

MORRIS MONTHLY



Volume 49

Number 10

November 2009



NEWSLETTER OF THE MORRIS REGISTER

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

www.morrisregister.co.uk



CLUB CONTACTS



NOGGINS & NATTERS



WHAT'S IT WORTH?

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

1934
Morris 20



VERY RARE SIX LIGHT SALOON. This totally original example has been on display at the History on Wheels Museum for the last 20 years and has appeared in many period TV series. Used by Granada while filming in the north of England as a "look-a-like" for Stalin's car. All in good running order. Original buff log book. New MoT and tax. Currently advertised on Classiccarsforsale.co.uk

The asking price?
Answer on Page 33



The Morris Register Spares Service

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

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

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

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

By phone: 07950 972401 (limited response hours)

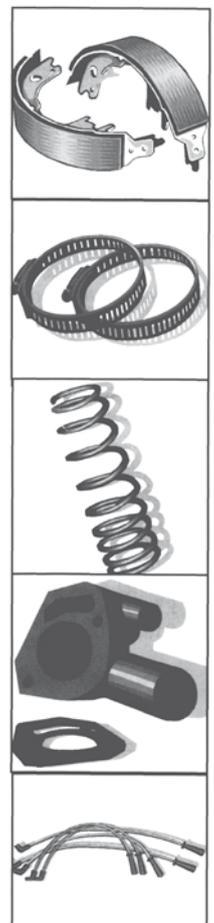
By e-mail: thespares@morrisregister.co.uk

By post to: The Spares Service
Hey Cottage,
Heyside Royton
OLDHAM OL2 6LW

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

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

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



MORRIS MONTHLY

Volume 49
Number 10
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NEWSLETTER OF THE MORRIS REGISTER



CONTENTS

3
President/Editorial
4
Biggar is Better
5
Bulletin Board
6,7
Minutes of AGM
Caption Comp
8
Thoresby Thoughts
Spares Service
9
Late Logos/Diary Dates
10-13
Register Retro
14-19 and 22-27
Regional Round Up
20-21
The Sun Never Sets
27
Media Morris
28,29
MoMo Mail
30
Tech Topic
31
Member's Morris
32,33
Membership Meanderings
New Members
33
Services and Suppliers
34
The Parson & The Fiddler
35
Morris Mechanicals
36,37
"The Home Made Car"
38,39
Morris Mart
40
Foto Finish

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

DEADLINE:

14th of the month
prior to publication

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PRESIDENT *Bob Beaumont* writes:

The AGM has been and gone, a full report will appear elsewhere.

This year it was quick and easy without great hassle, - my thanks for those who voted for my re-election.

The Conference that followed was, as always, business and good banter. It is also a social occasion but disappointing that only about a third of the members entitled to attend did so.

This is the time of the year that most Morris men get tucked up but during the lay up please make sure all is well for our 50th anniversary next year, we need as many as possible to be seen around.



EDITOR *Rob Symonds* writes:

Welcome to another bumper edition of Morris Monthly which I am happy to say is continuing to develop a broad range of material which I hope provides you all with something of interest to read now the nights are drawing in and the clocks have gone back. If there's anything you feel needs to get a mention, then let me know, or better still, think about submitting something yourself!

Before I forget, I need to make an apology for a major omission in last month's list of Thoresby winners. Apparently some chap called Dave Harris won the driving games and was dead miffed not to get a mention! Must make a mental note to give him a wide berth should I be unfortunate enough ever to bump into him.

At the AGM, I presented the entries for the 50th Year Logo Competition and there was much debate and discussion about them before a worthy winner was chosen by secret ballot. He is new member Neil Castle of Petworth in Sussex. His creation is not being revealed quite yet as it is under wraps for the New Year, although a preview of it may be on show at the upcoming Classic Car Show on November 13-15 in Birmingham. I hope to be there on either Saturday or Sunday, so do come and make yourself known to me and/or all the others manning the stand. If this alone is not enough to attract you then the prospect of seeing John Nagle and his newly acquired membership display and our brilliant new feather flags certainly should be! In addition, there has been a pretty decent response to Bob Dean and Mike Porter's request for some different vehicles from last year to be on display, so do come and have a look.

Another new Register initiative coming soon is the "Club Clobber" range which we hope to be offering by mail order before the New Year. Over forty different items of clothing, plus a limited edition shopping bag, will be on available - all clothing personalisable with your name or registration number or whatever. As well, there will be a choice of normal Morris Register logo or Neil's Jubilee version! So, be sure not to spend all your money on Christmas presents! If you visit the Morris Register website you may even be able to order before Christmas but we can't make any firm promises about that at present.



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BIGGAR IS BETTER 16th August



There was a good turn out of Morris cars at the Biggar Vintage Rally. This is a major Scottish event and includes displays of stationary engines, vintage commercials, tractors and motor cycles as well as a wide spectrum of veteran, vintage and classic cars.

The sky was overcast when I set off early on Sunday morning but as I headed south it became lighter with the promise of better weather as the day progressed.

The run to Biggar from Glasgow is a pleasant one through a lovely rural landscape and

about 10 miles out I noticed a tidy old Bentley in my rear view mirror. The driver was in no hurry to overtake and we were shortly joined by other classics and by the time we approached Biggar this had become a small convoy which attracted much favourable comment as we drove through the town.

Although Scotland is not now involved in car manufacture this was not always the case. Biggar has a major connection with the early motor industry as the founder of the Albion Motor Company was born in the town and used a mortgage on his father's farm in the town for starting capital. For this reason there is always a massive turn out of vintage Albions at this event and I have included some pictures of these for interest. Pre-war Morris cars were well represented and I have incorporated some of these. They included the "usual suspects" who have previously featured, Ian Williams, Ian Johnson, John Kennedy and Tommy Jardine with their well presented "8" saloons. It was nice to see Gordon Biggar with his very early Series 1 which he has owned for many years and was used as a daily driver until very recently. There were also tidy 2 and 4 seaters as well as a very nice Z van in G.P.O. guise. The J type was also very smart and it reminded me how few of these now remain. I remember they were a very common sight on our roads with "household name" companies having fleets of them. I did not manage to speak to the owners so cannot be certain if they were members but regardless, their vehicles were a credit to them. Lastly, there was a Series 2 Ten and a magnificent Bullnose.

It would be unfair not to mention the fine line up of Moggies and Marinas. These cars may not be the main focus of our interest but they were all well presented.

All told, Morris were very well represented.

Biggar is a historic little market town just on the edge of the Scottish Borders Region and although technically in Lanarkshire it has the look and feel of a classic border town.

There is a lot to see if you want away from the cars for a while. There is a world famous puppet theatre, and a preserved small town gas works which is now a museum. If ornithology is your bag the Osprey site at Glentress is close by and Edinburgh is only 25 miles away if you want to catch some of the festival.

The event offers free camping and caravanning for the weekend, why not come up and join us next year?

