

MORRIS MONTHLY



Volume 59

Number 5

May

2019



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



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



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CHAIRMAN **John Ford** writes:

Well, Drive-it-Day has been and gone. I hope most of you had your cars out on the road, and that the recent spell of good weather continued for you. We were a bit unlucky on the awards front at the Restoration Show with the winner of our category decided by a toss of a coin! I kid you not! We were runners up and I somehow feel we might give these awards a miss for a while. Our stand at the show this year created a great deal of interest from everyone, needless to say the Morris "Serious" E stood out on those stakes!



Apologies for the delay yet again regarding our new website. It seems the web designers are still scratching their heads and I think enough is now enough, nearly two years down the line patience is now paper thin and maybe it is time to move elsewhere. I am absolutely sure it would not take much to get it finished but watch this space!

Our loan car candidate, Davis Allanson, is certainly getting plenty of use from the car (see page 7). You can also follow his exploits on Facebook, where you will find plenty of photographs and articles about the car.

At the National Committee meeting in April, there was much discussion regarding our National Rally at Thoresby, and finally it was decided that we should keep it there for the time being, at least until 2021. The club will have to subsidise the event but things would need to change, site rent is going up, and the cost of providing facilities, luxury toilets, free entrants' gifts, free programmes, free entertainment, etc., will all have to change. Thoresby costs us between £8k and £9k in its current state. We subsidised last year's event by well over £5k. So please, please, make the effort and support your Rally, It's once a year! Last year only two, yes two Eight saloons attended! And that the most prevalent car in the club. Please note that our National AGM on 5th October has now been moved further north. We are now at Wychwood Park Hotel, Weston, Nr Crewe. CW2 5GP.

Cover picture: Loane David Allanson on one of his first trips out in CYK.

The Morris Register



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

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

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

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

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



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This is to try to be fair to all members who wish to attend an AGM. Moving the venue around the country gives everyone this opportunity.

Finally, I have bid farewell to my trusty Morris 10M. Its new owner, who lives in Woking, hopes to join the club, and I hope he gets as much enjoyment from the car as I did. I can now concentrate on getting my 14/6 Series 3 back to its original state. See you all at Thoresby!

EDITOR Rob Symonds writes:

You will have seen the Chairman's comments about Drive-It-Day above, so you will not be surprised that I am making my annual plea for photographs/articles about your exploits on the day. It does not have to be as part of an organised event, a trip around the block or just your car emerging from its garage after hibernation will be quite acceptable. Address/email address above!

As I wrote that, I was overwhelmed (only slightly) by a sense of hypocrisy, since my own Morris is still under wraps in their remote hideout in darkest Leicestershire. I have promised myself, however, that the departure of this month's mag will spark me into life and that they will be sorted in the next few days, which includes the E tourer getting its restored diff fitted in place of its temporary replacement.

Please do keep stuff coming in. It's your mag and it needs you!

**STOP PRESS**

Unfortunately, at time of going to press, the Register Spares website is not working, having succumbed to a malware attack. Every effort is being made to fix the issues as soon as possible, but please bear with us in the meantime.

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

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Please leave a message and
I will get back to you

DEADLINE
14th of the month prior to publication

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

BACK ISSUES: may be purchased
from the Club Shop

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

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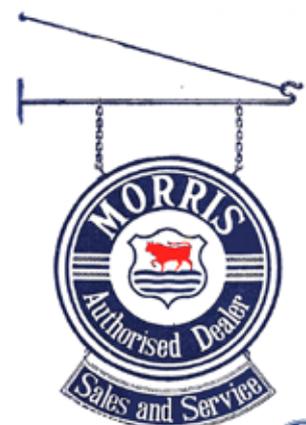
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r Spares Service

POSTAL SALES

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

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- Please remember the Service is run by members for the benefit of other members in their own time amidst many other family and personal priorities
- If you are not sure what the correct part is, please put a request for help onto the Forum. There will always be members "on line" who will be able to share their knowledge with you.





Well finally, after six months of hard slog to get our new house fit to live in, we were able to move into it in late March and seven months later than we had planned! Apart from all of our pre-move traumas, something was bound to go wrong during the move and for us it was IT provision. We have been without a telephone landline, TV and broadband internet connection for four weeks! It is strange how quickly we adapted to no TV, but the loss of internet has proved to be a pain in the (neck). I had not realised the level of reliance we placed on an internet connection for emails, internet searches, and wi-fi connections for our mobile devices. Unfortunately the timing of this could not have been worse for my Morris Register activity as it occurred just as Mike Rose was standing down from the webmaster role, the club was trying to go live with its new website and the spares website got hit by some form of malicious attack.

So, although out of my control, may I apologise to new members awaiting member area website access and to new and old members alike if you are having or have had spares website access issues. Hopefully all will be resolved soon.

On a much more cheery note may I offer my sincere thanks to Mike Rose for the sterling job he has done as webmaster for the past almost 3½ years. Having filled the role myself, I am only too aware that at times the task can be demanding. The club will be seeking a new webmaster and I will formally advertise the post next month, but in the meantime and once my own IT is up and running I will contact one or two members who have previously expressed an interest to see if they may still be interested in the role.

Next month I should have had the benefit of a few weeks IT connectivity, been able to catch-up with much of the backlog that has accrued whilst I have been off line and be able to provide a comprehensive report on a number of issues. In the meantime I hope by the time you have read this that you will have made good use of your cars on Drive-it-Day.



Bulletin Board



GOING DUTCH/INVITATION TO EUROPEAN MEMBERS: Fourteen Morris vehicles will be visiting and travelling around The Netherlands between 20th and 26th May, and we would like any European members or enthusiasts from the Morris Register who live in Netherlands or nearby countries to meet up and join us to make friends and maybe visit sites and attractions with us.

Our basic itinerary is as follows. **20th May:** Delft, stopping in town centre from 11 am until 3 pm en route to hotel in Gouda. **21st May:** Louwman Museum, The Hague. **22nd May:** DAF Museum Eindhoven. **23rd May:** Gouda Cheese Market, and town visit. **24th May:** luxury coach tour visiting Volemdam, a boat trip to Marken, with locals in traditional dress, followed by stopping at five working windmills, clog making and cheese producing cottage industries. **25th May:** "Culemborg 30th Anniversary Dag" which closes the town to 300 classic vehicles. **26th May:** Travel to ferry at Europort, possibly stopping off in Rotterdam en route. If any European members would like to join us and make friends with like minded members on our Netherlands Rally/visit, please contact roy_pidgeon@yahoo.co.uk. 07932 928 966

BEAMISH WEEKEND, 15th/16th JUNE:

As detailed in previous months. If you are interested, then contact Roy Pidgeon as above.

ANNUAL GENERAL MEETING, 5th OCTOBER: New venue: Wychwood Park Hotel, Weston, Crewe, CW2 5GP.



Federation Feedback



FBHVC REP
Stuart King



ULTRA LOW EMISSION ZONE: Parts of London are now an ULEZ which means that certain vehicles, which fall into a range of criteria, are regarded as polluting and are discouraged from entering the ULEZ by the imposition of a charge - currently £12.50 per day. The charge is imposed using Automatic Number Plate Recognition cameras (the same as are used for the Congestion Charge). Nevertheless, the ULEZ charge does not apply to historic vehicles, that is vehicles over forty years old - this is based upon the argument that historic vehicles are exempted as they are no longer a "means of transportation" as such. They are rarely on the roads, do limited mileage, and when in use the purpose is to move the vehicle itself not the passengers or goods it carries! Their contribution to pollution is minimal... You are reminded that the Congestion Charge is payable even for historic vehicles in London's congestion charge zone - currently £11.50 per day.

Other cities in the UK are considering the rolling out of Low Emission Zones and, if you travel in Europe, you may wish to check the website: <http://urbanaccessregulations.eu> which claims to identify all urban traffic restrictions in Europe.

ROADWORTHINESS TESTING: Just a reminder that, if your "historic" vehicle has undergone substantial change in the last thirty years, the vehicle is not legally exempt from roadworthiness testing. We all have an ongoing obligation to keep our historic vehicles roadworthy. How we choose to do that is our judgment for exempt vehicles but it is not satisfactory to assume everything is okay on an ongoing basis.

INSURANCE: The EU Insurance Directive's position on vehicles which are out of use (on SORN) has, subject to ratification, resulted in a satisfactory outcome for the historic vehicle community. The Directive's proposal is that these vehicles should be exempted from compulsory insurance.

s_kingmorrisreg@lineone.net



NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS	
14502	George Howard	W.Yorks WF4	gnp.seven@talktalk.net	1935	Eight Pre Series 4 Door saloon
14503	Stanley Parish	Surrey SM5	stan.parish48@gmail.com	1939	Eight Series E 4 Door saloon
14504	Diana & Julian Renselar	Suffolk IP10	dj.renselar@btinternet.com	1922	Cowley Tourer
14505	James Robinson	Northants NN3	j68rob@btinternet.com	1948	Eight Series E 4 Door saloon
14506	Simon Edwards	London N6 5	simonedwardsesq@hotmail.com		
14507	Richard Dudley	Northants NN10	r.dudley@hotmail.co.uk	1933	Ten Four Pre Series Sliding head
14508	William H. Thompson	Lancs PR4	williamthompson1@msn.com	1933	Minor Side Valve 2 Seater
14510	Trevor Worth	Leicestershire LE7	deanworth@btinternet.com	1937	Eight Series 2 2 Door saloon
14511	Allan Summers	New South Wales 2324 Australia	asummers@ambulance.nsw.gov.au	1937	Eight Series 2 2 seater
14512	Steve Clarkson	Middlesex HA5	steveclarkson@outlook.com	1947	Eight Series E 2 Door Saloon
14513	Ruud ven den Berg	4388 TH Netherlands	rberg@zeelandnet.nl	1938	Eight Series 2 4 Door sliding head
14514	Simon Gentle	Derbyshire S42	simon@commercialdishwasher solutions.com	1931	Minor Side Valve Tourer
14515	Dennis Rothwell	Warwicks CV8		1934	Minor 2 Door saloon
14516	Christopher Miller	Suffolk IP30	miller_nicholas1@sky.com	1939	Eight Series E 4 Door sliding head
14517	Darren & Sarah Fullard	N.Yorks YO13	darren@skapandi.co.uk	1936	Eight Series 1 4 Door sliding head
14518	Richard Alexander & Pauline Osborne	Argyllshire PA23	alexosborne49@outlook.com	1932	Family Eight MM8 4 Door sliding head
14519	Kevin & Marion Wissett	Lancs BB5	kevwis@btinternet.com	1948	Wolseley Eight Saloon
14520	Keith & Margaret Dickeson	Dorset BH23	keithdickeson@btinternet.com	1939	Eight Series E 2 Door sliding head
14521	Gerald Hill	Northants NN8	uniserv@ail.com	1938	Eight Series 2 4 Door saloon
14522	Richard & Lynda Morgan	Mid Glams CF46	rhorg@hotmai.com	1932 1935	Isis Oxford Saloon Tourer
14523	Douglas Scott	Angus DD2	scott348@btinternet.com	1936	Eight Series 1 4 Door saloon
14524	Jonathan & Rowena Foster	Warwicks CV35	ddogs@me.com		
14525	Kay Brown & Reginald Theobald	Kent TN26	kay.brown613@gmail.com	1935	Eight Series 1 2 seater
14526	Malcolm Hayes	Hampshire SO40	malcolmhayes01@gmail.com	1936	Eight Series 1 Tourer
14527	Jonathan Cadwallader	Essex CM6		1937	Eight Series 1 Tourer

1935 Morris 10 Special Coupé

What's it Worth?

Advertised on eBay the vendor states: "Doctor's coupé, 1935, spares or repair, all the parts are present, please message for more details. Been in a garage in Wimbeldon for 30 years. Wire wheels."

Answer on Page 50





Morris Register National Rally and Morris Vehicles Association Rally 9-11 August 2019

Firstly, I would like to clarify the future of the National Rally at Thoresby. You will have no doubt read in previous copies of MM that we will be losing Thoresby as a venue after the 2020 rally. This is not the case. Our current two year contract runs out after the 2020 rally just as it did in 2015 and 2017. As we have before, we will then negotiate for the next two years. I have spoken with the Thoresby estate and they are very happy for us to continue holding the rally there.



This year the Morris Register will be hosting the Morris Vehicles Association rally and we are looking forward to welcoming all the member clubs to Thoresby. I have a few finishing touches to do for this year with a couple of changes to the usual activities, but more about that next month. Included with this copy of the magazine should be the entry form for this year's National and MVA rally. A copy should also be able available to download shortly on the Morris Register website along with an online form with the option of paying by PayPal. In the unfortunate event of the entry form not arriving with the magazine or being damaged, you can obtain a copy by any of the following methods: download from the Club website, emailing thoresby@morrisregister.co.uk or by sending a stamped addressed envelope to the address below. Please submit your completed form as soon as possible to give me plenty of time to process everyone. It is really important for us to know in advance how many will be expected to attend so we can print sufficient programmes. If you do not pre-book we cannot guarantee you will receive a programme.

The club shop, along with membership and spares, will be located in the marquee. In addition to the normal spares and regalia for sale, there will also be a bulletin board for members to place adverts with items their own items for sale or those elusive missing parts that are needed to finish the project. I have also been asked to make an appeal for any automobile related books that can be sold at the shop in aid of the club. If you have any adverts or any books you can donate please take them to Barbara Farmer in the club shop.

At last year's rally Barbara Farmer did an amazing job of running the raffle and we raised over £400 for the Royal British Legion a fantastic effort. This year the raffle will be in aid of Macmillan Cancer Support. We are all touched by cancer in some way and it would be great to surpass last year's total for this very worthy cause. If you are able to donate a prize please bring with you and leave with Barbara at the club shop. Thank you for your support.

Last but certainly not least. Please help! The organisation and running of an event like this is very much reliant on an army of volunteers to make it a success. If you are able to give up a small amount of your time over the course of the weekend to help in anyway please contact me or come and see me at the rally control tent. Any time you are able to give will be very gratefully received.

I look forward to meeting as many of you as possible at Thoresby. Happy Morris motoring.

Ben Gadsby
Holly Cottage, Eakring Road,
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Younger Members Initiative

The official handover of the Morris Register Series E tourer loan car for 2019 took place at the NEC Classic and Restoration Show on Sunday 24th March.

The lucky recipient, David Allanson (from Royston, Herts) is seen in the pictures receiving the keys from Dave Youngs of Lancaster Insurance, who kindly supply free insurance for the car. Chairman John Ford is also pictured, along with David's father, Malcolm. David (in the check shirt) wanted to waste no time for the car to be his, so it was driven home the next day. He has set up a Facebook page, "Morris Register Young Driver Initiative", and has already started posting. Pay it a visit!



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Morris Minor Information Manual	£10	+	£1.80 p&p
The Complete Morris Minor (including CD)	£17	+	£3.25 p&p



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60 Years Mug	£7.50	+	£2.50 p&p
Morris: The Cars and the Company (not illustrated)	£27.50	+	£4 p&p





We start this month's Forum Review with an interesting post from **Charles: Interesting car:** "Hi all, just seen this car for sale on eBay. Morris special I think." (See photos right). **Rod:** "This body was available and easily obtained during the late 50s/early 60s, often fitted to Ford and Austin chassis. Sometimes to Morris. I cannot be sure but the name Ashley comes to mind. Do you know the maker of the body?" **Mike:** "This car struck a chord with me. At college in 1968 a fellow student and friend had one, based on a Ford Pop. It was highly tuned and even with a 3 speed gearbox could achieve 90 mph. Bernard, the owner, lived on the family farm and had put a Ferguson tractor badge across the bonnet, which looked quite at home and caused a lot of confusion and conversation. The car was even the same colour as the one listed on eBay. I doubt an Eight based one would get anywhere near the 90 mph mark. This staggering performance had one drawback though, the white metal big ends were only ever good for 5000 miles, so twice a year he would strip it down for replacement of the ends. The car cost him around £100 back then a time when you could buy a Series E in good order on the road for between £5 and £15!" **Charles** again: "The car is a Falcon Caribbean with twin carbs fitted." (Engine photo attached). **Richard:** "What you might reasonably call a sheep in wolf's clothing." **Rod:** "Ashley were a manufacturer of body shells and chassis for specials from 1955 to 1962. They also offered a range of products for special builders: radiators, header tanks, lighting sets, steel tubing, sheet aluminium, various suspension parts, water pumps, tyres, tubes and wheels. They were based in Essex. Falcon Shells was founded in 1956 by Peter Pellandine following his amicable split with Keith Waddington of Ashley Laminates. They were originally based at 23 Highbridge Street, Waltham Abbey in Essex and I'm sure that for a time they were connected with Loughton, Essex. The Falcon was probably originally an Ashley produced body. They were attractive and affordable. Like Mike I remember them well and can confirm that in some cases they were very fast. I've just found this in one of my old car mags..." (See advert below)



Richard is impulsive as can be seen in his post: **Impulse buy:** "So there I was perusing the many and varied pages of the bay when I stumbled upon a Morris engine. Contacted the owner who tells me it's mounted in an Austin chassis and is a runner! Well, I couldn't help myself so I bought it. Now here's the thing, I have no idea what car it should be in, does anyone recognise it? I don't think it's pre-war but it is quite old. It has 1500 cast into the side of the block and an engine number on a plate on the other side 15M-N-H." (See photos on next page). **morristwelveblue** was able to advise from the number plate: "15 = 1489cc BMC "B" series / M = Morris / N = column change / H = high compression. Probably from a post war Series 2 Oxford but the gearbox is from something else!" **Dave** confirmed: "1500 B series, it could have come from an MG." Back to **Richard:** "An MG what? Any idea? I've had a good look at the gearbox that seems to be bolted to the engine via an adaptor plate but I can't see any markings on it." **Chris:** "There were lots of BMC cars that used the 1500cc B series engine in a variety of guises: Austin A50 and A55; Morris Oxford and Cowley; Wolseley and Riley derivatives of the same models; MGA; etc. There were also a few vans that used this engine but I doubt they would have been the high compression versions. If it has a Morris plate on the rocker cover, I wouldn't mind betting it was from a 1950's Morris Oxford." **Alex:** "The gearbox looks very Austin to me, the shape of the dip stick and general shape of it." **Richard** again: "Thanks for the tip about the box which would ring true, as in the Austin chassis it came from it appeared to be on OE mounts, unlike the engine!" **Bob:** "As far as I am aware the only BMC B Series 1489 cc high compression engine used by Morris would have been in the Oxford Series III saloon range, the Oxford Series IV Traveller, the Cowley 1500, and the Oxford Series V range. The A B C Series

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www.morristwelveblue.co.uk

engines prior to 1962 are recognised by aluminium riveted name and patent plates on the rocker cover and a metal oil filler cap with restraining wire. Later units made do with self adhesive stickers and a black plastic oil filler cap. I will now hang up my anorak!..." Finally back to **Richard**: "LOL! You keep that anorak on!"

