

MORRIS MONTHLY



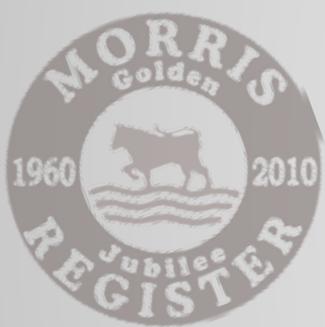
Volume 50

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May 2010



NEWSLETTER OF THE MORRIS REGISTER
The world's biggest club for enthusiasts of Morris vehicles designed
before 1st January 1940 www.morrisregister.co.uk



MORRIS MONTHLY

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NEWSLETTER OF THE MORRIS REGISTER

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EDITOR Rob Symonds writes:

By the time you read this, Drive it Day will have come and gone and you will have rushed all your accounts and photographs to me for the June edition. And, if you haven't, you will now, won't you?

It has been gratifying to receive supportive comments following the publication of Paul Beck's letter last month, with one or two asking why it was printed at all, so here's the reason. Morris Monthly is not the mouthpiece of the Executive, it is for all members, and anyone is free to express an opinion and maybe spark a debate. I am acutely aware of the difference between my rôles on the Executive as Midland Secretary and as Editor of Morris Monthly. Conspiracy theories seem still to be a legacy of how the Club was run in the past, and the only way to move forward is by openness and getting involved if something concerns you! Write a letter. Get it off your chest!



Last month's cover picture:

I received an email from the car's owner Barry Blight, director and publications manager for the Bullnose Morris Club, who sent me the following details about the car, DO 4035:

"The car was originally purchased new in 1924 by Miss Millicent Parkinson from Spalding Motor Company, where she lived, and used locally until 1932 before emigrating to the USA to work. She never returned, eventually dying there, and the car was stored until 1974. An executor put the vehicle in auction at Wisbech where my wife and I fell in love with it. I bid but failed to buy the vehicle - it was purchased by James Bidwell-Topham of Aintree racecourse family fame who had the car repainted by Hoopers of Rolls Royce association, rewired and shod with new tyres. It then went into his extensive collection and was

Cover Picture: Japanese blossom courtesy of Takuji Yabe and his Eight

The Morris Register



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

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

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

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

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

PRESIDENT **Bob Beaumont** writes:

I am looking forward to the early season events, the President's Conference on 24th April, Drive it Day on 25th April, when I hope to visit a local event, and 2nd May for the Ipswich to Felixstowe Run when I will be driving the Club truck again after a break of many years.

The Conference will, as always, be a good business and social occasion but you will have to wait for the June magazine to read the report.

I was pleased to see the photo in the April magazine of Heinz Surber and his 10/4. In about 1970 he took me on a remarkable drive in it around some of the Swiss mountain passes. It did not seem real sitting behind the bonnet of a car the same as the one at home.

I also made a friendship with a member in San Francisco who had two 8s and came on two visits to the UK. Certainly, the Register has no borders! The online shop and Club Clobber catalogue will be good and must almost complete the "modernisation" of the club - my thanks to all who have contributed!



used occasionally until I heard he was thinking of disposing of same in 2000. My wife and I were reunited with the car we fell in love with some 26 years previously! I lost Nina in 2002 after 34 years together but use the car regularly and have been to Lake District, all round Wales, etc., still on Beaded Edge tyres with no front wheel brakes and I do not possess a trailer. The car has original carpets and trim, etc. It is delightful, and I am only the third owner from new!"



DEADLINE
 14th of the month prior to publication

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

SMALL ADS
 Post/email to:
 Rob Symonds, 49 Gorsy Road, Quinton, B'ham B32 2SJ 0121 682 0640
 theeditor@morrisregister.co.uk
 Free for members (max 1 car per month)
 Non-members: please contact for charges.

COMMERCIAL ADS
 Traders or commercial enterprises interested in advertising in Morris Monthly, please contact:
 Lionel Smith, Commercial Ad. Manager
 01902 780 607 or 07730 309 288
 lionel.p@homecall.co.uk

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

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er Spares Service

CONTACTS:

By phone: 07950 972 401 (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!



ONE PREVIOUS CAREFUL OWNER

John Humphries

Mr. William Binnersley purchased the Morris Minor AOC 444 new on 1st June 1934. In that same year he also bought a new house in Castle Lane, Solihull, Birmingham. The house was a typical 30s semi, with a lean-to wooden garage attached at the side, and this is where AOC 444 lived until 1996

The Binnersleys were distant relations of my wife, Alma, and she can clearly recall seeing the little tourer at her sister's wedding in 1955. Even then the car drew a lot of attention.

When Mr. Binnersley passed away in 1995, I was offered the chance to buy the car and was advised to contact the executors of the estate, so this I did, and made an offer subject to seeing the car. On my first visit to Castle Lane I was able to enter the rear door of the garage for my first view of the car. This was supported on blocks with two of the tyres still inflated, the tax on the screen read 1970, and the speedo 27,500 miles.

After two weeks I was told that my offer had been accepted and after the paperwork was completed I was invited to collect my purchase. I set out with a pick-up and trailer one hot June day to collect my "little gem". The first task was to cut down a tree which had grown in front of the garage during the previous twenty five years. That being done, I was now able, with the help of a trolley jack, to lower the wheels to the ground and then push the car out into the daylight for the first time in many years. When I loaded it onto the trailer and secured it with a ratchet strap through the doors, we set out for home.

On arrival at home in Shropshire the Morris was unloaded and Alma came to see what all the fuss had been about, although I could see she had some doubts in her mind regarding the work to get the Minor back on the road. A search through the toolbox revealed the brass bodied fuel pump, all the tools, a set of kingpins and bushes, six wheel spokes and a puncture repair kit. It was now time to try and start the engine. As I could not turn the engine with the starting handle I decided to remove the cylinder head and fill the bores with diesel oil and after a 24 hour soak, the pistons became free and the cylinder head was refitted, the oil changed, the fuel pump connected, and the spark plugs cleaned with the help of a heavy duty 6 volt battery, then the engine finally started. My joy was tempered by the amount of blue smoke pouring from the exhaust, which became more as the engine got hotter. I feared the worst but then realised that the smoke was caused by the amount of diesel oil in the exhaust - to my relief, problem solved!

The next task was the brakes. After removing all wheels and drums, the wheel cylinders and master cylinder were cleaned and new seals fitted, the brakes were bled and the wheels fitted with a new set of tyres, I could now drive forwards and stop!

The body was then repainted and to my relief, there was no rust or filler.

It was now time for the MoT. I presented the car at the test station and after the examiner sat in the driving seat and saw the position of the throttle pedal, he asked me to drive the Morris onto the ramp. After 45 minutes the test was completed with only two faults. The first was slight play in the steering box sector shaft, and the second fault was with the headlamps which he said "had a mind of their own".

With the help of the Owners' Manual and the wiring diagram, I explained the technicalities of the dip and switch head lamp system and assured him that the little car was born with this defect and he finally gave in and I was given the pass certificate.

After taxing the car at Worcester, Alma and I were ready for our first motoring event. This was the first one since 1996 and we have now covered 10,000 miles of trouble free motoring.



Above and below: The Binnersleys, date unknown



Above and below: AOC on the day it travelled to Shropshire





from SECRETARY, **Mike Brears**

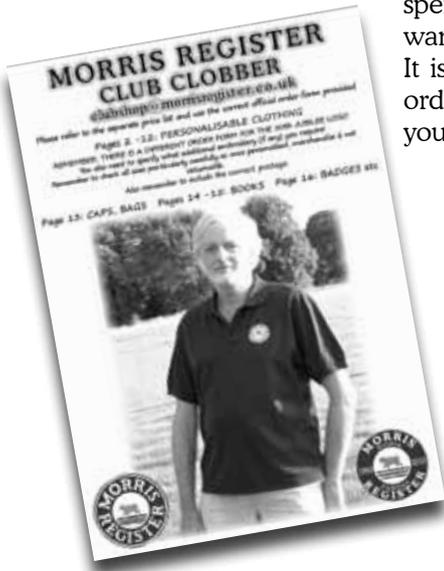
APRIL'S MORRIS MONTHLY

A small number of April's edition went out with some pages missing and others duplicated. Several members made email or telephone contact about the problem and we thank them for bringing the matter to our attention. Pagefast were very apologetic and we think they have provided us with enough spares to offer replacements. If you want a perfect copy (and who wouldn't), please contact John Nagle, either by email or in writing at the address given on page 3. If you have already contacted the Editor or John, and yet have not received a copy, it is advisable to contact him again to be sure of your replacement copy.

CLUB CLOBBER

With this month's Morris Monthly you will have also received the much awaited Club Clobber catalogue, along with the price list and order forms, so please spend some time perusing it and rushing in your orders. That way you have what you want before the anniversary season gets into full swing!

It is recommended that you keep these items for future reference, as although the order forms and price list will be re-issued from time to time, you won't be popular if you request another copy! All these items are available on the website, of course.



50th ANNIVERSARY BADGES

These have now arrived from the manufacturer. As advised in the March edition, they will be given free to any member attending an official Morris Register event in their Morris. So far, this applies to the National Rally at Thoresby, Ardingly, the Oxford Museum, the Crich, the Trans-Pennine and the Welsh events. Remember it is one badge maximum per member regardless of how many events you attend and how many of your cars are there on the day!

If for some reason you already know you won't be able to claim a free anniversary badge, you can order one as soon as you like at a cost of £20 inclusive from the address in the Club Clobber catalogue.



ANTIFREEZE: further clarification

Following on from Ken Johnson's FBHVC Report in March's Morris Monthly, FBHVC has offered further comment:

"In the article in the last newsletter, we said 'Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars'. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics. Even more confusingly, there is also Bluecol U which is marketed as a universal top up and not an antifreeze product with which you would fill the whole tank. The manufacturer has assured us that this is suitable for historic vehicles. It has also been brought to our attention that Halfords sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: 'Older vehicles can further benefit...' but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines.

Our postbag has also been swelled by correspondence relating to the extremely poisonous nature of ethylene glycol, indeed the Cats' Protection League have gone so far as to start an on-line petition to highlight the danger to small animals accidentally ingesting tiny quantities of the product. Propylene glycol is much safer and one of our new trade supporters, AAA Solutions Ltd., is about to launch a propylene glycol based antifreeze specifically aimed at historic vehicles.

It does remain a rather confused picture, but the important facts to remember for historic vehicle owners are: use only Inorganic Additive Technology (IAT) products according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol."

Editor's Note: Whilst in no way are the products mentioned endorsed by MR, it is well worth visiting the website <http://cc.derekharris.com/> for more discussion of antifreeze in relation to classic cars.





No new caption this month, but offerings for last month's (right), included:

"The buzzing of the bees, in the Morris E trees, the Castrol o-o-oil fountain, etc, etc. [Burl Ives]" (Roger Wilkinson) (Ed: not sure I get that one!)

"Too many Es can make can get you high" (Ted Spiller) (Ed: This one I do get!)

What's it Worth?

1933
Cowley



On offer on eBay in early April, described as a 1933 Morris Cowley Hodgkiss, the vendor says: "I bought her in the summer of 1966 from a doctor's student son in Edgware Middx and learned to drive, passed my driving test first time at Mill Hill, got married in it (well got to the church in it) and then honeymooned in the Isle of Wight in it. The Moo was great fun to us then and it was a real eye catcher in the cream and brown livery my father in law painted in it. People said it was like an Al Capone car, it has the spare wheel on the running board. The external tax disc holder you see has the original 1934 expiry disc in it (not in the sale)! It was priceless to see a copper's face when they checked the licence! One really nice feature is the chain driven "dynamotor" which is both the starter and dynamo in one, with a floor stamp-on button to make it whirr silently into life. I recall we had to change the fuel pump and the ignition coil so they will not be original. Everything else is, including the indicators and rear luggage rack.

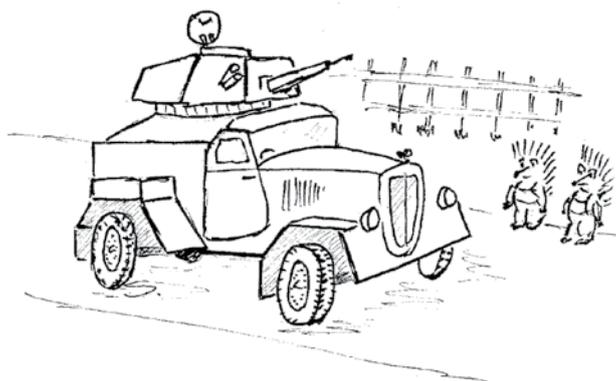
The block has a crack so needs stitching, the radiator will need work, the gearbox has been removed (2nd gear jumps) and is in the back of the car but I do have a spare gearbox. Regarding the body work, you can see some of this from the pictures. The front screen is broken but as you see it's just a piece of ordinary laminated glass cut to size. I could provide this. That's it really, here we are in 2010! I'm never going to get it back on the road but it needs to be renovated and enjoyed."

Answer on Page 32



Morris Mirth

Please send items of a humorous nature to the Editor



"I know Ronnie fitted a tank engine, but isn't that taking it a bit far?"

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

All efforts will be gratefully received by the Editor.

MORRIS EIGHT DOOR BUFFERS

Your Morris Eight two or four door saloon began life with rubber "seals" cushioning the internal door pull stubs as they slid back and forth in their door capping slots, and also helping to prevent rattles when the car is in motion. Made of natural rubber, many of these have deteriorated over the seventy odd years of life and become brittle, soggy, or wrinkled, and I suspect lots of cars probably lost theirs many years ago.

In response to several member enquiries, we have costed the remanufacture of these items in

natural rubber or in black neoprene, but as always with these projects, a single unit price looks very attractive until the cost of tooling, delivery and the dreaded VAT is factored in. The front and rear door slots are of different length which also adds to the cost of tooling. The resultant initial outlay costs are inevitably more than the Service can afford. However, a production run of not less than 250 pairs of door pull rubbers might permit a selling price to members in the region of £18 to £20 per pair, front or rear.

If enough Eight saloon owners (ideally 250!) are prepared to place a £20 per pair deposit with the Spares Service, I will try to press ahead with an initial order of 250 pairs. Let me know of your interest and willingness to place a deposit, either by telephoning me on 01772 316 598 or by e-mail to me via the 8MVS address or to my own t.taylo@o2.co.uk Clearly, any monies deposited (via cheques to MoClub Ltd) would be immediately returned to members if there is insufficient interest to enable the project to go ahead.

Editor's Note: This seems a good place for me to make two apologies. The first is for forgetting to include this item in last month's edition. The second is for inadvertently using the dreaded phrase "The Spares Group" in the March edition. Newer members need to be reminded that this Wimbledon based organisation has no connection with the Morris Register whatsoever!

from M.R. CHILD
PROTECTION OFFICER,
Rachel Alty

Children's Corner



MATCH EACH OF THE BADGES 1 to 6 TO ONE OF THE CARS A to F

M
a
t
c
h

t
h
e



1



2



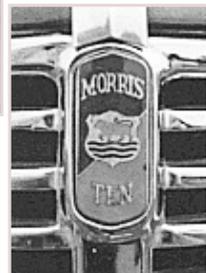
3



4



5



6

M
o
r
r
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s



A



B



C



D



E



F

ANSWERS AT THE BOTTOM OF PAGE 34

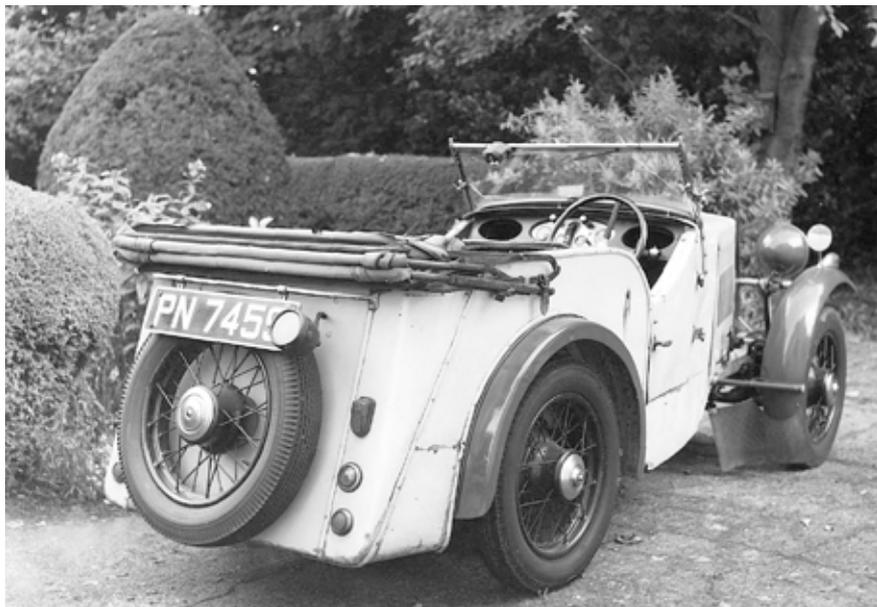


SOME UNIQUE MINOR SPECIALS

(Part 3)

Harry Edwards

Mr. C.A. Bowers of Epsom, Surrey, was a member of the Morris Register (5688) from Epsom, Surrey, in the 1990s. His Special was based on a very early side-valve Minor, in this instance, it was a 1931 Minor 5 cwt. van (SV2506) which he converted into a smart four-seater tourer. Registered PN 7459 in East Sussex in March 1931. The photograph shows the Special as it appeared in 1977.



Currently owned by member Anthony Silverston-Smith of Leek, Staffordshire is this Special based on a 1932 model side-valve Morris Minor side-valve chassis (SV20037). The sporting bodywork is a two-seater with aluminium body, registered in Lindsey, Lincolnshire, in early 1933. Our records show that this Morris Minor has figured in the membership of three owners over a period of about 40 years, all in the north of England and, curiously, all three with the same Christian name "Anthony"! The car was offered for sale in the Practical Classics magazine in February 1989 for £4,000.

