Sounds like good excuse for a party in a distillery to me! I wonder what Beatrix Potter would have thought?"



NATIONAL RALLY

The National Rally is now only three months away, and I have started to make plans for the event. It is my intention to take my caravan (not pulled by the Minor I might add!!) and set up a full Membership office in the awning. All will be welcome, as I look forward to meeting many of the names which have appeared on my computer screen since I took office six months ago. If you have any ideas of what you would like from me at the event, please let me know and I will endeavour to oblige.

Happy May Morris Motoring.



New and returning members

WARM WELCOME



MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS		
Dieter De Roo	Tielt, Belgium		dietro123@hotmail.com	1935	Eight Series 1	2 Seater Tourer
Gerald & Kay Price	Barwell, Leicestershire LE9	01455 446877	kayger@ntlworld.com	1936	Eight Series 1	2 Door sliding head Saloon
Peter Toone	Blaby, Leicestershire LE8	0116 277 1194	glebefarmtoone@btconnect.com	1936	Eight Series 1	4 Door Saloon
Alan Logan	By Bo-Ness EH51	01506 826190	alanmkiv@aol.com	1936	Commercial	10 cwt Pickup
James & Alistaire Patterson	West Linton, Peeblesshire EH46	01968 660855	allanaadele@aol.com	1937	Ten Four Series 2	4 Seater Tourer
Michael & Patricia Lavy	Sedgefield TS21	01740 620727	mikelavy@fsmail.net			
Ian & Jean Tiller	South Nutfield, Surrey RH1	01737 822706	ian.tiller@virgin.net	1937	Eight Series 2	2 Seater Tourer
John Curtis	Wolverhampton WV10	01902 736500		1937	Eight Series 2	4 Seater Tourer
Colin Moles	Galleywood, Chelmsford CM2	01245 268157	colinmoles@hotmail.com	1935	Ten Six	Special Sports
Robert & Patricia Terry	Norwich NR13	01603 714536	robertaterry@talktalk.net	1934	Ten Six	Saloon
Mal & Sue Jones	Thame OX9	01844 281882	hjpconsultancy@aol.com			
Tony & Marcia Hughes	Sutton Coldfield B73	0121 354 7192	tonybrass@bigfoot.com	1947	Ten Series M	4 Door Saloon
Colin & Sandra Dixon	Washington, Tyne and Wear NE37	0191 4160064		1952	Ten Series M	
Anne Fleming	Croydon CR0	0208 651 2382	annie.f1947@yahoo.co.uk	1935	Eight Series 1	Saloon
Cliff & Susan Smalley	King's Lynn, Norfolk PE32	01760 337534	cliffsue@falgatefarm.freeserve.co.uk	1938	Eight Series 1	Light Van
John Calvert	Belfast BT63	02838 339535	jcalvert73@hotmail.com	1939	Eight Series E	
Mick & Judith Roberts	South Woodford, London E18	0208 989 5916		1932	Minor SV	2 Seater Tourer
Nick Sullivan & Sue Jeffs	Gt. Yarmouth, Norfolk NR30		egyptian_sue@yahoo.co.uk	1936	Eight Series 1	4 Door Saloon

.....What's it worth? (See p2): This unique car went for £1000.....