Our cars perform so different to modern cars so if you are a new to owning a Morris, as **Davie & Pauline** are then their post asked the obvious question: **What can we expect from our Morris 8?** "We have had our lovely 1935 Morris 8 (Charlotte) for just over 5 months now and in that time, with loads of help from members here, we have serviced and changed ignition and fuel system parts and we are now quite proficient at starting her from cold, etc. Our next general question is what can we expect when we take her out a run? We know she is not going to break any speed records, and have had her at the dizzying speed of just over 40 mph, which is fine for us as we are quite happy plodding about. However we have noticed that she labours quite easily even on the slightest hill or incline which necessitates a change down to second gear where she seems to pull with no problem and then when on the flat she will quite happily drive in top gear. Is this normal or is there something needing adjusting or perhaps replaced?" **Pete & Lady M**: "My Morris 8, which I have run for some years now, is exactly the same. Many different thoughts I have had on this. Drive someone else's which is known to be good then compare yours on same roads. Or just remember that in the 20s and 30s a car was a luxury and basic. First gear was to pull away, second gave the power to get up to a cruising speed and top was a bit of an overdrive. If after thinking of this you still feel there is something wrong it might need a decoke or worse the engine is tired which would need new piston rings (Ask Eddie on the forum) as this is a bigger job. One thing I will say there are a lot of members who totally rebuild their engines to a very high standard making them go better than they did originally also fitting a Series E 4 speed gearbox. So always compare your car with an original which has not been rebuilt. If it goes great like mine "downhill" then the brakes are not binding!" **Alan**: "I have a Series 1 two seater and that will happily take a moderate incline in top gear. It may slow from 40 mph to 30 mph but will continue to plod on thereafter, changing down to second gear will gain a little extra speed but I feel it's not worth the high revs. Try adjusting the timing a little as that can make quite a difference in performance if it not quite right. Happy motoring".

Simon: "Hills/any incline you haven't taken a run-up at is a second gear thing; (assuming you have 3 forwards). As quoted to me... 'these cars are plodders, NOT revers.' 20 mph up hills, some even slower. Take your time and enjoy the world going slowly by 40 mph is fast enough for an 80+ year old." **Steve**: "I have a Series 2 10/4 and is exactly the same. You have to remember that the horse power is not the same as modern cars and so you can't expect the same performance. As Simon says above, take your time and watch the world go by." **Mike**: "I regularly cruised at 55 mph with my 8 saloon in the years preceding the demise of 2 star petrol, even when towing a trailer with up to 5 cwt gross weight plus 4 adults. This was quite OK back in the day, for using motorways, when commercial vehicles could not keep up with the speed limit. Achieving the book figure of 58 mph top speed on the flat is a sure sign that the car is giving its best. More recently I found cruising at 55 mph on the A38, venturing up to Thoresby in my Z van 55 mph would cause some overheating (due to higher burn temperature of modern fuel) this was indicated by a drop of oil pressure from 55 to 40 psi, upon this happening I would slow to 40 mph for about 10 minutes, which would restore the oil pressure and I would then return to blasting it 55 mph! The addition of 'Stay Cool' from Frosts helped to relieve the excess heat problem. With regard to hills, with the 5 cwt plus adults I did get stuck once on the old A361 near South Molton, I took a run at the second of two steep hills, at the base of the hill when doing 55 mph I saw a very old cast iron road sign, which read "Slow moving vehicles engage 1st gear here". At 55 mph I had no chance and only made it half way up the hill. With trailer and passengers removed and a push it continued under its own power. Well, that left the trailer. A kind couple with a VW Golf GTI towed it to the top for us, however 4 of us had to push the trailer to enable him to get away! The journey back saw more weight in the trailer, as a farmer from High Clovelly had kindly given me a lot of Morris 8 parts scattered across the floor of his old milking parlour! He almost ran across the car park at Bideford with the assistance of his walking stick to make the offer!" **Bob**: "Mike you do well at 55 mph. My Series E has roughly the same engine but is a heavier car so 50 is achieved downhill with the wind behind. I have not run in the new Eddie reconditioned engine yet, maybe I can hope for more eventually. 45 is a great cruising speed, it's about as fast as my mind works nowadays. Uphill - 45, 40, 35, 30, 25, and if I am lucky 20 by the summit." Finally back to **Davie & Pauline**: "Thanks everyone, that really puts our minds at rest, we are quite happy going slow. I may have a go at adjusting the timing, but yes, 40 mph is more than fast enough." This post did continue with reminiscences, 100 mph in a Morris but with a V8 engine, etc, etc.

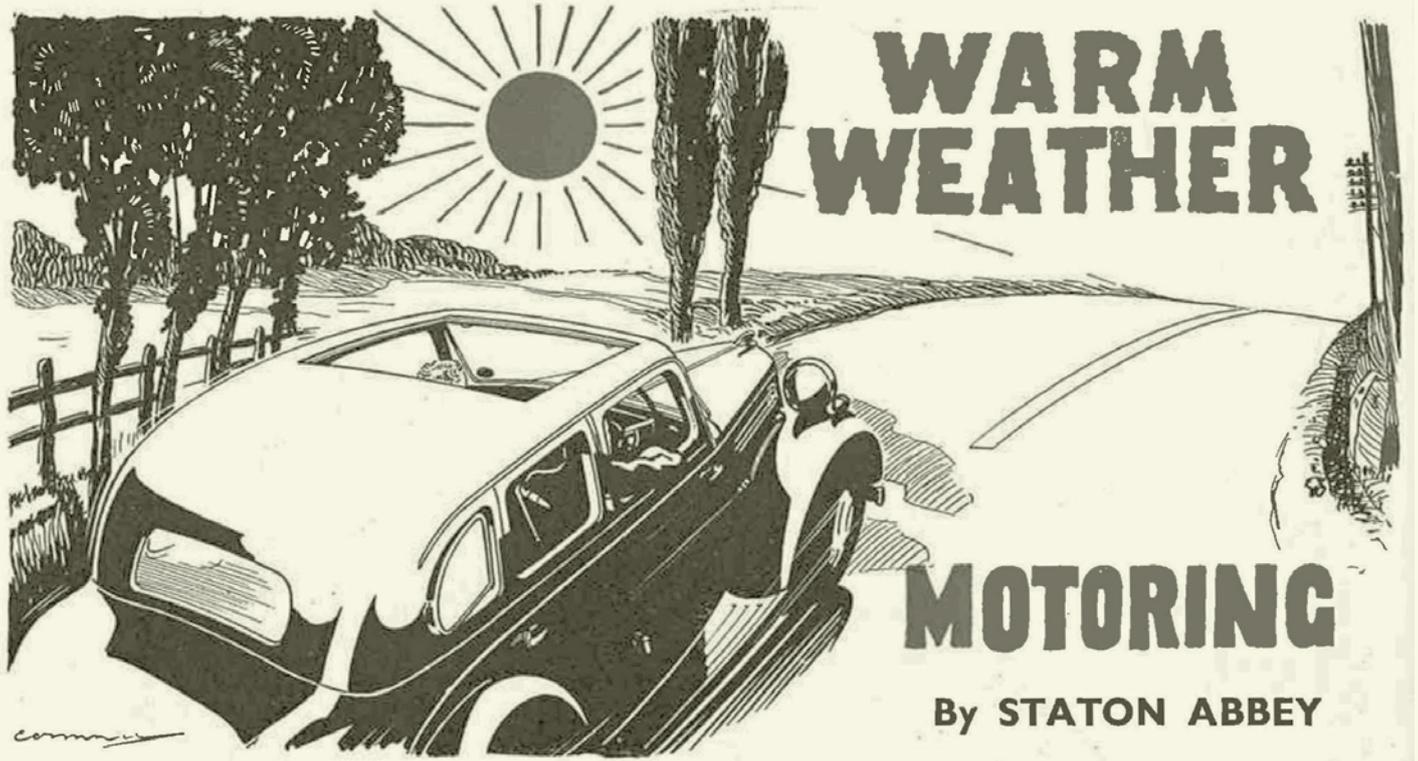
Log on and you could also reminisce on your Morris motoring experiences, you do not need an anorak.

Bob Williams (bob@justwilliams.co.uk)

EDITOR'S NOTE:

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





Hints on points that make for comfort in the car during the Summer weather

THE warmer weather occasionally brings with it one or two minor troubles, chiefly concerned with overheating of the engine and fumes in the interior of the car.

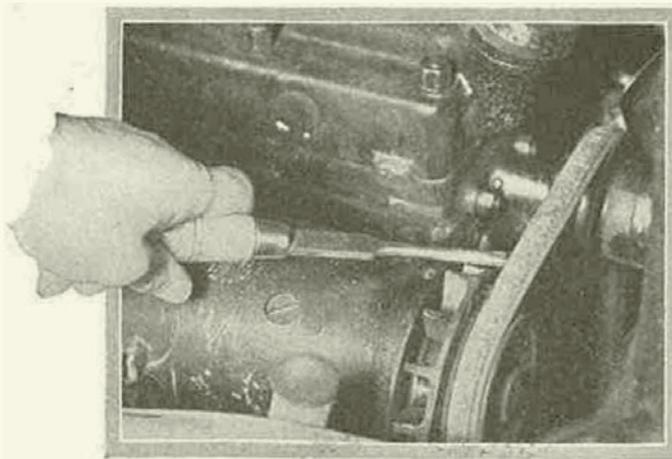
Generally speaking, shortcomings of this nature will be entirely eliminated if the car as a whole is maintained in good condition; an engine badly in need of decarbonising, or mechanical faults such as over-retarded ignition, a faulty fuel pump or choked carburetter filters, a sticking carburetter piston, incorrect tappet clearances, a slipping fan belt, and similar items will all tend to raise the engine temperature and mar the pleasure of a Summer run. It is probably elementary to suggest that if the cooling water boils, the level in the radiator header tank should first be verified. Surprisingly often, however, owners of recent models in which the radiator filler-cap is beneath the bonnet neglect to check the level at regular intervals. Although there may not be any leakage in the cooling system, it should not be forgotten that a certain amount of water is likely to be lost via the overflow pipe during normal running. In ordinary use the level of the water should be inspected at least once a week.

Use Soft Water

If the level is correct, the water passages in the radiator, cylinder block and head may, of course,

be choked by deposits of scale when "hard" water is used for topping-up purposes. A rain-water butt will justify itself in most southern districts.

If a non-standard adjustable thermostat is fitted, adjustment may be found necessary as the weather becomes warmer. Should overheating persist even with the thermostat fully open, it is possible that the use of a corrosive solvent or an unbranded anti-freeze solution during the Winter has put the thermostat out of action, so that it fails to open correctly. A renewal is then called for — fortunately not a very expensive matter. Other faults which are easily overlooked are due to perishing of the rubber water connections. Although a connection may appear outwardly sound, a section of the interior rubber lining of a hose which has seen considerable service may become detached, partially or completely blocking the flow of water. Alternatively, a perished lower radiator



It is important that fan belts should be run at the correct tension during the warmer months

connection on the suction side of a water pump may become limp and collapse at high engine speeds, a state of affairs which, as can be imagined, is easily overlooked.

The average owner does not always appreciate that an important function of the engine oil is to carry away heat from the bearings and pistons. Not only must the grade recommended by the manufacturers be adhered to, but the oil must also be effectively

cooled. Particular care should be taken during the Summer months to keep the exterior of the sump free from deposits of mud, calculated to form an effective insulator.

Additionally, as the sump depends for its cooling mainly on the flow of air past it, care should be taken that the cooling draught is not obstructed by an unnecessarily low placing of a non-standard number-plate, for instance.

Unpleasant Fumes

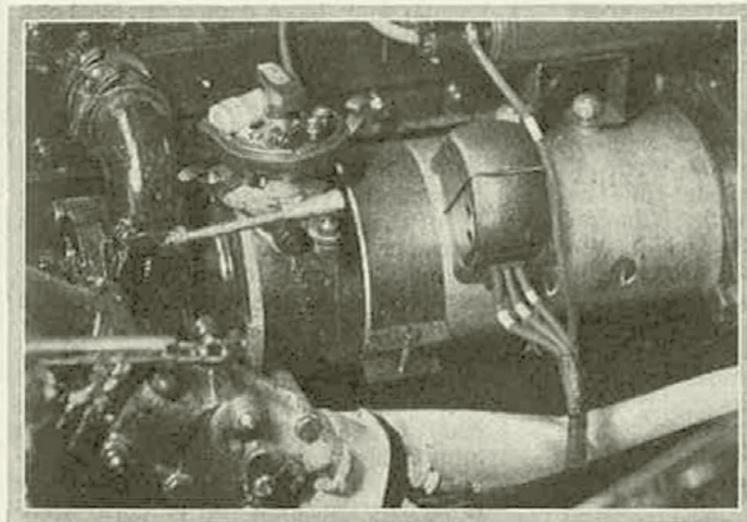
In the majority of cases when an engine becomes overheated, fumes will also be experienced. Often, however, the fumes are due simply to leakage at the various exhaust manifold and silencer joints. Apart from the inconvenience caused by the unpleasant odour of burnt oil fumes, the possibility of the entry of odourless carbon monoxide into the body is a danger which cannot be entirely ruled out.

The best plan is to check the exhaust manifold joints for tightness. A method of discovering any leakage is to inject a liberal quantity of upper cylinder lubricant into the air intake of the carburetter while the engine is running fairly fast; the air intake silencer must, of course, be removed if fitted. Quantities of smoke will appear from the tail pipe, while leakage at any point will quickly be betrayed. It is often a good plan to block up the tail pipe *partially* while making this test in order to increase the back pressure in the exhaust system, not forgetting to remove the obstruction before taking the car on the road!

Apart from leakage from the exhaust system, a fairly fertile cause of fumes is the presence of oil or grease on heated parts of the engine. The obvious remedy is to clean the exterior of the engine thoroughly with paraffin. If it is then started up and ran until it is warm, any source of oil leakage should be apparent, verifying particularly such points as the valve cover gasket; on an overhead-valve engine leakage from the valve cover may result in oil finding its way on to the exhaust pipe, where it will be evaporated with most unpleasant results.

A third source of fumes on the older models is the crankcase breather, from which oily vapour is not infrequently puffed out during running.

In this case, however, the trouble should not be pronounced unless a fairly serious degree of cylinder



A perished lower water connection may collapse under suction and restrict the flow of water

or piston ring wear is present. Apart from fitting new piston rings or reboring the engine, as the case may be, the provision of a fume extractor is usually effective.

The design required will depend upon the particular engine, but proprietary devices are marketed for the majority of Morris models at reasonable prices. It should not be beyond the scope of a practically-minded owner to devise a suitable fitting,

employing a length of metal tubing to lead the fumes away below the level of the chassis, or alternatively directing the oily vapour into the intake of the carburetter, where it will furnish some measure of upper cylinder lubrication.

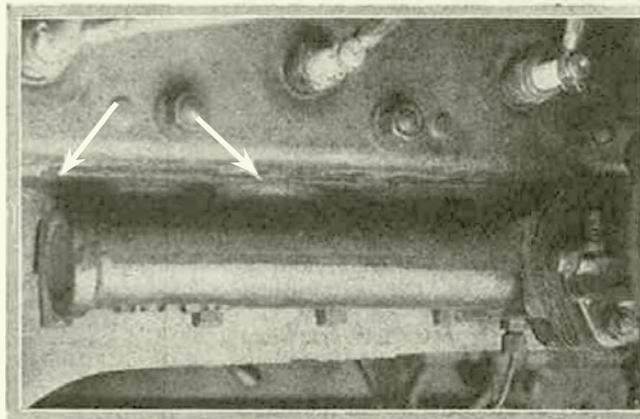
Seal the Apertures

When steps have been taken to minimise the fumes at their source, attention can be turned to preventing the entry of hot, fume-laden air into the body of the car. Owners of elderly cars can usefully study modern models, on which care is taken to seal all apertures connecting the interior of the body with the under-bonnet region.

A really close-fitting carpet is the first essential, while a rubberised felt underlay is also advisable if the floorboards do not fit closely. The points at which the pedals and control rods pass through the scuttle can be effectively sealed by means of collapsible gaiters or bags made from rubber, leather or even stout cloth, secured around the shank of the pedal and tacked or clamped to the forward face of the scuttle, leaving sufficient slackness to allow free operation of the pedal.

In a saloon a great deal can be done to keep the interior cool and fresh, without causing draughts, by experimenting with different openings of windscreen, windows and sunshine roof; draught-free ventilation

devices on modern models still further simplify the problem. It is worth remembering, incidentally, that an open car will usually be cooler on a really hot day if the hood is raised. A worthwhile modification which can be carried out at a moderate cost is to render a section of the rear panel of the hood detachable. With this panel rolled up and secured, one obtains very pleasant motoring on a hot Summer's day.