Member Michael Hanlin's Minor Special is based on a 1934 model Morris Minor Saloon chassis, 34/MS35884, registered AXV 98 in London early that year. Unfortunately when the DVLA was centralised at Swansea many local registration records were destroyed, including those of London.

Details provided with the photograph shown here suggest that the bodywork with "V" windscreen could be the same design as the MG PA and fitted to the Morris chassis together with a transplant of a 1098 cc engine and gearbox. The use of a 1934 Minor chassis would give the Special Morris two-seater Lockheed hydraulic brakes and Armstrong hydraulic shock absorbers.



Check Up Lighting Correctly

Part 2

Know the Different Types of Lucas Lamps Set Out Here

Reflectors of Different Types

The method of removing the reflector varies with the different types of lamps; the most common methods are described here.

Turn back ends of cork washer as shown and remove screw opposite medallion in top of lamp. Turn reflector until markings "O" stamped on reflector rim and lamp body coincide; the reflector can then be withdrawn.

When replacing reflector, engage it with the lamp body, then turn it until the screw

secure by means of the clip. (Fig. 6)

The bulb holder can be removed from the back of the reflector by turning to the left and withdrawing.

With some types, the lamp front can be removed when the spring clip is pressed back. The reflector is withdrawn by detaching it from its three supports when they are pressed slightly upwards.

When replacing the lamp front, locate top of rim first, and then press front on to the body, and secure by means of the clip.

When refitting the front, locate the bottom first and secure with screw.

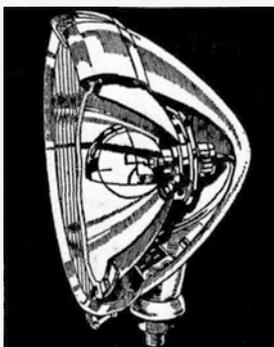


Fig. 4



Fig. 5

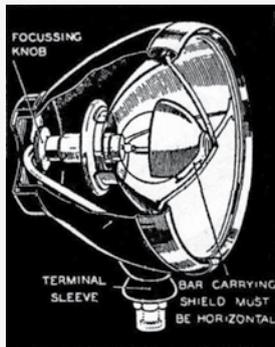


Fig. 6

hole in rim is opposite to the left-hand screw hole on top of lamp body. Secure reflector by means of screw.

Some reflectors have two fixing screws under the cork washers at the top of the lamp. When these screws are removed, the reflector can be withdrawn.

On other types the reflector is secured to the lamp body by means of a rubber bead. The reflector can be withdrawn when the rubber bead is removed. When replacing the reflector the projection on the rim must fit into the left-hand location at the top of the lamp body. When refitting the rubber bead, locate its thinner lip between the reflector rim and the edge of the lamp body.

In the case of a further type, the dipping reflector is withdrawn by removing the fixing screw at the back of the lamp body. This enables you to withdraw the reflector by dislocating the tongues of the two fixing brackets fixed to the reflector rim from the slots in the lamp body.

Other Types of Lamps

Types FT67 — Slacken the single fixing screw and move it downwards from the slot in which it fits. Remove the front and reflector from the bottom of the lamp first. The bulb holder can then be pulled away from the back of the reflector. (Fig. 4)

When replacing the front and reflector, locate the top of the rim first, then press on at the bottom and tighten the fixing screw.

Types FT57 — Pull out the spring clip at the bottom of the lamp and swing it out of its location; the front and reflector can then be lifted off. The bulb holder can be pulled out from the back of the reflector. (Fig. 5) When replacing the front and reflector, locate the top of the rim first, and then press front on to the lamp body and secure by means of the clip.

Types FT37 — Press back the spring clip at the bottom of the lamp and then lift off the front and reflector. When replacing, locate the top of the rim first and then press the front on to the lamp body and

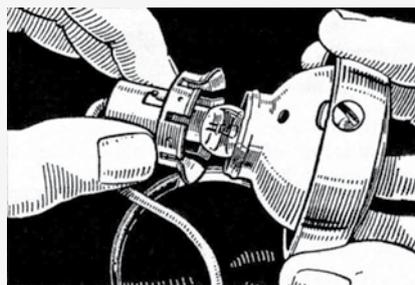
To replace the bulb, detach the bulb shield which is located in two slots in the rim of the reflector. The shield must be pulled out, without undue force, by grasping the arms as near to the ends as possible, and when replacing care must be taken to ensure that the open part is at the bottom. The small metal shield located on one peg of the bulb must be replaced so that it is at the top of the bulb.

Types FT27 — Withdraw the screw from the fixing band which can be sprung off the lamp. The lamp glass and the reflector withdrawn. When replacing, be certain that the shield and rubber bands are carefully refitted.

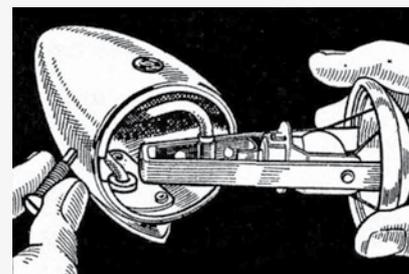
Focusing Side Lamps

The majority of side lamps are arranged so that they can be aligned in a manner similar to that described for the head lamps. In addition, with some side lamps provision is made for focusing. The focusing arrangement consists of alternative positions for the bulb in its holder; try each position for the best results.

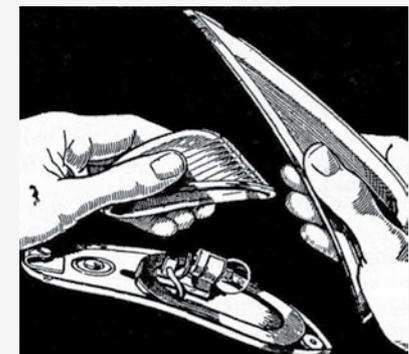
To Replace Bulbs — The method varies with different types of lamps. The various methods are illustrated here with their instructions.



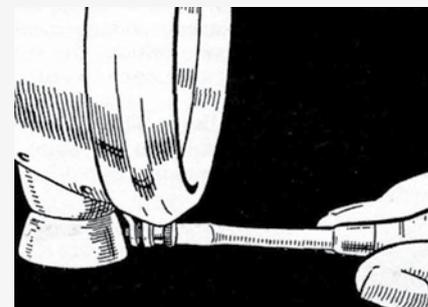
1 Slacken the screw at the top of the lamp, and the front, together with reflector, can be withdrawn. The bulb holder is clipped on the back of the reflector, and should be withdrawn by pulling it out. If it is a tight fit, it can be carefully levered off with a small screwdriver.



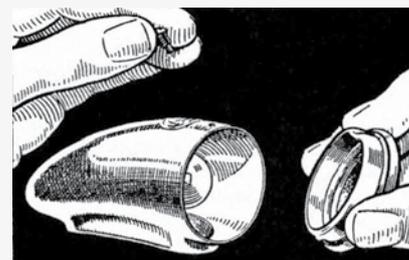
2 To remove the rim, withdraw the fixing screw at the back of the lamp shell.



3 Withdraw the two securing screws and lift the lamp body and glass from the base. When replacing ensure that the rubber washer is in position so that glass will fit on it.

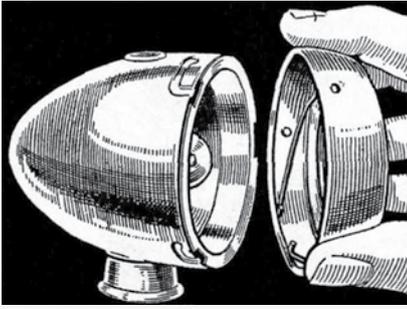


4 Slacken the screw at the bottom of the lamp and withdraw the front and reflector. Pull the bulb holder from the back of the reflector. When replacing the front, locate the top of the rim first, then press on at the bottom and tighten the fixing screw.



5 Remove the fixing screw at the top of the lamp and withdraw the front. The bulb is then accessible in the lamp body. When refitting the front, locate the bottom first and secure with the screw.





6 Press in the lamp front and turn it to the left as far as it will go to detach it from its bayonet fixing. The bulb is then accessible. When replacing the front, press it on to the body and turn it until the mark on the rim is at the top of the lamp.



7 Withdraw the securing screw on the lamp stem and then pull the body away from the base. The bulb can then be removed from its holder. Replace the lamp body and secure with the screw.

Finally, Rear Lamps

The front portion of some tail lamps is removed by unscrewing it to the left, while, with other types, it is removed by turning to the left and withdrawing from its base. When replacing the front of this type of lamp, see that the studs in the base locate with the slots in the lamp front and then push it home to lock the front in position. With some stop, tail and reversing lamps the front can be removed when the single fixing screw is withdrawn. On other types the front can be swung open when the fixing clip is pressed back.

The fronts of the lamps incorporated in the combined rear lamps and number plate boxes can be opened when the knurled fixing screws are slackened.

with acknowledgment to MOTOR COMMERCE for December 1938

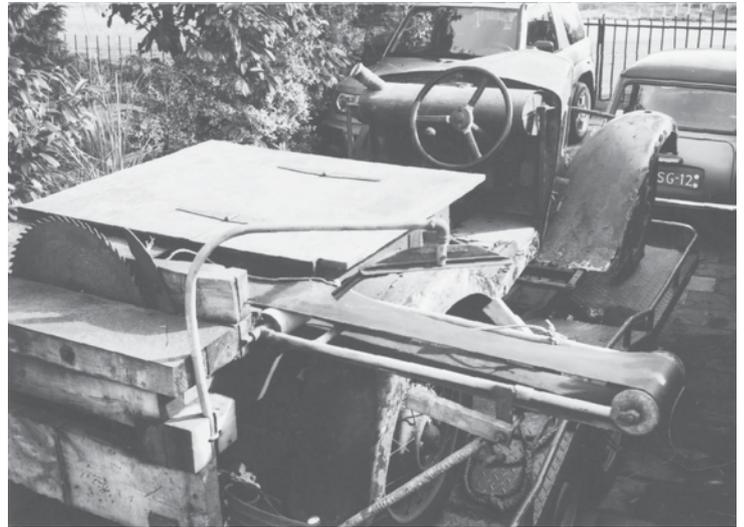
Letters to the Historian

Dear Sir,

I am enclosing photograph of a Morris 10/4 chassis which is only suitable for spare parts (right). However, maybe you will find this of interest. Made into a saw bench, the drive shaft from the gearbox provides the power for the circular saw and the conveyor belt.

Yours etc.
M. Rouw
Middelburg
Netherlands

(Historian's note: Presumably the person who constructed the saw bench moved the petrol tank from the rear. The remains of the rear bumper confirm that the original car was either 1934 or 1935 model).



Dear Sir,

I wonder if you could help me with the Morris 8 2 Seater Tourer, Series 1, reg BDV 250? I bought the car 2 years ago in very good restored condition but have today found a plaque in the engine (previously unnoticed) stating the car was rebuilt by David J. Tichener from Witney between 1990 and 1994. I know he owned the car at this time and would like to contact him. Have you ever come across him? I have quite a lot of history with the car. I know it was registered in Devon in 1936, probably in the Plymouth area, but do not know who the original owner was as the

first buff log book I have was a continuation with the first entry in 1956, an Alfred J. B. Lamb. He may or may not have been the first owner. I can trace it through 5 owners up to November 1977 but then have a gap until David Tichener in 1988. Can you fill in any gaps? I would appreciate any help you can offer.

Yours etc.
Geoff Whitehouse
Stoke Pound
Bromsgrove

(Historian's note: Because I am able to refer back to early Morris Register Newsletters, where the new member's name and address was published along with the car details, I am able to give you the following research. Unfortunately, such an exercise will not be possible in the future as the Club does not publish new members' postal addresses, only e-mail addresses which over a period of time will no doubt change without continuity.

For your Series 1 Morris Eight Two-seater, chassis number S1/E75828, registered as you say in Devon, BDV 250, you will find that if you contact the Exeter Vehicle Registration Office, Hanover House, Munaton Close, Matford Business Park, Marsh Burton, Exeter, EX2 8EF, they have details of its first registration on the 6 February 1936 and no doubt the name and address of that first owner.

You say you have knowledge of the 1956 owner, Alfred J. B. Lamb and those owners up to November 1977. This would I expect include the name of the owner of the Morris when it first figured within our Club membership. This was 1086, Alan Ford of Derby who had BDV 250 when he joined in April 1968. He was followed by 7728, Richard Deeprise of Chesham, Bucks, who joined in April 1988. Dave John Titchener of Witney, Oxfordshire, became member 5488 in October 1980. Another David, this one David Richard Penn of Lincoln, became member 10195 in January 1999 and no doubt this would be the person you purchased the car from).

MORRIS REGISTER - THE FIRST MEMBERS

Harry Edwards

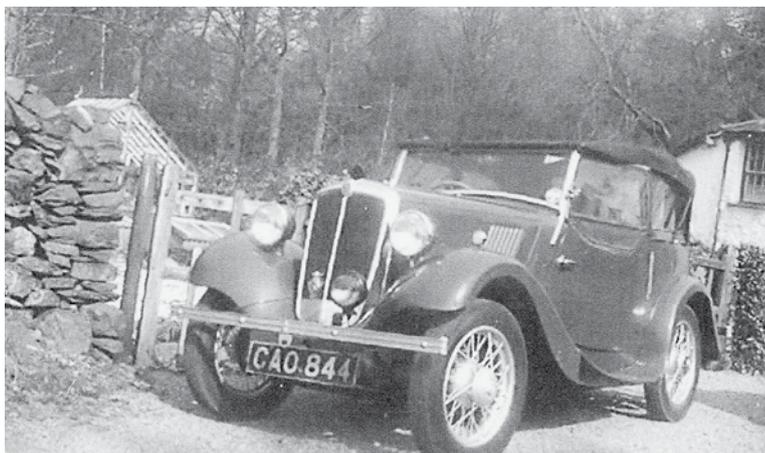
As the Morris Register celebrates its 50th year it is probably an appropriate time to look back and list the first 100 Morris enthusiasts who were - or in a few instances are still - members of the Morris Register, or as it was called at the time The Morris Eight Tourer Club.

The geographical spread of these first members is also interesting as 24 were located in London, 12 in Kent, 9 Surrey, while Middlesex and Essex accounted for 5 each. In Hertfordshire and Derbyshire we had 4 members in each of these counties, 3 members were in Sussex and the same number "up north" in Lancashire... Warwickshire, Staffordshire, Somerset, Yorkshire, Cheshire, Leicestershire, and Northamptonshire had a pair of members in each of the counties. The remaining areas of Westmorland, Glamorganshire, Buckinghamshire, Birmingham, Shropshire, Berkshire, Flintshire, Wolverhampton, Hampshire, Isle of Wight, Cardiff, Nottinghamshire, Denbighshire, Cambridgeshire, Devon and Cornwall, and Durham, remained solo for a short period.

In order to suggest a higher production of a given model, Morris Motors Ltd. would start the chassis number series with 101 rather than 1. We took a similar route with our membership numbers hence the writer, being the first to join, has the membership number 101.

Observant readers may question a list of 100 members where for superstitious reasons there is no member 113 listed, but this is dealt with later when we had members 152 and 152A.

Right: Cumberland registered Morris Eight Tourer S1/E 149879, registered June 1937. This is the car owned in 1959 by Miss F. Hill of Mill Beck Stock, Bowness, Windermere. She was the 3rd M8TC member, the first lady member and the first Northern member.



- | | | | |
|--------------------------------|------------------------------|--------------------------------|---------------------------------|
| 101 Harry Edwards, Essex. | 126 G.V. Ellwood, Surrey. | 151 Miss E. Wasielanski, Lon. | 175 B. Donaldson, Leicester. |
| 102 C.B.Thompson, Kent. | 127 J.G. Heyburn, London. | 152 R. Hagles, London. | 176 Cliff.J.Weeds, Herts. |
| 103 Miss F. Hill, Westmorland. | 128 T.A. Rackham, | 152A I.S. Brown, London. | 177 T. Blundell, Northampton. |
| 104 A.N.Morley, London. | 129 J.E. Cane, Kent. | 153 W.E. Peach, Isle of Wight. | 178 Ted Spiller, Durham. |
| 105 Brian Dermott, Surrey. | 130 R.W. Ingle, Kent. | 154 S.D. Richard, Cardiff. | 179 R. Webster, Cambs. |
| 106 J.Snowsill, London. | 131 J.E. Carson, Flintshire. | 155 Miss R.F. Booth, Stafford. | 180 J. Douglas, Lancashire. |
| 107 R.T.W. Webb, Essex. | 132 Geoff Curtis, Sussex. | 156 D.G. Wilkins, Kent. | 181 J. Jenkins, Leicester. |
| 108 Cliff J. Platt, London. | 133 W. Parry, Somerset. | 157 W.W. Cran, London. | 182 W. Morant, London. |
| 109 Wing Com.Karren. Glams. | 134 J.R. Forrester, Derby. | 158 C. Blandy, London. | 183 C. Hancock, Herts. |
| 110 R.M. Evans, Herts. | 135 T. Middleton, London. | 159 N.W. Panncey, Yorkshire. | 184 W. Keen, Middlesex. |
| 111 H. Hopkins, Bucks. | 136 Roy Chasmer, Essex. | 160 B.G. Stagless, London. | 185 Tony Miles, London. |
| 112 R. Roberts, Surrey. | 137 R.F. Weeks, Somerset. | 161 R.A. Mitchell, Northants. | 186 Ken Roddick, Birkenhead. |
| 113 We were superstitious ! | 138 S.D. Cron, Kent. | 162 H.J. Yates, Kent. | 187 L. Shakespear, Surrey. |
| 114 Donald Hicks, Kent. | 139 T.T. Pilford, Kent. | 163 B.R. Villars, Surrey. | 188 Roy Hogg, Middlesex. |
| 115 Bev Hicks, Kent. | 140 C.M. Mundy, Surrey | 164 F.D. Platt, Coventry. | 189 J.W. Coleman, Surrey. |
| 116 Mrs.D.H. Davies, Derbys. | 141 R.C. Davies, Kent. | 165 L.N. Bampffield, Kent. | 190 J. Lea, Denbighshire. |
| 117 D.E. Ruck, Middlesex. | 142 George Millar, London. | 166 M.D.Calder, London. | 191 P.V. Gill, London. |
| 118 G.P. Coleman, Warwicks. | 143 L.D.Fuller, Herts. | 167 A.L.R. Kay, Essex. | 192 Miss J. Pugh-Thomas, Lancs. |
| 119 Frank Ashley, Stafford. | 144 J.Watts, Surrey. | 168 J.H. Beeton, London. | 193 John Barnett, Derbyshire. |
| 120 D.J. Pearse, Birmingham. | 145 M.J.Moore, Wolverh'pton. | 169 T.F. Patterson, London. | 194 A. Worthington, Derbys. |
| 121 L/Bdr. A. Jackson, Warks. | 146 W.J.Turner, Essex. | 170 B.A. Middleton, London. | 195 D. Owlett, Surrey. |
| 122 W.P. Chenery, Kent. | 147 D.B.Fennell, Hampshire. | 171 K. Payne, Northampton. | 196 Dick Hyde, Lancashire. |
| 123 R. Wycherley, Kent. | 148 J.Spenser, Yorkshire. | 172 N.J.W. Stoyel, Devon. | 197 M.T. Williams, Cheshire. |
| 124 Terry Leonard, Surrey. | 149 W.W. White, London. | 173 W.R. Martin, London. | 198 T.H. Parker, London. |
| 125 J.G. Wrigley, Berks. | 150 Geoff Lambert, Surrey. | 174 G. Whent, Sussex. | 199 J. Grose, Middlesex. |
| | | | 200. M. Bedwell, London. |