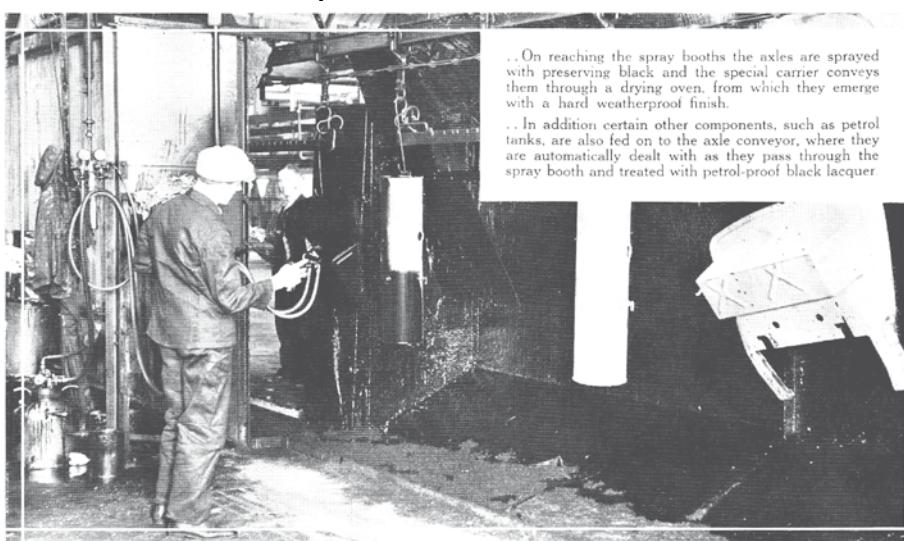




ARCHIVE ASPECTS

An occasional series of images and text from Morris Motors publications of the 1930s

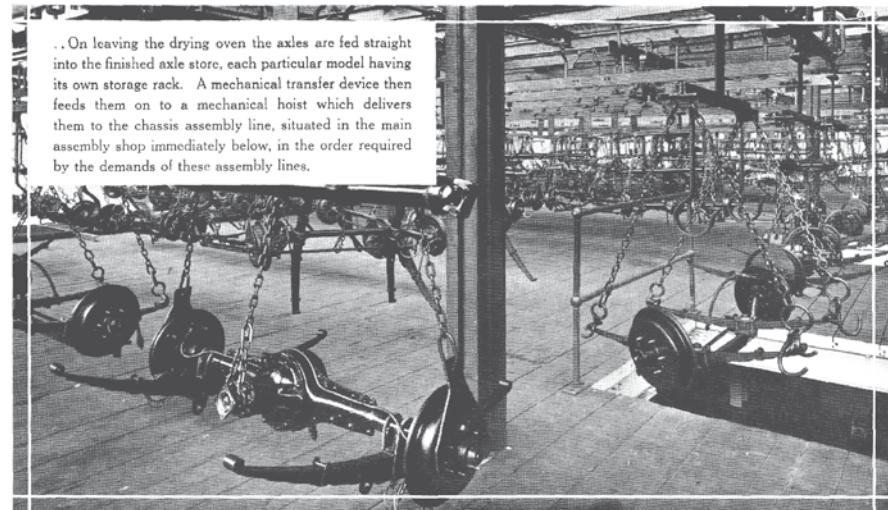
MORRIS Specialised Production Part 2



..On reaching the spray booths the axles are sprayed with preserving black and the special carrier conveys them through a drying oven, from which they emerge with a hard weatherproof finish.

..In addition certain other components, such as petrol tanks, are also fed on to the axle conveyor, where they are automatically dealt with as they pass through the spray booth and treated with petrol-proof black lacquer.

"Morris Specialised Production" (1935) sets out to explain how the various production stages were carried out, and how they all came together on the production line to produce finished cars.



..On leaving the drying oven the axles are fed straight into the finished axle store, each particular model having its own storage rack. A mechanical transfer device then feeds them on to a mechanical hoist which delivers them to the chassis assembly line, situated in the main assembly shop immediately below, in the order required by the demands of these assembly lines.



DIARY DATES

Continued from Page 11

DATE	REGION	EVENT	CONTACT
16-17 May		Beaulieu Spring Autojumble	
23-25 May	SE	Laughton Cuckoo Fayre, Laughton, Lewes BN8 6BN	01621 788688 whitewebbsmuseum.co.uk
23 May	EA	Motor Vehicles from the Last Century, Little Totham	
23 May		Enfield Pageant of Motoring, Enfield EN1 3PL	
24 May	M	Ragley Hall Classic Car and Transport Show, Alcester, Warks B49 5NQ	
25 May	SE	Fletching Village Fete and Motor Mayhem, Uckfield	Sonia 01825 791376
30 May	W	West Region A.G.M., Travellers Rest, Stone BA4 6RY	
6-7 Jun	EA	Aldham Old Tyme Rally, White Colne, CO6 2PP	01322 529946
10 Jun	SE	Kent Noggin Old Car Run, Western Rd. Car Park, Borough Green	
7 Jun	CH	Sherbucks Summer Run	
11-13 Jun	SE	South Of England Agricultural Show, Ardingly RH17 6TL	01865 730730
20 Jun	CH	Denham Open Day, Martin Baker Social Club, Denham UB9 5DA	
20-21 Jun	SE	SCHVPT Rally, Edenbridge, Surrey	01342 714864
20-21 Jun	SE	Sussex Country Fair, Parham Park, Near Pulborough RH20 4HS	
27-28 Jun	M	Severn Valley Railway 1st 1940s Weekend	
4 Jul	SE	Old Car Evening at the Three Horseshoes, Knockholt	01322 529946
4-5 Jul	M	Severn Valley Railway 2nd 1940s Weekend	
11-12 Jul	SE	Ardingly VCV Show, Ardingly Showground RH17 6TL	
8-9 Aug		MORRIS REGISTER NATIONAL RALLY, Thoresby Park	