Exhaust manifold gaskets (indicated by the arrows) should be inspected for leakage

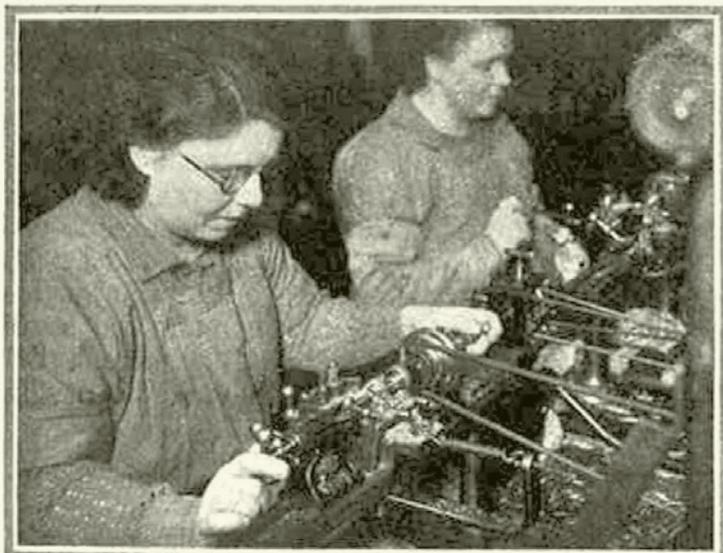
The Story Behind Your Carburetter

*An insight
into the care
and precision
with which
S.U. carburetters
are made
and assembled*

□ □
By
F. L. M. Harris



Machining jet needles



FROM the very early days of motoring I was always suspicious of carburetters which contained any moving parts other than the carburetter butterfly. Then about ten years ago I bought my first Morris fitted with an S.U. carburetter and, in the words of the Pears advertisement, since then I have used no other. I have owned a number of MGs with two of these carburetters on them and not a scrap of trouble has come my way.

I never tinker with carburetters. About once a month I remove the oil cap nut from the top of the suction chamber and pour in two or three drops of very thin machine oil. About once a quarter I remove the filter from the back of the petrol pump union, clean it and replace it. This explains part of my ten years' freedom from carburetter bothers, the remainder being attributable to the astounding pains which are taken at the S.U. factory to make sure that in the hands of a reasonable owner the carburetter will never go wrong.

When I visited the Works in Birmingham a few weeks ago I expected to find quite a small place. After all, carburetters are not very big things and the market for them is not limitless. I found, however, a factory with a floor space of 81,000 sq.ft., employing between 400 and 450 men and women and containing machinery as perfect as any that can be found in Britain.

Difficult Machining

The S.U. carburetter is not easy to make, on account of the need for absolute concentricity of the parts. If you look at a section through the carburetter you will see that a piston rises and falls, taking with it a tapered needle which passes through the jet. Above the piston is a suction disc which forms part of it and a piston rod

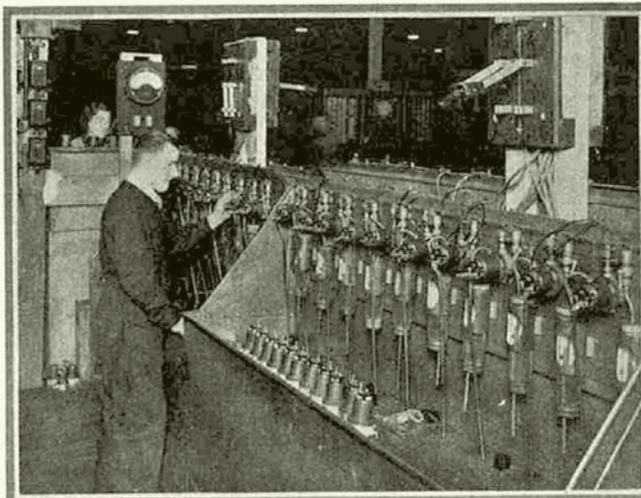
which guides the piston's travel. Needle, piston, disc and rod have to be concentric to a limit finer than I can express without going to so many places of decimals that the figures would stray on to the next line. You will get an idea of the extremes to which accuracy has to be taken when I explain that the steel piston rods have to be correct in dimensions to one-half of one-tenth of one-thousandth of an inch! They work in a cast-iron bush which is pressed into the zinc-base die-cast body of the suction chamber, it being a well-known fact that hardened steel working against cast iron provides a bearing surface which, when lightly stressed, is almost everlasting. I tested the fit of a piston rod in its bush. The fit is so good that it will slide through of its own weight, but if you put your thumb over the end of the bush the rod can be neither pushed in nor pulled out, because the sliding fit is absolutely air-tight — even when the parts are entirely free from oil. So don't let the oil hole in the brass cap nut get clogged with dirt or the piston will be prevented from rising and falling.

The Jet Needle

The piston rod is pressed into the top of the piston, and the jet needle, as you probably know, fits into the bottom. This needle must pass through the jet

Without touching the sides of the tiny hole, and it is not given a straightforward taper but has varying diameters along its length to meet the particular needs of an engine.

The needles are made on grinding machines, the carborundum wheels of which are kept true by diamond cutters. Setting up one of these machines in readiness for the production of a batch of needles is such a long and delicate task that it is not justifiable for a smaller



S.U. electric petrol pumps on test

batch of identical needles than 10,000. If a less quantity is required they are made one at a time on a special type of jeweller's lathe.

The finished needles are measured at one-eighth inch intervals all along their length and have to be accurate in diameter to $2\frac{1}{4}$ -tenths of one-thousandth of an inch.

I asked if equally small tolerances applied to the other parts and learnt that even the biggest component in the assembly, namely the suction chamber body, is manufactured true to plus or minus half one-thousandth of an inch.

A Cleaning Hint

Sometimes with certain fuels a deposit may form on the inner walls of the suction chamber, although I have never experienced this myself. To remove it you take out the screws which hold the suction chamber to the body and wipe its inner walls with a petrol-soaked rag.* Readers who may essay this task will handle the suction chamber with special care when they realise that at the factory it is polished before the final machining operation in case the heat set up by mechanical polishing should distort it by some infinitesimal amount.

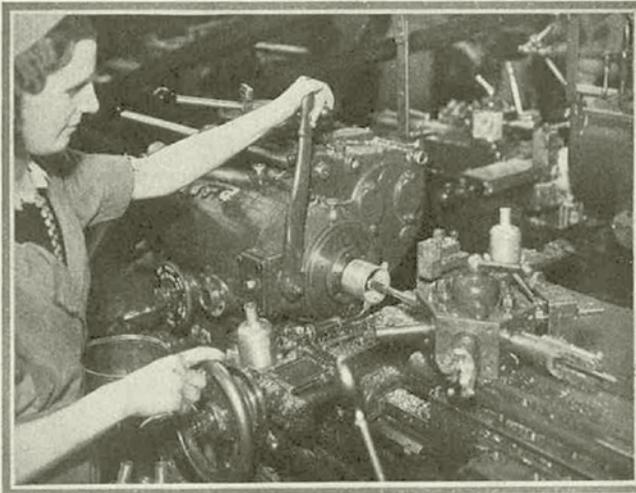
I saw jets, floats, filters, cap nuts, throttle butterflies and so forth in production and watched them being assembled by dainty fingers which handled them with the care of a watch-maker.

Every week the factory produces 4000 carburetters and 4000 petrol pumps. The pumps are naturally a department of their own and are much easier to make than the carburetters, although again one finds inspectors talking in terms of fractions of a thousandth of an inch. I asked how the fifteen-shilling replacement scheme for the pumps was working and learnt that motorists are finding it a great convenience to be able to trade-in a well-worn pump at one of the 200 service depots and obtain one fresh from the factory. The returned pumps are entirely stripped and are reassembled under the same conditions as new pumps, all defective parts being replaced.

Before an S.U. petrol pump goes to the dispatch department it is set to work for fifteen minutes pumping paraffin, which it lifts from a tank about 3 ft. below.

Testing

The part of the factory which fascinated me most was



S.U. electric petrol pumps on test

the test shop, where there is equipment for solving every carburation problem and for making the most searching investigations of the characteristics of an engine. At the time of my visit there was a Morris Ten engine "under the microscope". It was on a test bench with a revolution counter to show its speed and a brake to reveal the power it was developing. Petrol was fed to the carburetter through a flow-meter and air through a large-diameter

pipe connected with a kind of gasometer so that the man in charge could see exactly what weight of petrol and air the engine was consuming at different crankshaft speeds and different power outputs. The water and oil temperatures were controlled, whilst a special indicator showed the exact ignition timing point of each of the four cylinders.

Petrol/air mixtures are measured in terms of so many lb., an average ratio being 1 lb. of petrol to $13\frac{1}{2}$ lb. of air. A very good ratio is 1 to 15, and an exceptional engine under certain conditions will give a reasonable power output on a petrol/air ratio of 1 to 20.

Leaving the test shop, I asked Mr. T. C. Skinner, the Managing Director, how it came about that his products are known by the trade name S.U. I learnt that it is an abbreviation of Skinner and Union, which took us back to 1904, when Mr. Skinner and his brother, Mr. G. H. Skinner, were working on a carburetter which they called the Union. It sprang from experiments which they made on an old Star car and was patented in 1906. One of the first manufacturers to adopt the S.U. carburetter as standard was Wolseley, who used it in 1911. Lord Nuffield bought the company in 1927 and S.U. carburetters are now standard not only on Morris, Wolseley and M.G., but on Alvis, Bentley, Daintier, Rover, S.S. and other British cars.

Not on View

As Mr. Skinner shepherded me towards the exit from the factory I noticed him edging me away from a department where a lot of people were working on components much larger than any that one finds in a motorcar carburetter. It was the hush-hush department of the factory, where they make components for service aircraft engines, including carburetters for the Rolls-Royce Merlin.



Soldering on main jet yokes

* Owners are not advised to disturb the suction chamber, which leaves the Works sealed.

THE GYROSCOPIC CAR

In a recent issue there appeared a description of a gyroscopic vehicle discovered at the Wolseley Works. Here are a few notes on the principles and desirability, or otherwise, of the single track vehicle, by its designer, Mr. P. Schilovsky.

TWENTY-FIVE to thirty years ago the gyroscope was only a laboratory instrument; its practical application was uncertain. Brennan's idea of running railway coaches on a single track did not materialise as a practical business proposition, nor did Schlick's attempt to stabilise ships. During the subsequent years much has changed; gyroscopic guiding instruments in aviation are now compulsory on every modern aeroplane. The turn indicator, the gyro directional and the gyro horizon are routine instruments without which long flights would be almost inadmissible.

The gyroscope now in use is, however, a small instrument extremely sensitive and reactionable to every displacement of the body to which it is attached; it does not stabilise anything.

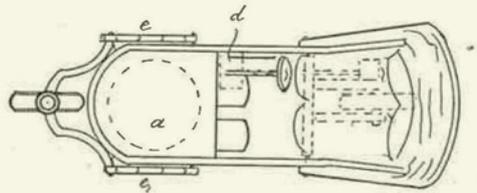
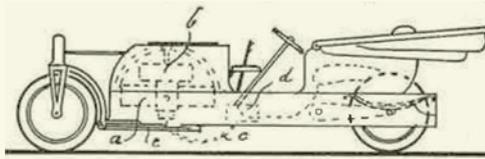
Stabilising gyroscopes are a separate class of large powerful rotating discs attached to movable bodies; vehicles; ships. Though they constitute only 1% of ships' displacement and in land vehicles five per cent. of their weight, the fast rotation imparted to them makes them dominate the inert masses of the given ship or vehicle; their "gyroscopic couple", their stabilising capacity — counteracts the gravity couple, which in an unstable mono-track car tends naturally to overturn it.

The Reason for it

A large two-wheeled gyroscopic car was constructed in 1912. One may ask, what is the point of making a car run, not on four, but on two wheels at the expense of adding to its framework complicated, heavy and costly rotating devices?

The answer to this cardinal question is simple: consider the bicycle. Fifty to sixty years ago it did not exist; what were in use were heavy and cumbersome three and four-wheeled "velocipedes"; you can see them in the collection at the Science Museum; they still exist in a modified form as commercial vehicles carrying light goods on good roads.

The first velocipede on two wheels, when it was constructed and publicly used, completely superseded all other types. Science teaches us that in propulsion of vehicles any resistance acting on it must be reduced to a minimum; some improvement as to air friction in this direction was achieved by the construction of streamlined cars. But resistance, besides air



A suggested small car incorporating a gyroscope

and friction in bearings, is created by jerks and lateral slides to which the vehicle is subject on an insufficiently even road, particularly if the running speed is high. The two-wheeled bicycle has only one up and down movement, created by the unevenness on the line followed by its wheels. It does not experience the lateral jerks which absorb about 30% of the propulsion force in a four-wheeled vehicle.

The same law of locomotion applies to the cars. On an even road and slow run the resistance takes a small percentage of propulsion force (or practically — of quantity of fuel); on medium roads and increased speed this percentage is raised, at high speeds it comes to the 30% mentioned. One can feel the special smoothness of a two-wheeled car on a good road, but its future lies for country and colonial use.

What is necessary is some simple mechanism that could balance a motorcar in the same way as the cyclist balances his machine; for the motorcar is too heavy, and the human brain must be helped by some mechanical device. The only scientific device that could be of use is the gyroscope.

We see the gyroscope (a) located in the middle of the vehicle. It is supported in a frame pivoted to the car's main frame. The gyro in the model of 1912 was driven electrically. the gyro rotates horizontally, but if a couple is imparted tending to turn down or up the side of the vehicle the rotating gyro (its s.c. precessional torque) opposes to it; the gyro's momentum does not attempt to change the plane of its rotation — its direction of spin. If the turning couple is increased, the gyro still resists, but slowly turns round its pivots.

The calculation of a gyro's

dimensions and its speed must be such as not to let the vehicle precess over, say, 45 degrees in response to the heaviest couple which might be met in practice: wind, change of places by passengers, etc. 5% of relative weights is sufficient, when the speed is produced by a force equal to about 5 to 8 % of the engine's horse-power. Thus constructed, the mono-track car can be compared, as far as stability is concerned, to a boat on water.

Therefore, from the point of view of losses in weight and in power rotating the gyro, everything stands satisfactorily.

The question of curves is settled by an additional device, increasing the gyro's pendulous suspension on the curve developing in the direction of gyro's run.

But there was one condition which was not fulfilled in the Schilovsky first construction: the car was the first attempt to open new horizons in locomotive construction, there was no experience at the disposal of the constructors: the Schilovsky car was abnormally heavy. This drawback deterred many from the practical application of the idea, and the car, which caused a great stir in April and May, 1914, did not materialise as a practical commercial achievement.

Future Development

Is there a possibility that the principle should be recovered? This question may be answered only by engineer-constructors: will they find it possible to fit a car with a gyroscope whose weight should not exceed the combined weights of the then unnecessary two wheels, differential, and a framework that does not need to guard against lateral shocks? The gyroscope might be able, perhaps, to replace the usual flywheel of the main engine, and be driven by the main engine itself.

If this drawback of weight could be eliminated, the actual advantages of increased speed, smoothness, easier manipulation and decrease of danger from skids, etc., as well as the economy of fuel, are facts that every motorist will appreciate.

The sketch above gives some idea of a cheap, small car built on those lines, which seems likely to be of rather more practical use than the gyroscopic car of 1912.

The gyro (a) is driven by an aviation type multi-cylinder main engine (b). Through a flexible shaft (c) the rotation is transmitted to the gearbox (d).

HERE THERE AND EVERYWHERE



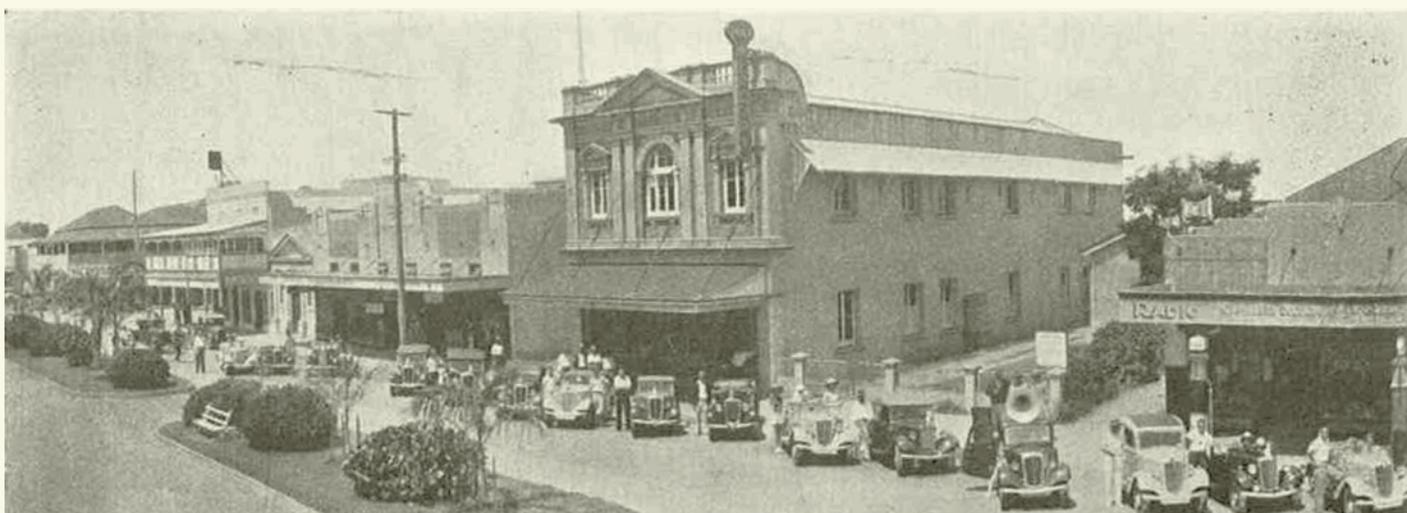
CHILDREN'S OUTING

WE have been asked to make known that motorists are again being invited to help in the transport of parties of young children for a day by the sea at East Mersea, on the coast below Colchester. The arrangements for this, the sixth annual children's car party, are in the hands of Mr. Gordon Fagg, of Junker House, Pocock Street, Blackfriars Road, London, S.E.1, to whom all offers of assistance should be made. The selected dates are Sunday, 4th June, Saturday, 10th June, and Sunday, 11th June, and the parties leave Southwark at 9.30 a.m. and return by 8 p.m. Ages of the small passengers range from six to thirteen years,



THE J.C.C. BROOKLANDS RALLY — An exponent in the Monte Carlo test: C. P. Spencer Harry in a Morris Eight

so that four can easily be accommodated in two seats, and their motoring hosts can give them tea and a small souvenir of their day's outing at a cost of 10d. per head should they so desire. The children take their own lunches.