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





Sex equality may be usefully demonstrated in keeping the car spick and span (Part 2)

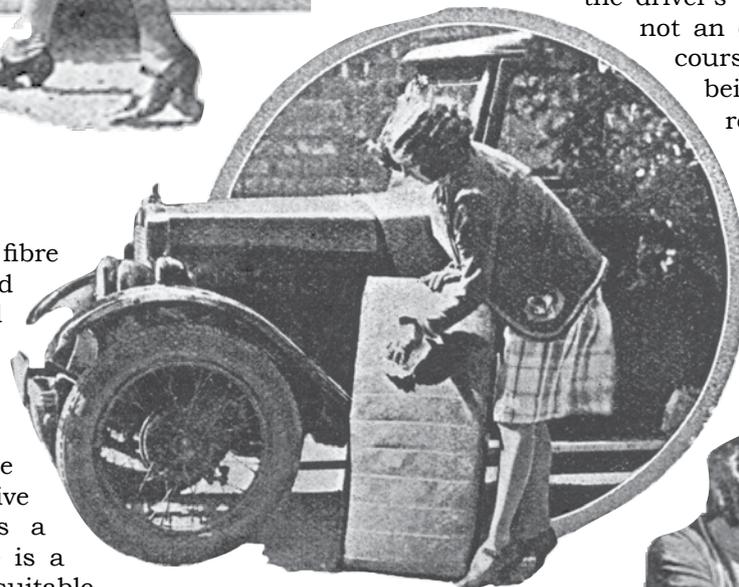


A fair member of the household who will make herself responsible for a good supply of clean rags in the tool locker may be sure that her efforts will be appreciated

Carpets, and even fibre mats, can be quickly and thoroughly cleaned, and not only will they look all the better, but they will last all the longer. Even so, threadbareness comes in time, especially where the driver's heels cause excessive wear. And there again is a little job for Phyllis. If she is a handywoman, carpet of a suitable shade — stair carpet, for instance — can be bought by the yard, and it is not a very difficult task to make new floor coverings for the car, or to replace those portions which have begun to look shabby. The cost, too, is infinitesimal, compared with the charge which would be made by the car manufacturers or body builders for a set of new carpets; and the saving is much better spent on petrol and miles of additional enjoyment. Anyone who tackles the job for the first time might be somewhat daunted by the slots which have to be cut for the pedals, levers and possibly the steering column, but if a brown paper pattern is carefully cut and tested before the carpet is attacked, it is not so difficult as it appears.

A Matter of Mats

And talking of carpets reminds me that those who have a fibre mat in the driving compartment will discover to their sorrow how expensive this type of matting may be in regard to footwear. Driving any kind of car with any kind of carpet wears down the heels to some extent; but a fibre mat literally tears chunks out of delicate kid, and ruins the appearance of patent leather in a very short time. It is possible to obtain heel protectors for women's shoes, and it is desirable to wear them in any case, unless the still wiser plan is followed of keeping a spare pair of stout brogues in the car for driving purposes, and changing back into smart walking shoes when the car is left. This, however, does not provide against the rapid deterioration of George's chaussures but Phyllis can ensure economy in this respect by stitching (or letting the local harness maker do it) a section of stout leather over the portion of the fibre mat upon which the driver's heels normally rest. It is not an expensive matter, and of course the leather, besides being hard wearing, is easily renewable.



Without exception, the radiator shells are solid nickel on all Morris cars, and may be kept bright with very little effort.

An occasional polish with furniture cream is good for the upholstery.



DATE	REGION	EVENT	CONTACT
1/2 May	W	31st Bristol Classic Car Show, The Royal Bath & West Showground	
1/3 May	W	Abbey Hill Rally - A37 (just south of Yeovil)	
1/3 May	M	Stratford-upon-Avon Country Show, Stratford-upon-Avon	01527 575 003
3 May	Wal	Singleton Park, Swansea	
9 May	SE	Sussex Run	Ray Frampton, POBox 1608, BN2 6LS
9 May	M	The Marches Transport Festival, Ludlow	www.marchestransportfestival.co.uk
9 May	Wal	Pencoed Classic Show	
9 May	CH	Len Plumbe Run, Oxford	
9 May	W	Rotary Club of Southampton Magna 16th New Forest Run	0238 076 8868
15 May	EA	EAST ANGLIA AGM, Ship Inn, Maldon Road, Tiptree	
15/16 May		Beaulieu Spring Autojumble	www.beaulieu.co.uk
22 May	W	WEST REGION AGM, Travellers Rest, Stone, nr East Pennard	
29/31 May	EA	Enfield Pageant of Motoring	
29/31 May	M	Tortworth Vintage Rally, Wickwar, nr. Bristol	01527 575 003
6 Jun	TP	TRANS-PENNINE RUN: 50th Anniversary Event	01229 584 972
6 Jun	W	Bude Motor Classic	Alan Hawkins 01288 354 616
12/13 Jun	NW/EMY	CRICH RALLY: 50th Anniversary Event	0161 427 7311
13 Jun	CH	OXFORD BUS MUSEUM: 50th Anniversary Event	01753 883 547
13 Jun	Wal	BIRTHDAY PARTY, Club Stand, Tredegar Park Rally, Newport	01446 793 038
19 Jun	M	SHROPSHIRE GATHERING: 50th Anniversary Event	01952 730 600 or 01922 628 330
19 Jun	Wal	Under Milk Wood Classic Run, Mumbles to Laugharne	
10 Jun	Wal	National Transport Festival for Wales, Swansea	www.ntfwswansea.co.uk
27 Jun	EMY	Sledmere House Rally, near Driffield.	07769 904 968
4 Jul	Wal	ANNIV. TREASURE HUNT AND TOUR, Vale of Glamorgan	01446 793 038
10/11 Jul		ARDINGLY VINTAGE AND CLASSIC VEHICLE SHOW	www.ardinglyvcvshow.org.uk
11 Jul	W	Castle Cary Cavalcade of Motoring, Somerset	01963 350 182
17 Jul	Wal	ANNIVERSARY PICNIC at Oxwich Bay and Park Mill, Gower	01446 793 038
17/18 Jul	NW	Cholmondeley Pageant of Power, nr. Whitchurch, Cheshire	www.cpop.co.uk
18 Jul	EMY	Newby Hall, near Ripon	Colin Trotter 01388 488 536
24/25 Jul	M	Tortworth Vintage Transport Show, Wickwar, nr. Bristol	01527 575 003
31 Jul/1 Aug	EMY	Vintage Weekend in Hebden Bridge at Calder Holmes Park.	David Bell 01422 842 597
7/8 Aug		NATIONAL RALLY, Thoresby, Notts	
13/15 Aug	M	Stratford-upon-Avon Country Steam Show, Stratford-upon-Avon	01527 575 003
11 Sep	M	Peopleton Show, Peopleton, nr. Pershore	01905 840 155
17/19 Sep	M	Hanbury Steam Rally, Stoke Prior, nr. Bromsgrove	01527 575 003

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

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

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

REMINISCING WITH THE "AI FLYER" (Part 2) Dave Saunders

Motoring in the north of the country offered driving experiences that could not be encountered down south. For example, the AI in Northumberland in winter after a heavy snowfall enabled one to drive without need of a steering wheel - just leave the car to steer itself in the deep tyre tracks! Keeping the windscreen clear of snow when the wiper (twin wipers in my case) would gradually obliterate the driver's vision was a good trick. Placing a matchbox between the back of the bonnet and the bulkhead allows warm air from the engine on to the screen, so melting the snow. I have romantic memories of Holy Island which I visited with my lovely blonde girl friend of the time - "my bit canny bairn" as her Easington Colliery miner father called her. Then there was the occasion when Mark and myself, together with passengers, drove down to Matlock in Derbyshire to participate in M8TC driving tests. We left Newcastle early morning, arriving back after midnight. Those were the days when pre-war Morris cars were still in daily use - and they withstood everything that was asked of them. In the five years of owning my 2-seater I recall clocking up around 40,000 miles - and it never once let me down to the extent that I couldn't make it home unassisted. A pretty good return for that £35 outlay, I think you would agree and a wonderful foundation for a lifetime of motoring pleasure. Plus, of course, it taught me all about motor mechanics. Although that car was never rebuilt, I stripped the engine, putting in a new crankshaft and pistons (purchased from a Morris dealer in Carlisle; one that had been sitting on their shelf for many years, still in its wrapping - I forget how much it cost me, probably about "a tenner" plus the petrol from Newcastle to

Carlisle and back). I don't recall ever touching the rear axle or gearbox. As with all cars, there were the down-sides; in the case of the Morris Eight it was the 6 volt electrics feeding inadequate headlamps making night driving hazardous.

However, during my three years in Newcastle, that "little red sports car" added greatly to my college life, which included visiting parts of Northumberland virtually inaccessible without a car. Hadrian's Wall, the Cheviot Hills and the wonderful deserted coastline were all there to be explored. Even Edinburgh was within easy reach. I also have photographic evidence of our "rag top" Morris Eights being involved in Newcastle University Rag Week - a world away from today when such vehicles are regarded as treasured possessions and not to be used irreverently.

In 1968, now a qualified Industrial Designer, a job offer with The Marconi Company led me to Chelmsford. On the first day, while being shown round the factory by my boss, who should I spot in the drawing office but

Harry Edwards! Would you believe, I had moved to Harry's home town, so cementing a friendship that had started at "The Two Chairman" in Westminster five years before. Over the next couple of years Harry and I collaborated on a number of M8TC matters, culminating in my designing the new Morris Register badge when the club changed its name to cater for all pre-war Morris vehicles. My most lasting memory of knowing Harry was the day he called me regarding an advert in Exchange and Mart which had caught his eye; nothing of interest to Morris enthusiasts ever passed Harry by! The ad read "1932 Morris Eight S&A

Special for restoration or spares, £20". Harry knew that, after replacing my Morris Eight with an MG TC Midget (the car I had always promised myself with the first earnings from my newly-acquired



Above: Midlands Driving Tests 1966, at Matlock: The five cars that competed. Nearest is Mark Stobbs, from Tynemouth, then Geoff Osborne, Dave Saunders, Kevin Saunders (no relation) and unidentified Tourer.

Below: Geoff Osborne's Eight Tourer.



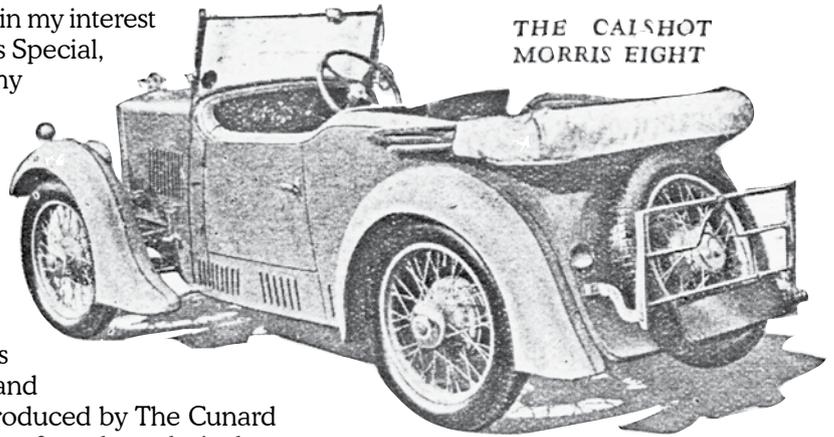
The M8TC badge is shown to good effect in the 1966 photo. Although I have no evidence to substantiate the claim, I have always considered this badge bar to be an original accessory, neatly fitting to the headlamp mounting recesses and being bull-horn in shape. Can anyone confirm this? Sitting on the bonnet, Pat, the miner's daughter at college in Newcastle, was an equally pleasing accessory!!

qualifications), I was without a Morris to maintain my interest in the club. I had expressed a desire for a Morris Special, so what Harry had spotted might well meet my requirements. The car was in Northampton.

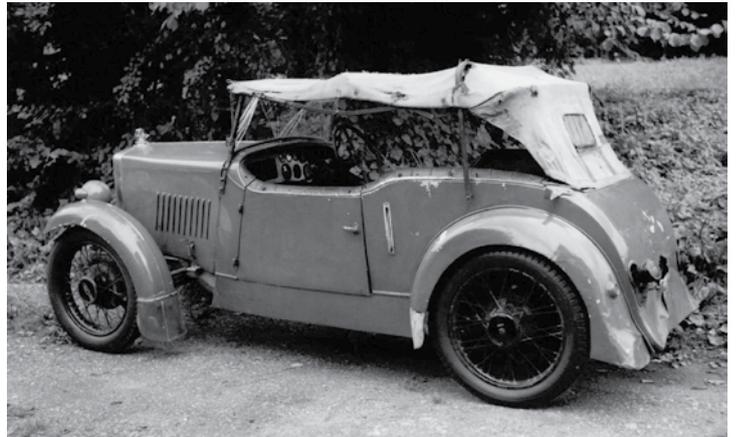
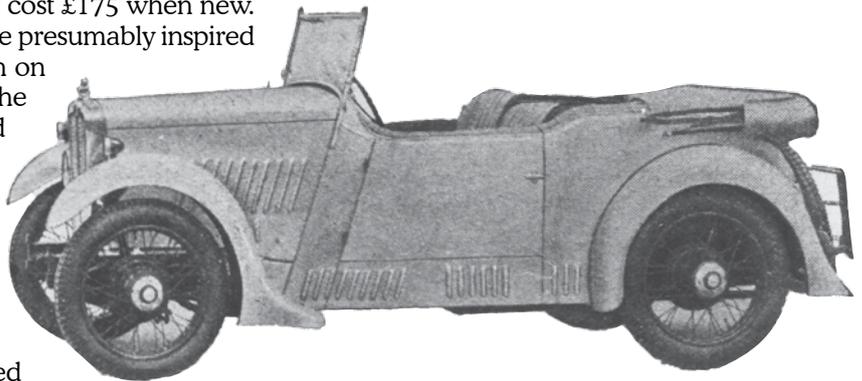
We hired a van from Kennings with which to collect it, not knowing what we might find, but as Harry said, if it turned out to be of no interest then we could always sell it on. However, the trip certainly proved to be worthwhile. It was indeed a Morris Special; of a type for which there had not previously been an example in the club. Indeed, very little was known of this model - how many were made and over what period of time. The car had been produced by The Cunard Motor and Carriage Company of Acton, London for sale exclusively through Stewart and Ardern outlets, one of three such models produced by this firm of body builders in 1932, having been taken over by Stewart and Ardern a year or so earlier. This close-coupled 4-seater on the Morris Family Eight chassis had cost £175 when new. All three cars had Calshot Coachwork, the name presumably inspired by the sea planes of the period that were flown on The Solent, which no doubt accounts for the cockpit-like fluting to the leather trim around the top of the cabin on my car. Other features, such as the purposeless metal vents along the bottom valence and the driver's door cut away more sharply than on the passenger's side reflected fashions of the period.

The owner, a policeman with Northants Constabulary, had bought the car thinking it to be a rare MG to which someone had fitted a Morris radiator. When he realised that it was, in fact, a Morris he lost interest. Whether or not his interest would have been maintained had he realised that what he had was, indeed, a very rare car, we shall never know. Harry and I were more than happy to hand over the £20, load up the car and get on our way. The car had been off the road since 1966 when a con-rod came through the side of the OHC block. A lot was missing - but it was definitely what it claimed to be. Harry was able to help me with some 'hard-to-obtain' parts for the car - spare block, 19 inch Magna wheels, SU Petrolift, calormeter, etc. The one thing he could not help me with was the time to rebuild it. My career as a designer was just starting to take off and in 1980, now based in Cambridge, the car had to be moth-balled. I had not taken it apart so it could remain in its un-rebuilt state indefinitely. However, I was adamant that it would remain my car, even if it ended up being a retirement project - which is precisely what has happened! Having divested myself of my design business shortly before the credit crunch hit (by sheer good luck) only now am I in the position to give time to this prized possession that has been awaiting my attention for so long. Not quite unique any longer as, since I purchased mine, two others have appeared, one residing in France, the other in Surrey. Interestingly, as with many specials, there is a variation between the three cars. Mine has the latest specification of the three, having been first registered in July 1932. Soon after, the model was discontinued, although there was probably stock that did not find buyers for some time afterwards. July 2012 is my car's 80th birthday. It would be nice to think I shall have it ready to photograph at Calshot Water on that date. If not at least I will be able to say that it is no longer in mothballs. An embarrassment, maybe, when one considers the length of time I have deprived the club of its presence at events, but at least the car is in safe hands. I promise you that the wait will be worthwhile; also, it guarantees my membership of the Morris Register to the end of my days.