Hugh Arthur and his Aussie 8/40

Editor's Note: Hugh and his wife Dianne contacted me via my website, and sent me the pictures reproduced here. There was no information about the car to begin with, but this is Hugh's response to my request for details.

I have only just purchased this 1948 Morris 8/40 and as we speak, it is in transit from Coffs Harbour where I believe the previous owner has undertaken restoration over the past 4 years and has rallied it over the past 2 years. Apart from being advised per photos, I am unable to furnish any details of problems accounted. It would appear that several donor cars may have been utilised and I have also been advised that many spares had been sourced from overseas. As you can see from pictures sent, this vehicle has undertaken a total restoration from the grass seeds up and everything has been kept to original..... (disregarding the artistic licence on the colour). From my memory of a similar vehicle I owned some 50 years ago I seem to recollect a bakelite dash, this could be wrong but I can live with a colour coded dash.

The Morris has an Australian assembled body by Tobias Richards and Son of Adelaide, South Australia, also the original home of Holden who also assembled Morris cars and other makes. Richards was a competitor of Holden, and he is acknowledged as the fabricator of the first all steel bodies..... i.e. no timber frames.

As you are aware, the tourer body in England was discontinued after the war, but still remained popular in Australia. The straight or flat topped doors followed the saloon profile out here, with the addition of a boot as opposed to external mounted spare tyre, and the absence of running boards appear to make this shape rather unique to Australian models.

I hope to join one of the local clubs, centred around the Southern Highlands of New South Wales, intend to have it fully registered, and use it as a regular short trip vehicle. This area is a regular haunt of old car owners and a car rally destination and contact with many vintage and veteran car enthusiasts occurs on a daily basis.



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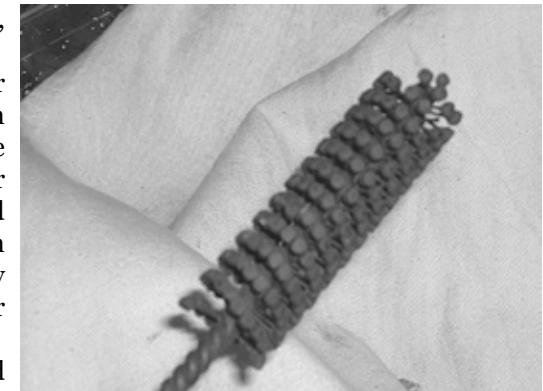




Mike Porter, DAILY EIGHT DRIVER, still boring after 30 years

This month I am reviewing brake cylinders, as Bill Moore brought his master cylinder along to a recent Noggin. I have always been lucky enough to service old wheel cylinders and have the resource to make my own new tubes for master cylinders, from hydraulic seamless tube, which comes with a finished bore.

To service a wheel cylinder I use a Flexhone (pictured right), I have had one for 30 years and have not yet worn it out. They are still available from Pacehigh on 01707327788 or internet, the item costs around £40. It is used in a reversible drill and has to be inserted when rotating with a small amount of brake fluid for lubrication. It should be passed in and out as necessary, then the drill reversed to achieve a cross pattern of honing for best results. I have always used mine on a standard drill with no reversing feature: you can achieve the desired result by changing ends instead of reversing! I also use this tool on new master cylinder tubes to remove any burrs cause by drilling the two holes in the wall.