THE MORRIS 8/40 RALLY AT MACKAY, QUEENSLAND — This event was organised by Frendeley Motors, of Mackay, on behalf of Howards Ltd., of Brisbane, Zone Distributors for Morris vehicles. Mackay now has its "8/40" Club

The complete edition of The Morris Owner for May 1939 is available as a pdf on the website.

Other items of interest include:

- Norway's Fords and Fjords (in a Morris Eight)
- From Cradle to Cockpit (bio of George Eyston)
- Why I go to the Morris Owner Rally

Pictures from the Past

Presented by Ken Martin



The 1933 Edinburgh & District Motor Club's 'Scottish Six-Days Trial' took place from 15th to 20th May and here Tom Wagner is seen in his nearly-new Morris Minor Two-Seater, climbing Amulree Hill between Crieff and Aberfeldy in Perthshire. The Light Car magazine reporter praised the performances of the car and driver who was awarded a Silver Cup. Wagner used Morris Minors in the main motor sporting trials more than anyone else; with 24 entries recorded in contemporary publications between 1933 and 1938. He also entered some trials in a Triumph and a Morgan.

[Motor Sport Images LAT Plate C321]



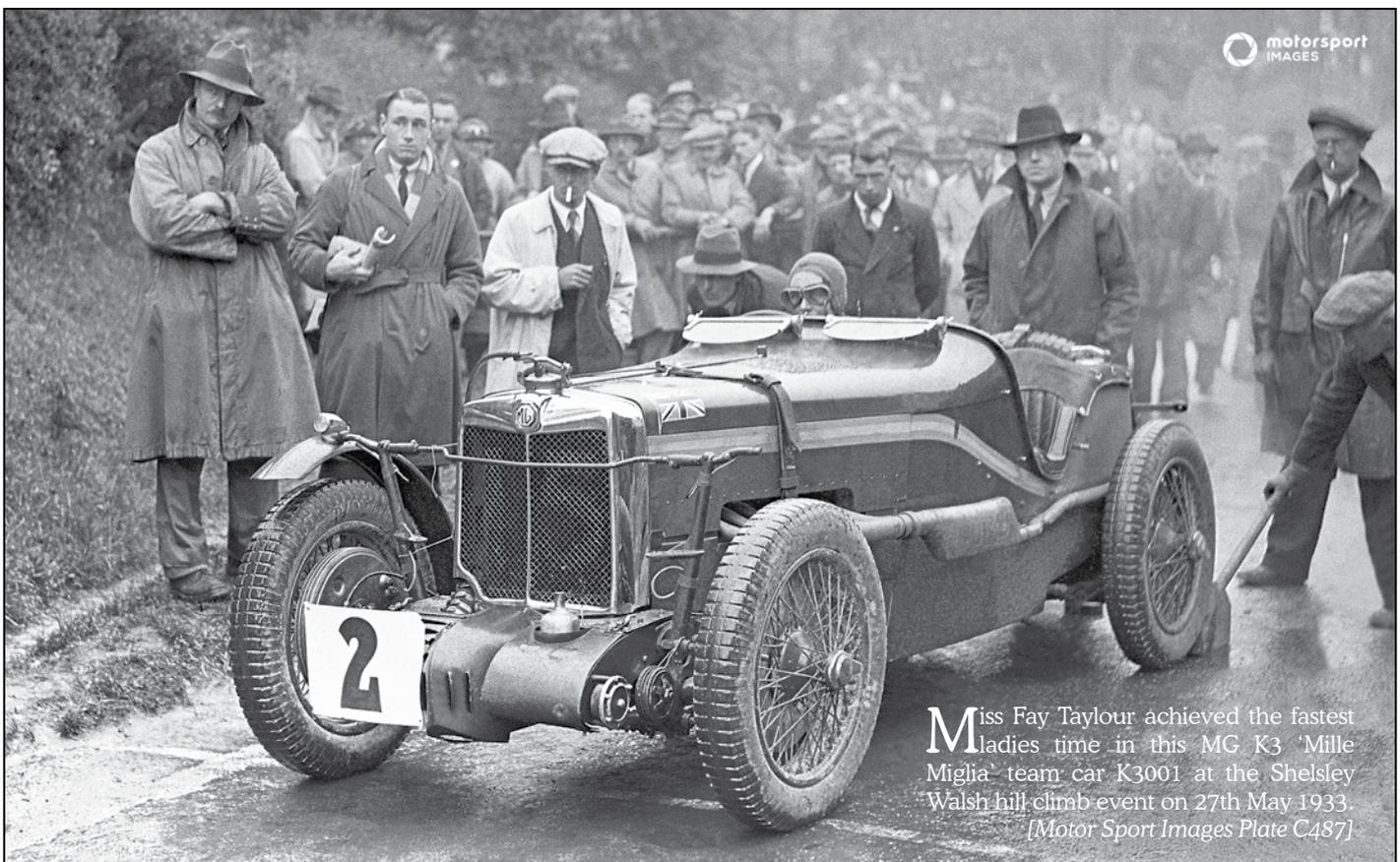
 motorsport
IMAGES

This photograph shows a 1931 MG 18/80 Mk II Drop-Head Coupé beside a British De Haviland DH 80A three-seater 'Puss Moth' at Stag Lane aerodrome, the home of the De Haviland Aircraft Company in London NW9. The MG has a 2468cc 6-cylinder ohc engine and 4-speed gearbox giving it good performance and a top speed of nearly 80mph. The K Series MG Magnettes in saloon, tourer and coupé forms with smaller 6-cylinder engines replaced the 18/80, and the very successful supercharged MG K3 racing sports car shown opposite was developed on the same running chassis. [Ken Martin's Collection]





Eighty years ago, in May 1939, Morris Motors Ltd became the first British car manufacturer to make one million cars. The symbolic 1,000,000th car - a Morris 14 - is shown here at Grosvenor House with Lord Nuffield / William Morris who is handing the car over to Captain Eric Waley OBE, Chairman of Guy's Hospital Appeal Committee. The car was offered as a prize in a special draw with the proceeds going to the Ladies association of Guy's Hospital. Tickets could be purchased from Morris distributors and dealers for one shilling.
 [Motor Sport Images Autocar Print 39-05-24 P924]



Miss Fay Tylour achieved the fastest ladies time in this MG K3 'Mille Miglia' team car K3001 at the Shelsley Walsh hill climb event on 27th May 1933.
 [Motor Sport Images Plate C487]

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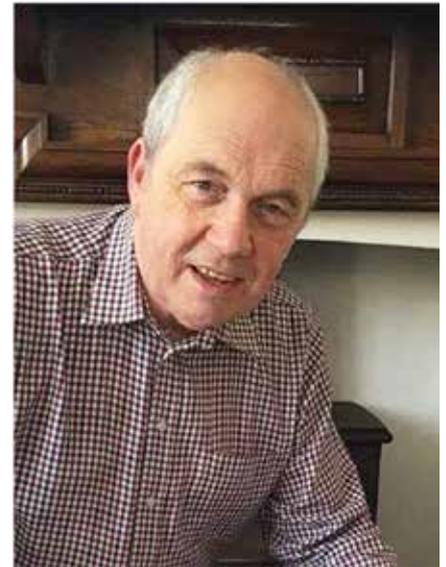


Tony Gamble - A true Minor enthusiast!

Tony Gamble (pictured right) has been involved with Morris Minors since the early 1970s. An unremarkable fact you might think, after all there are at least four other Pre-war Minor Network members who have owned their current cars since the sixties. What differentiates Tony from this elite bunch is that in the intervening 45-year period over 20 Minors have passed through his hands, the majority arriving as non-runners or basket cases, while leaving his Selby, North Yorks workshop further down the line, either as complete cars or near-finished projects. An observer from the side-lines might believe that his mission, (some might call it an obsession!) was to ensure that as many derelict Minors as possible were returned to the road, or at least placed in the hands of fellow enthusiasts who would complete their resurrection. If that was his objective or motivation, then it has been an unqualified success! Indeed, such is his passion for the Minor that at one point in the early years of this millennium he owned an example of all the short-wheel-base versions, including a 5-cwt van and a replica Fire Tender, something that had probably never occurred previously or is likely to happen again.

As can be seen by the illustrations accompanying this article, he doesn't favour any one model, that is so long as the wrecks he hauls into his workshop commenced life as a Minor. Although any list of cars that have passed through Tony's hands will show a strong bias towards the 1929-1931 overhead-valve engine cars, he has also owned three side-valve models, a photo of one such car heading-up this piece. Prior to commencing this article, the author contacted Tony requesting a list of Minors he had owned. After a short delay, such a list was forthcoming with an addendum stating that it was far from complete as there had been others for which he had not recorded details or taken photos. Therefore, what is recorded here represents just a proportion, albeit a sizeable one, of the cars that have passed through his hands.

Now retired, Tony is a qualified civil engineer by profession who specialised in pre-stressed concrete structures when practising. While understanding the properties of concrete has not been of much assistance with the many Minor re-building tasks he has undertaken down the years, this restoration work has, over time, equipped him with numerous new, non-concrete related skills, among the most recent of these being that of carpentry. In the past Tony repaired his Minor bodies by replacing rotted and damaged



A 1975 photo of a 1931 scuttle-tank side valve saloon with Tony's young son onboard



UD 2682: 1930 Minor Fire Tender replica



SK 1508: 1928 Minor Fabric Saloon

timbers as required. Then, about five years ago he purchased an Enrique Llinares ash frame body kit for a CMS Minor special. The body was successfully constructed and attached to a fully rebuilt rolling chassis before being moved on. Having thoroughly enjoyed the experience of assembling the CMS body he decided to construct a Tourer body from scratch, employing his previously gained body repair skills, while coupling this with the precision element garnered while assembling the CMS body frame. Further body construction projects have followed as a result. Apart from the CMS, another special bodied rolling chassis is currently nearing completion in Tony's workshop. This one features a replica Arrow Two-seater body, originally constructed by well-known Cumbrian restorer, Garry Waiting. When finished it will become the first Arrow bodied Minor (albeit a replica) to be seen on the road for many years, as none are believed to have survived. When completed this will represent a further notable achievement, to add to an already extensive list. The CMS and Arrow are far from the only interesting cars to pass through that small corner of North Yorkshire. A rare Holden bodied Fabric Saloon was imported from Australia in the early years of the last decade, while a newly completed and beautifully built Semi-Sports was exported to a Maltese Morris enthusiast in 2018. At the turn of the millennium a very early, 1928 built, Fabric Saloon was purchased from a museum collection and remained with Tony for 15 years, something of a record, as most cars have relatively short stays in Selby.

Another long-termer was UD 2682, a replica fire tender that started life as a saloon. Tony acquired the car from its restorer



Enrique Llinares CMS body mounted upon ex Coachbuilt Saloon chassis



1930 replica Arrow bodied Minor



1929 Holden bodied Fabric Saloon – an Australian import



1930 Semi-Sports ground-up restoration – exported to Malta 2018

who had managed to persuade the DVLA to re-issue the original March 1929 Morris prototype fire-tender registration, despite the replica's saloon chassis being laid-down in May 1930. There have been many others, both open cars and saloons, the one common factor being their Minor name and that most of them went on to become roadworthy specimens. Tony did succumb to the lure of a very pretty Swallow bodied Austin Seven back in 2010 but enlightenment rapidly won the day and the sun shone over Selby once again.

An important by-product of Tony's Minor prolificacy is the knowledge he has gathered over the past 45 years. In his own quiet way this mastery of all things Minor has been freely passed on to fellow enthusiasts both via the PWMN forum and personal contacts. There have been rumours of late that he is contemplating hanging up his spanners, not a prospect the Minor community would welcome, although surely not before examples of the long-wheel-base Minors have passed through his workshop. After all, being the first to own a complete 'Box set' of Minors would be a fitting accolade to a man who for almost half a century has waved the model's flag.



Top Right:
1930 Tourer body under restoration (2018)
Below Right:
Not a Minor!

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Morris Eight Differential Rebuild

(Part 3)

Simon Hadley

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

5. Removing Bearings from Crown Wheel Assembly

With the crown wheel teeth facing upwards, start by removing the large hex nut which was left finger-tight earlier, then its locking washer underneath, and then simply slide the bearing up and off.

Now turn the crown wheel over and remove the second large nut and lock washer — see picture sequence on the right.



Turn over once more and remove the split pins from the six bolts on the differential gear housing.

Grip the crown wheel in the vice, making sure to use soft rubber vice guards to fully protect its teeth.

Now mark the housing for alignment during reassembly. In fact the housing is already marked, but the marks may be difficult to see so it is good practice to make your own.

Remove all six nuts — see sequence on the left.



With a copper mallet and brass drift, gently knock back each of the six bolts in line with the housing as far as possible. The shanks of these bolts are a good fit.



Now separate the differential gear housing from the crown wheel, which is a tight fit and may need help by way of a copper mallet and a little gentle tapping.



Lift the differential gear (sun and planet) housing from the crown wheel with bearing attached (bottom left picture).

The crown wheel gear is now separated.

Lift the top sun gear off the two smaller planet gears, which sit on a shaft together. Now remove the planet shaft with its two small gears that sit on top of the bottom sun gear. Note that there is a locating dowel pin in this shaft to prevent it from turning in the housing. This can be fiddly to prise up and out (pin visible at right end of shaft in right picture below).



You can now remove the bottom sun gear from the housing.



A puller is needed to remove the second bearing from the differential gear housing as it is a close fit, see picture left.

With this bearing pulled off the differential is now completely stripped, ready for cleaning, inspection and later reassembly.

Once laid out on a table (minus some bolts and nuts kept in a plastic tub) it does not look too frightening.

Once the diff was on the bench the above took less than three hours, despite two cups of tea and copious note- and photograph-taking.



to be continued

practical CLASSICS
CLASSIC CAR & RESTORATION SHOW
 With **Discovery**

Some 28,000 visitors are reported to have been at the NEC for the 2019 Classic Car and Restoration Show, about the same number as last year. Shown on the left hand page, the club stand featured the loan car, Bill Giles' Cowley pick-up, John Bowen's 1932 Minor two-seater, Ben Gadsby's Eight, and Future Classics b65's "Serious E" V8 street rod. The opposite page shows a selection of other vehicles, with the incomplete or barn find cars, as ever, attracting most interest. How many can you identify?



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The Morris Mirror

Tom Bourne

In the January issue of Morris Monthly, Chris Lambert drew our attention to the many products of the Morris Oxford Press at Cowley. This sent my fingers walking along the bookshelf looking for other examples, and I happened upon a lesser-known product of the Press, "The Morris Mirror", of which I have four issues dating from 1945 - 47. Subtitled "Reflecting on Happenings and Opinions in the Cars Branch of the Nuffield Organisation", this little A5 size in-house monthly magazine seems to have been introduced in January 1940 as a morale-booster for the workforce during the coming years of wartime austerity. The staff would pay the princely sum of one penny for this magazine, and because of its cheap and ephemeral nature, it is just the sort of publication that is not likely to have survived very well into the collectors' era. The quality of the paper is very poor, in keeping with the War Economy Standard of the time.

One will search in vain in this magazine for technical detail about Morris cars. Other than an occasional mention of cars, this is strictly a house magazine of general interest to the staff, it is about the people who made the cars and what was important to them. For the previous 5 years of course, they had not made many cars, but had been flat out repairing making tanks and making and repairing aeroplanes. Although three quarters of the regular Cowley workforce had been called away for active service, employment at Cowley during the war swelled to 10,000, more than double its peacetime number.

The cover photo to the March 1945 issue features a visit to Cowley by American film magnate Sam Goldwyn. The car in this photo is a 1913 Morris Oxford standard model, and Sam Goldwyn is seen posing behind the ciné camera on the right of the photo. Sitting in the driver's seat is Mr. R.W. Barnes, head of the Nuffield Organisation Photographic Department. With the end of World War 2 in Europe only a couple of months away, the new Public Relations Executive at Cowley had done well to land an important visitor like Goldwyn, and where better to photograph a film magnate like him than in Cowley's own film studios? This photograph was taken on 1st March 1945, and the negative is in the Cowley photographic archive collection at the British Motor Museum. The visit was also recorded in the Oxford Mail on 2nd March 1945.

The editor of Morris Mirror, W.J.F. McKay, comments in his editorial on the size of industrial output in America, and goes on: "On our side we should look at the stupendous war effort of our people. We have, in proportion to the size and population of our country, never been behind the USA in our production. We have, in fact, achieved miracles. Just as an example, take the wonderful structure which became known as the 'Mulberry Docks', made in this country and towed across the Channel. No one has ever done anything like it before. We can do things, and we do do them. Where we do not shine is in our failure to properly publicise them. Sam Goldwyn, the film magnate, came to see the factory a few days ago to see for himself. He was surprised, as indeed are most people, at what we have done and are still doing."

A fictional "Claude the Canteen Cat" has a full page in every issue, commenting on personalities and current affairs. He says of the Goldwyn visit: "Believe it or not, folks, I'm for Hollywood. As you may have heard, the great Sam Goldwyn visited the Factory the other day, and as soon as he got to the canteen he asked for me. I was over in CRU at the time helping George Truss count some hexeter-headed nuts, but thanks to the efficient signaling system in use in that department I soon got the news that I was wanted. 'Hello Sam' I said in my best Tommy Handley manner, offering my paw at the same time. 'I'm sure glad to have you know me.'