Ronnie Johnston





from SECRETARY, *Mike Brears*

REPORT ON THE 62ND PRESIDENT'S CONFERENCE HELD ON SATURDAY 3RD OCTOBER 2009 AT THE BLUNSDON HOUSE HOTEL, SWINDON

You will be able to read the draft minutes of the AGM elsewhere in this edition of "Morris Monthly" but for those who did not attend, here is a flavour of what went on at a very lively and good natured meeting.

Unlike previous years the AGM only took half an hour so my timing for the day became a little redundant. Following a short break and with the luxury of an extra hour to devote to PC matters, Bob Beaumont called the meeting to order just after 11:30. First up were the executive officer's reports and generally all were upbeat on the progress of the Club during the summer. Caroline's report as temporary/acting treasurer was very encouraging, reporting a healthy bank balance. The Club's presence at Beaulieu was discussed and Jim and Ann Riglar were congratulated on doing such a great job at such short notice.

John Nagle delivered his membership report in ebullient manner followed by an excellent power point presentation on further refinements and proposed expansion to the Club Handbook with a "Technical Handbook". After John had had his say it seemed everybody pitched in with suggestions as to how the idea could work. In the end, it was generally agreed that it was a good idea but John did say that while he was prepared to create the framework in conjunction with others, he was not prepared, because of his membership duties, to run the system.

After lunch Rob Symonds presented the submissions in the 50th Anniversary Logo competition – didn't know about it? – you obviously missed the notices which appeared in every "Morris Monthly" from May to August! Finally, after much debate during which some members tried to re-design some of the entries – shame on you for not submitting your own - logo "J" was chosen. The winning entry by Neil Castle will now be forwarded to our clothing supplier for use on the new range of "Club Clobber".

Rob then carried on with his own report on the newsletter paying particular thanks to all the regional newsletter editors who take the trouble to contribute and to Harry for his now regular input. There were some complaints that items submitted by regions had not been printed, but Rob said that generally all that he received he included and depending on what the item was it may not have been under the region's banner but it was there.

Despite the hiccup with the booked entertainment, and very heavy rain a day or so before, Ken Holden said that the National went very well. He and Malcolm are still trying to improve the event and any reasonable suggestions are welcome. One piece of good news was that they have managed to secure the site for the next two years at reasonable rates.

News from the regional representatives was generally encouraging although some noggins still give cause for concern. It also seems that a number of regions are following the same path by introducing lunch time runs rather than the traditional evening meetings.

As with all President's Conferences the range of topics in the second half of the meeting was as diverse as you could wish for but the item that took up a good deal of time was the report by Rob on the recent meeting at Gaydon that he attended regarding the celebrations of 100 years of Morris. As you can appreciate 2013 is a little way off, but it appears that other Morris clubs, notably the Morris Minor Owners Club, already have some very positive proposals which they are prepared to share with us and others.

The minutes of this meeting will be issued in due course to all Executive Officers and Regional Secretaries. Any member who wishes more information on the topics discussed should contact their regional representative.

NOTICE OF AMENDMENT TO CLUB RULES

The following was approved at the AGM on Saturday 3rd October 2009.

Amendment No 2 to the Club Rules dated 7th October 2006:

Amend Rule 4(l) as follows:

Omit the current wording of Rule 4(l) and substitute the following:

"Any person who has previously been expelled from the Club may re-apply for membership, any such application shall be made directly to the Executive Committee who having taken cognisance of the circumstances of the original expulsion shall have the power to re-admit the applicant at their discretion and impose such restrictions or conditions on the re-admitted member as they see fit".

APPEAL FOR INFORMATION

An ex-member by the name of John Cook emailed in an appeal for information on a 1935 Morris Eight Tourer registration no. BUV 473 he owned in the late 60s. John said that he completely stripped it down and after joining the Register and started to rebuild it. After numerous events, moving house, starting his own business and raising children he says he only got the rebuild half finished. In the 80s it was advertised in the Register Newsletter and John thinks that it was bought by some people who worked at Heathrow Airport. John is very interested in whether it was completed and whether the owner may belong to the register. John's e-mail address is mojohncook@yahoo.com

**MEMBERS' AREA
PASSWORD**
*is currently
podleg*



**MINUTES OF THE ANNUAL GENERAL MEETING
HELD ON SATURDAY 3RD OCTOBER 2009
AT THE BLUNSDON HOUSE HOTEL, BLUNSDON, SWINDON**

The meeting opened at 10:30am with 40 members present.

1. Those present

Bob Beaumont, Ken and Hilda Johnson, Frank Ashley, Dave and Gloria Harris, Mike and Val Brears, Caroline and Tim Harris, Harry Edwards, John and Jo Nagle, Ken Holden, Tom Taylor, Roger Clitheroe, John Powell, Rob and Barbara Symonds, Jim Riglar, Paul James, Peter Harrison, Norma and Laurie Cook, Terry Horn, Trevor Willsden, Christine and Neil Truslove, John Howells, Tom Bourne, Margaret and David Molyneux, John and Anne Dewar, Derek and Pearl Ayres, Ken Martin, Mike Kent, Ivan Rooke, Mike Duckworth.

2. Apologies for Absence

Malcolm Dixon, Doug Townsend, Ed Stirk, Josephine Harrison, Brian Spence, Mike Porter, Pam and Dave Lee, Jeff and Sue Anderson, Terry Wigington, Lionel Smith.

3. Presentation of Awards

The President, Bob Beaumont presented awards to the following members:

The Writer's Chalice was awarded to Barbara Symonds for interview articles in the Newsletter.

The Mary Benfield Trophy was awarded to Graham and June Naylor for their work on the Spares Service.

The Calormeter Trophy was awarded to Jo Nagle for her work on implementing the Direct Debit system.

The President's Choice was held over until the next meeting in April 2010.

4. Approval of the Minutes of the AGM of 7th October 2008

The Minutes of the previous AGM were published in the 2008 Winter Journal Vol. 19 No. 4. No corrections were required; Terry Horn proposed they be approved as a true record of the meeting this was seconded by Jim Riglar and passed with a vote of 32 for, none against, the remaining 8 members did not vote and were recorded as abstaining.

5. Director's Report and Accounts for the year ended 31st January 2009

The Director's Report and the Accounts for the year ended 31st January 2009 were circulated to all members in the Club Newsletter published on 1st September 2009. They show a profit for the year of £10,619.00. The Treasurer, Caroline Harris, advised that Ivan Rooke has asked for clarification on the figures for turnover and other operating income. Caroline said that she could not answer his question categorically since she had only taken over as treasurer halfway through the year, but having had a quick look through the accounts produced she thought it safe to assume that the larger figure represented general/spares/Ardingly Sales and the lower figure covered Membership fees. Administration costs include

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journals/newsletters, office supplies, general administration, not forgetting that the administration costs for the Ardingly Show and Spares Section are also included.

John Powell then proposed that the accounts be adopted. This was seconded by Frank Ashley, the votes cast by proxy and at the meeting were 151 for, 2 against and 14 abstentions.