However, this tool will not save all wheel cylinders, as deep corrosion may exceed the capacity of honing to remove it, it will though, drive out the rust in a manner that polishing would not, so one can be more decisive about whether to scrap or use a cylinder. Rubber seals are quite happy working in bores which have had a significant increase in diameter, so there is no harm using the hone in excess of the prescribed amount. A common sense judgement has to be made as to how much increase you can afford: if you feel you have gone too far, then scrap the cylinder.

I am, of course, talking about Morris 8 cylinders of 7/8" bore size. I have known some people bore out these cylinders and insert a very thin walled liner. I would not offer an opinion on the feasibility of this for an 8, but was very impressed with Tony Baker's sleeved wheel cylinders for his 10/4, which he brought along to the Kingswinford Noggin in February. The 10/4 has a far thicker wall than the 8 and looked well capable of performing the task. However we did point out to him that the electrolytic reaction between brass and the ferrous pistons may cause a corrosion problem, so he went away and had new brass pistons made also! So, you can have more life out of old cylinders, but if in doubt throw it out!

In addition, when assembling the seals into a master cylinder feed the seal in through a piece of film negative to avoid the seal jamming in the circlip groove. Also, it is possible to replace master cylinder seals on an 8 without having to bleed the brakes! With the car jacked up at the front and mole grips lightly pinching the flexible hoses, the seals can be replaced and the fluid topped up. Light pumping of the brake pedal will see any air rise from the cylinder, and then release the grips and the brakes are restored without bleeding. Note you have to make your own judgement as to whether you think it acceptable to compress the flexible hose, as not everyone thinks it is wise to do so.



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

MORRIS MART



Car for Sale

1948 Morris 8 Series E fixed head saloon for total restoration. Very original (barn find) Non-runner. Black with brown trim. £350.
Clifford Smith 01424 813923
kiffy@gotadsl.co.uk (Sussex)

Car for Sale

Morris Eight Series 1 1936 4 seater tourer. Blue/ black
This car has been owned within the family for the past 30 years. Completely restored. MoT ran out last autumn.
Offers in the region of £5,500.
Mr A Thorold 01775 710806
(Spalding)

Car for Sale

1932 Oxford Sports Coupe. Registration HD4708. Present owner 46 years. Engine rebuilt including white metalling. New clutch, vinyl roof recovered, headlining renewed, rear seat re-covered in leather. Sliding head rebuilt. Bright parts re-chromed. £10,000 ono. Bill Woods 01633 413657
(Llanmartin, nr. Newport, Gwent)

Parts for Sale

For Morris 8 Series 1 (all for repair/ refurbishment): Ser. 1 engines; wire wheels with & without tyres; newly made sliding head with runners; pair bumper blades; set Armstrong shock absorbers; air silencer; dynamo; fuel pump; trafficator arm & dip switch; set new king pins; speedo; carburetor; clutch assembly; 12v wiper motor (new); grease nipples; rear axle oil seal; half shaft; set door handles; number plate lamps; 2 - 6v coils; condenser; oil pump. SAE for price list to Mike Brears, 72 Headcorn Drive, Canterbury, Kent, CT2 7TX.

COMMERCIAL ADS

Traders or commercial enterprises who might be interested in advertising in *Morris Monthly*, please contact:

Lionel Smith
Commercial Ad. Manager
01902 780607
07730309288
lionel.p@homecall.co.uk

Vehicle for Sale

1947 "Z" Pick-Up truck. Professionally converted from a van in the 1950s. Subsequently bought and used by Harry Edwards until 2001. All the mechanics have been completely rebuilt (engine, steering, brakes, wheels, tyres, etc.). It now requires an overhaul of the main body. In running order, MoT until June 2009, stored now for 8 months (nr. Chelmsford) £2000
Jim Haines 01708 2267127 or 07831 123777 (Non-member) (Essex)

Parts for Sale

For Morris 8 Series I/II saloon or 4 seat tourer: Luggage rack £75
Andy Baker 01752 881319
(Plymouth)