He was tremendously impressed and asked me if I would like to be a Goldwyn Girl".

Claude then adds a PS to his article: "Have just received a wire from the Goldwyn merchant: 'understand you are a male cat. Must withdraw my offer as you have no sex appeal'. I expect



Above:

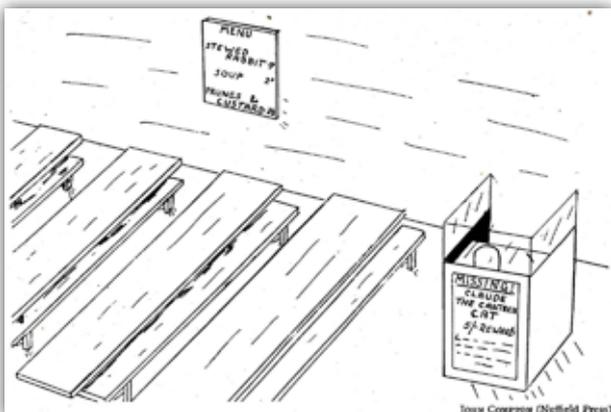
Front page, Morris Mirror March 1945

Below Left:

Claude also featured in his own cartoon!

Below Right:

Claude the Canteen Cat had his own page!



Claude the Canteen Cat

BELIEVE it or not, folks—I'm for Hollywood. As you may have heard, the great Sam Goldwyn visited the Factory the other day, and as soon as he got to the Canteen he asked for me. I was over in C.R.U. at the time helping George Truss count some hexeter-headed nuts, but thanks to the efficient signalling system in use in that department, I soon got the news that I was wanted. "Hello Sam," I said in my best Tommy Handley manner, offering my paw at the same time. "I'm sure glad to have you know me." He was tremendously impressed and asked me if I would like to be a Goldwyn Girl.

A Film Judy

I pointed out how difficult that was going to be, but he said difficulties to him were easy, it was the impossible which took a little longer. He said I was bound to feel at home in Hollywood and, in fact, was so charming, that I thought it best not to go into details especially as there were so many people about at the time, and it is rather a delicate matter, after all.

So I thought it best to accept his offer gratefully and I am now waiting for my contract to sign. I shall stipulate that my manager, Judy Fuller, shall go with me. I'll bet he'll be a riot over there.

Mind you I shall be sorry to go—I've made lots of nice friends at Cowley, and I shall miss them all terribly, especially Tom Burgess, who always brings me a bit of fish on Fridays. However, if the worst comes to the worst and I don't make good I can always come back and be rehabilitated.

I have made arrangements with the Editor to cable you my impressions of life in Hollywood, so look in the *Mirror* for some sensational stories.

Shilling Extra

New for the rest of the month's news. I went to the Power Plant's dinner and dance as the guest of Bob Moore, and I must say he looked after me very well until he fell off the stage during the Charity Raffle. After that I didn't see him. I think the band must have come from St. Dunstan's as I heard someone saying that they were all blind, but I thought they played very well, and if only they had set Miss Dunstan's speech to music I might have understood it better.

I went over to the barber's the other day to have my whiskers trimmed, and there met Bob Brooker, who told me all about the Services Fund and the Grand Sweepstake they are going to run on the Derby, which



he says is a horse race. (I wonder how he found that out?) Anyway, the first prize is going to be £100, which will come in handy for the holidays (if any). Not that £100 is much—I expect I shall get more than that per day in Hollywood, but, like the Canteen tea, it's better than nothing.

A Rise in Beer

On Sunday mornings I usually take a stroll up to the Clubhouse to watch the Bar Committee taking stock, and I never fail to get a thrill at the way Mr. Badger balances full barrels of Simonsa Ltd. on his head and runs up and down stairs with them.

Talking about the Club, I was sorry I missed seeing my old pal Harry Sherwood make his amazing score of 15 to win a skittles match for Service Dept. When it comes to doing the impossible Goldwyn has nothing on Harry.

I'm afraid I shall have to hurry away now as I understand Plum Warner is going to give another pep talk to the fellows on the Wing Section, and I don't want to miss that. It's nearly as good as being in the City Council, which I believe is the ambition of all our Shop Stewards at the present moment. I am looking forward to the time when Alderman Charlie slips on the vermilion robes of the Mayor. Oh boy, what a banquet!

Well, good-bye folks, I hope you will follow my career as a film star, and the good times at Cowley will always be a happy memory of

CLAUDE THE CAT.

P.S. Have just received a wire from the Goldwyn merchant: "Understand you are a male cat. Must withdraw my offer as you have no sex appeal." That's all he knows! I expect he saw the picture of Mr. Barnes, and thought that if all the Cowley people look like that in pictures Garry Cooper will resign from sheer jealousy, and he dare not take the risk of including me, or all the old cats would resign!

he saw the picture of Mr. Barnes and thought that if all the Cowley people look like that in pictures Gary Cooper will resign, and he dare not take the risk of including me or all the old cats would resign!"

On the last day of February, the staff of The Nuffield Press (as the Morris Oxford Press was re-named in 1942) said farewell to the retiring Composing Room Overseer Mr. Frank Death, after eighteen years of service. He was one of the founder members of the staff of the Press, and took credit for the high-class typography of the plant due to his handling of the composing room. On a sadder note, Monty Bowen of the Service Department died on the 22nd February aged 65. He was one of the Company's faithful and most respected servants, having worked twenty-eight years at Cowley. For the Service Department, this would mark the loss of a link with those very early days of hard work which laid the foundations for success still enjoyed by the plant.

The Power Plant Department held its first Dinner Dance on the 23rd February at the Clubhouse. 215 guests sat down for dinner, and entertainment was provided by the department's own "Super Original" cabaret, including Minnie and Flossie who came along at great expense from Garsington-on-the-Mud.

Sidney Horniblow joined the Nuffield Organisation on New Year's Day 1945 as Public Relations Executive. He congratulates the editor, saying that Morris Mirror is "one of the brightest house magazines I have read". He goes on to make a plea for contributions of letters or articles from staff. (A familiar theme from editors of Morris magazines to this day!). "It is our paper", he says. "We don't want to read about anyone else in it. We want to read about ourselves, and we have got to tell our own story". He concludes by recording two or three snap impressions gained during his first few weeks at Cowley: "I am amazed by the friendliness of everyone in the office. After the coldness and snappiness of life in a big city like London the atmosphere of the Morris Works is a very welcome relief. I like the cheerfulness and the chattiness of the police at the gates. I am perplexed to find that the door-knob of my room turns much less stiffly if I twist it the wrong way than if I turn it inwards as one normally expects to do. I find the same applies to most doors at Cowley and the handles of all of them in the office block are surprisingly stiff anyway."

The identity of the car in the cover photo has led to some debate during the preparation of this article. It is clearly a 1913 Morris Oxford "standard" model, and is somewhat battered, but otherwise very well preserved for such an old car at the time. Just where this particular car came from is not known. Morris Motors did own such a car, the earliest surviving record of which being 1958 according to the Club's archive records. Whether or not the car in this photo is the same car that is on record as being owned by Morris Motors in the 1950s is open to conjecture, as we cannot see the numberplate of the pictured car. If the pictured car is indeed the same car as that later owned by Morris Motors, then it is chassis number 244, completed on the 28 July 1913, and registered as A282. According to the Bullnose Morris Club, there are 11 surviving Morris cars older than this one. This particular car is now preserved in the British Motor Museum at Gaydon, but at some stage its registration has been changed from A282 to EL1001, an age-related number issued in the late 1970s.

"Film Studios" might sound a bit grand for what the set-up at Cowley probably was. Other contemporary photos show the studio being set up for the latest car promotion, and "the studio" looks like little more than some drapes enclosing the subject being filmed, and bits of carpet on the floor. During the war, the Cowley Film Unit had been busy making films for the Tank Corps showing how the repair of various parts of tanks should be carried out.

Samuel Goldwyn was a pioneer American filmmaker and one of Hollywood's most prominent producers for more than 30 years. He was born Schmucl Gelbfisz in Poland in 1879, and died in Los Angeles in 1974. In 1917 he established the Goldwyn Pictures Corporation which was incorporated into Metro-Goldwyn-Mayer in 1924. He thereafter worked as an independent producer, distributing his films through the United Artists Corporation until 1940, then through RKO. (*Encyclopaedia Britannica*).

My thanks for assistance with this article to Ken Martin, Margaret Goding, Roger Pantling, Harry Jones, and the British Motor Museum Photographic Services Dept.

References: *Making Cars at Cowley*, 2006. British Motor Industry Heritage Trust.



Above:
Detail of the cover photo, showing Sam Goldwyn behind the camera on the right of the photo, and Mr. RW Barnes seated in the 1913 Morris Oxford
[Digital enhancement by Ken Martin]

Below:
The 1913 Morris Oxford that previously belonged to Morris Motors, now in the British Motor Museum at Gaydon
[Photo: Roger Pantling]





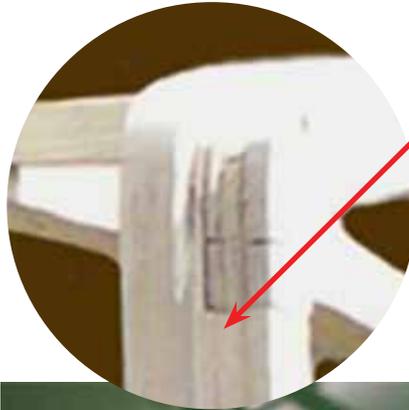
Square pegs in round holes or round pegs in square holes?

Well, the round pegs in square holes have it!

You may recall in the March MM I told of my problem with scuttle trim and bonnet tape on my Minor. All has now been resolved about the mystery of the groove round the scuttle frame. Ian Harris (of Morris Spares fame) emailed me after reading my article with the solution to the problem. There is NO bonnet tape round the scuttle, but there should be a round 1/2 inch rubber foam extrusion tacked into the square groove, and what is more he had the rubber extrusion in stock.

With the newly chromed scuttle trim now back from the platers, and the rubber and the chrome trim installed, the scuttle is now returned to its original condition and it looks a treat!

Thank you, Ian, for your advice and service. During our recent conversation Ian told me he had a Minor chrome scuttle trim in stock together with one for a Ten Four. As these come under the category of "Rocking Horse Droppings" I predict he will be killed in the rush! Stand by Ian.



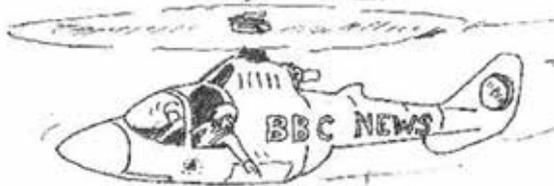
Note the groove round the scuttle frame.

Now with the chrome trim fitted together with the round section rubber extrusion.



The restored and now original scuttle trim on my Minor

Spring has sprung but Maypole Dancing was a bit ambitious... They should have stuck to Morris Dancing!



With Spring upon us we will no doubt come across scenes such as the one above with Stuart Clark's Minor surrounded by morris dancers. I emphasise it is the people doing the dancing NOT the cars!

However, Frank has a slightly different slant on the subject for this edition!

As I write this at beginning of April, I am looking forward to Drive-it-Day as it will be the first club outing with OW since she caught the "mumps" last year, and, in addition, the West Region Spring Rally at beginning of May.

I know a man with a wooden leg named Smith!

So goes the silly joke in the film of Mary Poppins, but as you may recall I am working on a new book of a catalogue of all the Morris cars designed and produced by Morris Motors before 1940. While reviewing old copies of the Morris Owner magazine I came across this headline from the October 1924 edition.

The car must be a very rare and unusual model!

Driving a Morris with an Artificial Leg

HOW A WOUNDED EX-OFFICER DRIVES, & FULLY ENJOYS, HIS MORRIS DESPITE THE HANDICAP OF AN ARTIFICIAL LIMB

By H. H. C. BAIRD, D.S.O.



*I can't help wondering what a Morris car with a wooden leg looks like!
Perhaps I am missing the point?!*



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Regional Round Up



THE RED ROSE

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

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I read recently that Morris Monthly Editor Rob has been doing his bit for ten years now, producing 120 issues in that time – no mean achievement. It only struck me much later that I had been writing the North West pages for even longer, back to the times when Regions inserted their own loose leaf pages to the flimsy A5 newsletter delivered to Regional "wrappers" and which I posted out to around 180 members each month. That means I, too, must have 120 issues of Morris Monthly under my belt. In fact, I can recall visiting Pagefast Printing in Lancaster with Rob and the late Chairman Dave Harris one afternoon to discuss the idea of launching Morris Monthly, a move that thanks to Rob's splendid editorship has elevated the Morris Register to the Premier League in car clubs.

North West Chairman Martin Roters and I made an enjoyable Saturday visit to the Register's stand at the NEC last month and met up with fellow North West committee member Mark James who was visiting his family at nearby Stoneleigh. As usual, the lads and lassies from the Midlands Region had done a splendid job in presenting the Register to the wider old car loving audience. I am still not sure about a hot-rodded Series E though, but I do understand the historical aspects of automotive sacrilege. Once again, Virgin Trains provided a superb travelling experience to Birmingham and return and it will be a sad day indeed if they lose the West Coast franchise to a train operating company in the Netherlands. Martin and I also managed to get to the National Committee meeting last weekend, this time via motoring almost two hundred miles (actually 199.8) down the M6, M42 and M40. Stopping off for lunch at the Gaydon Motor Museum on the Friday broke the journey quite nicely, but a non-stop run back home on Saturday evening took spot on three hours on hold-up free



Top Right: "The Asteroid" – Brian Lister's first Tojeiro – JAP chassis

Middle Right: Lister Knobbly Stirling Moss

Below Right: 1934 Park Ward 3.5 litre Derby Bentley

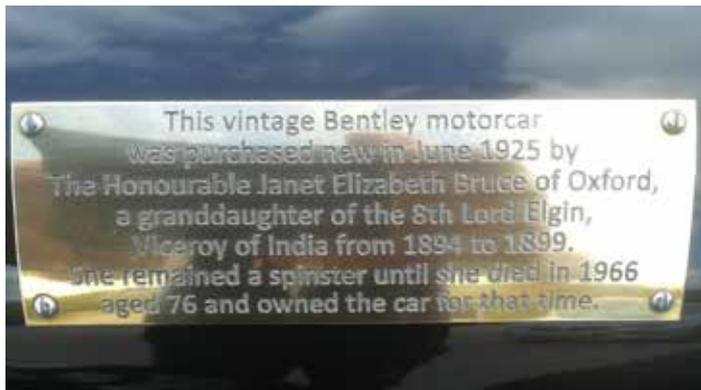
Below Left: Lamborghini Tractor



motorways. No doubt the minutes of the meeting will be available to members soon.

I was also in Martin and Mark's company again this month along with Tim Wright and Neil Truslove for a private visit to the Lister Motor Company showrooms in Blackburn, owned by my Vintage Car Club acquaintance Andrew Whittaker and his family. George Lister Engineering have been established in Cambridge since the 1890s, but in 1954, managing director and racing driver Brian Lister began production of a series of Lister cars powered at times by Bristol or Jaguar engines, most famously the Lister Jaguar "Knobbly" christened due to its curvaceous body shapes. Andrew's Lister Motor Company builds the current Lister "Knobbly Stirling Moss" continuation model named to honour Moss who drove Lister Jaguars in the late 1950s. Andrew and son Lawrence are real car enthusiasts and it was a pleasure to look round their collection. Andrew's supercharged 6 litre Bentley has a blower the size of a Morris 8 engine! Thank you Andrew for your kind invitation.

That is it for this month, but I hope to be able to report on many events and activities during the coming months in Red Rose. In the meantime, do enjoy more Happy Morris Motoring!



History Plate



Six Litre Bentley

Black Country Living Museum 19th/20th/21st of July

North West Region members will be visiting this popular museum on the above weekend of and invite other Register members and friends to join us. We will be travelling from Knutsford, Cheshire to the Ramada Park Hotel WV4 5AJ on Friday 19th, spending Saturday 20th at the museum and visiting Hodnet Hall Gardens near Market Drayton on our Sunday return drive. Two nights D+B&B for two is £278.

Further details and information from Peter Freeman at peterfreeman1957@gmail.com or 01565 722 372 or see to Bucklow Farm, Plumley, Knutsford WA16 9RP.



The Yellow Pages

No.495

EDITOR: mdadams1969@hotmail.com



FROM THE CHAIR

Don't forget: Sunday 9th June, East Anglian Region AGM, 2 pm onwards, Great Leighs Village Hall, Boreham Road, Great Leighs, Essex. CM3 1NH. Please come along!

The April Essex noggin was attended by only twelve members; I know at least one who was put off by the "Road Closed" signs on the road to The Duck. However, it was definitely a case of quality if not quantity and the usual cheerful banter was plentiful. Fortunately, nobody seemed too concerned by the number of small tubes in Mick Robert's Morris 25 radiator – the answer is an amazing 4212!

A number of people have been asking how I am getting on with the UHSM3 engine rebuild. Well, the cheap propane torch I bought was hopeless, probably just about enough output to make a crème brûlée! So I took the block to somewhere with Oxy-Acetylene and hey presto all the studs came loose with no casualties. Now to carry out a bit of an experiment – I have been told that Toolstation brick cleaner is a great way to clean all the old lime scale and grot out of the waterways in the block. I will report back next month.

Mike Adams



ROOKE'S RAMBLES

Well it is mid-March and the lovely period of weather we had a week or so ago dictated a certain amount of activity with the cars. The two seater had been used on New Year's Day so it was my turn to give it a few miles. As I pulled out onto the main road a 1930's Riley motored passed, so clearly it was just the weather for a bit of local vintage sightseeing. Next came the Cowley saloon and having retrieved the magneto from its winter home it was replaced and the car started. Nice to hear it wake from its slumber. As it is generally known the magneto lives in the airing cupboard over the winter period. I always carefully remove it from the car ensuring I fix the drive so it can be refitted in exactly the same position and mark each lead to ensure it goes to the correct plug. Likewise, I never turn the engine once the magneto has been removed. This all saves me the hassle of setting it up again when it is replaced! Here it is back in situ (picture right)..