Note: there were 131 votes received by post including 4 of the 40 members present at the meeting, therefore the maximum number of votes that can be recorded is 167, (131 postal + 36 present).

6. Appointment of the Auditors

The Chairman advised the meeting that as a result of a competitive tendering process carried out earlier in the year J. A. Tuffin & Co. had submitted the most favourable quote for carrying out the inspection and auditing of the Club's accounts he therefore proposed that J. A. Tuffin be appointed as Auditors for the forthcoming year. This was seconded by Bob Beaumont and the votes cast by post and at the meeting were 152 for, 2 against and 13 abstentions.

7. Election of Officers

Before the voting for the election of officers commenced, the Chairman explained that he had already cast his vote by post as he did not want to be seen to be influencing a vote for any particular person. He then asked for a proposer and seconder for each Officer.

The combined votes for each Officer are shown below:

		For	Against	Abstain
President	Bob Beaumont, prop. R Clitheroe, sec. K Holden	155	3	9
Vice President	Ken Johnson, prop. J Riglar, sec. J Nagle	154	4	9
Chairman	Dave Harris, prop. P Harrison; sec. J Powell	151	3	13
Secretary	Mike Brears; prop. K Holden; sec. D Ayres	153	4	10
Historian	Harry Edwards; prop. K Martin; sec. F Ashley	152	5	10
National Event Sec.	Malcolm Dixon; prop. B Beaumont; sec. J Powell	155	3	9
National Event Sec.	Ken Holden; prop. T Willsden; sec. T Bourne	155	3	9
Membership	John Nagle; prop. K Holden; sec. J Powell	155	2	10
Spares Sec.	Tom Taylor; prop. T Willsden; sec. T Bourne	156	2	9

(Note: Club Officers may not vote for themselves and these have been recorded as abstentions.)

On the basis of the postal votes received and those cast at the meeting together the Chairman declared the Executive Officers noted above were elected to serve for a further year.

8. Special Resolution

The Secretary explained that a proposal to amend Rule 4(l) had been submitted by Chris Healey (MR No 965) as he felt that the existing wording was too draconian. The Executive Committee had considered his proposal at the July meeting while agreeing with the principle they felt that the second part of Chris' proposal for a petition by members was already covered by the rules regarding Extraordinary General Meetings. The Committee's views were discussed with Chris and he agreed to the final wording of the proposal.

Having been originally proposed by Chris Healey it was seconded by Jim Riglar and the total of votes cast both by post and at the meeting were 142 for, 6 against and 19 abstentions. An amendment to the Club Rules will now be published in the next newsletter

There being no other business the Chairman then thanked all those members present and formally closed the meeting at 11:00am.

9. Date and place of next Meeting

Saturday 2nd October 2010. Venue to be advised.

CAPTION COMP



Please submit a humorous caption for this picture, either by email or in writing to the Editor. Unless someone offers a prize there isn't one, other than the cachet of being the wittiest member of the Morris Register... The winner will be announced next month.





After THORESBY THOUGHTS

from JOINT NATIONAL RALLY ORGANISER, *Malcolm Dixon*

Summer isn't officially over and it seems strange writing this when it's only 7.30 p.m., pitch black outside, and our National Rally 2009 only a memory.

My sons are full of ideas that usually involve my bank balance – some good, some not so good – but this year they came up trumps by finding me a caravan (admittedly not the latest model) and a 5 seater Mercedes Vito van to make my life easier when attending Thoresby Park for the National Rally. Having to be on-site for most of the week, I'd tried local hotels and B & Bs but neither beats staying on-site for getting to grips with the myriad tasks that have to be undertaken before the weekend. The ulterior motive was to make their life easier for attending track days with their motor bikes!

On to the event – was it to be a washout or was the BBC weather forecast of a BBQ summer to hold good? The rain fell from Tuesday till Friday lunchtime but thankfully the fates were with us and as George Formby would have said "It turned out nice again".

Attendance was good with 138 classic vehicles and only 7 unable to make it – 2 of those broke down en-route unfortunately – and 55 modern cars. That's a goodly number and thanks to everyone who made the effort.

Bog Oake, our gifted members from Kings Lynn, entertained us royally on the Friday evening when the highly appreciative audience relived their youth with music from the 60s and 70s. Perhaps we can look forward to a repeat performance for 2010?

It was gratifying to read the reviews in last month's Morris Monthly and Ken and I have also received positive feedback by letter and email. There's an excellent band of helpers who go a long way to ensure the smooth running of this major event – you know who you are – and we thank you sincerely. The centre-page spread of photos in our magazine captures our National Rally 2009 perfectly.

Next year has to be even more memorable as we celebrate the 50th anniversary of the Morris Register. Are there any original thoughts out there? Please send us your ideas and suggestions.

Remember the Rally will take place on 7/8th August 2010. I'll be there with my well-used caravan and van . . .



SPARES SERVICE

from SPARES SECRETARY, *Tom Taylor*

TEN/FOUR CROWN WHEEL AND PINIONS - THE BAD NEWS!

In response to suggestions from several concerned owners, Register members were invited a few months ago to express any interest they might have in supporting a scheme to have 9:47 crown wheel and pinion sets for the Pre-Series Ten/Four re-manufactured. These items are often said to be virtually impossible to obtain these days either new or second hand. Less than a dozen members responded to the invitation, but enquiries were still made in order to assess the feasibility of placing an order. Several UK manufacturers were approached together with one overseas manufacturer who currently supplies similar units for a well known parts company specialising in one particular make of older car. In general terms and in all cases, the unit cost per set would start at something like £600 each for an order in single figures and would end up at a minimum of £200 each for an order for 50 or more. This obviously reflects the maxim of 'the more you buy, the cheaper they get' Even on conservative estimates, the start up costs of this project would be in the region of £8000, clearly something that the Register is currently in no position to finance. The figures do not provide for the club to make any profit on the venture, but simply to offer a service to members. Various options have been explored in the knowledge that other models in the Pre-Series 10/4 and 10/6 range use slightly different ratios and that Series II models use the same crown wheel dimensions and very similar pinion bearing faces. Series III and Ten M models offer more variations. However, any variation made to the basic specification would only add, however marginally, to the potential costs and the regrettable conclusion is that unless at least fifty members are prepared to pay in advance a sum of £200 for future delivery, or unless a wealthy benefactor comes forward to underwrite the costs, the project cannot go ahead.

For comparison, an off-the-shelf crown wheel and pinion for a period MG TA, TB or TC would cost you a little under £550. This might make the possible price of £200 an attractive proposition to you and I would be delighted if the requisite numbers were prepared to come forward. Do let me know!

As a footnote to the above, I should express gratitude without mentioning anybody by name, to the member who kindly and helpfully offered a degree of assistance in financing the project, subject to reasonable guarantees. Sadly, it seems even this enthusiastic cooperation would not increase the feasibility.

LATE LOGOS!