THE CALSHOT
MORRIS EIGHT



An attractive sporting foursome body on the Morris Family Eight chassis built by the Cunard coachworks of Acton. The sole distributor are Stewart and Ardern, Ltd of 03 New Bond Street, London, W The car is listed at £ 75





Regional Round Up



SPRING MOTORING



WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

EDITORIAL

Well the season is truly upon us. By the time you read this, the second running of the "Dorset Coast Run" on Drive-it-Day (April 25th) and the Bristol Classic Car Show (May 1st/2nd) will be but recent memories and a whole host of local and national events will be looming large. Within the region, August Amble arrangements are taking shape and an Exmoor Run is planned for late September.

If you are able, why not put in an appearance at the Region's AGM on the 22nd May and have a say in what you would like/want from the Region and any changes made in the way it is organised and operates? (Not least it provides an ideal opportunity to sing your praises about the superb job the committee, and I, have done over the past year, or maybe to vent your spleen at what bunch of useless people some or all of us are!)

Jim Riglar

WEST REGION AGM

Saturday 22nd May 2010

2pm - Start

at The Traveller's Rest,

Stone, Nr East Pennard, BA4 6RY

on the A37, 7 miles north of the A303/A37 junction and 6 miles south of Shepton Mallet.

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

(Pictured right at the 2009 AGM, a Pre Series 10 from Wellington, West Somerset and a Bullnose Cowley from Purton, North East Wiltshire)



NEWS FROM THE GROUPS

Somerset – Bev Marks (Taunton) was the only member to make it to the noggin in a Morris, using the opportunity to give his M8 S2 saloon, a good 50 mile run out after it had been laid up for the winter. Discussion on forthcoming events dominated the evening with arrangements for Drive-it-Day (15-17 cars expected), the Bristol Classic Car Show, Tony Hale's May run (18 cars), the August Amble and the Exmoor Run all under discussion. Peter Harrison's advised that he was booked for the Oxford Bus Museum event, prompting others to consider whether to attend that event, or the Crich Tramway session. Many members were favouring the Oxford event as it involved considerably less mileage from the West Country. George Bryne's M8 special is nearing completion, but has yet to be MoT'd and have its DVLA certification completed. Jim Riglar suggested that the car, which is built on a '34 M8 pre-series chassis and painted in a colour scheme similar to the famous MG "Cream Cracker", should carry the number 57 to reflect its hybrid origins!

Jim Riglar/Colin Baker

EXMOOR RUN – TUES 28th SEPTEMBER 2010

The date for this Bev Marks organised run has been set for the end of September. For those members expecting the date to be 21st September, blame the Regional Secretary for the change (he couldn't make the 21st!). Full details will appear in a later edition of Westwords, but it is anticipated that the run will as usual start in the Taunton area.

AUGUST AMBLE – THURS 19th AUGUST 2010

Arrangements for the "Amble" are starting to take shape. The event will feature a run of about 25 miles starting and finishing at the East Somerset Railway, Cranmore, with a stop for lunch at the White Hart Inn, Trodoxhill. On return to the East Somerset Railway, there will be an opportunity for a ride along the line and partake of afternoon tea on one of the running trains. For further details or to book a place on the run, contact Simon Colledge: tel. 01460 75815 or e-mail simoncolledge@hotmail.co.uk

LETTER TO THE EDITOR

Tom Thomas wrote to provide details of a number of events in 2010 that are within easy reach of members in the Bournemouth and District area. He hopes, subject to his wife Audrey's health problems, to attend these in his 1934 10/4. • 19/20th June 2010 - Bournemouth and Poole Preservation Club (BPPC) Steam and Vehicle Show, Canford Park Arena, Poole • 18th July 2010 - Poole Bay Classics - 10th Motoring Extravaganza, at Breamore (A338 nr Fordingbridge) • Bank Holiday Monday 30th August 2010 - Rustic Fayre, Potterne Park, Verwood. Early booking essential because there is limited space for Vintage/classic cars but plenty of room in the public car park - normally a good beer tent with Ringwood best bitter! • 10-11th September 2010 - BPPC and Swanage Railway Steam Gala, Harman's Cross (A351 nr Swanage). Tom also advises that there is something on most weekends in the Poole/Bournemouth area and that it is worth keeping a lookout for details of events in the local press.

WESTON SUPER MARE BEACH LAWNS RALLY EASTER SUNDAY 4th APRIL 2010

Having agreed with Chris Murray and Roy Bowden to attend the second day of the rally in our Eights, I looked out the bedroom window at 7:30 am to be greeted with a clear blue sky; perfect weather considering how much of the wet stuff we have had in the last couple of weeks. With Chris due to arrive at 9:30, I went down to the garage and got the two seater started. Driving it the hundred yards to my house, I realised something wasn't quite right, only to find a flat rear offside tyre. So, it was out with the jack and replaced the wheel and tyre with the spare. I don't like running without a spare wheel, so quickly whipped out the punctured tube and replaced it with a spare, inflated it, put the wheel on the spare carrier and touched up all the paint that I had flaked off with the tyre levers (well I did do it in a hurry).

By this time Chris had turned up, so my son Justin and I got ready and set off at 9:45 ish. The run, with the hood down, to Weston was very pleasant; Chris very sensibly made a detour through Hutton to miss all the traffic on the Locking Road and reached the rally site on the beach lawns (it was more like a building site with all the work on the sea front)

well before the 11 o'clock deadline. The site was already very full but we managed to park up together with Roy who had just beaten us there from Nailsea.



The day was spent, as with most of these rallies, talking to some of the hundreds of visitors, eating our picnic, drinking coffee and wandering around looking at the other exhibits until later in the afternoon when most of them started to pull out and go home. At 3:45 we decided to join them, the three of us left in convoy as far as Banwell, where we parted with Roy. It was as pleasant a

run home from Weston as it had been down to the coast. With a farewell blast from the klaxon, I parted with Chris at Shepton, arriving home at 5pm to unload an empty lunch bag and put "Bluebelle" to bed.

This was a two day rally, but because the Saturday was so wet only 22 or so cars attended. I was pleased we had chosen the Sunday. Keith Palmer who organises these rallies for various charities twice a year makes them a success by keeping it simple, not charging an entry fee nor making people book in advance. If you get the opportunity, they are worth attending.

Colin Baker

DAFFODIL RALLY - SUNDAY 11TH APRIL 2010



The annual Daffodil Rally, organised by the Bean Car Club and open to all cars manufactured up to and including 1939, always attracts the best of vintage/veteran vehicles including a number of Morrises. There were over a hundred vehicles taking part this year.

Starting at Maidenhead, the rally comes through Andover and on to a lunch stop at the Alice Lisle pub, Rockford, just in the New Forest near Ringwood. We always try to be present at this stop to see them arrive and lust after the beautiful machinery. The rally finishes up at Christchurch.

Tom and Audrey Thomas



EVENTS 2010

- 15/16 May:** Beaulieu Spring Autojumble – National Motor Museum
- 22 May:** WEST REGION AGM - Travellers Rest, Stone, Nr East Pennard on A37 Shepton Mallet to A303 (13:00 for 14:00)
- 6 June:** Bude Motor Classic 2010 - Bude Rugby Ground. Contact - Alan Hawkins 01288 354 616 or classic@budemotorclub.co.uk
- 19/20 June:** Bournemouth and Poole Preservation Club (BPPC) Steam and Vehicle Show - Canford Park Arena, Poole - Cars and Club stands Paul Nunn 01202 528 470
- 11 July:** Castle Cary Cavalcade – Donald Pither Memorial Playing Field
- 18 July:** Poole Bay Classics - 10th Motoring Extravaganza, Breamore. on the A338 Ringwood to Salisbury Road – contact Graham Scott 01202 747 858
- 25 July:** Braunton Wheels Event, Braunton Recreation Ground. In aid of the Calvert Trust Exmoor contact Rachel Shortridge 01598 763 221 or fundraisingexmoor@calvert-trust.org.uk
- 19 August:** August Amble – (from East Somerset Railway, Cranmore) - Contact Simon Colledge: 01460 75815 or e-mail simoncolledge@hotmail.co.uk
- 30 August:** Rustic Fayre, Potterne Park, Verwood. - Mike Westrop or Rose Gledhill 07946 854 314. (Early booking essential because there is limited space for Vintage/classic cars but plenty of room in the public car park - normally a good beer tent with Ringwood best bitter!)



EX CHAIRMAN'S CHAT! SOUTH EAST AGM

Last Saturday saw 28 SE Members at "The Three Horseshoes" for our AGM. It was a most enjoyable social evening, but we did manage to stop the chat for an hour to carry out the formal proceedings!

We now have a new Chairman in Tim Harris, Ray Frampton is still our Treasurer, leaving the Secretary's post to be decided at the first committee meeting.

Audrey Frampton and Peter Levett were both re-elected in their absence, due to medical problems, and we were delighted

to have four new committee members nominated and elected, namely Caroline Harris, Malcolm Bailey, John Mason and Terry Smithson. We are sure this injection of 'new blood' will invigorate the region.

This year, rather than a buffet, members were invited to choose from a group menu for their meal. This worked very well, everyone enjoyed their choice and it was cheaper than the buffet would have been.

STOP PRESS

Bus run is arranged for Weds 12th May. Meet at Western Road Car Park in Borough Green from 7.15. Roland's Coach will leave at 7.45 pm.

MAYNOT RUN

We thoroughly enjoyed our day in Thanet for the "Maynot" run. It was a glorious day, which helped immensely, of course. Sarre Windmill was very busy serving breakfasts when we arrived. We set off, about 11:30, using one of the choice of routes provided and ended up at Shepherdswell for a ride on the East Kent Railway. It was a shame that more people didn't attend, but those that did had a lovely run through delightful countryside and pretty little villages that we didn't know existed!



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THE RED ROSE



North West Region Newsletter

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

Only a few days to go now before we set off on our Yorkshire Dales Weekend. When Kate and I recc'ed the Saturday Run route a week or two ago it was a gloriously sunny day and the Dales were a welcome pretty picture after a dismally cold and dark winter. Let's just hope we have the same weather for the real thing. A pictorial report of the Dales Weekend will be included in a future Morris Monthly.

Entries are still coming in for the 50th Anniversary Celebration Weekend at Crich Tramway Museum on June 12th and 13th, but if you have still not made your mind up about attending, last minute bookings can still be made via Events Secretary Gary Clarke. There has been a welcome number of entries from members in other Regions including the South East and we hope there will be a good representation from our own North West and East Midlands and Yorkshire Regions. If you are reading this and have still not yet entered the event, this is probably your last chance to do so. Anniversary

car badges will be presented to Register members attending in a car of the period whether pre-booked or not, and Anne and Martin McClarence are organising a "goody-bag" for every pre-booked entrant upon arrival.

Of course there will be other Celebration events during the summer including Ardingly, our own Thoresby National Rally, and The Oxford Bus Museum, but our Welsh Region members are organising a Tour of Wales between 15th and 20th September and on Sunday 19th the touring party will be driving from Llandudno via the Holywell/Ruthin/Mold areas before arriving in Llangollen for the evening stopover. Monday 20th sees the Morris tourists travelling southwards through the Wrexham, Oswestry, and Ludlow areas. The North West Region has received an open invitation to join the tour on any convenient day and it would be nice if some of our North West members living in the south west corner of our Region could respond and help to fly the Morris Register

flag. You can see the detailed route in the Welsh Region pages of this Morris Monthly, but if you would like to know more then contact the Welsh Region Editor, Tom Bourne whose details are given in those pages.

The North West Region has also been invited to provide a vintage and classic car presence at The Bleasdale Tower Show on Sunday 23rd May in support of the Guide Dogs for The Blind Association. As yet I have few details, but look out for more information in the May Newsletter which due to my imminent holiday fortnight will only be a short article. I would like to get at least half a dozen cars to Bleasdale so let me know if you fancy a nice day out there.

For the last few days I have been treating "Maurice" to a brake cylinder overhaul and a new set of front shackle pins and plates and that has tightened the front end up a treat as did the adjustment of an eighth of an inch toe out to an eighth toe in!

Now to tackle the Dales!

Crich Tramway Village

Celebrating 50 Years of the Morris Register
Morris Register North West Region in association
with East Midlands and Yorkshire Region
Saturday 12th and Sunday 13th June 2010
TRAMS – COBBLED STREETS – AUTHENTIC
VILLAGE SETTING – NOSTALGIA

All members are invited to join us for a nostalgic weekend



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

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

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

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

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

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

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



...AND THEN THE WHEEL FELL OFF

John Nagle

It all started because JN 1617 our '32 Family Eight didn't work in the half charge mode, and in addition the dynamo was apparently out of line. My friend Peter Gafney and I decided that it would be a good plan to sort it out the before we departed on the VMR Annual rally. Peter has an excellent workshop and he lives in Sturminster Newton, just a short distance from Milton Abbas where the rally was to be held so I decided to go to Peter's a week in advance of the rally to do the work, which was very fortunate the way things transpired.

I set forth on Sunday 22nd July 2008 on an uneventful 84 mile trip from our home in Reading to Sturminster Newton and arrived safely, followed later by my wife Josephine in the Landcruiser support car. Peter and I set to work on Monday morning stripping down the engine to so as to remove the dynamo and camshaft, in order to allow Peter to make the mandrel to check the dynamo alignment. Before setting to

work on the dynamo problem, it was necessary to make a top hat section bracket for locating the starting handle, as for some strange reason it was missing from the chassis. A short while later, after much bashing, drilling and filing, the bracket was completed and fitted to the car, so that we could use the starting handle to align the timing marks on the camshaft bevel gears. One small snag - in spite of what the instruction book said and showed, there weren't any! The dynamo

was stripped and thoroughly cleaned, reassembled and placed on its original shim on the engine (which allowed the correct mesh with the crankshaft bevel gear) and to our surprise when we inserted the mandrel it showed spot-on alignment of the dynamo with the camshaft bevel gear shaft. This caused a great deal of surprise, the exercise of little grey cells and scratching of heads, as we knew things had not been running true - you could see lateral movement of the dynamo when the engine was running. So much for Peter's manufacturing efforts, and the purchase of a pack of shim brass from RS Components to fix a problem which in the end turned out to be something completely different. It was only by going through all the possibilities that we discovered that the forged drive fork on the top of the dynamo was bent. We carefully restored the component so that it ran true, reassembled it with a revised number of washers between the two drive forks and the connecting ring, and hey presto all was well. Once everything had been bolted back together, we decided that as we needed some petrol, we would do a test run to the petrol station in Shaftesbury seven miles away to ensure all was running OK, and fix the half charge problem on our return. It wasn't to work out quite like that!!!!

We set off, and after a few miles it started to rain (surprise, surprise). I switched on the windscreen wiper (the original vacuum one has been replaced by an electric one) and nothing happened!! Ah well, another little job to do on our return. We approached the petrol station, and as I wound down the window to signal a right turn the end of the winder came off in my hand!! Things were not boding well. We filled up with petrol and much to our surprise there were no leaks or fire balls engulfing car and petrol station. Off we went back to Sturminster Newton with JN running like a dream: and then a wheel fell off!!!! We were three miles from home negotiating a right angle bend, fortunately at only 20 m.p.h., when there was a crash, the nearside rear of the car slumped down and I managed to stop without going into the hedge.

At this point our luck changed! Although what was the



The starting handle bracket



The dynamo removed from the mighty 850 cc cammy engine!



The mangled rear wing

nearside rear wheel was in the hedge, and the rear wing looked as if it had been run over by a truck, a Massey Ferguson engineer emerged from the van which had stopped behind us, and his van was a mobile workshop!! Once we had stopped shaking, with the aid of the travelling engineer and his workshop we managed to get the car jacked up, the spare wheel secured to the two remaining very dodgy looking studs, and the ruined original wheel on board. Bidding a very fond farewell to our saviour we drove the remaining three miles home at a steady ten miles per hour. We believe that the problem arose because the replacement wheel nuts that I had fitted some time ago did not allow the wheel to be properly tightened, and as a result it had been moving and wearing away both the wheel and the securing studs. In the end something had to give and it did, with a vengeance.

Our first concern on our return, after assuring our wives that we were still intact in spite of the state of the car, was to remove the nearside rear wheel, half shaft and wheel bearing in order to extract the damaged studs and fit new ones. It so happened that the local Morris dealer was out of stock of studs and he could not get fresh supplies from Cowley for some considerable time!!! Peter to the rescue. His lathe whirled into action, and while I was removing the damaged rear wing and beating it into something approaching the original shape, he manufactured from a discarded lawn tractor half shaft, three beautiful new studs and fitted them to the wheel hub.

The back axle was reassembled, the wheel fitted and the wheel nuts modified to avert a similar disaster. After bending straight as best we could the rear exhaust bracket which had suffered when the car hit the road, we finally turned our attention to the dynamo half charge problem. We had ascertained that there was no sign of the resistor (or the remains of one) in the dynamo that is switched in to produce the half charge mode, so we manufactured a small aluminium plate to accommodate the resistor (it requires a 2.2 ohm resistor but we didn't have a one) so we used two 4.7 ohm resistors in parallel. A small piece of connector block with two nine inch tails was also attached. We removed the field and dynamo wires (D and F1) from the back of the control/ignition switch, connected them to the connector block and connected the tails to the D and F1 terminals on the switch. The resistor plate was attached to the back of the dashboard so that no sign of our non-standard mod is visible! Hey presto we now had full and half charge available.

We had a very enjoyable weekend at the rally, albeit that during the rally and on the journey home the transmission started making the most appalling noises which grew in intensity, I wondered at one stage if I was going to make it. The car was subsequently sent to Cooke Bros. for repair of the rear wing and an investigation into the NOISE. The wing was replaced by a new one and the back axle taken apart. The crown wheel and pinion was found to be in an appalling state, how the car continued to go I find it difficult to believe. By a miraculous stroke of luck Cooke had a spare one IN STOCK! It was duly fitted and JN was restored to full running order. Isn't it typical, no sooner does one thing go wrong that the chain reaction starts, it certainly did in this case leaving a trail of destruction from Dorset to Reading but I am glad to say the dynamo mods and repairs are working well and there have been no signs of any further problems - I'm not sure I should have said that!