Very few events have been booked this year as in our dotage we pace ourselves! We hope to start the season beginning of April with a short run to a local event. So as to get in the mood, I have recently been reading the 1907 book by J.E. Vincent "Through East Anglia in a Motor Car. I take the liberty of quoting a bit being very local on the drive into our home town.

"It was generally admitted that the last eight miles into the ancient city, from the point at which a native stated that they begun, must have been measured with a very elastic chain. Nor was entry into Ipswich easy. He who held the steering wheel was one who, for combined nicety, courage, and consideration in slipping through traffic, has few equals in this country; but his task was of more than common difficulty. The streets of Ipswich, or most of them, are of exceedingly narrowness; the electric tramcars glide through them, swift, monumental, irresistible, in their usual juggernaut mood. Hardly anywhere is there room for a vehicle to be drawn up to the kerb on the inside of the tramway lines. We, indeed, were not suffered by the police to draw up in front of the Great White Horse at all, even for the purpose of dismounting, but were motioned to a side street. Moreover, although the immediate local election was over, the streets were grievously crowded for some reason or other - and surely there was never seen a population more serenely indifferent to the blast of a motor horn! They were, perhaps, inured to peril by the tramcars, swifter in towns than any motor car would dare to be, heavier by a long way, and exceptionally dangerous by reason of the length and height of the moving veil they draw cross the view. At any rate they would not move out of the way."

Initially I smiled and cynically thought "what's changed?!" Thought then gave way to realism. The roads in the centre of Ipswich are maybe fairly narrow and are generally devoid of cars. The latter a sign of the times in many town centres. Parking? Well, you can still no longer park outside the famous Great White Horse Hotel and it is no longer a hotel. The tram tracks no longer exist visibly and the roads only take limited traffic. Shortly before I retired I walked out of the office where I worked, being a short distance from this place, and there they were, tram tracks. I dearly wished I had asked for a slice of that metal! On the other hand, that would have merely increased my accumulation of pieces of metal with no real use! It would have been nostalgic but when I look at the number of heavy ancient tools I own it was really sensible to abstain!

I am sure others accumulate the same as me. I have over the years been the grateful recipient, or maybe dumping ground, for tools others no longer required. Some very small, some just small, some large and some very large and all with their own particular use. Great as that is, and certainly most interesting, I actually find the number of tools I use on car maintenance is remarkably small. I cannot however help thinking that at least one shed avoids movement in gale force winds only on account of the weight of tools on the floor! Some tools seem more appropriate to work on the railways rather than the domestic car. Here a photograph of a mere handful, one of which is definitely marked GER!

Ivan Rooke



GUESS THE YEAR?

Tony Nathan contacted me with some dates for the regional dairy and attached the photo on the right of the Cressing Temple show some years ago. Spot Tony, disguised as a naval officer, with Harry Edwards and John Farmer.



LODGE'S COACHES OPEN DAY

Mick and Judith Roberts went to Lodge's Coaches on Sunday 23rd March at High Easter in Essex. Lodge's Coaches are a family run business that started in 1920 with a Model T Ford and are still going strong. As well as their modern fleet they have a selection of vintage coaches, mainly Bedfords and a handful of classic cars. They use these for weddings and school proms.

They organised a classic car meet where you just turn up on the day, between 10 am and 2 pm. There was a very good turnout. Bill Williams was there with his Daimler Sovereign rather than his Morris 8 tourer. We were allowed into the workshops and they were restoring two very ancient coaches. There is a café on site that has some very nice food, it is a main stop for cyclists. It was a very informal and friendly day. Here is a photo from their website of their 1926 Chevrolet Charabanc in front of their 1950 Bedford Duple OB "Toast Rack".

Mick Roberts



EA REGION EVENTS

- 9 May:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 12 May:** High Easter Vintage, Classic & Supercar Meet, 10 am - 2 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 1245 231 262
- 26 May:** Coffee & Cars at The Museum of Power, 9 am - 1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 8/9 Jun:** 1st Aldham Old Time Rally. www.aldhamrally.co.uk
- 9 Jun:** **East Anglian Region AGM, 2 pm onwards, Great Leighs Village Hall, Boreham Road, Great Leighs, Essex, CM3 1NH**
- 13 Jun:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 16 Jun:** Classic Car Show at the Epping to Ongar Railway
Classic Cars for Father's Day, 11 am - 5 pm, Audley End House, Off London Road, Saffron Walden, CB11 4JF
- 22 Jun:** All Saints Church & James Oglethorpe School Summer Fete & Classic Car Show, Ashvale Gardens, Cranham, RM14 3NB. Please book in: vickyblackburn35@gmail.com
Sudbury 1940s Vintage Revival, The Delphi Centre, Alexandra Road, CO10 2RR
dancewithussuffolk@outlook.com or Phil on 07909 993 799
- 23 Jun:** Classic Car Show, The Lawn, Rochford, SS4 1PJ
Please book here: <https://www.classicmotorshows.co.uk/thelawn>
Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 30 Jun:** Crossing Temple Vintage Fair, Crossing Temple Barns, Crossing CM77 8PD
Please book in by Friday 14th June: fundraising@helenrollason.org.uk or 01245 380 719
- 7 Jul:** Maldon Car Show
- 11 Jul:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
10th "Classics on the Green", 3pm onwards, Friston, Saxmundham, Suffolk, IP17 1NP
- 14 Jul:** Orsett Classic & Vintage Show, Orsett Showground, Rectory Road, Orsett, RM16 3JN
Please book: <https://www.orsettfestival.com/classic-vehicles>
- 21 Jul:** Ingatestone Hall Classic Car Show, Ingatestone Hall, Hall Lane, Ingatestone, CM4 9NR. Please book: <https://www.ingatestoneclassic.co.uk/regvehiclesingle.php>
Classic Vehicle Show at The Museum of Power, 10 am-4 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 28 Jul:** Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 3/4 Aug:** March Steam and Vintage Show, Floods Ferry Road, March, Cambs, PE15 0YJ. Contact D. Glynn, marchsteam@yahoo.com or 01709 589 050
- 8 Aug:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 9-11 Aug:** **Morris Register National Rally, Thoresby Park, Ollerton, NG22 9EP**
- 25 Aug:** Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 1 Sep:** Classic Car Show at the Epping to Ongar Railway
- 8 Sep:** Capel Manor Rally
High Easter Car Meet & Bus Rally, 9.30 am - 4.30 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 01245 231 262
- 12 Sep:** Essex Noggin at The Duck, Newney Green, Chelmsford, CM1 3SF
- 22 Sep:** Coffee & Cars at The Museum of Power, 9am-1pm, Hatfield Road, Langford, Maldon, CM9 6QA



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



EDITOR AND SECRETARY: John Howells, "Bronllys", Vicarage Road,
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Graham Williams 1947 – 2019

Sadly, I have to report the death of my friend of over 47 years, Graham Williams of Cardiff, who joined the Morris Register in 1973.

Graham and his wife Gill bought a new house in Pontllanfraith, Blackwood in 1972, and unbeknown to my wife and I, had moved in next door but one to us, in newly built houses in Sycamore Court, Woodfieldside, where we became good friends.

Graham took an interest in Morris cars after seeing my Morris 10/4 Pre-Series (owned since 1971) on the hard standing in my back garden. Not long after, I heard of a Morris Eight 2-seater (ATX 912) for sale in Blackwood, for the grand sum of £150, which Graham purchased in 1973. I towed it home to his garage with my Ford Escort Estate. Graham wasn't impressed with my towing – too fast!

Anyway, he managed to get the Morris on the road fairly quickly. As he had a background of caravan repairs being his trade, he found that wood repairs and replacements to the Morris body were very easy for him. Wife Gill made door panel coverings and seat cushions.

He and Gill moved to Cardiff in around 1974, and over the years attended many car shows and runs. We also went camping to Pembroke for a car show in the summer; Graham and Gill in their Morris 8 and Kay and I in our Morris 10/4, using Graham's tent.

Graham also purchased a 1932 Morris Cowley Salesman's Car, with rear opening door, which he almost finished restoring, and then a 1981 Ford Cortina Estate, which he owned from new.

Graham and Gill also attended Thoresby Hall, and our Noggin and Natters at The Aubrey Arms, Bonvilston. Unfortunately he became ill last year, with cancer, and passed away on 25th March, 2019.

Kay and I and the South Wales section of the Morris Register club, send our condolences to Gill – his wife of almost 50 years, and his two sons, Gareth and Christopher, and the grandchildren.

Graham will be sadly missed.

Philip Howard

THIS MONTH'S PHOTO COMP

Where was this photo taken?

First correct answer wins a prize.



A NAUGHTY PHOTO

A member sent in the photo on the left of faults that he had found whilst restoring his recently acquired car:

I can see at least four faults -- can you?

(The two similar ones count as one)



WALES EVENTS

South Wales

Cars & Coffee: This event is becoming very popular, with several owners of various makes of cars meeting on the 2nd Wednesday of each month at 11 am at the Aubrey arms, Bonvilston. No particular invite is needed to attend and partake of oldcar-chat.

Wales Morris Register Noggin & Natter is also held at the Aubrey Arms, but on the 3rd. Thursday of each month, at 7 pm. Again, no particular invitation is needed to come and join in the evening. Make a definite date in your diary.

4/5 May: Border Counties Vintage Club, Steam and Country Show, Monmouth

6 May: Swansea Historic Vehicle Register rally at Singleton Park, Swansea. Club Stand. Please ring me if you want to be on our stand. <http://swanseahistoricvehicleregister.co.uk>

12 May: (Not 6th May as reported last month) Morris Minor Owners' Club rally at Caldicot Castle, Church Rd. Caldicot, NP26 4HU. 11 am - 4 pm. MR Stand

27 May: **Vale of Glamorgan Classic Car Show, Sully Sports Club ground, near Barry, MR stand**
Contact the organisers on 02920 513 177, www.valeofglamorganclassiccarshow.ne

8 Jun: YstradMynach College Classic Vehicle and Open Day, Twyn Road, Ystrad M.
Contact: John.mullen@cymoedd.ac.uk

9 Jun: Barry Island Festival of Transport, contact: 07733 302 242

North Wales

18/19 May: Anglesey Vintage Rally, Contact: veterancars@angleseyvintagesociety.co.uk

22/23 Jun: Kelsall Steam Rally, Contact: Mrs J Webster, 01565 633 346

26 Aug: For 1 week: Llangollen Holiday Rally this year takes place in Llangollen and Llandrindod Wells
Contact John on 01443 432 542 for more details

Mid Wales

24- 27 May: Have you ever been to Mid Wales? No? This is going to put that right! We are running a Welsh Region long weekend Mid-Wales tour, based at Llandrindod Wells again. Wonderful scenic runs and visits. Great accommodation. Some places are still available. Phone John Howells on 01443 432 542 or 07976 301 723 for more details of this enjoyable weekend. Yes! Enjoyment level — high. Or you can stay at home and go shopping — enjoyment level — low!

Please keep items coming in, Best wishes for the rally season.

John



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION

EDITOR: June Sargeant, 01905 840 155, sarg37@outlook.com
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HEREFORDS & WORCS NOGGIN

Despite the snowy weather we had a full house at our April Noggin. An update was given on members cars and Paul Jolliffe told of the progress being made with his early MG. He now has most of the mechanical work done and is pressing on with restoration to the body. Martin Doughty is progressing well with his Morris 8, 4 seater tourer and Adrian Viner is in the process of having his 1934 Minor re-trimmed. Other members have minor problems to sort out and hope to have these sorted ready for Drive it Day.

David Sargeant asked us to pass on his thanks to the noggin for collecting £50 to go towards his sponsorship for the London Marathon. Following his presentation to us last month Gemini Body Shops won the Training & Development Excellence Awards at the Auto Industry Awards for the second year running. The following day at the LV Partner Awards Night in Bournemouth they also won the Investment in People Award. All very rewarding for everyone concerned.

Our next meeting will be help on 7th May 2019 at the Duke of York- everyone welcome.

June Sargeant

WARWICKSHIRE NOGGIN

This month's noggin was an all male affair. Twelve of us met up to discuss various Morris club matters. In the absence of our usual noggin organiser, Stephen Parkes, we curtailed the usual format. We welcomed a prospective new member, Tim Parry, from Moreton Morrell, who is negotiating to buy a Morris Eight saloon, Tim has had Austins in the past but struggles with their size. The Morris Eight is just that little bit bigger (he is quite tall). Drive-it-Day was discussed as well as "Wings and Wheels" at Bidford Gliding and Flying Club on May bank holiday. In June we will have our fish and chip run. This usually starts at our noggin and we drive into Stratford to pick up the food and park up on Old Warwick Road council car park by the river. It is usually a great night if weather is good. July will see our Sunday picnic at Avon Dassett CountryPark, a beautiful venue with far reaching views over Warwickshire/Leicestershire. Everyone is welcome but no BBQs! Other weekday runs may be planned so watch this space for further news. Our next meet is on Tuesday 14th May, bring along a mystery part or item, (I have plenty of those). Female members, wives or partners, are always welcome, please bring a sewing needle or homemade cake just in case! Only kidding!

John Ford



LEICS AND NORTHANTS NOGGIN

Spring is sprung! A bumper turnout of 31 people attended our April noggin and we were joined by new member, James Robinson from Northampton and our esteemed editor, Rob Symonds.

We started by reporting on the club's stand at the NEC and although the Restoration Show is much smaller than the one in November, it does give the members an opportunity to talk to someone and the club holding up its presence in the classic car world. Certainly the "Serious E" proved a popular talking point and drew in many visitors that may not have normally given us a second glance!

Various upcoming events were relayed to the gathering and then Rob spoke a few words and answered any questions from the floor. He gave us an insight into what we might expect to find in April's Morris Monthly and also commented on the fact that the club's Younger Members Initiative loan car was actually the very first car that belonged to Jon Pressnell, the author of Morris – The Cars and the Company – and a classic car magazine is going to be doing a feature with photographs on this fact. He also told us about the prototype of the £100 Minor which is now in a kids' amusement park in Devon and the club's feeling is that it ought to be rescued from there and restored – this is to be followed up although Martin Gregory understood that the owner was not prepared to sell it! Watch this space!

Rob also advised that the magazine will be promoting an event to be held at Nuffield House, former home of Lord and Lady Morris, now a National Trust property, as he had been helping one of the Trustees with information about William Morris and Morris cars in general. Members congratulated him on his excellent work with the magazine – long may it continue!

One or two members had been discussing what happens to cars that are left languishing in someone's garage and not getting the attention they deserve! They wondered if the club would be prepared to send someone to ascertain the status of these vehicles at a nominal cost although this was felt to be a dangerous exercise with possible legal implications and should be done on an invitation basis as a friend or member of the club.

Turning to the cars, Bob Williams' three Morris vehicles were ticking along and his biggest problem was that he had drilled through his finger whilst holding the wings in place ready for a respray!

Bob Chamberlain having bought new tyres for his 1934 Oxford, found that his spare was actually a space saver wheel which is much narrower than the right size wheel and won't actually fit the vehicle!

James Robinson, our new member, told us he was new to the Morris scene having previously owned a 1971 Midget and had only owned his Series E for four weeks now so was eager to learn. He had tackled a few minor jobs but was interested to know how the wooden floor should look and Peter Yates kindly took him out to the car park to view his Minor and although not the same car, gave him some good advice.

Various other small queries were addressed and, as always, we are all here to help each other – that is what a club is all about!

Pat Farmer

WHEELS AND WINGS, 13th APRIL

On Sunday 13th April, a collection of twenty or so Noggin members and friends (plus their cars) gathered at the Wellesbourne Airfield to meet XM655 – a massive Avro Vulcan bomber, the third to last ever built, and one of the only three still surviving in good running condition. XM655, owned by the airfield management company, is maintained in superb condition by 655 Maintenance and Preservation Society (655MaPS), an organisation made up of dedicated volunteers and enthusiasts.

XM655 is visible from the road passing the airfield, but it isn't until one stands beneath the spreading delta wings that the size of this aeroplane becomes apparent. It's huge! Unfortunately, we were not able on this occasion to be deafened by the roar of its Bristol Olympus 301 engines (XM655 was the only Vulcan fitted with these particular and most powerful engines).

The visitors were divided into groups of four, and were treated to demonstrations of the aircraft's systems, talks on its history and of the Vulcan's involvement in service, including the Falklands. Perhaps the real treat was climbing up into the cockpit, to see where the crew of five would have sat, in the case of the trip to the Falklands for something like 15 hours – with very limited facilities. Imagine sitting in that confined space for that length of time! The cockpit was fitted with windows – but the ability to see anything at all out of them was virtually nil. The navigator faced backwards, with only a huge bank of instruments to look at. Incidentally, in a drawer behind the pilot and co-pilot's seats resided a piece of essential equipment - for comfort purposes!

In addition to the guided tour of the aircraft itself, we were able to look at some of its lesser weapons – not, I haste to point out, its nuclear bombs, but more conventional ones. Those in the bomb rack were dummies, but a real one was there for explanation, etc. Not for practical demonstration though, of course.

Despite its size and usage, the aircraft had no defensive weaponry; it had to rely on its speed and on defensive avoidance methods instead. One range of defensive elements consisted of a double line of long needle like spikes projecting along the top of the tail fin. Their purpose? To stop pigeons sitting on its tail!

At the end of our tour, eight vehicles - a Mazda, an MG, and five Morris's – oh, and an Austin – were lined up under the Vulcan's spreading wings for a photo shoot with their owners.

This was a grand day out; it gave us an excuse to get our cars warmed up for ready for outings to come. Mind you, it wasn't so warm for the drivers and viewers. The wind coming across the airfield was chilling to the bone, even though it was a lovely sunny day. But it really was worth it! Our thanks to Frank Ashley for organising the day for us.