Unfortunately a delightful selection of logos (of which 5 are shown here) arrived well after the closing date for the competition so the winner had already been chosen! Nevertheless, we were so pleased to hear from these two younger readers, Cedar Grixti and Olivia Westall of Clymping, West Sussex, that a special prize has been sent to them on behalf of the Morris Register.



DIARY DATES



DATE	REGION	EVENT	CONTACT
7-8 Nov	W	Footman James Autumn Restoration Show, Royal Bath & West Showground	
10 Nov	W	Cheltenham Steam & Vintage Fayre	
13-15 Nov	M	N.E.C. Classic Car Show, Birmingham	
14 Nov	CH	Chilterns A.G.M., Girl Guide Hall, Church Lane, Chalfont St. Giles	
18 Nov	W	Annual Autumn Running Day, I o W Bus Museum, Newport Harbour	
1 Jan	W	Merlin Events Meet and Classic Car Run. Fleet Air Arm Museum, Yeovilton	01935 474 630



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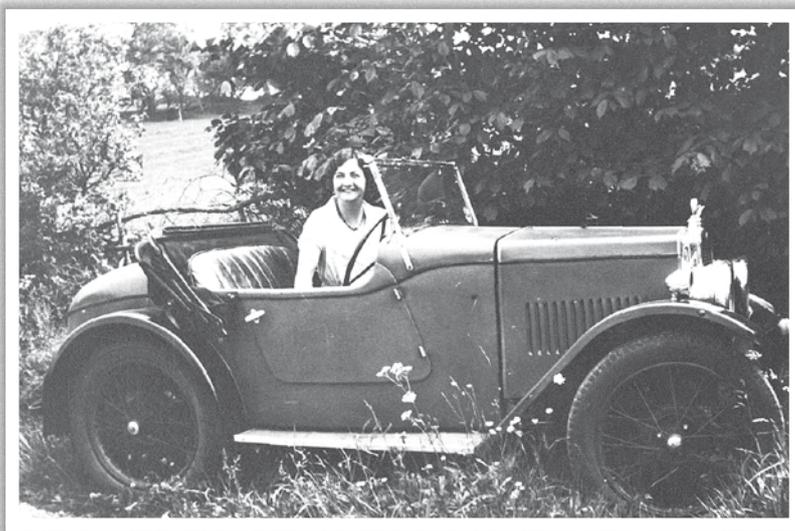
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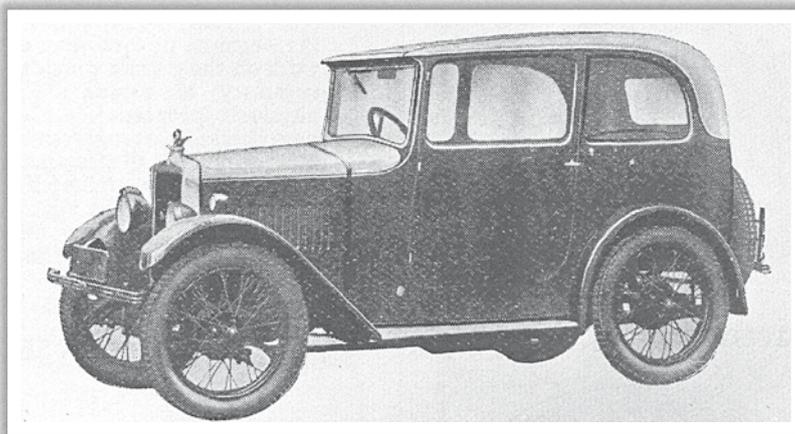


A LOOK AT MINOR SPECIALS (Part4) by Harry Edwards

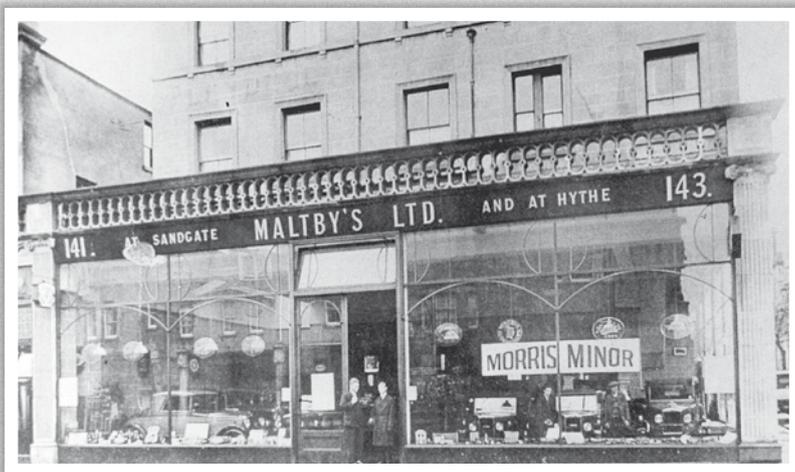
Gordon England's racing successes, particularly with Austin Sevens and the well known Gordon England Austin 7s, Govershadows the fact that many Morris chassis were used for Gordon England bodywork. The Morris Minor in particular was available with Gordon England bodywork which, to use the firm's own advertising blurb, was "As light as the fabrics, as silent as the Sphinx, as durable as the chassis, and as beautiful as the Venus".



Gordon England Stadium Minor Two-Seater [Photo: F. Dobson]



Gordon England Minor Saloon



Maltby's Ltd Showroom at Sandgate, Folkestone. On the left of the picture can be seen the Maltby Minor Two-Seater.

[Photo: H. Edwards]

With their coachworks located only spitting distance from what was then the green turf of Wembley, it is not surprising that the model name "Stadium" was chosen when Gordon England looked to the Morris Minor o.h.v. chassis as a basis for the 1930 G.E. Special Two-Seater, priced at £155. The same Minor chassis was used for the slightly more expensive Gordon England Saloon at £175.

As described by Gordon England (1929) Ltd, for ladies, the saloon was: "Fitted with the neatest of sliding roofs which you can easily operate with one dainty hand whilst driving. Spring-loaded in every position, closed, slightly open and fully open, this roof does not rattle. The single piece screen opens right up. Upholstered in real leather with air cushion seats for comfort. Unsplinterable glass throughout for safety. You will appreciate the high quality and beautiful finish which, added to the patented 'England' lightweight silent construction, makes this your ideal summer and a year round car".

The description for the two seater version includes: "A lightweight body giving you just that extra snappiness in acceleration and speed uphill which increases the joy of driving so much, and allows a really high yet safe average speed to be maintained. For weather protection — a real good hood and detachable side curtains. For touring-ample luggage accommodation in tail. Beautifully finished in an attractive range of colour schemes and fully equipped, including Tecalemit central chassis lubrication".