Peter in action making the new studs



The remains of the old studs - ugh!



Good as new!



The dynamo mod





TRANS - PENNINE GAZETTE

EDITOR: Margaret Molyneux 01229 584 972

email: dmmem@tiscali.co.uk

EDITORIAL

The March Noggin was very well attended this month. We had thirteen people who came to David and Margaret Molyneux's house. The weather had been nice and sunny for those that had a few miles to travel. We were shown pictures of Harold Blair's 1934 Morris Minor that has taken him a few years to get back on the road. He first had it on the road in 1965 and was used as his everyday transport to his work until the seventies. He didn't have time to restore it until he retired a few

years ago and with the help of friends on a few little bits it was put back on the road a few weeks ago. He was so looking forward to taking it for its MoT and then he was ill and had to get somebody else to take it for him!! His friend took it to his house and put it in his polytunnel and slept with it so nobody would touch it. I know this is April 1st as I write this, but it is a true story!! He is hopefully going to drive it down to join us on our run for the 50th Anniversary run. Well done Harold.

50TH MORRIS REGISTER ANNIVERSARY RUN

We are having a run to celebrate the 50 years of the Morris Register. The Lakeland Motor Museum has caught up a little with building in the good weather we have had lately after the disastrous flooding last year. It hopes to open mid-May now instead of Easter. We will meet at the Museum between 10 and 10.30 am on June 6th and have a coffee in the new café and then set off for a run round Lake Windermere. We will make our way back to the Museum for lunch at the café and then you can look round the new Museum. It is said to have 30,000 exhibits so should be interesting. Anniversary badges will be awarded to all attending in their Morris!

The Museum is at Backbarrow near Newby Bridge. From junction 36 on the M6 take the road to Barrow-in-Furness.

If you would like to join us please ring 01229 584 972 or email dmmem@tiscali.co.uk

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WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



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

EDITORIAL



In addition to its religious significance in terms of personal restoration, Easter marked a significant turning point in the restoration of my Morris 8 tourer. With the help of my son, who was home for the weekend, I got the engine and gearbox back into the

chassis. This followed a couple of weeks frenetic activity putting all the gears back into the gearbox from the cardboard box where they had been stored for the past few years. I am converting to a 4-speed box from a Series E Eight. This was fairly straightforward despite several minor complications. With this in place, I now have virtually completed the mechanical side of the rebuild, and now will have to turn my attention to the small pile of bits of rotten wood and rusty metal that once formed the body!

At the well attended March Noggin and Natter, Bernard Cotty gave us an update on the restoration of his Series II 12/4. He has completely

dismantled the body, and is making new structural woodwork for it. This is not an easy job, particularly for the later series saloons, where the steel panels were formed more tightly around the wooden frame, and we look forward to updates at future meetings. Other discussion topics during the evening covered how to avoid the effects of the ethanol in modern petrol on our fuel systems, and how to keep warm in a Morris during winter motoring – a lost art it seems!

Plans are coming together well for the Anniversary Tour of Wales, and we encourage members in all parts of Wales to take part in some or all of this event. See details in the box below. This will be the first time for many years that we have been able to hold an event that is equally accessible to all our members.

One of our members has been contacted by S4C who are preparing a film about drovers' roads in Mid Wales, and need some cars of the 1930s. Details are sketchy at the moment, but if you might be interested in taking part, let me know and I'll pass the message on.

50th ANNIVERSARY TOUR OF WALES UPDATE

This event will be recognised as an official Morris Register 50th Anniversary Event, and those taking part will qualify for a free MR Anniversary car badge. A number of members have already expressed their intent to take part and provisional details are now in place. Taking part will be on an "opt in, opt out" basis, joining in with parts of the route, and/or visits, as you feel able. Most of the roads we will use have changed little over the past 50 years, and we will show that Morrisies are just as capable now as they were 50 years ago of holding their own on such roads.

We have identified suitable hotels and B&Bs, and participants will be responsible for confirming, booking and paying for their own accommodation, either at those we have identified, or at others according to choice. In some of these, a number of rooms have been reserved, but these reservations can only be held until the end of June. Full details are given in the entry pack.

A detailed entry pack and an entry form are available from me (Tom – details at the top of this page) either by post or email.

The provisional programme is as follows:

Wednesday 15th September – Cardiff to Haverfordwest

- Possible meeting with local vintage club members
- Pick-up points for those joining on the way
- Possible meeting with local vintage club members
- Visit Pembrokeshire Motor Museum (several very interesting Morrisies)
- Evening meal in restaurant with special local Welsh theme
- Local farm B&B reserved, secure parking

Thursday 16th September – Haverfordwest to Porthmadog

- Scenic coastal route
- Royal Sportsman Hotel (Town Centre), (private covered car parking)

Friday 17th September – Porthmadog

- Central point for local tourist attractions
- Visit Ffestiniog Railway, Welsh Highland Railway, Portmeirion Italianate Village, or local seaside resorts
- Evening meal and 50th anniversary reception

Saturday 18th September – Special event at Great Orme, Llandudno

- Travel via Snowdonia and the Conwy Valley
- Also this is within easy driving distance of the Midlands and North West regions of England
- Great Orme is almost the most northerly point in mainland Wales, and is a spectacular location for a celebration.
- The views from the Great Orme's 679ft summit are breathtaking- Snowdonia, Anglesey, and further to the Isle of Man, Blackpool and the Lake District.
- Assemble in the car park of the Summit Complex. Visit Llandudno town via the Tramway (Great Britain's only remaining cable operated street tramway and one of only three surviving in the world), or via the cable car (the longest aerial cabin lift in the U K). Explore the Bronze Age copper mines. Enjoy the superb views (dependant on good visibility!)
- Leave via the Marine Drive, a 4-mile toll road around the base of the Great Orme Headland, with spectacular views at every turn.
- Scenic drive to Llangollen
- Chainbridge Hotel reserved, secure parking. Attractive location between the river and the canal, about a mile from the town centre, followed by evening reception and 50th Birthday Party

Sunday 19th September – Llangollen

- Local visits and sightseeing, such as the Vale of Llangollen Railway, Llangollen Motor Museum (almost next door to the hotel), or the Pontcysyllte Aqueduct World Heritage Site. Built 1795-1805 by Thomas Telford, this is the longest and highest cast iron aqueduct in the world.

Monday 20th September – Llangollen to Cardiff

- For the South Wales contingent, return home via the Welsh Marches and the Brecon Beacons.





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



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

WEST MIDLANDS NOGGIN

March saw a nearly full room at the Bridge, with the anticipated visit from the Warwickshire Noggin. We were most pleased to see our numbers swell and would thank all that put a lot of miles in to join us. Now the motoring season is starting I am hearing tales of woe from Noggin members, no names, but two have had brakes binding badly after the winter lay up and another an engine failure of the expensive kind, we think. Come to the Noggin and all will be revealed! By the time you receive this report Drive it Day will have passed and we will be looking to future events. The Marches Transport Festival at Ludlow is now a two day event, most of us go on the Sunday, which I now hear is fully booked, that is a lot of cars! Plans are going ahead for the event at Ron Jones' farm on the 19th June, details below. On the car front we have another 8 saloon amongst us as Colin Marsham has bought a Series 2, requiring some work but it is a sound car. We look forward to seeing it out and about. I am currently restoring an 8 tourer (see Morris Mechanicals) and as a result have been neglecting my club activities/duties, sorry but cars are such fun!

Mike Porter



HEREFORDS AND WORCS NOGGIN

Our April Noggin was attended by 11 members with Lionel Smith and Fay joining us from Kingswinford Noggin.

On Sunday 21st March, June and John went to The Dog at Worfield, Nr. Bridgnorth, to join Kingswinford members for their New Year meal which saw 19 sitting down to enjoy a Sunday roast. There was quite an impressive line up of cars in the car park, and we had a beautiful sunny day for the run out there. (See pictures on this page and in Foto Finish).

Discussions took place re Drive it Day when we will be travelling to Welshpool and having a buffet lunch at Ted and Janet Cannon's home. Arrangements are also in hand for one of our members, Tony Adlard, to give a talk in June about his experiences with his Morris Minor which he took to Australia for a period of 5 years. In July we will be having a talk entitled "Being a Sub-Mariner" - an alternative type of transport!

June Sargeant



MIDLANDS REGION EVENT 19th JUNE

Further to announcing this event last month we now have more details. Ron and Sandra Jones have kindly invited us to Madbrook Farm in Shropshire for a day of classic car entertainment and social gathering. The plan is to meet at around 11.30 at the farm for light refreshments and then within the hour proceed on a road run taking in the principal views of the Iron Bridge Gorge Museum, including the famous Iron Bridge. We are awaiting a response from the Museum to see if they will let us on site with the vehicles at one of the venues, but this may or may not be possible. Mid afternoon we will return to Madbrook Farm for a barbeque. Options are available for ladies to remain at the farm for a more relaxing social. It is also possible to join us in the afternoon for the barbeque only. Ron has a collection of classic vehicles that will be of great interest including 3 Morrises. (He only had one until attending our Noggin!) So we hope to see a good number of Midlands' members at this gathering. If you wish to attend please contact Ron on 01952 730 600 or Bob Dean on 01922 628 330, if neither answer there is always me - Mike Porter. The sooner we hear from you the better so we can judge the amount of catering required!



The Yellow Pages

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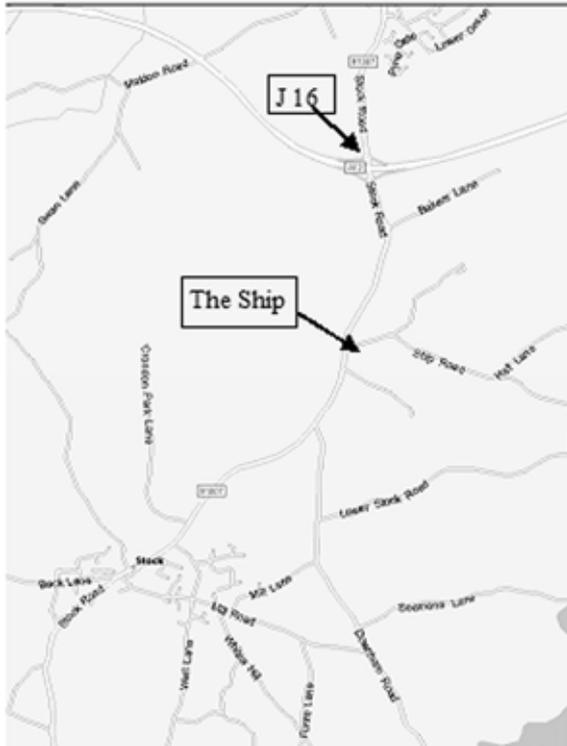


CONTACT: Norma Cook 01245 284 202 email: normaj.cook@googlemail.com

SUMMER NOGGIN

It is the turn of Essex to host the East Anglia Region's next quarterly noggin.

We've arranged it for **Saturday 5th June from 12pm** at The Ship, Stock Road, West Hanningfield, Essex, CM2 8LB
01277 840 201



The Ship dates back to 1530s and began life as a coaching inn. It is within easy access of the A12 Chelmsford bypass, and stands at the junction of the B1007 Stock Road and Ship Road.

The pub offers a selection of real ales and a range of home cooked food. There is a large outdoor family and children's play area and a beer garden.

We're also taking this opportunity for the Region to celebrate 50 years of the Morris Register and the landlord plans to cordon off an area of the car park for our Morris vehicles. But you're very welcome to come along whichever motor you use on the day.

Should you need more information, please do not hesitate to contact Norma or Laurie Cook on 01245 284 202.

ESSEX NOGGIN

The Duck Inn, Newney Green, Writtle.
Next Meeting: Tuesday 18th May.

SUFFOLK NOGGIN

The Oyster Reach Travel Inn at Bourne Bridge, Ipswich.
Next Meeting: Friday 14th May.
Contact either Julian Cordwell on 01206 395 103 or Ivan Rooke on 01473 747 459.

NORFOLK NOGGIN

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

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CHILTERN CHATTER



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"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL9 8LP

EDITORIAL

Oxford Bus Museum Event on 13th June 2010 is shaping up very nicely with 50 entries so far, I am confident we will improve even on this! So, if you have not sent in your entry now is the time to do it. The cut off date for entries is June 1st. So please do it now if you intend to come. Don't forget you will receive one of the very nice 50th Anniversary Badges to go on your car, providing you are in a qualifying car. By time you read this the committee will have met to make the final arrangements.

I was recently reading an editorial in the Austin Seven Owners Club Mag where the Editor was talking about driving our period cars on motorways. The advice given was don't!

This reminded me that not long ago on a return trip from our daughter's in Kent, on the M25, we came up behind an Orstin 7 on the long climb up to Reigate. He was sporting minimal lights and could hardly be seen and it was very dark. 20 years ago before the M25 was fully open and safer, we did attend a rally in Kent in our Bullnose Cowley, but traffic was so different as the M25 was not fully open. By time you read this the season will be in full swing. So enjoy your Morrising.

NOGGIN ROUND-UP

HITCHIN: Nibbles Night arose from the realisation some years ago that we were attending so many Christmas Dinners at motoring, social and work places that we were all finding the pleasure of eating a plate of Turkey had become a chore. So, Nibbles Night replaced the Xmas Dinner and became our March event when we were delighted to welcome our near neighbours from Denham. This year the weather was not encouraging, not even for a modern car, never mind our favoured transport. Not surprisingly there were no Morrises in the car park with sleet and frost forecast. However, we were delighted that a group from Denham were still able to join us. Inside, we gathered as owners of an eclectic mix of Morris production. Oldest first, we had represented a Bullnose Oxford, Flatnose Cowley, 18/80 MG (very welcome visitor) Oxford Special Coupe, 10/6 Special, 15/6 Special Coupe, 8 Saloon and Tourer, 12/4 and 8 Series E. The two oldest are under restoration, or in the case of the Bullnose, correction of earlier mis-restoration too. When the weather picks up again we must see if we can make a team assault on the local shows, we certainly have a wide range of machinery.

John Gulley is the owner of one of the Eights, attends both Noggins regularly and some time ago, attended a farm auction in the wilds of Norfolk. Amongst the lots were some general goods and a box of "Collets for Austin and Morris Cars". Cautiously opening it he discovered a mix of the "horseshoe" type common in the '20s. Careful bidding

ensured that he arrived at my house last year, grinning like a Cheshire Cat with "look what I've got for you!"

Well, fast forward to Nibbles Night and one of our number had been commissioned to attend to a car collection in the States in previous weeks, where the owner lived up a mountain and appeared to collect underpowered cars. Even in the UK, to live on the top of a hill and own an Austin 7 brings some funny looks but this chap seems to like small four cylinder cars while his neighbours select conventional (for the States) V8 machinery. Amongst the sick cars to be dealt with, our man discovered that a few valves were sticking in a Cowley. Fine, he'd brought valves from the UK but wasn't prepared for the bodged collets he found. So, now back in the UK, he acquired some Norfolk collets in Hertfordshire which were sent via Bedfordshire to a mountain in America for installation in an export from Oxfordshire by a Yank mechanic. I'm pretty sure that this was what the original instigators of N & Ns were thinking of 50 years ago when the social scene was created - that and perhaps the excuse to drink more beer! Oh, and the Nibbles were to the usual high standard which ensured the conversation continued to a late hour. Who needs a manual, when you've got a Noggin?

We've plenty of space for more members to join us - and for the non-drinker a good cup of coffee or tea is served. Oily finger-nails optional.

Ian Harris



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5/10

HANTS (READING): Even the Landlord of the George and Dragon threw himself into the fun of our March Noggin by allowing us to turn the pub lights out part way through the evening ... ok better explain why or you will be wondering what on earth we get up to at the North Hants Noggin !

Eleven of us had a really entertaining and educating evening as we were enlightened on the perils and joys of wartime motoring by Andrew Wilkinson.

There is so much I could write about what we all learned, but just a few of the facts I picked up included men with shirts out and ladies wearing white hats to be caught in the vastly dimmed and shaded lights used, which helped

ease the terrific number of accidents caused in 1939 with the introduction of the blackout, and the fact that RoSPA was formed during the early years of the war due to the massive increase in road casualties. Andrew went on to share memorabilia, items and pictures, showing the lengths transport had to go to function during the war years. I particularly liked the gas producing plants attached to the back of buses!

Amongst some of the items he brought were recipe books and with a little bit of persuasion, Andrew's wife, Pauline, agreed to give us a talk on wartime cooking in the future with help from our Chairman Roger's wife Fiona who will produce a few samples for us to taste!

Oh and to explain why the lights were put out! Andrew had a car lamp with a wartime shade attached, rigged up to a battery so we could see or rather NOT see how much light the wartime motorist had to manage with! I think we were all grateful for our Lucas halogen headlights on the way home!

Margaret Payne

SHERBUCKS: Once again we had a good turn out with around 18 members on parade. There was an awful lot of chatter going on, but it was difficult to get the gist of it. It was good to hear that Den and Barb Jarrott have at last moved after very protracted negotiations and broken chains etc. Plans were made for our trip out on Drive it Day.

FILM NIGHT



Film night saw a good turnout of twenty eight members quivering with expectation at the prospect of viewing a selection from Frank Banfield's wonderful retro library.

An opening film from University Motors reminded us of how the early Mini's constantly failing, constant velocity joints, constantly failed! Leaving two intrepid would be explorers of the North African desert communing with sand, rocks and sun, mooching aimlessly around their terminally failed Mini. It's probably still there. Best thing really. A couple of million could have been sent to join it, to avoid the BMC mass product disappointment of the 1960s.