Article: Len Dixon. Photos (next page): Len Dixon and Bob Williams



The 655MaPS is doing its best to keep this magnificent, iconic aircraft in good running condition; it is dependent on contributions and membership to enable this to be achieved. A further threat is the possibility of the airfield being closed. Thus, the battle to ensure the plane's survival continues. You can find out more about it on www.xm655.com



CHILTERN MATTER



EDITOR: Geoff Campbell, 01494 875 783, g.campbell937@btinternet.com

SECRETARY: John Powell, 01895 672 706, flatnosejp@gmail.com

EDITORIAL

On March 25th I was fortunate to be invited to accompany Ray Bickerton on the Austin Spring Run in his lovely 1935 Morris Eight Series 1 Four door saloon. The weather was very favourable and it was an extremely enjoyable event. Thanks to Steve Gant, who also did the run in his trusty Series E, for his write-up and photographs.

On April 6th we enjoyed another 'Film Night' presented by 'Frank's Films' at the Chalfont St Giles Guide Hall. Complete with the traditional fish and chip supper and additional treats supplied by Chris and Gayle Raine, the twenty attendees from the Chilterns noggins and friends from the Austin Club were entertained by a fine selection of historic films from Frank's archives mainly with a motoring theme and many thanks are due to Chris and Gayle for organising and facilitating the event.

Another outing that I took part in was the Annual Spring Bus Gathering at Brooklands on April 7th. Travelling there on a

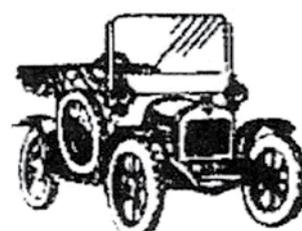


Country Area Routemaster which had started its career at High Wycombe garage in 1966, we joined the large collection of buses on display. As well as the buses, a line up of taxis was on view. These included two wonderful pre-war Austins, two Beardmores and two FX4s. Notably, there was no FX3 in attendance and I understand that, sadly, there are very few survivors of this once ubiquitous London icon.



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With the side stalls, aircraft displays, motor museum and bus museum with guided workshop tours to take in, there wasn't a great deal of spare time in the six hours that we were there. The motor museum does not have too many Morris among its exhibits but it does have a solitary Series 1 Eight (photographed) in one of the garages. Also shown are two racing Austin Sevens (a 1934 Sports and a 1935 Speedy 'Le Mans') examples of which were frequently raced at Brooklands in the Circuit's heyday. The Singer 9HP pictured is the Works' team car from 1933 which was driven in 1934 by Eileen Ellison as the white car from a red, white and blue all women's team. The team came fifth and was awarded the Houghton Cup for the highest placed women's team. The 1934 Hillman Aero Minx Streamliner was bodied by Northampton coachbuilders, Arthur Mulliner, on an upgraded Minx chassis. They were often used in national trials and competitions at circuits such as Goodwood and Brooklands.



On the subject of car collections, I received an email from ex Sherbucks member Terry Wiggington regarding his and Elaine's recent visit to Fordingbridge in the New Forest. Their accommodation was at The Kingfisher Retreat and this is also home to a collection of classic wedding cars which can be viewed at www.newforestweddingcars.co.uk. By the time this month's issue goes to press, Drive-it-Day will have taken place and we will be looking forward to Hyde Heath Fete which is always a good meeting up event for vintage and classic cars. Hope to see you there!

AUSTIN SPRING RUN

I was fortunate to be invited to the Spring Run of the North London Austin Club. The start was near Berkhamsted so I had quite a journey from Abingdon and had to leave home much earlier than I am used to. I was amazed to see just how many cars there were on the road - fortunately most of them were going in the opposite direction to me. The traffic died down as time passed and soon the roads were much quieter.



As can be seen from the photos there were quite a lot of cars on the run. After coffee, people set off in small groups. The sun was shining and as the hedgerows were coming into leaf; it was pleasant to be out in a Morris. However, we could not relax because the roads were narrow and hilly and had quite deep potholes in places. The worst



place was the village of Lilley which had

speed bumps high enough to challenge even a lorry. Judging by the marks on the bumps quite a number of people had hit them hard and fast. Speed bumps aside, it was a very pleasant run to the lunch stop in Fancott (near Toddington). The landlord must have noticed a big increase in his takings when forty or so people descend upon his establishment for lunch.



People left the pub in small groups. I was pleasantly surprised when I was able to "out drag" a big Austin in my Morris Eight. I didn't think my Morris was very

quick of the mark but it certainly left the Austin behind. Perhaps they were not in a hurry to get home. Special thanks needs to be given to Keith Wright and his wife for attending to all the practical arrangements involved in setting the route and managing to pick a dry sunny day for the event.



Article and photos: Steve Gant

CHILTERN EVENTS

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

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SOUTHEASTERN NEWSLETTER

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SE REGION AGM

The SE Region AGM was held on Saturday 13th April at St John's Church Hall, Hildenborough, Kent.

Unfortunately the attendance was very low but the committee was re-elected as before. Phil Butland remains Secretary, Ray Frampton remains as Treasurer, Jenny Smithson is newsletter editor and we still do not have a Chairperson.

In recognition of Ray Frampton's many years of service to the Morris Register he was presented with a painting by Caroline Harris. She had painted a trio of working horses that Ray had photographed at the Great Dorset Steam Fair last year.

Thanks go to Chris Rushton for organising the very good venue and to Phil and Sheila Butland for providing the buffet. It's a pity there weren't more members in attendance to enjoy it.

Jenny Smithson

Photo: Margaret Duckworth



SURREY NOGGIN

March's noggin was held at the Crown and Cushion in Minley Surrey and was well supported. We had the usual local members attending in their classic cars as well as two visiting members who came along to meet us. Geoff came in his Morris 8 Series 2, John Minty in his Series 1, Mick Fordham in his Vauxhall Velox and I came in my 1928 Austin 16/6 Holden tourer (see photo). The ladies chatted at one end of the table, putting the world to rights, while the men chatted about their cars and local events attended or about to visit over Easter. John and I agreed to visit the local Wheels Day on Good Friday which turned out to be one of the largest meets in recent years. Most members confirmed they were going to attend the Austin Ten Drivers Club Riverside Rally, which by the time this goes to print will have been run. Pictures and report in a later magazine. Our next noggin will be on Friday 17th April at 12.30 at the Fairmile pub in Cobham KT11 1BW. Surrey group contact Geoff Mullens on 07748 012 596 or morrisgbm@gmail.com. Monty Mumford




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LATE SPRING MOTORING

WESTWORDS



THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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

EDITORIAL

Thirteen years ago I edited my first issue (May 2007) of Westwords. Up to and including this issue (May 2019) I have edited 157 issues. Back in February, I indicated to the West Region committee that whilst I was more than content to continue in the role of Events Secretary, I thought that it was time to relinquish the regional editor role and for a fresh face to take up the editorial reins. I also stated that in the event that no-one was nominated at the AGM, I would continue in the role until a replacement is found. Well the regional committee was elected with no new nominations for any of the posts and true to my word, I continue to edit Westwords. However in the absence of any nominations at the AGM, it is appropriate that I make an appeal to you directly through Westwords:

Wanted – Regional magazine (Westwords) editor. Requirements: (a) To put together two to four A4 size pages of reports and news from across the region every month. (b) To submit them in a timely fashion to the editor of Morris Monthly. Qualifications: None, but a reasonable understanding of English grammar and spelling would be a boon! Skills: The ability to (a) write short articles and to edit contributors written and photographic submissions. (b) use computer software and have familiarity with a word processing package (such as Microsoft Word) and email. Facilities: Access to, and use of, a computer. Time demands: This varies throughout the year and is dependent on number and complexity of submissions each month, but in general requires two-four hours a month, but occasionally more, if complex editing (e.g. lots of photos) is needed. Training: If required I would be happy to provide any advice and guidance to a candidate. As ever I am grateful for the noggin and event reports and photographs that are submitted each month. It is your varied contributions that make for interesting reading each month. These can be emailed to me at: jimriglar@blueyonder.co.uk.

Jim Riglar

WEST REGION AGM

Numbers at the West Region AGM on 9th April were slightly down on recent years, although a number of apologies were received and noted. The committee is largely unchanged from that elected a year ago or co-opted within the last 12 months. Amanda Matthews (Assistant Secretary) and Harry Good (Membership Secretary) have stood down from their roles and the regional committee has determined that the posts should lapse. The secretary role currently does not have the work load to require an assistant and the membership duties are now largely to welcome new members, a task which will now be undertaken by the Chairman. The 2019-20 West Region Committee is:

Chairman: Paul Wheatcroft (Bristol)

Secretary: Jeremy Matthews (Somerset)

Treasurer: Celia Goodland (Dorset)

Events Sec: Jim Riglar (Wilts)

Editor: Jim Riglar (Wilts)

Committee/Corresponding Representatives: Paul James (Wilts), John Goodland (Dorset), Derek Brockway (Dorset), Celia James (Wilts), David Palmer (Devon), Toby Sears (Hants), Jim Callachan (Devon), Ian Rayment (Devon), Steve Knight (Wilts), Anne Riglar (Wilts)

NEWS FROM THE GROUPS

East & South Devon, 4 April: Seventeen members and partners met at the Blue Ball Inn, Sidford, near Sidmouth at 12.30 for a noggin meeting and lunch. Phil Armour is now well into organising Phil's Mid-Week Meander for 6th June. We will be meeting at The Blue Ball for the start of this run and then having a coffee stop at the Old Shell Petrol Station, Colyford. The run then goes on to Hornsbury Mill just north of Chard where will be meeting the Somerset Group for lunch. Plans were now in place for our Drive-it-Day run. Our next Noggin will be at Blue Ball, Sidford at 12.30 on 2nd May. Visitors always welcome but please check to confirm on the venue by contacting me: dcjp@hotmail.co.uk or 07770 235 518

David Palmer

North & West Devon, 11th April:

Included in this month's write up are some photos of our Thursday meeting, one being a special moment for our group, "The unveiling of our Morris Register Flag". During the meeting Jim surprised us all with the news of our own Morris Register flag, not one but two, and a Club gazebo. They have come to a good home as plans are already in place to make use of all at the Bude Car Show on the 12th May. In the April addition of Morris Monthly Minor Musings, the article features the S.V Morris Minor prototype, JO 764. In the article it mentions the car being



rediscovered in a Devon theme park. Devon being a large county with many tourist attractions, Jim set about trying to track down this car, after several telephone calls it was discovered at a location in our area, following on from this discovery, Jim has asked the theme park owners if we could arrange for our club to be shown the car, more on this soon.

Following on from our March meeting, Chris and Russell Beresford have confirmed our club visit to view a private collection of Rolls Royce car for 12th September "club day" with details of the route later in the year. We were delighted to welcome Lynn and Dave Boyne from the Morris Register West Sussex Region, and noggin member Tony Sparrow's wife Mo. We had a good meeting with 16 of us and a quick game of skittles.

Apologies were received from Diana and Frank, Theresa and Rick, Stephanie and Doug, Andy and Sarah, and Robert Yandle who we have missed at our recent meetings, we wish him well very soon. Our next meeting will be on Thursday 9th May at the Pig on the Hill, Westward Ho, EX39 5HA, from 11 am, Further information, please contact 01805 804 094 or rayment888@btinternet.com.



Ian Rayment

New Forest, 16th April: April was a fairly quiet affair: Toby and Linda, Geoff and Chris, John and Vera, Gerald plus Rachel. As usual the talk was varied around vehicles, current news and tales of utility companies in the days of nationalisation (it's a long story about how we got to that!) We confirmed coffee at the pub before our Drive-it-Day departure and Geoff distributed the Morris Register Drive-it-Day plaques for the cars! John Keen has been fettling his Pre series 10/4 brakes ready for the day but I have not had time to do anything to any car yet, having been away for most of April with just a return for the noggin and Drive-it-Day planned. I did find Powertrack had sent my new wheel cylinder for the Minor saloon though. Gerald reported on his troubles with an unrestored Minor saloon I sold him, as he renovates it, he has come across more issues.

Toby Sears

Somerset, 9th April: As in recent years, the noggin had to adjourn for a good half hour to accommodate the regional AGM. Noggin chatter was dominated by events, with Steve Knight's North Wiltshire Run (Drive-it-Day), the Inter-noggin meet at Hornsbury Mill, near Chard (early June) and John Goodland's Three Counties Run (mid June) featuring large. Jim Riglar managed to sign-up two cars to display on the West Region stand at the Bristol Classic Car Show (June), but is still seeking another two vehicles. If you would like to display your car, contact Jim as soon as possible.

Jim Riglar

THE TONY HALE TROPHY



This trophy (left) is awarded annually, at the AGM, to a West Region member who has made an outstanding contribution to any aspect(s) of club activity during the past year.

This year, quite a few nominations for the award were made to the regional committee and all were considered to be for deserving candidates. After careful consideration, the committee agreed that for 2019 the award should go to Paul James, in recognition of the support (advice, hands-on maintenance, provision of parts) and much of which goes unreported, he has given to a number of members to get, or keep, their Morris on the road.

Pictured: Paul, being presented with the trophy at the AGM by regional Chairman Paul Wheatcroft.



INTER-NOGGIN MEETING

Hornsbury Mill, Chard, TA20 3AQ, lunchtime on Friday 6 June

An informal gathering of Somerset and S&E Devon noggin members at Hornsbury Mill, near Chard, Somerset, arriving lunchtime. Whether you are a noggin attendee or not, this is an opportunity to meet members from across a large swathe of the region.

You can either make your own way to and from the venue or if you would prefer, travel in convoy from your noggin venue.

Travelling independently - please advise Jeremy Matthews 01458 445 175 or jeremymatthews@live.co.uk, so he is aware that you are attending.

Somerset Noggin run (from the Highwayman, Shepton Mallet) - Contact Jeremy Matthews 01458 445 175 or jeremymatthews@live.co.uk

East & South Devon noggin run (from the Blue Ball Inn, Sidford) - Contact David Palmer 07770 235 518 or dcjp@hotmail.co.uk

SOUTHERN STEAM LOCOMOTIVES LTD, HERSTON

This visit, on 30th March, was organised by Derek Brockway on behalf of the regional committee. A group of members from across the region visited SSL for a tour of the workshops used by both SSL and the Swanage Railway for the repair, restoration and maintenance of steam locomotives. A couple of the staff showed around the workshop facilities and explained the locomotives under repair. In the workshops were: BR 31806, a Maunsell 2-6-0 U Class (converted in 1928 from a 1926 Brighton built K Class) in for repairs; BR 34028 Eddystone, which is a latest in a long line of Bulleid Pacific restorations from ex-Barry Scrapyard state and is currently having a new smoke box manufactured and BR 31874, a Maunsell 2-6-0 N Class undergoing major overhaul to bring it back to operational condition.



U Class, with pistons removed for repair



Eddystone – restoration (left) and N major rebuild (right)

SOUTH SOMERSET RUN, 12th JULY

Jeremy Matthews has confirmed that he is organising a run. This will start in Street area, and run via Somerton, Martock, Ham Hill, Montacute to a lunch stop at Haselbury Mill. The run will then continue in the afternoon up to Barrington, Hambridge, Curry Rival, Langport with a finish at Pitney Farm Cafe (between Langport and Somerton).

Jim Riglar

REG WILSON 1937-2019

Reg Wilson died on Sunday 14th April 2019 in his 82nd year. Reg, who lived in Lambourn, Berkshire had been a member of the Morris Register for 35 years, joining as member no. 3179 back in the early 1980s. Whilst Reg was a Chilterns Region member, his nearest noggin was over the border in Wiltshire and it was at the North



East Wilts noggin, and with its regulars, that Reg partook of the majority of his Morris Register activities. Until the end of 2012 Reg was often in attendance at the evening noggin at the White Hart, Burbage, and subsequently from early 2013 at the lunchtime noggin at the Three Horseshoes, Burbage. When, like the White Hart, the Three Horseshoes came under



threat of closure, it was Reg who found an alternative venue, the Pelican Inn at Froxfield, which the noggin used for a few months before settling on its current home in Marlborough. Reg also organised a number of "Reg's Runs" which for a few years were an annual event featuring informal tours of the north Wilts and west Berkshire countryside and in which he participated in either his M8 tourer or M8 saloon. Reg had been suffering illness for some considerable time and to a debilitating level for the last 18 months. He had been unable to attend the noggin since its 2016 move to Marlborough. Noggin members will wish to offer their condolences.

WEST REGION EVENTS

- 15 May:** South Devon Coastal Run – Contact David Palmer tel: 07770 235 518 or dcjp@hotmail.co.uk
- 6 Jun:** Inter-noggin meet, Hornsbury Mill, near Chard (see feature panel on previous page)
- 19 Jun:** Three Counties Run – Contact John Goodland, 01747 825 929 or celia.g@metronet.co.uk
- 22/23 Jun:** Bristol Classic Car Show – We have a stand for 3-4 vehicles. Contact Jim Riglar 01225 754 981 or jimriglar@blueyonder.co.uk
- 12 Jul:** South Somerset Run. Start Street, lunch Haselbury Mill, finish Pitney Farm Cafe Langport. Contact Jeremy Matthews 01458 445 175 or jeremymatthews@live.co.uk
- 5 Sep:** Autumn Amble Cartgate. Lunch at George Inn at Donyatt and tea at Oathill Tea Rooms, Clapton. Contact Simon Colledge 01460 75815 or simoncolledge@hotmail.co.uk

PSJ 720, OUR SERIES E TOURER

John Eldridge

Our association with PSJ 720 began with a phone call one Wednesday from a friend. He asked if I knew anyone who would be interested in restoring an old car that he had heard about. The car transpired to be a Morris 8 Series E and further discussion revealed it as a tourer, but in very rough condition. This caught my interest as I had often toyed with the idea of acquiring a tourer as a companion for my Morris 8 Series 1 two seater. We arranged to view it the following Sunday and my friend picked me up in his works flat back Ford transit. We discovered the Series E in an old Victorian cottage that had been converted into a garage. As this had been sold for restoration the car had to go because the builders were starting work on the Monday morning. The owner told us it was about to be pushed into a hole and buried! I was determined not to see this rare bodied Series E end up this way and all that remained was to negotiate a price. The car had been recovered from a remote hill farm where it was found in a patch of bramble bushes. The owner informed me he had obtained two brake hoses and just wanted to recoup the cost, I was delighted to shake his hand and become the new owner of a Series E tourer, albeit in a dreadful state for the sum of £10.