John Hugh Maltby and his brother Herbert Charles Maltby moved in 1902 from an 1899 established blacksmiths business into the motor trade as Maltby Motor Works in Folkestone. First as a dealer and repairer with coachbuilding facilities then manufacturing commercial vehicles such as lorries and coaches. A few years after the end of the World War, in 1926, the firm was sold to a Mr.Redfern who, with his two sons, Francis and Dicky Redfern, concentrated on car dealership for makes such as Morris , Wolseley, Riley etc added to the emphasis on coachwork for car chassis from 1929, both small and larger models. Examples of the former were the Wolseley Hornet and the Morris Minor.

Most of the Maltby bodied Morris cars appear to have been sold through Morris agents, particularly Stewart & Ardern of London. In Oxford, in July 1930, Morris Garages Ltd. Showrooms in Queen Street put on a Morris Minor Exhibition with both standard Minor saloon and tourer models and the Maltby bodied versions displayed.

Examples of both of these Maltby Minors were later to be seen at the Olympia Motor Show between

October 16th and 25th in 1930. The Two Seater was described as being panelled in aluminium. There was a large rear compartment for luggage and provision is made for fitting a dicky seat for children when desired. Equipment includes rigid side curtains and pockets in both doors. Painted black with bright green waistline and wheels, upholstered in green leather. Fittings chromium plated..

Of the Maltby Minor Coupé, the Motor Show catalogue records that the model had a folding head and winding windows. Triplex glass screen and the exterior fittings are chromium plated. Colour scheme is khaki and red. If desired, accommodation for two children can be arranged beneath the hood.

Michael McEvoy, together with Laurence Pomeroy, ran the works of M.A.McEvoy (London) Ltd, licencees for the manufacture of the Zoller blower in the U.K. Among the conversions to bear his name were the McEvoy British Anzani motor cycle, McEvoy M.G.Special, McEvoy Wolseley Hornet Special and McEvoy Morris Minor Special, which is the subject of these notes.

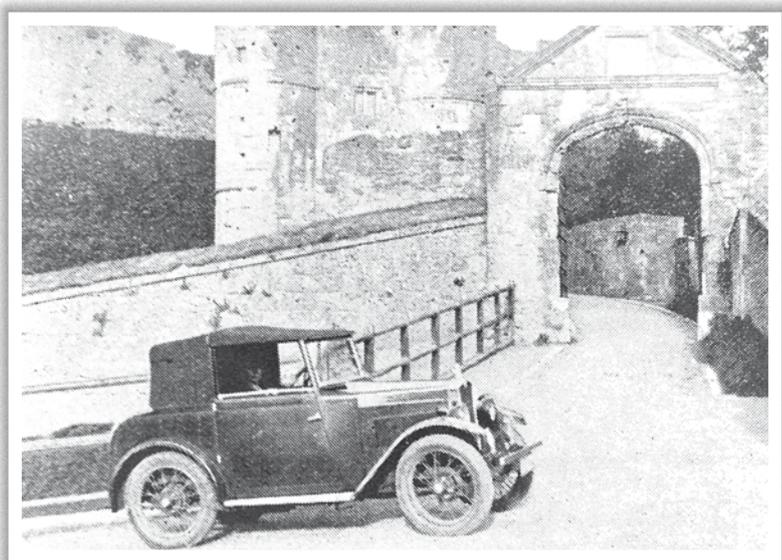
First announced around January 1932, the McEvoy Minor Special was made in conjunction with the firm of Jensen Motors Ltd, of West Bromwich, who supplied the Finished Jensen bodied four seater to McEvoy, who then specially prepared the 847 cc side-valve engine. For the 1932 season the McEvoy Morris Minor Special "Model 60" specification included special polished cylinder head, extended steering column, leathercloth upholstery, pneumatic cushions, adjustable back rest to the front seat, Ashby "Brooklands" sprung steering wheel, sloping windscreen with facilities to fold flat, Lucas Graves twin filament dipping headlamps, 80 m.p.h. speedometer. The body had a single door on the nearside with hinges at the forward edge and a large pocket in the door. Front wings were of the helmet section and include leather mud flaps. For the "Model 70" the above specification applied but the engine on this model was specially timed and fitted with stronger valve springs, slightly higher compression ratio and a specially designed manifold for the S.U. downdraught carburettor fitted. On this model the cylinder head, ports, and pistons were all carefully polished.

Prices of the "Model 60" and "Model 70" were £149 and £160 respectively but extras were available for both models such as an additional door on the driver's side for £2.10s (£2.50), a two piece windscreen £4, extra spare wheel and tyre would be £4. To have a colour other than the standard black and green, black and red, grey and red, grey and blue, grey and green, or plain blue, would be an additional £3.

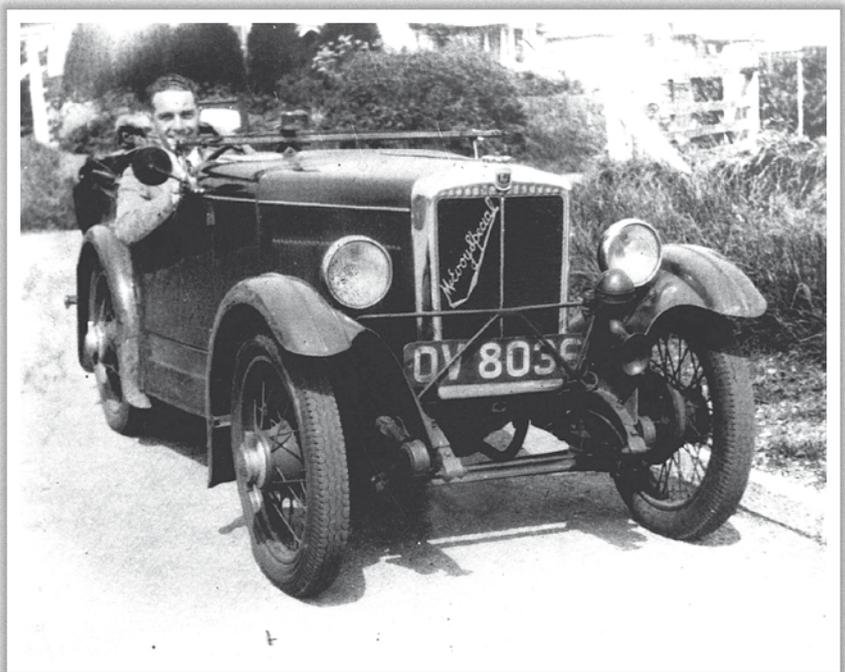
For the 1933 season, the McEvoy Minor Special at £149 was based on the long wheelbase chassis. Some of the last season's extras were now standard such as the fitting of two doors, a longer bonnet, wind deflectors on the scuttle to facilitate a larger dashboard with six inch diameter speedometer and folding windscreen. The second Minor Special at £160 had the tuned engine with higher compression and ribbed exhaust manifold. Both models were available in grey or cream shade £3 extra. Not surprisingly, in view of McEvoy's supercharger business, the Zoller blower was offered on the 1933 model Minor Special at £225.

At the Olympia Motor Show of 1933, which traditionally would exhibit the following 1934 season's model, M.A.McEvoy(London) Ltd were offering a Minor Special with open sports body, priced at £155. No other details are available.