The BP French fuel delivery tanker to an Alpine Ski resort provided superb scenic views and admiration for the skill and concentration of the driver, coping with roads with ice walls higher than his vehicle and exactly the same width, access from the vehicle through the door window, a thin youth with large shovel. Our "old" car was a retrospective modern wartime American film recounting family cars from 1899 to about 1945. The motorised High Wheel Buggy starting the procession via a Stanley Steamer, inevitable Model T Road jalopy for the kids, Edwardian raceabout, ending with a sloping back Nash or similar together with supermarket dents in the wings before supermarkets!

There was a Post Office safety film of the 1960s and a giant

load featuring a huge 180 ton transformer being delivered to Iver Heath from Crompton Parkinson's works in Hayes by Pickfords, with huge double end steering on a 36 wheel Scammell Transporter. Both of these films showed how rural Slough and its environs looked before the Wellington Road bypass around the High Street, shown in the Post Office film, together with the ongoing destruction of tasteful architecture and the recent demolition of the iconic 200 year old Crown Inn. This was where the old days were indeed good, certainly in this aspect.

The film of High Wycombe, featuring a football mad boy, again was a trip down memory lane of the 1950s. This is to the writer the reversal of Slough. High Wycombe centre is much improved today. The old run down factories and dumping grounds now cleared and replaced with a Hospital. The featured football pitch is now the hospital car park. The films concluded with an early episode of "Doctor in the House" This was good, well acted, hilarious script writing at its best with a number of "Carry on Stars"

All of this excitement was only exceeded by the appearance of the wonderfully organised Fish and Chip Supper with additional butties plus Tea and Coffee to order. All organised by Chris Rayne and Gayle Pearce. We expressed our appreciation to Frank and to Chris and Gayle for an excellent evening.

Don't forget, keep calm and carry on, as careless talk costs lives! As noted in the 1943 Royal Navy film.

Ian Thompson

RAE PARRISH

Our thoughts and condolences go to our long time member Dave Parrish (Morris 8 Parts Centre, the original Morris 8 Man) whose wife Rae passed away suddenly in February, aged 86. Many who have been to Dave's premises in Hayes for spares would have met Rae. Rae was married to an RAF pilot in 1944 but only after a few weeks of marriage he was shot down and killed over France. He had previously completed an amazing 48 missions. Older members will have seen Rae outside Chemist shops, as in about 1960 she was Miss Kodak, and featured in a full size advertising stand wearing a blue bikini holding a box of Kodak films. During her life she had been a Tiller Girl, had been photographed by Anthony Armstrong-Jones and had dinners with Clarke Gable and Dennis Price. Rae had three sons, Phillip, Ashley and Mark, one daughter Denise and grandchildren. Dave and Rae were married in 1971. It was Rae's third marriage. Our thoughts go out to Dave and all the family.



From all your Morris friends



NEW ZEALAND - JANUARY 2010

In January this year we returned to New Zealand for a family visit and whilst there I took time out to visit a couple of museums, both of which advertised themselves as having good collections of vintage and classic cars.

The first was Pete's Motor Museum in Kerikeri up in the Bay of Islands (www.petesmuseum.co.nz) where as well as motor cars there is a selection of memorabilia from yesteryear including period dress, household items and pioneering tools and equipment including some fascinating mock ups of pre war businesses.

For Morris lovers there is what is reputed to be a restored Cowley from 1926 that had been originally imported as a rolling chassis and had coachwork hand built by a firm in Hamilton. There is also a rather nice 1914 Model T but not much else of significance.

Back down in Auckland is the much more impressive sounding Museum Of Transport and Technology (MOTAT) (www.motat.org.nz) which boasts one of the largest motor vehicle collections in New Zealand – not much competition there then! MOTAT's collection includes the first chilled beer tanker in the world, a rebuilt Paddy Waggon, an array of Australian trams and one of the largest fire engine collections in the world!

Trevor Johnson



**DON'T FORGET YOUR ENTRY
FORM FOR
OXFORD BUS MUSEUM
EVENT ON 13th JUNE**

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

CHILTERN EVENTS 2010

- 5th May:** WRINKLIES: contact Doug Townsend 01753 883 547
- 8th May:** Hyde Heath Show, near Amersham, Bucks., midday onwards
- 9th May:** SUSSEX RUN: Contact Ray Frampton PO Box 1608 Rottingdean, Brighton BN2 6LS
Starts at Box Hill near Dorking
- 9th May:** OXFORD LEN PLUMBE RUN: contact Len Plumbe 01869 338 512 or Graham Bushnell 01865 451 673
- 2nd Jun:** WRINKLIES: contact Doug Townsend 01753 883 547
- 13th Jun:** OXFORD BUS MUSEUM RALLY: contact Doug Townsend 01753 883 547
- 3/4th July:** Prestwood Show
- 5th July:** WRINKLIES: contact Doug Townsend 01753 883 547

Other events will be listed as information becomes available

East Midlands and Yorkshire Region

Local Page



EDITOR: Ken Holden 01274 882 574 email: kenneth@kennethholden.wanadoo.co.uk
Hill Top Farm, New Park Road, Queensbury, Bradford BD13 1PN

EDITORIAL

This last month seems to have flown, what with a cold but mainly dry Easter. I have in-between times been to visit two Morris 8 Series Es. The first is a green and black Series E that is up and running, MoT'd until end of October. Taxed too. Comes with a spare radiator and spare grille. In good order apart from requiring a little work on both doors and boot lid. Vehicle was rebuilt a few years ago, a new head lining fitted. The asking price is £2500, which I think is a very cheap price for this vehicle. The vehicle is situated just above Skipton near to Gargrave. Ring me for more details. The picture (right) was taken a few years ago.

A second Morris 8 Series E for sale is a 1939 in black with red leather interior, reg. no. FLO 509 (which has been valued at £2000). This was a restoration project started but due to ill health sadly never finished owned by member of Morris Register, it is an excellent opportunity for a Morris enthusiast at £1500. (Tel 01302 881 339). By the time you read this we should have had a (hopefully successful) dinner. Report and pictures next month.



CRICH

I hope you all are getting your cars ready for the first event where you can collect a car badge to celebrate 50 years of the Morris Register. An entry form can be downloaded from the members' area of the Morris Register website. This event is on the 12th and 13th of June. We require

a minimum of 50 per day so come on support your club. This is a good weekend with camping if required. Details from Gary Clarke, as are entries. Don't forget it's free for the driver, this is a chance to ride on a tram!

DERBY NOGGIN

The Derby Noggin has changed venue for the summer months to The Silk Mill. For any more information ring Tony Plowright on 0115 925 1834.

TAKE A GANDER (The nearest thing to a Noggin in Lincolnshire)

Last time I ended by saying that I'd actually hit fifty miles an hour in the Eight on the way back from Epworth. Well, that was the end of the season so far as the Eight was concerned. Being a ragtop and with the onset of winter I thought it more prudent to use the more modern 1954 Traveller for a bit. It's got a heater and I'm turning soft. (Although our more hardy forebears didn't have the option and would have carried on using the Eight regardless.)

I filled the Eight's newly refurbished tank up with what passes for petrol these days and then I couldn't resist taking it to wear a bit more tarmac off the roads before finally laying it up for the winter. After about five or six miles I became aware that the engine wasn't very happy and by the time I got home it was only just running with very little power and a lot of misfiring. However, I put it in the garage, removed the battery and left it thinking that it was probably in need of a head gasket as I suspected after the Epworth incident.

Then the weather decided to cool down a bit. Eek! Panic! Where's the antifreeze? I emptied a full bottle into the radiator and started the engine to get the water circulating and mix the antifreeze in properly.

As the temperature started to rise, I glanced into the radiator filler. There was plenty of steam coming from the tops of the tubes, but no sign of any water.

So that's it. The car has only done about forty miles since I put it back on the road, but that's since April and if it was boiling up for an hour at Epworth there's no wonder it ran short. It's just that I wasn't used to an unpressurised system with no water pump. I am now, and I'll keep more of an eye on the level from now on. Promise!

The winter project is to build a new hood frame, which is proving a bit more difficult than expected. I think it's mainly due to metal only being available in metric sizes these days and my measurements being in English. I'll keep you informed on future progress with that one.

Now that the Festive season is well and truly over we can get on with plans for the new season and we now have a date for the rally - Monday May 3rd at the Pink Pig farm between Scunthorpe and Kirton Lyndsey. Myke Greenwood



Club meetings third Tuesday every month at the Take a Gander pub in Burringham village, DN17 3NA.

My tel. no. 01724 853 078



M8TC RECOLLECTIONS

Dear Editor,

It was a pleasure to read Frank Ashley's recollections of the early days of the M8TC in the March issue of Morris Monthly. Of particular interest to me was his reference to Bob Forrester's two-seater as I believe this is the car I acquired some 6 years ago – registration number FA 6716. Amongst the paperwork which came with the car is a meticulously hand-written account (written by Bob in 1987) of the restoration he carried out between 1959 and 1962. He must have made a good job of it because he then goes on to list the many show prizes he bagged with the car. I thought you might like the following extract: "The Barker Trophy Award at the Hope Show in 1967 caused a bit of upset amongst the other contestants in the class in that my Morris came 1st to an Aston Martin 2nd and a Rolls Royce 3rd. The event was organised by the Vintage Sports Car Club who have very definite rules about which cars they recognise as Post Vintage Thoroughbred. I had been included in that class although a Morris wasn't really eligible." It must have been a most satisfying victory!

Charles Clough
5910/6

Editor's Comment

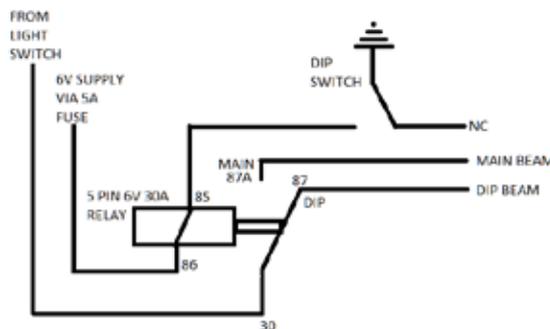
Yes, FA was definitely Bob Forrester's car and your reference to his meticulously hand-written account reminded me of the reply I got from him back in the early 70s when I wrote for advice on rebuilding an Eight engine. (He was the Club adviser on technical matters at the time.) I still have it in my personal archive!

NOT SUCH A RELIABLE RELAY

Dear Editor,

I have just returned home and opened my copy of Morris Monthly, and to my horror found that I had made a mess up on the relay circuit that I sent to you and have re-done the circuit. I must have had senior moment, if it can be included in the Morris Monthly asap it might save some members a lot of trouble. Sorry again!

Dave Barden
2034/3



Editor's Comment

Thanks for this correction, Dave, which has obviously arrived in good time as we have had no complaints from anyone who tried to use your original circuit.

MAKE MINE A LARGE ONE

Dear Editor,

As a new member of the Club, disabled and not being able to drive, I have had seven cars from 1996, but not yet a Morris. My driver and I have a Vauxhall at present. We hope to get some benefit out of it first before buying a Morris 15/6 then go on to a Morris Oxford 6. Looking on the Internet, I like the Morris Isis. You have not featured any large cars in the Morris Monthly yet. Probably there is no call for them but we shall no doubt see some later in your pages. I suppose the smaller car has the edge, the Minors are all lovely!

Graham Harrison
12325/6

NUFFIELD'S WOLSELEY

Dear Sir,

I was astounded to read in the article in November's editon the assertion that Leonard Lord somehow influenced the choice of engine for the post-war MM Minor.

This cannot possibly have been the case, given that Lord had left Morris in August 1936 and did not return until February 1952 when BMC came into being.

Editor's Comment

Welcome to the MR, Graham. We do feature bigger Morris from time to time, but the relatively high numbers of the smaller cars mean that these do feature most. If you can get online and access the April 2009 Morris Monthly you will see an article on a very large Morris indeed - Mike Allen's Morris Twenty-Five.

I notice that you live in Derbyshire, so I hope you can make it to the Crich event and/or Thorseby. I look forward to meeting you, and hope you can find the big Morris you want!

The decision to utilise the Series E engine in place of Issigonis's proposed flat four was taken in 1947, when Leonard Lord was firmly in charge at Austin.

Roger Mackey
4783/3

Editor's Comment

Thanks for this -perhaps Author Ian Thompson will respond.

MORRISES, MGs AND MIDLANDERS

Dear Editor,

Our son Bruce is a Morris Register member and we enjoy the magazines he passes on to us. Bruce's cars are a 1935 Morris 10, 1958 MG Magnette, two Minis and a 1975 MGB, all kept beautifully spick and span for the rallies (weather permitting, of course). Though I have been in Scotland since 1946 (I'm now 86 years), I was born and brought up in Birmingham, and still consider myself to be a Brummie!

Mrs Flora McHardy,
mother of Bruce McHardy
10669/8

HAVE THEY GOT YOUR NUMBER AGAIN?

Dear Editor,

I concur with Toby Sears on this matter and would like to pick you up on the subject. I did in fact email the secretary Mike Brears some years ago on this matter and it was suggested that it was not a problem. So Toby is not the only one of us that likes to think "What if?"

I suggest that the circumstances could be arrived at, particularly when a vehicle is on SORN or as in the case of some of my vehicles classed as "not licenced" as they have been off the road for many years. A vehicle could be cloned and a new V5 with transferable registration number obtained by an unscrupulous person. I don't think the DVLA would notice in time.

It's sad to see Paul Beck's letter and I can see the frustration he must feel. Yes, Thoresby is not what it might have been in the past. It certainly would not measure up against the national rallies at Beaulieu that I used to attend with literally hundreds of cars mostly Eights of all types, Minors and Tens. Those were the days! But the current Thoresby team do a difficult job well, within the constraints of all the rules and regulations we are subjected to now. I particularly like the idea of their "Bring a wreck" category for this year. I might be tempted. The newsletter local sheets and journal is missed by a lot of us but on reflection, the Morris Monthly magazine, which is an attempt to encompass all of the local and nationally produced documents, ain't bad and it saves money !!! I miss Harry's style but I see he is gradually creeping back. Good on yer mate.

I note that the MVS dilemma has reared its head again. As I see it, the means of operating it in its current form needs a facilitator to manage it whereas the proposed

NOT AT BECK'S CALL

Dear Editor,

I have just got Mo Mo and have spent a pleasant hour browsing it. I particularly enjoyed John Green's article on the Barrington Car.

I am writing to express my disappointment in the comments Paul Beck has seen fit to make. I suppose he is entitled to his views but perhaps he should keep them to himself.

I would like to remark that I most certainly do not share his opinions and I suspect he is probably in a minority of one. I also appreciated the Easter message in the editorial.

Keep up the good work and don't be put off by crass comments like his.

Ronnie Johnston
11575/8

Editor's Comment

Many thanks, Ronnie, for your positive comments. I know it is a lonely life for you widely dispersed Scottish members, but your support is very welcome!

Editor's Comment

It is always good to hear from a Brummie but I need to declare that I was born in nearby Smethwick, then a fiercely independent County Borough.

I was reminded of this when I read Harry Edwards' reference to Ken Wharton Garages in last month's piece on Unique Minor Specials. Ken, from Smethwick, was a very successful Formula One Grand Prix racing driver before being tragically killed in a race in New Zealand in 1957.

new arrangements will probably not once it gets going. Sorry folks, but in this case I think we need to move on and see how the new system works out. If not then there is a potential to damage the club permanently. Similarly the Morris Monthly, as I think it is a well produced document but anything can be improved.

Chris Healey
965/4

Editor's Comment

Thanks, Chris for your comments. By the time your letter gets read, both the number plate and MVS issues will have been discussed at the Executive meeting and any decision will be published in next month's mag. Maybe I'm missing something but couldn't the cloning you mention happen anyway? I can't see why allowing a number plate company to advertise with us makes this any more likely to happen. Unfortunately, not everyone feels as strongly as you do about the importance of original number plates, and if it was a choice of disposing of my car or selling its number to raise money to run it, I know what I'd end up doing. As for any decline in National Rallies, I'm afraid we are all getting a little older and given modern driving conditions it just isn't going to happen that huge numbers of members will drive large distances to attend. Let's see what attendance is like at Thoresby this year - if folks won't turn out for a special Club anniversary, then they won't turn out for anything! Personally, I think we should spend more time thinking about moving the Club forward appropriately and adapting to modern attitudes and conditions, and less time saying how good it was in the old days.

ULSTER EIGHT

Dear Editor,

Thank you for Morris Monthly - another great production. I note on the back page a Morris Eight Registration Number FZ 526. Clearly this is a Northern Ireland number and I wondered if Gerry is from NI.

Either way I am sure that the Northern Ireland Department of the Environment - Driver and Vehicle Licensing Branch may be able to help. The following contacts may be useful: Local Driver Vehicle Licensing Office (dvlni@doeni.gov.uk) County Hall, Castlerock Road, Coleraine, BT51 3TA.

Hope this is helpful.