Parts for Sale

Rebuilt rolling chassis for '29/'30s MG Midget/Morris Minor. Consisting of: Chassis frame, front/rear axles, springs, shockers, diff, finned brake drums, new brake shoes and brake pipes, brake cross shaft, firewall and 19" knock-on outer laced spoked wheels with tyres. All blast cleaned and repainted apart from wheels. Also, Reliant 850cc OHV Engine/gearbox with all ancillaries, suitable for installation in the chassis. Can also supply plans to build Minor 2 or 4 seater Tourer body. £1,500.
Darren & Brian Shufflebotham 01782 515802 (Stoke-on-Trent)

Parts for Sale

For those members with commercial vehicles: Recently obtained: 30x5, 32x6, 600x20 and 650x20 tyres.
Tony Etheridge 01923 231699
24 hr ansaphone (Watford)

Car Wanted

Series E Tourer: condition not important. Quick payment. Any distance.
Lionel Smith 01902 780607 or 07730 309288
(Wolverhampton)

Parts Wanted

For 1934 Morris 10/4: Horn, type Allette, must be in working condition. Also, cast aluminium or steel mounting bracket for circular eccentric type dynamo.
Brian Studley 01460 221176
(Chard, Somerset)

Car for Sale

1935 Morris 8 4-door sliding head saloon. Logbook, no. plates, Sirrom oilcan and holder, reg. no. NV 5500 all original. Dismantled, restoration started. Chassis and floorboards painted black, front and rear springs and shock absorbers fitted. Seats professionally reupholstered in maroon. 2 engines, front and rear axles and gearboxes etc. All small items labelled and boxed. Roll of ribbed black rubber and maroon leather-cloth for door panels etc., roll of carpet, spray gun, industrial sewing machine, 4 axle stands, trolley jack and ramps, etc. Books on restoration, Morris Service Info sheets and master parts list, Register publications and reprinted maintenance info, etc. Genuine reason for sale. A great opportunity to end up with a sensibly priced Morris 8 and a lot of good spares. £1850 ono.
M. Mills 01733 571763
(Peterborough)

Free Parts

For Morris 8 Series E: back axle with diff, it has no half shafts.
Free to a good home.
Colin Stunell 07708995568
colin.stunell@gmail.com
(Abingdon)

Parts Wanted

For Morris 8 Series I: Speedo clock, plus Spring Clip that retains the wiring harness to the steering column just below the steering wheel, this cable feeds the indicator horn button, etc.
Robert Jaeger 01245 223161
(Danbury, Essex)

Parts Wanted

For 1937 Morris 8 Ser. 2: Choke pull with or without cable.
David Clitheroe 01485 600369
(King's Lynn)

Parts Wanted

Engine for Morris Eight Series II
Prefer later E or military, but will consider anything to keep our Eight on the road. Ideally ready to fit, but happy to build from any suitable parts you have.
Andrew Wilkinson 01256 472401
(mhv78@hotmail.com
(North Hampshire)



FOTO FINISH

Please submit pictures of interest to the Editor

RIGHT:

Following last month's threesome, more red Eights.
This time a duo.

Geoff Wright



LEFT:

The Bullnose Morris is a charming and honest 1926 Cowley owned by Richard Prest of Blackburn, Quarterly Journal Editor, would you believe, of the Preston and District Vintage Car Club. (We editors stick together!)



RIGHT:

The Sports jobbie is a 1932 Cowley Special belonging to PDVCC member (and former Register member) Geoff Murray who lives in Burscough near Southport. It has a 14/6 engine and was started just after the war by an enthusiast for whom the post-war Competition Regulations overtook him and the car lay dormant and incomplete for many years. Geoff took it over in the mid-nineties and produced what you see in the picture, which is even more impressive in real life. This picture and that of the Bullnose were taken at a multi-club New Year's Day meeting at Briars Hall near Burscough earlier this year.

Tom Taylor

BELOW:

Not quite a barn-find, more of a garage find. This early Pre-Series 2-seater Eight hasn't seen the road in the best part of fifty years, as its tax disc confirms. We have obscured its number whilst delicate negotiations are taking place as to its future!

Lionel Smith