In the thirties there were probably few makes of medium size and big car coachwork that had not passed through the hands of Salmon & Sons of Newport Pagnell to receive the Tickford Sunshine Coachwork conversion. Less so the small cars of the period. The writer has not been able to locate a photo of such a conversion on the Morris Minor but such conversions to the Minor and other small cars such as the Austin Seven, Triumph Super Seven, etc., did exist. In 1932 Salmon & Sons were advertising the Morris Minor complete with Tickford 100% open or closed roof for £142, slightly more than the contemporary Austin Seven at £137.10s. The same year the conversion on the Morris Family Eight was £172.



Maltby Bodied Morris Minor Drop-head Coupé



1932 model McEvoy Special Morris Minor



It was claimed that a Tickford could be opened or closed in 10 seconds by turning the crank handle, which fitted into an aperture in the rear quarter, the operating mechanism being entirely hidden.

The illustration shown here is of a Tickford Morris Oxford owned by a Morris Register member. The Tickford patents covered a fabric roof made to fit a saloon body which when operated folds itself back to the extreme rear of the bodywork. The modification of the original standard saloon body necessitated the removal of the roof and quarter panels, but the cant rails and upper portion of the rear pillars are left standing to embody the Tickford mechanism.

A similar hood was patented by a Frenchman named Lewiss but in his design the handle was operated from the driver's seat via chains. Salmon & Sons was established in 1820 to build horse drawn carriages and was renamed Tickford in 1940.



to be continued next month

Letters to the Historian

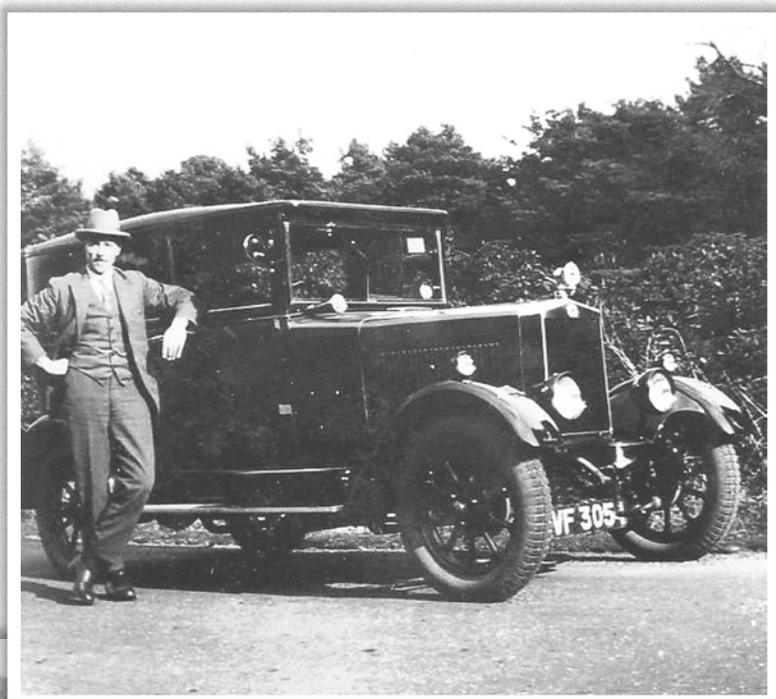
Dear Sir,

Are you able to identify the vehicles shown in the attached photographs, or point me in the direction of someone who might? The first photograph (VF 3054) was taken at Sandringham in 1928 with my grandfather, Louis Frederick Beckwith, standing beside the car.

The second photograph (VF 9007) was taken 3 years later at Dunster in Somerset. He must have liked the first one as he bought another model of the same make.

Yours etc.

Brian Armes
Church Crookham
Fleet
Hampshire.



(Historian's note: The first vehicle, VF 3054, registered by Norfolk County Council in 1928, is a Morris Cowley four-door saloon model of the 1928 season. The price then would have been £142.10s. The second Morris was a 1930 model Morris Cowley fixed-head saloon, also registered in Norfolk as VF 9007. It would have cost your grandfather more for this one, being £195.)



Dear Sir,

It was good to see my letter and photograph published in the last issue of the Journal. Thank you very much for the opportunity.

However, I was rather concerned that you had exercised your editor's discretion and clarified the location of Christmas Island, which I had omitted to do in my original letter. In fact, there are two Christmas Islands and the one where nuclear tests took place in the early 1950s and 1960s was Christmas Island in the mid-Pacific Ocean, not the Indian Ocean, as I am sure many of your readers of my generation, perhaps even nuclear veterans themselves and serving on Christmas Island during that period, will have realised. Would it be possible to print a correction?

I continue to read the Morris Register magazine with great enthusiasm, particularly as I am now the proud owner of a fully restored 1936 Morris Eight and look forward very much to future issues and other readers' experiences.

Yours etc.
Mike Duckworth
Westerham
Kent.

(Historian's note: My apologies for the error. I have slapped my wrist and gone back to the Atlas to learn that your Christmas Island (pictured above) is in the central Pacific, in the Line Islands, the largest atoll in the world, with a population in the 1960s of 367 and an area of 139 square miles.

Your article, by the way, was appreciated by David Upton, as the following letter will confirm.)

Dear Sir,

I was quite surprised to see my name mentioned again in the last issue of the Journal (Vol.19 No.5), in the article by Mike Duckworth concerning his LWB Morris.

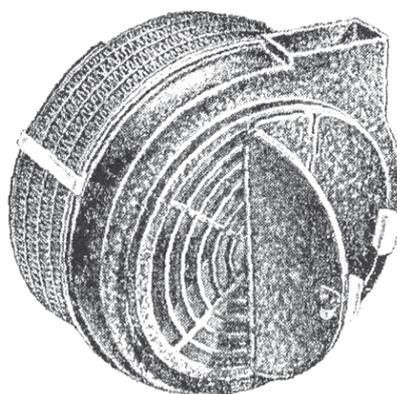
In it he wrote of how he had the engine blow up on him and a con rod put through the block, although he somehow managed to still limp home.

What struck me about his story is the fact that nearly 30 years ago my wife and I had a 1953 upright Ford Anglia, and at the time were coming back up the motorway from a holiday in Cornwall. We, too, experienced a loud bang from the engine and were forced to pull up on the hard shoulder, only to discover a similar hole in the side of the engine, etc. The difference with us was that we simply couldn't proceed, but nevertheless got home quicker than expected - on the back of an RAC recovery truck!

That particular Ford used to have a flywheel water pump driven off the fan belt, supplying water to a Smiths heater (6 volt). Can you advise if similar heaters and pumps were ever fitted to cars such as we have now - a 1937 Morris Eight Two-Seater? If you have any info I would be interested.

Yours etc.
David Upton
Hope Valley
Derbys.