As found

After transporting the car back to my house on the transit, it lay at the bottom of my garden under cover for a couple of years until I could make a start on the restoration.

When I finally did an assessment of the work required and the parts that were missing it was quite a daunting prospect as I had no interior at all, no hood frame, no side screens or radiator. The engine had been stripped with parts missing or rusty, and all four wings were beyond saving.

Luck was on my side when I located a hood frame and side screens included in a job lot of Series E tourer spares in a garage in Cornwall. I asked my wife if she fancied a weekend in Cornwall and we drove down overnight from Scotland to view the parts. The cost for the whole lot was £200 which I paid willingly as it included



Daughter's wedding

a radiator, windscreen and a pair of doors along with many other goodies. I returned home a happy chap and my wife often talks about her 'dirty' weekend in Cornwall loading our estate car with the old car parts!

The rebuild took me four years, learning how to weld and spray paint, and with help from my wife make replacement panels and reupholstering the converted saloon seats I purchased. The engine was re-bored and the crank re-ground. Then I rebuilt it with the new parts acquired from various sources the length and breadth of the UK.

The car was finally returned to the road, with an age related number as I had no paper work for the original number (DSP 594) so this was refused by the DVLA. It was a joy to use it for my daughters' wedding in 1998.

All went well with the car and we used it regularly in the summer months attending various car rallies. Unfortunately, in August 2005 on our way to a vintage car rally near Perth, we were rear ended on the motorway causing extensive damage



Above:
The result of the rear end shunt



Right:
After repair in the present day

to the body work including bending the rear of the chassis. After all the joy and hard work it was soul destroying. After a protracted battle with the other driver's insurance company PSJ 720 was eventually repaired, but still had twisted front seats along with other damaged parts. It was a devastating time and after the trauma and battling with bureaucracy I ended up with depression. Finally after 12 years I got the bit between my teeth, repaired the seats and got the car back on the road in 2018.



Morris Mail



Letters to the Editor

VERY EARLY AD

Dear Editor

I thought members might be interested in this 1912 advert (right) from *The Cycle Car*.

Tony Etheridge
4223/1
Herts

Thanks, Tony. I wish I could pick one up for that price today!

MEMORIES!

Dear Editor,

It was with some surprise that on reading the April Morris Monthly I saw in the Morris Owner section the photo captioned "Landmarks in Time and Transport". The surprise because the Morris 8 BFS 996 was my first car purchased in September 1958 and of course was the reason to join the Morris 8 Tourer Club in 1960. I had seen the photo previously many years ago, when Harry Edwards discovered it and sent me a copy. I must still have it somewhere but haven't a clue where! I should have other photos of the car during the 5 years of ownership but can only lay my hands on the one attached. This was taken in 1962 during a driving test meeting organised by Kevin Saunders at Ashbourne airfield. Unfortunately it shows the side with the rusted wheel arch which was about to be attacked with glassfibre and resin. It also shows two "go faster!" transfers; the crossed flags which were de rigeur for keen young motorists, and the National Benzole petrol badge, which with the Scottish registration, gave rise to the unusual nickname for the car of McHrg. I will leave the explanation of this for another time, although keen crossword addicts or retired employees of GCHQ may like to task their skills. Many thanks for bringing back old memories.

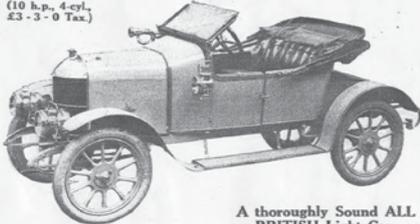
Frank Ashley
119/2
Warwicks

Many thanks, Frank. I reckon the odds must be pretty slim of a car pictured in Morris Owner surviving until this day. I know you are trying to trace early members but I wonder how many of the cars featured in early club mags have survived to the present. Maybe we should trace them and invite to Thoresby for the sixtieth.

The Cyclecar
25th DECEMBER, 1912.

STEWART & ARDERN, Ltd., 18, WOODSTOCK STREET
Telephone: 5462 Mayfair. Telegrams: "Essanahym, London." (Of Oxford Street), BOND STREET, LONDON, W.

Light Morris-Oxford Car.
(10 h.p., 4-cyl., £3-3-0 Tax.)

Early Delivery.  Early Delivery.

A thoroughly Sound ALL BRITISH Light Car.

Thoroughly Comprehensive Specification

WHITE & POPPE 4-cyl. water-cooled Engine. Gate change three-speed Gearbox. 16-plate BULTRIPLE DISC CLUTCH. Thomson system cooling. BOSCH MAGNETO. Reinforced Steel Frame. WORK DRIVE. HOFFMAN Ball Bearings. FIVE RANNEY DETACHABLE WHEELS. DUNLOP CAR TYRES, 28x4. Heavily HIGH-CLASS Road-going TORPEDO body, with Folding Windscreen, five Lamps, and complete Road equipment. ABSOLUTELY READY FOR THE ROAD at 25th COMPLETE. ORDER NOW FOR EARLY DELIVERY.

£175



MORE MEMORIES!

Dear Editor,

In the mid 60s with just £30 of hard earned savings from my first job after leaving school, I became the proud owner of a 1936 Morris 8 tourer. It was in reasonable running order but needed plenty of work and tlc.

After replacing the floor, fitting a new tonneau cover, re-upholstering and then finishing with a fresh coat of paint, I added a little extra. I came across an old valve operated car radio which fitted snugly into the tool box under the bonnet. The control dial fed through the bulkhead and fixed onto the steering column. I then fitted speakers into the upholstery on each door. After a couple of years of fantastic enjoyment I had to part with my Morris when it failed the MoT due to worn king pins. I eventually sold it for around £40 which gave me the deposit needed to buy an old Riley one-point-five. Sadly I have never seen my Morris 8 since those days although I believe it to still be on the road somewhere. I have perused magazines and been to rallies but never seen or heard of it since. I would be interested to know if any member has ever seen this car during the past 50 years or so. Registration CS 3944.

I have attached a photo with my sister sitting proudly in the driving seat.

Bill Hill
14402/4
Essex

Thanks, Bill. Very evocative of the 1960s. I love the whitewalls! Hand painted? You are quite right about the car surviving, as it is listed on the DVLA website. It doesn't show up in current members' cars sadly. You could try actually writing to a classic car magazine to reach a wider readership.



MY SPECIAL

Dear Editor

I was interested to see the pages on the MM Specials in the February magazine, I had mentioned mine to Chris Lambert a while back. The car I have was owned by register member Clive Cottrell from 1958-82. We managed to track it down and I managed to purchase it, which had been a long held wish since 1979. I bought it in 1985.

The car was a saloon in 1930, but was rebodied in the 30s and improved over the years with Wolseley hornet brakes, M Type engine and later P Type engines before its present 1086cc XPAG engine which had come out of an MG F type raced in the just post war formula.

I have pictures of it going back to 1958 and the previous to that owner I knew and had purchased it in 1953. The car looks a bit similar to the black and white photo in the article of a left hand side. I have lots of pictures and history on the car.

Matt Sanders (non-member)
Herefords.

Thanks, Matt. This car has clearly meant a lot to you over the years.



EXTRUSION, ANYONE?

Dear Editor

Early in 2013 I arranged for a company to manufacture a quantity of Rubber Extrusion to fit the rear Quarter-lights of Series 3 Morris Twelves and through Morris Monthly invited owners of said Twelves to let me know if they were interested in joining a list of people who needed to replace the extrusion on their car. Obviously, the more owners who were interested, the cheaper the price would be, especially as a new die had to be designed.

Since 2013, I have had several enquiries as to whether I still had some extrusion left in stock but I had sold it all. I have decided that now is the time to buy some more so "calling all cars, calling all cars!". Well, at least Series 3 Twelve owners who would like to have their names added to my list.

Obviously I won't know the cost until I have all the names of those interested so that I can obtain a price from the manufacturer. Please contact me, details below.

Dudley Hedge
7555/4
Cambs

dudleyhedge@gmail.com or 01223 882 057

Thanks, Dudley, a very worthwhile initiative on your part.



Car for Sale
1933 Morris 10



Owned for 20 years and all rolling gear, springs, shackles, kingpins, brakes recently restored. Bodywork solid. Interior largely original. Authentic look for its age and not over restored but mechanically sound. Fun to drive and happy at 50 mph all day. £9750 ono.
David Fahie
07964 765 119 (Essex/Suffolk border)
david.fahie@gmail.com

Car for Sale
1937 Morris Eight tourer



In very original condition and well maintained. Also including hood and side covers, as well as old tax books and valuable reg no.
Francis Fleming (non-member)
07885 203 136 (Co.Antrim)

Items for Sale

All my fibre glass moulds to make Morris wings valances, and a 1934 Minor two seater body with doors. Minors, Eights, inc. "E", 10/4, Z van, 10M, Bullnose, Flatnose. I sell some every month around the world but have now got health issues so it is time to pass this on to a younger person could be a good business for someone. All listed for £1500, original cost £4000.
Gideon Booth
01931 714 624 (Cumbria)

Car for Sale
1928 Morris Cowley saloon



BF 8134. Car No: 247550. Engine No: 278854. Original Reg No: FU 8482.
Buff registration book covering from 1938 to 1977. Purchased last year as a 'stop gap' whilst I imported and re-commissioned a car from the USA. Previous owner told me that the bodywork had been recently restored and a new cork clutch had just been fitted. During my ownership I have only needed to replace the exhaust system, adjust the brakes and fit indicators. Indicators may be removed leaving no evidence. The car is used regularly and has done the odd wedding. Bought cheaply, selling the same. £8500. Located near Stoke-on Trent.
Roy Evett
01538 372 299 (Staffs)
royevett@talktalk.net

Vehicles for Sale

Morris 10/6 Special for restoration with chassis axles, wings, wheels and two 6 cylinder twin carb. engines and gearboxes, radiator, bonnet and other parts, £7500 ono.
Pre Series 12/4 chassis, axles, engine and other parts, £2000 ono.
Gideon Booth
01931 714 624 (Cumbria)

Parts for Sale



For Morris Twelve Series 3: gear lever knob and brake fluid tank, £5 each plus p & p.
Dudley Hedge
01223 882 057 (Cambs)
dudleyhedge@gmail.com

Car for Sale
Morris Minor Family Eight sliding head



First registered November 1932. Chassis-up rebuild completed in 2009 including upholstery, carpets, etc. 3 owners from new. Original logbook. Original registration. Full renovation record available. Multi award winner. Luggage box, spare engine and 4 speed gearbox, 4 wheels and 2 good tyres included in price, £13000.
Sandy Mess
01356 650 345 or 07747 496 699 (Brechin)
sandyMess70@gmail.co.uk

Parts Wanted

For Series 3 Morris Twelve: a road spring for front axle: must have 8 leaves.
Dudley Hedge
01223 882 057 (Cambs)
dudleyhedge@gmail.com

Items for Sale

Morris buff and green log books/registration documents, 1920s, 30s and 40s from Minor to Isis. Morris 8 Aluminium cylinder head "Silvertop" £300. Morris 8 radiator stoneguard, very rare. M8 tourer doors, windscreens, 16" spoked wheels powder coated (Export), S2 headlamps, sidelamps, radiators and surrounds, bonnets, wings, body panels, axles, saloon doors, chassis, etc.
Gideon Booth
01931 714 624 (Cumbria)

Literature for Sale

Morris Service Information sheets, confidential for dealers only, in black folder. 35 sheets and index for Minor and Family Eight ohv issued between Sep 1929 and Mar 1932, and 22 sheets and index for sv Minor, issues between Mar 1932 and Mar 1935. Folder broken on spine, inserts in virtually as new condition. £60 including uk postage.
Tony Etheridge
01923 231 699 (Herts)

Parts Wanted

For 1937 Morris 8 Series 2: 1x offside shock absorber and two brass hubcaps.
Bob Barrass
01843 583 180 (Kent)

*Morris 8 Tourer Series 1 & 2 ash frames 2 or 4 seater
Complete frame (less doors) or parts thereof
Door frames available as an addition
Rear View Motor Cars
Call 07519 930 318
email: russ.farnell@hotmail.com
Morris Register Member*



Car for Sale
1948 Morris 8 Series E 4 door saloon



Very good condition, 40000 miles, s/s silencer, original number plate. £6000.

Mrs Pat Barfoot
01380 848 125 (Wiltshire)
bersrest@btinternet.com

Car for Sale
1963 Morris 1000 Traveller



Restoration Opportunity. Abandoned restoration, always stored in a garage. New metal floor panels fitted in readiness for new body panels already purchased together with new timber work. Some mechanical work completed. Most parts available or purchased to complete restoration to value in excess of £1500. Valuable registration no 5685 PE Offers IRO £2500.

Ian Westrope (Suffolk)
07906 098 738
ianwestrope99@yahoo.co.uk

Parts Wanted

For 1934 Minor: brake pedal.
Frank Ashley
01789 720 375 (Warwicks)
frankashleymgm@aol.com

Car for Sale
1936 Morris 8 Series 1 tourer



Has had a total rebuild in the past, new carpets s /s ex, runs really well, paintwork good, hood Side screens all good, a very usable car and a Good investment. £11495 ono.

Mike Milburn
07835 512 235 (Hants)
Mjmilburn@live.co.uk

Car for Sale
1938 Morris Eight Series 2 Two seater



Red over black. Re-engined with a Series E engine, 12 volts. In running order. £6500.

Liz Young
0141 4241860 (Glasgow)
lizyglasgow@gmail.com

Parts Wanted

For Morris 8 Series E Tourer:
Complete set of front seat sliders
Chris Andrew
07599 746 120 (Bucks)
chrisjandrew@talktalk.net

Parts Wanted

For Series 3 Morris 12/4: Do you have, or can you point me in the right direction for, a pair of Lucas NC869/3 (Morris 66464) "U" flute type headlight glasses? I understand these are also fitted to some MG models? No great urgency, but any info gratefully received thanks.

Martin McClarence
07794 915 108 (Cheshire)
mcsathomeuk@yahoo.co.uk

Parts Wanted

For Morris Minor Two Seater 1934: Engine: 4x valve collet, 2x valve cap. 4 speed gearbox: top cover, change speed lever, gear knob. Front springs left and right. Brake pedal. Fuse cover. Prop shaft. 2x Fabric disc. Brackets for the steering column, part nr 38155. Part number is from The Complete Morris Minor Page 173, 174 pos B39 my car has chassis nr 40629. Bracket to ignition control and horn button and dip switch. Oil suction pipe. Oil cap engine. Dip stick. Camshaft: front ball bearing 36749, retainer ring 36556, rear roller bearing 36557, retainer plate 36559. retainer ring 36560. Housing and securing ring for rear crankshaft bearing 36941 and 36545. Part number is from The Complete Morris Minor, page 139 and 140.

Anders Ahlkvist
+46 709 730 318 (Sweden)
anders.ahlkvist@telia.com

Parts for Sale

For Minor Side Valve '30-'34. 1x camshaft, 1x camshaft rear bearing, 1x pair of timing sprockets, 1x crankshaft rear bearing housing, 3 unused pistons (std), 1x first/reverse sliding gear (3 speed), 1x front axle, 1x rear axle case, 2x front hubs (3 pin) 1x clutch cover, 1x clutch driven plate (split in disc, but good centre), 1x brake cross shaft, 4x leaf springs, set of brake drums.

Brian Shufflebotham
01782 515 802 (Staffs)

Car for Sale
For Sale 1936 Morris Eight Series I saloon



4 door sliding head. Car is in excellent condition, resprayed, new battery and fuel pump, master cylinder. New back wheels, original back seats (new leather) front seats new leather to seats, backs are original. Bumpers and other parts re-chromed. Spare engine block and head available. Refurb History available. Reluctant reason for selling: too many vehicles on the drive.

£8750.

Richard Lewis
07532 062 279 (Bucks)
richard_j_lewis@btinternet.com

Car for Sale

1932 Morris Minor two seater tourer



In very good condition. Professional engine rebuild. Many spares included in sale. £10250.
Chris Cooper
07850 877 572 (East Sussex)
cjc Cooper@gmail.com

Car for Sale

1939 Morris Ten Series M
1500 miles since complete engine rebuild (inc spin on oil filter). New Wiring loom, brake overhauled and new m/cylinder. Original interior, in need of restoration. Needs some tlc as has been off road for last four years. £3750. ono.

Dean Graham 01442 843 222 (Herts)

Morris Car Spares

**New and used
spares available**

Enquiries welcome

Happy to assist

For more information,

contact

**graham440@
btinternet.com**

or

07506 309 281

DAVID MOLYNEUX MORRIS PISTONS for all models

**Morris 8 and Series E
used parts supplied**

**Job lots of M8 and E
parts bought**

**M8 and E abandoned
projects/complete cars
bought for
spares or repair**

01229 584 972 or

07715 059 280 or

dmmem@tiscali.co.uk



MORE MODIFIED MORRISSES

It would seem that members are more flexible in their attitude to seriously modified (or should that be molested) cars than the Editor thought. So, as no-one complained about last month's collection, your Editor (maybe pushing his luck) offers another selection, this time Series Es like the one featured on the Register stand at the NEC.

For those interested, that car, KKO 912 (shown below in its better days), was recovered abandoned in a council garage in Wolverhampton where it had languished for at least 15 years. It is promised for Thoresby under its own power from a 4.4 litre V8 engine...