John Miskelly
12272/11

Editor's Comment

Thanks, John. I suspect that Gerry has already tried this, but you never know.





from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

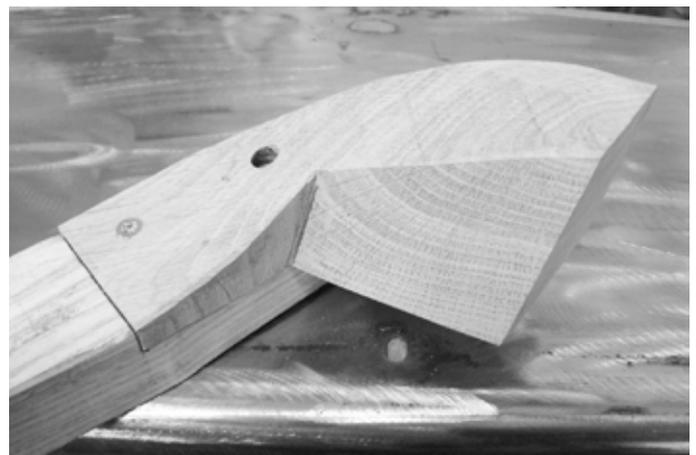
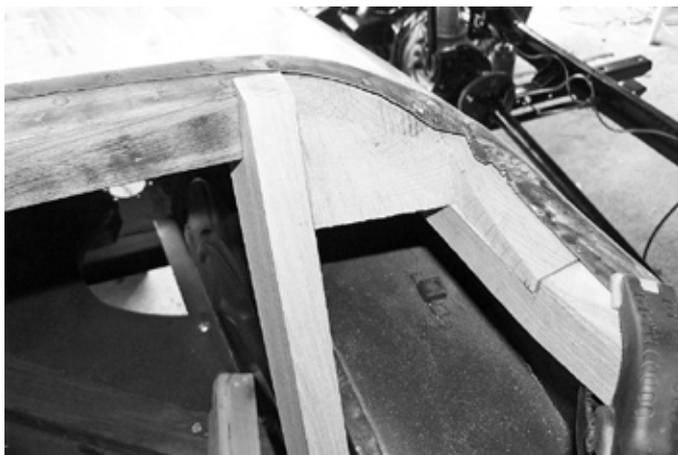
...AND NOW FOR SOMETHING COMPLETELY DIFFERENT

Region One have for some time run an annual film night. Not knowing what to expect I booked myself into the evening and went along with Josephine my wife. We were pleasantly surprised to find that Frank Banfield, a collector of vintage films, produces an assortment of entertaining, documentary and transport-related films for the evening. A jolly good evening out, together with a fish and chip supper - what luxury! I don't know if Frank can be persuaded to bring his box of delights to other venues, but it must be worth asking. Chris Raine who organises the evening is the person to ask. You can find his number on your membership list.



WOODEN BITS

I received an e-mail a few days ago from John Seddon, who had picked up my interest in woodwork from the April magazine. He commented that in order to complete the job he was doing he needed a band saw. This in turn reminded me of the struggle I was having with the woodwork on the 2 seater Minor. The two components concerned are quite small but a complicated shape and the old ones had been cannibalised and were dropping to pieces. It was impossible to make a pattern from them, so I had to set about the task by trial and error. Mostly error it would seem, as I reckon I have denuded several forests of all their timber turning perfectly good trees into scrap!! The task was made even harder as there were right and left hand versions required. I have finally succeeded, but I must say I have seldom spent so much time and effort to achieve so little! The band saw has been working overtime. What a useful tool. In spite of the problems, without it the task would have been almost impossible.



No, I don't care how much you plead I will not make you a pair!

METAL BITS

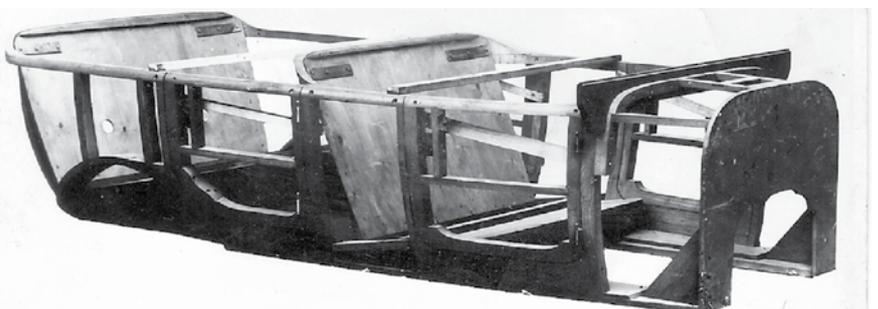
As part of the ongoing restoration of the Minor I needed a battery box. The one on the car was serviceable but not of the correct design for the car. With a bit of research and help from a couple of friends I managed to produce a drawing to the original pattern and took it to my friendly local tin basher for an estimate to make it. I was surprised when he told me that to make as few as four it would reduce the price by over 50%. I returned home and produced a list from the Club data base of all members who allow their details to be published and are restoring Minors. I sent off an e-mail to them and ended up with an order for 6 units. It goes to show that if you use the Club's facilities it can save you time and money. "But I don't have the data base," I hear you cry. Well you have only to ask and I will send you membership and vehicle lists. That little exercise saved me and the other members the equivalent of two years' subs to the Club!!!



A paper mock up of the box

MORE WOODEN BITS

Roy Hudson from Watchet sent me this picture that he was given when he worked for Morris Bodies in Coventry. Has anyone any idea what it is? He would like to know.



.....What's it worth? (See p6): no takers at £4450.....



JOE BARNETT'S DAD'S MINOR

Joe Writes: "My Minor is a 1934 2 seat tourer. It was bought by my Dad in the late 1960s. He was a member of the Morris Eight Tourer Club and thought it would replace his Eight tourer. It was in a bit of a state when he bought it as the somewhat murky picture shows and he returned it to running order over a few months.

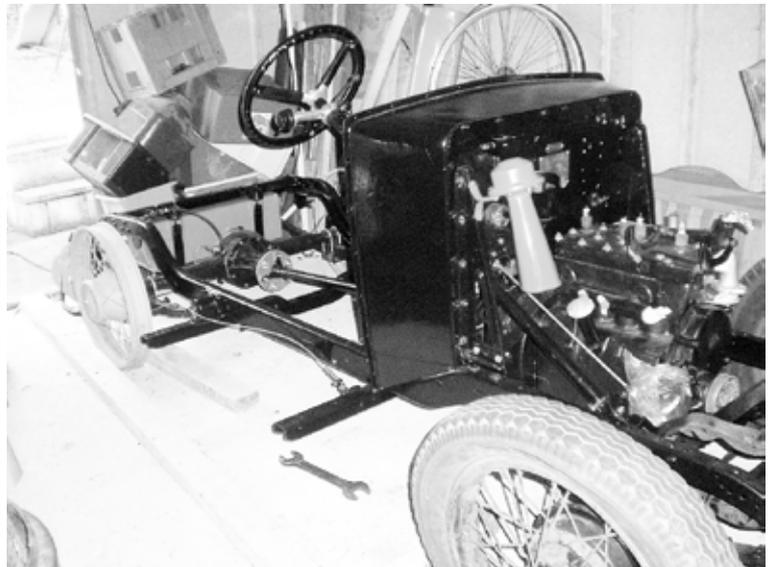
A year or two later he dismantled it completely in order to rebuild it thoroughly. But about the same time he got married, and children, starting with myself, came along and the Minor remained in parts. It stayed that way until he took early retirement in the mid 1990s. Ironically almost as soon as he began work on it he was diagnosed with a serious, progressive neurological condition which quickly prevented him from continuing with the rebuild. I volunteered to carry on with the rebuild for him and made some progress over the next 5 or 6 years before he died in 2003.

Since then, the usual pressures of small children, full time work and so on have taken some of the impetus out of the rebuild, but I continue to make small steps towards completion.

At present the front and rear axles, engine, gearbox, brakes, bulkhead, steering column and petrol tank are on the chassis. Unfortunately we have just put our house on the market so I suspect further disruption to the rebuild is just around the corner, but we shall see."

It never ceases to amaze me how many cars remain in bits for years, and how slow progress is in rebuilding them. Do we have anything other than Minors being fettled?! According to the records there are loads.

John



GOLDEN OLDIES

Three elderly members had driven down to Brighton in their Morris Eights and were taking a stroll down the prom.

John remarked, 'Windy, isn't it?'
Fred replied,
'No, it's Thursday!'
Harry chimed in,
'So am I. Let's go for a beer.'



TAIL PIECE

At the time of writing (mid April) 250 of our 1750 members have not yet paid their subs. If you know any of them, tell them to gee up! Many thanks and happy May Morris Motoring.

John

An extended version of Membership Meanderings is published on the Membership page of the Website

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Warm Welcome

New and returning members

MEMBER	LOCATION	PHONE	e-MAIL		CAR DETAILS
Nigel & Carolyn Dent	Terrebasse, France	0033 561 873 156	lostinfrance0429@orange.fr	1934	1934 Ten Six Pre-Series Four Door Saloon
David & Lynn Mellor	Stoke-on-Trent ST3	01782 320 039	dave@davidroad.wanadoo.co.uk	1935	1935 Ten Four 4 Door sliding head Saloon
Christine Purcell & Peter Thomas	Birmingham B42	0121 682 7045	jabdog@blueyonder.co.uk	1936	Eight Series 1 2 Seater Tourer
Allen Smith	Wisbech PE13	01945 420 621			Eight Series E 2 Door sliding head Saloon
Gordon & Sandra Harborne	Bidford-on-Avon B50	01789 490 787		1931	Cowley Flatnose Saloon
Tony & Carole Chard	Banbury OX17	01295 810 758			
Terry Broomhall & Brenda Campion	Rochford SS4	01702 533 945	tbroomhall@aol.com	1934	Minor SV 2 Seater Tourer
Iain & Anne Mackay	Inverness IV1	01463 73 1345	iain.mackay133@hotmail.co.uk	1932	Minor SV 2 Door sliding head Saloon
Mick & Vicki Brownhill	Retford DN22	01777 710 775	mickatretford@sky.com	1938	Eight Series 2 4 Seater Tourer
James & Darcy Murray	Nova Scotia, Canada	902 667 5113	murray2@eastlink.ca		Eight Series 2 4 Seater Tourer
Mervyn & Edna Israel	Bridgend CF35	01656 860 684	edna.israel@taltalk.net	1937	Ten Series 2 Saloon
Gerrit & Nelly van Halem	Poortugaal, Holland	0031 10 501 4967	gvanhalem@gmail.com	1939	Eight Series E 2 Door Saloon
Michael Arnold	Oxford OX4		michael.arnold23@ntlworld.com	1935	Eighteen Six Series 2 Saloon
John & Isobel McNicoll	Stirling FK8	01786 870 237	craig.shadow@hotmail.co.uk	1934	Ten Four Pre-Series 4 Seater Tourer
Alan & Jennifer Parris	Chelmsford CM3	01245 361 715		1933	Oxford Six Saloon
David Lloyd	Dundonald KA2	01563 850 861		1935	Ten Four Pre-Series 2 Seater Tourer with Dickey
Michael & Rosemary Wady	Ashford TN26	01233 732 824	michaelwady@hotmail.co.uk	1937	Eight Series 1 4 Seater Tourer
Thomas Bowker	Bolton BL4	01204 362 702	splitscreenman@live.co.uk	1948	Eight Series E 4 Door Saloon
Alan Summers	Chippenham SN15	01380 859 340	asummers72@live.co.uk	1948	Eight 4 Door Saloon
Colin & Diane Martin	Petersfield GU31	01730 267 044	colinmartin@btconnect.com		
Richard Hinton & Lydia Thomas	Finchampstead RG40	0118 973 3898	richard2hinton@yahoo.co.uk	1934	Cowley 2 Seater Tourer
John & Elizabeth Davies	Pontypool NP4	01495 772 204	edavies777@byinternet.com	1937	Eight Series 1 2 Seater Tourer
David Blute	Braintree CM7	01376 343 875	davidblute@aol.com	1937	Eight Series 1 Saloon
Mark Ensoll	Maidstone ME15	01622 820 568	ensollthebarn@uwclub.net	1934	Ten Four Pre-Series 4 Door sliding head Saloon
Kenneth Brudenell & Vanessa Price	Wisbech PE13	01945 871 421	royb1951@yahoo.co.uk		Ten Series M Saloon
William & Sarah Winston	Woking GU22	01483 870 655	bwinston646@googlemail.com	1936	Eight Series 1 2 Seater Tourer
John Anson	Tongham GU10	01252 782 979	maurice.bullnose@yahoo.com	1924	Cowley Bullnose 4 Seater Tourer
Michael & Sue Turner	Rochester ME3	01634 256 303	cracklespike@btinternet.com	1937	Fourteen Six Series 2 Sliding head Saloon
Adrian & Debra Last	Ipswich IP8	01473 741 773		1935	Eight Pre-Series 4 Seater tourer
Dave Wallis	Ashton-under-Lyne OL6		wallisd88@yahoo.com	1938	Eight Series 2 Saloon
Bella & Shaun Janes	Lydney GL15	01594 841 102	mrandsjanes@yahoo.co.uk	1939	Eight Series E 4 Seater tourer
Jørgen & Jetta Larsen	Skanderborg, Denmark	0045 8652 2955	jorgen@frostlarsen.dk	1939	Ten Series M 4 Door Saloon
Phil Tizzard & Christine Ellis	Bodmin PL30	01208 851 344	philtizzard@tiscali.co.uk		Eight Series 1 2 Seater Tourer
Charles & Collette Palmer	Canterbury CT3	01227 860 340	chales.palmer@kcc.com		Eight Series 1 4 Seater Tourer
Sarah Gibson & Anthony Foy	Lleida, Spain	0034 9732 88126	sarah@labox.cat	1932	Minor McEvoy Special 4 seater Tourer

Children's Corner

Answers: See page 7

1: B
4: F

2: D
5: A

3: E
6: C

THREE OF US IN THIS MARRIAGE

The photographer looked a bit miserable. He moved aside the skirt of my wedding dress to reveal, and unashamedly admire, the much polished bright red elegant curve of our 1938 Morris's offside front wheel arch and said sadly, "If I'd have known about this, I would have done you colour photos for free." Just ten minutes before, I had promised to love, honour and cherish my new husband and our car in sickness and breakdowns, health and major repairs, fantastic and challenging journeys, for richer or poorer, etc..

Now when Ken Martin used the expression, 'The Morris Wife' I thought this was a spanking idea because classic cars can be like our husbands. They are aggravating. They won't do something if they don't want to. We pretend not to notice strange bumps and noises in hope that everything will be all right before being forced to investigate. They need to be tenderly nursed if they are malfunctioning. They need to be looked after all the time anyway. They cost a lot, cause a lot of worry, they take up lots of space and are messy. They are really quite sweet, can be lots of fun and need to be driven about a lot.

Sadly, Our Dear Editor will only allow alliterative terms in our Morris Monthly (have you noticed?) so thinking along these lines, I thought the term 'Morris Mother' might fit the bill - whilst quickly pointing out that the car is definitely older than me, which annoyingly adds to her charm.

And our classic cars can be like our children too. They are aggravating. They won't do something if they don't want to. We pretend not to notice strange bumps and noises, in hope that everything will be all right before being forced to investigate. They need to be tenderly nursed if they are malfunctioning. They need to be looked after all the time anyway. They cost a lot, cause a lot of worry, they take up lots of space and are messy. They are really quite sweet, can be lots of fun, and need to be driven about a lot.

Classic car owners, whilst being a touch irritated, can forgive their cars anything. If their Morris develops a fault it is tenderly nursed back in to the garage, and the house is immediately littered with manuals and sympathetic friends who need gallons of tea and toast and mess the house up. If we malfunction when we are due to go on an adventure, it's, "come on, it'll take your mind off it," or "we'll only be out for a couple of hours," or "you won't notice your vertigo/flu/post-op symptoms when you get in the car." And then the dreaded, final threat that does the trick, "Do you want me to stay and look after you?"

Remember Thoresby Hall a couple of years ago, the year when it never stopped raining? The field was so waterlogged that we had to hang on to our wellies everytime we took a foot out of the mud. Whilst squelching around in this, I spotted a very nice Morris, could have been a 10/4, and the driver, all dry and cosy, was eating a sandwich which I'm afraid made me dribble in a rather unlady-like way as "we" had forgotten our picnic again. "Would you like a sandwich?" he asked cheerfully. I asked him where

he had got all the food from, for it was indeed a veritable feast, a banquet, laid out on the passenger seat and floor. "My wife prepared it all last night," he said, letting me enjoy choosing a pie, "I woke her up at six this morning, she looked out of the window, saw the rain, said she wasn't going and went back to sleep." Wow, what a woman - I must find her and get some tips.

Obviously very grateful for the effort I had made to accompany my classic car driver that day, he glanced at me, hands on hips, and said, "What do you look like?" as I struggled towards him through the mud and rain carrying a side screen (I don't know why I was carrying this). I am often reminded that equality somehow backfired on me.

It is often assumed that I became interested in classic cars when I met my classic car owner and his Morris (stuck together like teeth and gums) almost 40 years ago, but I had already flirted with a classic car driven by another.

Five years before this and in the mid 60s, I was wiggling my way down our local High Street totally aware that a rather nice red car, possibly an MGA, was being driven very slowly just keeping pace behind me and I thought, well, never mind - I was only 18! As it gently cruised alongside me and gliding to a halt, I was more shocked than disappointed to see a very elderly lady stagger out and disappear into the library clutching her books. It was then I knew that I wanted to be driving a nice little two seater sports car when I was a sweet old lady. That is why I had three jobs to pay for driving lessons which were 19/6d an hour. It was not easy, "Girls don't need to drive," was the family mantra.

Just look at me now, eh? Men with classic cars do find me fascinating company, not just because of my good looks and natural charm but because I speak the language of the classic car. I even know questions not to ask (but look up secretly) as I have not forgotten my own classic car owner's shocked, hurt and paling of complexion when I innocently asked him the difference between a Series I and Series II Morris 8. I am not bamboozled by the talk of flywheel and bearing removal, the counterbalanced crankshaft in the Series E engine, or the diff that went on the way to the Lake District.

And so with wedding bows tied to the wing mirrors and a hand crafted sign wedged in the spare wheel announcing 'Just Married' to the world, the three of us set off to honeymoon in South Devon. "Good luck," yelled a young couple, jumping up and down and waving. "Thank you," I yelled back, waving from the passenger seat. "Good luck?" queried my new husband, patting the oil pressure gauge, "just look at that oil pressure and she's not overheating yet either. We will be there in six hours at this rate."

"Remember our wedding day?" I asked my old husband. "Of course I do," he said, looking a bit dazed and confused before cheering up. "Didn't we overheat when we caught a bit of traffic just outside Ashburton?"

Ah! He remembered - well, we were on honeymoon. (Cheap joke. Delete. Ed).





THE PARSON and THE FIDDLER (Part 16)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard



Then, as now, the AA comes to the rescue

That night, to our regret, we had to dispense with a comfortable bed, and spend a fitful night in the car on the square at Calais listening to the town clock playing tunes and chiming the quarter hours. About 4 am it began to grow light, and we emerged stiff and cold, and stretched our legs by strolling about the docks. Later the sun rose and shone warmly, and we retired to the sand dunes outside the town to eat the food we had brought with us.