(Historian's note: In the early 60s I recall some Morris 8s in which the owners had fitted Smiths heaters. These were supplied by motor factors such as Brown Brothers, and the pump in question was a small unit driven by a wheel which was arranged to run on the outside of the fan belt.)



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REGIONAL ROUND UP



North West Region Newsletter



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

I've just arrived home from attending the Morris Register's Annual General meeting and 62nd President's Conference in Swindon, where as well as inconveniently breaking my reading glasses before the meeting started, I managed to drop my phone on the Premier Inn car park when setting off back home on the Sunday morning. Specsavers have quickly repaired my glasses and the nice lady at the Premier Inn has sent my phone back in a jiffy bag so it's all systems go again.

When I first started to attend these meetings of the Register some years ago, there was always a heated debate over some issue or other if not an outright argument, but nowadays we all seem to be on the same track and the Saturday morning AGM and afternoon President's Conference were quiet but productive sessions where much constructive discussion took place concerning the current and planned future progress of the Register. Nothing sensational or ground-breaking, just steady development of policies and practices adopted over recent years. I actually feel quite proud to be part of the dedicated and capable team taking the Register forward into the 21st Century. There was deserved praise and acknowledgement for the work of Rob Symonds on the Morris Monthly newsletter, Jim Riglar on website development, and John and Jo Nagle on membership matters. Morris Monthly has been received with much enthusiasm by members, whilst Jim's work on the website is evident to those who frequently use the site and the Members' forum. John and Jo have transformed the Register's data bank of members and their vehicles into a true 'Register' It was particularly pleasing for me to accept the Mary Benfield Trophy for enthusiasm on behalf of Graham and June Naylor in recognition of their tireless efforts on the Register's Spares Service (pictured right).

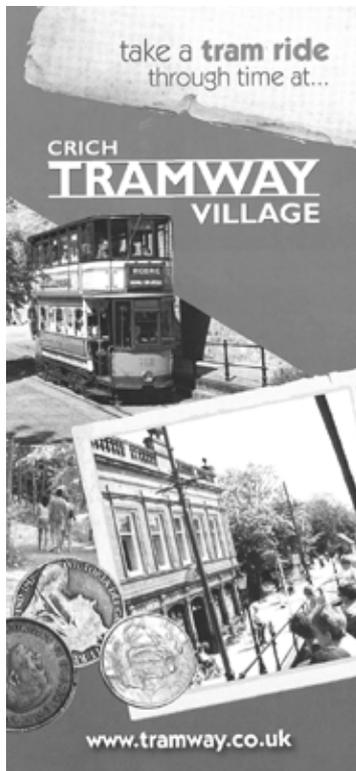


Now on to regional matters. Too late I fear for you to join in, but there will be a "Farewell to Summertime Run" on Sunday 1st November commencing at the Turbary House Garden Centre at 12-00 noon and ending up with a late Sunday Roast lunch or afternoon tea at our Preston Noggin venue The Anchor at Lostock Hall. The route will be a forty

mile ride around the quieter lanes and roads of the Chorley/Horwich/Leyland area, and if well supported will mark the beginning of a series of similar runs throughout the winter months. I have e-mailed as many members as I can in advance of this event which has been arranged at quite short notice, but the next Sunday Lunch run will be on Sunday 29th of November commencing at 11-00 am from a venue to be decided. Get in touch with me if you would like to participate or let me have your e-mail address.

Another date for your diary is Monday 7th December when our monthly Noggin at The Anchor will take the form of a Christmas Hot Pot Supper. Our Landlady host Alison will serve us Lancashire hot pot and apple pie with ice cream, for which there will be a charge of £5 per person with any surplus being donated to The Anchor's "Help for Heroes" fund. The price will include a free raffle for which a number of valuable prizes have already been donated. Booking is essential for the evening so if you intend to come along, please let me know by Friday 4th December at the latest.

You will doubtless be aware that 2010 sees the Fiftieth Anniversary of the founding of the Morris Register, known then as the Morris Eight Tourer Club, or M8TC, in those far off days. There will doubtless be a number of special events throughout the year to mark the Anniversary, but the North West Region will be organizing a weekend event at The Tramway Museum at Crich in Derbyshire on 12th/13th June. (I am



told it is correctly pronounced 'kr eye tch') We are collaborating with Register colleagues in the Midlands and Yorkshire Regions to ensure we have as many Morris vehicles as possible on display at the museum over the two days of the weekend. A comprehensive list of Hotels, Guest Houses, and B & Bs in the area as well as camping and caravan sites will be available to prospective entrants, so there is no reason why we cannot really fly the Morris flag and let everyone know who we are and what we are celebrating. After all, there cannot be many one-make car clubs of our period who have managed to reach their Golden Anniversary. The Peak District National Park is a renowned tourist destination with Matlock, Bakewell and Buxton in close proximity to Crich, so there will be plenty to see and do. More information will be available over the winter months and entry forms will appear in a sequence of Morris Monthlies early in the New Year. In the meantime, www.visitpeakdistrict.com will give you a taste of information available for visitors to the area. I hope to see lots of members at the Morris Register club stand at the NEC Classic Car Show on 13/14/15 of November, but for now enjoy your "Happy Morris Motoring".





The Yellow Pages

No.385

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

EAST ANGLIAN REGION CAMPING WEEKEND JULY 2009

The long drop to the ground. The slight forward stoop. It must be the camping weekend again. The once again sojourn to Rendlesham Forest north of Woodbridge in Suffolk. The meeting again of old members and new both metaphorically and physically speaking. The previous one was always the last but thanks to Ken and Jill Smith it obviously happened again in 2009. Our best wishes go out to Geoff and Peggy Cox who failed to make it on this occasion but we thought of them and wish them well.

So when we (the Rookes) arrived on Friday afternoon the Landins were there, so were the Smiths and the Longs. Also there were John and Anne Bourne, Marion Kay and Colin Holder. Paul and Celia Jones from Swindon had arrived together with a very nice 1930's caravan. Then came in comparative locals John and Anne Ford closely followed by Kevin, Jo, Eleanor and Pippa Edwards. It was good to see again Alan and Chris Broughton and Val and Victor. Their afternoon arrival caused less of a disturbance than their usual dead of night appearance! This contingent originating from Wales with the "Stately Home" towing the trailer on which proudly stood the 1927 Cowley Two Seater completed the vintage look to 'our' corner of the site. The weather was good and the evening was spent socialising.

First thing on Saturday it was great to smell the aroma of bacon and eggs. This is an indulgence these days generally only for special days. It was a 9.45 am start for the 25 mile drive to the Museum of East Anglia Life in Stowmarket. I am not sure if it is because I live locally or whether I have the slowest vehicle but they put me in front of the convoy. I pushed the Cowley hard so as not to cause too many hold ups for other road users through those country lanes! About an hour later we found our way through the traffic and shoppers of the nearby supermarket to find ourselves in the peaceful surrounds of the museum. It was good to see a very impressive line up of some nine period cars. Having spent a few hours touring the extensive grounds of the museum viewing steam (but not actually steaming on this occasion), bygone trades and our general social history, members gradually drifted back to Tangham campsite.