We discovered that a boat was due to leave in the afternoon, and as we had return tickets, we were confident that there would be no problem. It transpired, however, that before loading the car on board, we needed a "loading permit", for which we had to pay. We were approached by a French official who asked to see our permit. I told him that we had no permit. "Why," he asked, "have you not got a permit?" I said that we had no permit because we had no money to buy one. I remember well his expression of incredulity. "No money!" he said. "No," I said, "no money." It was clearly a situation outside his experience. "But," he said, "you cannot take the car on board without a permit." I said that I understood that. I would try, I said, to find a solution. He shook his head sadly and walked away. The solution turned out to be fairly simple. We called at the AA office, and they agreed to give us a loan to cover cost of permit, and for petrol to take us home from Dover. We sailed from Calais at 3 pm and landed at Dover at 4.30.

After our return to Britain, both Shephard and I recounted our experiences to many of our friends and relatives, few of whom are now left who can confirm our story. Shephard himself died in 1970. My brother Dilwyn, who later served with distinction as a medical officer during the War, knew the whole story, and often related episodes to his friends over the brandy and cigars. Among those of today who knew Shephard and me closely, is my friend of long standing, the historian L.C.B. Seaman. He knew that we had gone abroad, and met us soon after our return and suffered patiently the oft-repeated accounts of our adventures. In putting our experiences on record, my main concern was to make it factual and to resist the temptation to embellish events, or to allow imagination to fill the gaps in memory. I had to rely largely on memory, supplemented by notes I had made in my diary, which however tended to be few and laconic, as I was careful not to write anything that might be misconstrued by those who searched our luggage.

There are, of course, many questions that one could ask, but the answers in most cases, must remain a matter for conjecture. I have often been asked, for example, why, when we arrived on the Rhine at Breisach, did the French military authorities not turn us back? The middle section of the bridge had been removed because clearly no one was allowed to cross. Admittedly it was not a war situation, but German – French relations were very tense at the time, and one may be sure that the last thing the Germans wanted was the presence of two unknown British civilians in the centre of what was undoubtedly a secret sector of the Siegfried Line, to say nothing of having them wandering about at the rear of the fortifications with binoculars. Knowing this, why

did the French go to considerable trouble to re-assemble the bridge and allow us to cross? Was it done merely as a cynical gesture to annoy the Germans? Were we regarded as expendable? Having arrived inside the Siegfried Line, the most obvious thing would have been for the Germans to have sent us back immediately, before we had time to see anything. But the Germans, we must assume, had their reasons for detaining us. It may have seemed to them that the French had some sinister motive in sending us over. Who were these two British civilians who had been given such preferential treatment? It is perhaps not altogether surprising that we were given a somewhat rude reception, and closely questioned, and that the Germans appeared to be in a bad temper. It may be safely assumed that our arrival at the Guardhouse had been reported immediately to the Commandant or Commanding Officer (there was much telephoning) and that it was ultimately his decision to allow us to go through.

“

You cannot take the car on board without a permit

”

There are two factors which may have influenced this decision: (a) that by the time the Germans had finished their interrogation, the French may again have dismantled the bridge, thereby cutting off our retreat, and (b) that they had decided to let us through in order to "keep tabs on us". They did not know who we were, or why we had come, but they would keep us under surveillance in the hope that we would make a false move and give ourselves away. As far as making a false move was concerned, they did not have long to wait, for we were hardly out of the camp before we were detected standing on a vantage point observing the fortifications through our glasses. Knowing the character and ruthless methods of the Germans, it would be safe to assume that any person discovered examining the rear of the Siegfried Line through binoculars ran the risk of being shot, if not on sight, then certainly after refusing to halt. The fact that we were not shot suggests that someone had decided to give us plenty of rope.

After our first meeting with Herr Post at Freiburg, it became obvious to us that we were to be kept under surveillance the whole time, although Post tried to make it seem that this was normal practice with regard to foreigners in Germany at the time, for their own protection. We both felt that Herr Post, in spite of his attempts to be affable, was rather a sinister character; something of a Jekyll and Hyde. He could be pleasant and relaxed at one moment, and change abruptly to the Gestapo officer whenever he detected signs of independence on our part. The trouble we had with the Customs at Basel over changing money also raises a number of questions. Our action in breaking the German currency laws was obviously taken very seriously by the German authorities, and the offence carried severe penalties. Breaking the currency laws was always given as an excuse for putting people away into concentration camps. It was, I assume, a matter for the Civil Police, and if so, why was no action taken? Why did we hear no more about it? A possible answer is that the Gestapo did not want to be side-tracked on this issue by the Civil Police while they were keeping us under observation.

to be concluded next month



NAVAL MANOEUVRES?



Members who were at Thoresby Park National Rally in 2008 will recall seeing this Series I Pick-up, which won joint 2nd in its class (not the whole show as is stated below). Its owner at the time, Ms. A. Downes, turned quite a few heads in her navy uniform!

There's an interesting story behind it, which I include below. The text comes from the current advertisement for the car on eBay and carandclassic.co.uk.

"First registered in March 1936 in Peacehaven, East Sussex, this particular vehicle started life as



a Series 1 Saloon. History then intervened and transformed this little car into the vehicle it is today. Shortly after the evacuation from Dunkirk, the Admiralty took a number of Eight Saloons to a coach-builder in Bow, London for customisation. An immediate need had arisen for a small commercial vehicle within the Dockyards to service the battleships in port, carrying and fetching supplies within a confined environment. The chassis was lengthened by around 12" and the whole of the rear of the car was removed and replaced with a wooden pick-up body. Our vehicle is believed to be one of the very few survivors.

Little is known of the Pick-Up's history after WW2 until it surfaced running around as a farm truck around 10 years ago. It had spent a significant amount of time in a Motor Museum in Yorkshire at some point in its life, but we have no further details. However, after its discovery, the new owners set about a comprehensive, yet sympathetic restoration which has carried on to this day. The substantial history file documents a 2-year period (2002-2004) when the vehicle underwent repainting, retrimming and rechroming as well as the fitting of a reconditioned steering box. The Blackout lines were actually painted on by the Workshop at the Dockyards in Portsmouth.

In 2007, it was rewired and just last year, the brakes were completely overhauled. In 2008 it took 2nd Best in Show at the National Morris 8 Gathering and has won numerous other awards since as well as taking part in Naval reenactments on HMS Belfast (D-Day week). Indeed, the vehicle comes with all its show kit including supplies boxes, draw-string bags and even a make-believe Kit Kat in a 1940s blue wrapper! This really is a show stopper and piece of history deserving of the most discerning of Morris collectors."

At the time of its appearance at Thoresby in 2008 quite a few members were (to say the least) a little sceptical about the provenance of this vehicle, and it is worth noting that Harry Edwards makes no reference at all to such vehicles in his "The Morris Motor Car 1913-1983". It would be very interesting to hear from anyone who had dealings with this

vehicle or any similar ones in earlier days, but somehow I doubt it will happen!





for Mike Porter, DAILY EIGHT DRIVER, It's time to start yet another restoration

With the long evenings developing nicely it seemed like Spring had sprung, so in a moment of strength or weakness, depending on your point of view, I started the project of rebuilding my pre series tourer, which has been waiting in the wings for about 8 years for attention. The vehicle came in pieces as an abandoned project, which I think two previous owners had given up on. This is my first venture into tourers after 34 years of saloons and Z vans. Luckily most of the work common to the saloon has been done so I am straight into the unknown. The first problem I have encountered is that the body has assembled up over a ½" too wide across the door pillars. Using the MVS I soon had dimensions from Richard Fuller to check against the figures I was finding, I suspected the steel brace that runs across the car was too wide, according to the figures it is ok, but by making the body fit will result in an oversize width at the top. I am still working on it, correcting errors as I find them and performing a trial assembly as each problem is sorted. The first task has been to re-work the wheel arches, which have been rebuilt with an error, being oversize on width by at least 1" at the base of the door pillar. This was just one of many small errors I have encountered in the work that had been done by the previous owners: the wedges for the front axle I found attached under the rear axle, the front axle was the wrong way round with the LH thread to the offside, to name but two more errors. When buying a vehicle in pieces I was not expecting everything to be present or the work done beneath the red primer to be relied upon, so I remain happy with my purchase and look forward to progressing in the coming months.

Another springtime observation is that I have noted two members returning their cars to the road after our long winter, only to find the brakes binding seriously within a short time. After a winter lay up I usually push my car a short distance on the flat before using the brakes and then applying the brakes whilst static with as much force as possible, then repeating the pushing exercise to determine if any pistons have travelled out and stuck as the car will then resist movement to a greater extent than the first time. If I am in doubt, it is off with the wheels and drums to check each piston physically, a problem I would most likely avoid if I used silicon brake fluid! Happy Morrising.

Back to the disclaimer, the above is not advice, particularly when it comes to brakes!

Thoresby Thoughts

from CO-ORGANISER,
Malcolm Dixon

Preparations are well in hand for our National Rally on 7/8 August and your entry form is enclosed with this issue along with an application form for the autojumble on the reverse. If you are intending to come in a modern car without bringing your classic, you still have to submit your details.

In the March issue, I mentioned that you are welcome to bring a friend (with or without a classic car) free of charge for this 50th anniversary year and a completed entry form will be required. Additional forms are obtainable from your regional secretaries on request and we hope many of you will take advantage of this offer. A good attendance will help to make this special year one to remember.

John Miller assures me the driving games will hold a few surprises this year. This part of the rally is always good fun for drivers, navigators and spectators.

The son of a past member in the East Midlands and Yorkshire Region who died recently has been in touch. Ken Hibbard's family wish to donate a trophy in his memory for the new Class 14 for Cars under restoration. Ken was an enthusiastic member and owner of a 1935 10/4 saloon, who won several prizes at the National Rally and this will be a fitting tribute.

There have been suggestions in the past about judging cars

outside of a member's own class. Normally Ken and I as rally organisers award the Rose Bowl trophy to the car of our choice from all entries but have decided to forgo that pleasure this year to members. You will be asked to select your preference of 1st, 2nd and 3rd cars and the highest scoring will win.

Thank you to members from the South who very kindly offered to help out Dieter de Roo from Belgium as requested in last month's issue. I've forwarded all details to Dieter who is most appreciative.

The new 50th anniversary commemorative badge is impressive in design and quality. If you don't already have one by the time this event takes place, ensure yours is guaranteed by turning up in your classic Morris vehicle.

At a member's suggestion, Ken and I are looking into producing information on suggested local runs from Thoresby Park that folk can take at their leisure over the weekend.

New autojumbler are welcome so please pass on our contact details to anyone interested.

As this report is written before the next Executive meeting, any changes will be published in the next issue of the Morris Monthly.

Hope you managed to enjoy a run on Drive It Day.

Free Parts Available

For sidevalve Morris Minor (circa 1950s).
Pair of slightly worn brake discs for a
1960 Morris 1800. Free. Buyer collects or
pays for delivery.

Julian Walker 07974 794 669 (Woking)

Parts Wanted

Reverse Selector Fork for M8 Series E
gearbox.

James Harrison 01535 655 690 (Keighley)

Parts Wanted

Six Easiclean wheels to complete a Morris
Military recreation for Wartime Weekend
participation. Let me know even if you
only have one to 'spare'. Also wanted:
25 hp engine as fitted to C Type Morris
Commercial.

Jon Newbould 01772 729 613 (evenings)
or Tom Taylor 01772 316 598 (anytime)

Parts Wanted

Valve spring compressor to Eight and
E engines. Especially interested in an
original Sykes Pickavan model JWP289
or an original Morris model 38378.
Roger Needle 01869 340 028
(Bicester, Oxon)

Parts Wanted

Radiator Mascot for M8 S1/2.

Gordon Read 01508 518 594 (Norfolk)

Car for Sale
1931 SV Minor



Folding roof, chassis SV2955, engine U3586A. Little used since renovation and internal trim and external paintwork in excellent condition. Current MoT. £5500 ono. Garaged near Sevenoaks, Kent. Other photographs available. Peter Dolley (non-member) 01732 870 888 (Kent)

Parts for Sale

For 1932/3 Ten, Garage sale on Sat 8th May 9 am till 4 pm. From pistons, liners, gearboxes, wheel cylinders, brake linings to bonnet and fuel tank. Please phone for directions and requirements. I'm also at Beaulieu the following weekend. Richard Bowler 01425 620148 (Hants)

Parts for Sale

For Morris 8 Series E: Job lot. Engine (seized), gearbox, axles, radiator, wheels, steering box & wheel. £35 the lot. Could pallet up if required or possible delivery in North Essex area. Bob Chaplin 01787 469 600 or 07795 170 644 (N. Essex)

Parts for Sale

Bulk head for 10/4 very good condition, £10. buyer collects. Pair car ramps 12" high x 43" long x 8" ramp width, £10. buyer collects. Wire wheel 18" MAGNA type 5-stud fixing, off Oxford Six but may suit other models, good condition, £10. buyer collects. Richard Buckles 01428 713 870 (Hampshire)

Parts Wanted

For 1934 Minor 2-dr saloon. Front no. plate mounting strip, arm on steering column carrying horn push/dipswitch/advance retard lever, steering column to facia bracket, rear window blind and operating slider, anti-rattle pegs for doors and female part for B post (2 sets), bracket for starter switch & battery master switch. Tony Eldridge 0208 550 3021 (Ilford, Essex) antony.eldridge@btinternet.com

Parts Wanted

Dynamo mounting cradle for my Morris 8 (Pre-series). Steve Brook 01788 822 627 (Northants) stevebrook.mail@virgin.net

Car for Sale
1939 Eight Series E Tourer



Maroon with cream wings. Cosmetically and mechanically in very good order, MoT last month. Hood is in good condition and side windows are clear but one of them does have a scratch. Also one of the supports that holds the hood when its folded down is cracked. Huge amount of history with the car including logs from the original owner of where its been and so on, along with rosettes, plaques, old MoTs, tax discs and bills. Will be sold with new age related reg. no. although the original number may be available by separate negotiation after the sale. £6500 Les Cox 01937 845 103 (Boston Spa, Yorks)

Car for Sale

1936 Morris 8 2 seat tourer Burgundy over Black. Series E engine. Good starter and runner. 12v electrics. Burgundy body paintwork very good, some chipping on black wings. MoT'd £3900 Derek Browne 0118 9597 204 (Berkshire)

Car Wanted

Morris 8 2-seater tourer. Preferably S1, but all considered. Four speed g/box would be an advantage. Must be in excellent, first class order, and have current MoT. Photos appreciated. Private sale only, please. Ron Fairweather (Glasgow) ronfairw@aol.com

Car Wanted

Eight, Pre-series, S1 or S2 (may consider E) good roadworthy example. Can't manage restoration but some tidying up considered. Could offer in P/E 2007 Royal Enfield Classic motorcycle together with up to max £3000. Steve Bell 01423 509 302 (Harrogate) steve_helen@btinternet.com

Parts for Sale

MPJW engine for sale. No. 1380 and badged Wolseley. Bought 3 years ago as a restored unit and currently running in a 1939 MGTA. Has completed very few miles. Reason for sale is restoration of the original unit. Reasonable offers considered. Buyer collects. C. Norrington 01621 858 736 (Maldon, Essex)

Parts for Sale

For Morris 8: complete exhaust system sounds sporty £50. Morris 8 petrol tank £20 Derek Browne 0118 9597 204 (Berkshire)

Car for Sale
1937 Morris 8 2 Str Tourer, Series 2



Easyclean wheels, Reg No DBP 872. Needs a new understanding and caring owner. In my family for 50 years, my ownership 4 years. During this time approximately £2,500 has been spent on restoration, details and many receipts to prove. Buff RF 60 Registration Book from 1956, original cast registration plates, various Morris manuals and books, original showroom brochure, much provenance etc. Genuine reasons for sale. Lovely looking car. Price £5,000 ovno George Atherton 01253 696 704 (Blackpool)

Parts for Sale

For Morris 10/4 1935. Parts including engine block with crankshaft, con rods/pistons, camshaft, timing case front, bearing plate, etc. (No Head), £80 lot. Steering column complete with Steering wheel, ignition lever/horn button, drop arm, etc. £60. Prop. shaft with spiders, £12. Clutch pressure plate and clutch plate, £35. Sound, legal tyre. 475-500-18, £8. Buyer collects Harry Edwards 01277 840 697 (Chelmsford)

Parts for Sale

Morris 8 2-Seater body Mounted on a chassis which has been professionally repaired, shot blasted and painted. The rear spring hangers have been re-bushed and it has a V5 and ID plate. Ash frame is new, the doors and the top of the bulkhead are repaired original panels but the rest of the metal skin is new, the side vents have been retained. A lot of attention has been paid the lines of the bonnet and the doors which fit very well. Unable to complete the project. There is a windscreen and other body parts available, but will need work. £2500. Dave Parcell 0119 9634 840 (evenings) (Bristol)

Dave Parcell 0119 9634 840 (evenings) (Bristol)

Parts for Sale

For 1932 Morris Minor: radiator shell. Needs chroming. W.Wiper 6 volt. Plans for ash frame for 2st Morris Minor. J W Chilton 01434 600 418 (Northumberland)

Parts for Sale

For Eight S1/2 UB engine. Set of +40 thou pistons, New old stock. £80 plus postage. James Harrison 01535 655 690 (Keighley)

Parts Wanted

Crown Wheel and pinion for Eight S1/2 Ray Bickerton 01494 721 303 (Bucks)

Please submit pictures of interest to the Editor

MIDLAND REGION WORFIELD RUN

- 1: John Patten's Austin 7
- 2: Roger Wilkinson's 1935 Eight tourer
- 3: Lionel Smith's 1947 Eight Series E
- 4: Ron Jones' 1934 Cowley Six
- 5: Tony Baker's 1933 Pre-Series 10/4
- 6: Keith Phipps' 1933 Pre-Series 10/4



1



2



3



4



5



6

Photos: John Patten