By tradition the BBQ always starts at 6 p.m. on the dot and finishes late. Maybe it is because that way we gain maximum time to have a pleasant social chat, relax and enjoy our food together with a tippie of "scottish wine". It was good other members joined us during the evening. It was all very sophisticated and became very festive when Harold "The Lamp" Landin lit up those magical lamps in the darkening hours.

Sunday was an unorganised day with some members departing for home whilst others partook of other events on in the area. Some would stay for the remainder of the week. I cannot actually vouch for the weather on the coast but a few miles inland it was quite exceptional and a visit I made to the site later in the week still showed signs of Register occupancy.

The official event was sealed by an enjoyable meal at the "Wilford Bridge" hostelry on Sunday evening. Shame about those pesky flies! A very enjoyable weekend. As for next year - well, watch Yellow Pages.

Ivan Rooke

If anyone has anything for inclusion in The Yellow Pages, I usually try to attend the Essex noggin each month and you can see me there or I can be contacted by phone on 01621 856687, by email at KANDA.BAILEY@TESCO.NET or by post at 16 Willow Walk, Heybridge, Maldon, Essex. CM9 4TT. Items need to be with me before the 1st of each month to be in time for inclusion. I email the Newsletter off on the 12th of each month.

.....
 • I will be stepping down as the Yellow Pages editor at the end of this year. If there is anyone interested
 • in taking over this rôle and you would like more information as to what is involved please contact me.
 • You will need to be elected into the position and will become part of the regional committee.
 •





THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



Joint Editors: Rob Symonds 0121 682 0640 email: r-w-s@blueyonder.co.uk
Mike Porter 01384 376961 email: mike.j.porter@btinternet.com

LEICESTERSHIRE NOGGIN

There was no report for last month's Noggin but we did welcome two new members, Derek and Christine Eastwood. Derek informed us that he was on the lookout for a Morris 8. I am pleased to report that they were back this month (October) and he had purchased his Eight and as soon as he had got two new wheel cylinders fitted it would be up and running. The numbers were down in September, there were only eight of us there for a meal but a late arrival was this year's winner of the Minor Class and the Midland trophy at Thoresby, Bob Worthington. By coincidence I happened to come across the September 2002 Midlander and noticed an item sent to me by a then member of the Morris Register who on a pleasant summer decided to go for a spin on his Harley Davidson. This was primarily to investigate a squeak that had recently occurred. The squeak ultimately turned into something more serious and he rolled to a halt. Fortunately there were a number of other bikers out that night one of whom stopped to offer assistance. This person happened to be Bob Worthington who was a keen motor cyclist. Having decided that the problem could not be put right on the roadside Bob offered to return home and fetch his bike trailer and take him home. Whilst they were loading the bike John, our member, happened to say how useful a small trailer would be for his Morris. Bob then mentioned that he had on old 1933 Minor he that

had recently purchased with a view to a restoration. He continues, "Instantly a new friendship was formed and all because my ultra reliable Harley Davidson had failed as we passed in opposite directions on the road." John brought Bob to one of Noggins and I promptly gave him all the details to join the club. Bob was a regular member of the Leicestershire Noggin so over the years we had a month by month report of his progress. The seemingly slow progress was often down to Bob's ill health but we all saw the result of his labours at Thoresby. An interesting point at one stage was that he had a neighbour who was Polish and often wanted to help but was more of an hindrance but Bob tolerated him, not wishing to upset him. He happened to mention to him that he was looking for somewhere to get his chrome plating done. His neighbour who was due to go on visit back to Poland and taking his car said he had a friend who could do it for him. I understand that Bob also gave him some bits of his ash frame work for which he also had a friend who could help. The results were not only first class but cheap compared to current prices in this country. However to get back to October, we were getting up to speed again this month with 14 members turning up for an enjoyable meal and chat. I guess I had better leave it at that!

Ken Johnson

GEOFF HEATON

It is with regret that I have to report the death of Geoff Heaton following a long and painful fight with illness. After his retirement, some years ago, he came to me and said he would like to be more involved in the Club in a more useful capacity. For a brief time he was Editor of the Midlander until a stroke in 1999 put an end to that and for a time Geoff was fully occupied with fighting back to something like normality. This he did, to a large extent, and he was then elected Chairman of the Midland Region in 2002, a post he held until a drastic deterioration of his health just over a year ago. Geoff was recruited into the Club back in the Morris Eight Tourer days when an unknown member tucked an application form under the windscreen wiper of his Eight Tourer, at the time his only and everyday car, when it was parked on a Coventry city centre main street.

He had recently had this original car restored and had been looking forward to getting it to Thoresby for an event he had rarely missed in recent years, albeit without the Eight. Unfortunately he was not to achieve this ambition.

Geoff was a lovely man and one of the nicest one would wish to meet. He will be sadly missed by the Midland Region and his family.

Ken Johnson

JUBILEE JOGLE

Members of the Kingswinford Noggin are carrying out a "feasibility study" with regard to organising a John O'Groats to Land's End trip next August. The outline plan is to leave JoG on Monday August 2nd and to head south, driving no more than 150 miles a day, to arrive on the Sunday at Thoresby Park National Rally. After that, a further three days driving would get us to LE, and you would then make your own way back home from there. Overnight stops would be at medium cost hostelries/hotels. Getting up there from the Midlands would be by transporter, so eight cars is the optimum number. This would take place on Friday/Saturday July 30/31. A quote has already been received for this, but if any member has useful contacts we would like to hear from them. Drivers/passengers would go up in parallel, hopefully by minibus, which would then accompany the whole trip as support vehicle, carrying a selection of spares. Does anyone have a suitable vehicle they could offer us, please? Taking all the above into account, we are talking about a two week expedition and the cost, including your fuel, accommodation and food, is not likely to give much change out of £2000 per car. This is not to be entered into lightly, but if you are interested, please make preliminary contact with Morris Monthly editor, Rob Symonds, at the address on page 3. Priority will be given to Midland Region members, but expressions of interest from further afield are welcome. If it all goes ahead, firm plans will be made in December, when solid commitment (and a deposit!) will be sought.

LOVE A DUCK! THE DUCK GOES HOME!

On the way to the Peopleton Fair on the 5th September, Lionel Smith and I took a small detour into the village of Ombersley, to visit Checketts Butchers, a fine rural family business with a history of being passed from generation to generation. To the surprise of the management, Mr Phil Checketts and Mr Tony Checketts, we were able to tell them that the “Duck Inn“ had been bought new by Checketts in 1953, information discovered at the Worcester County Council Archive. They were so delighted that business came to a halt and a photo shoot set up, which included their current business van and at their request my Series 2 Eight which also carries a Worcestershire registration and came from Prestons Garage, Fernhills Heath, about 5 miles from Checketts (Morris agents listed in the back of my 8 handbook).

The brothers could not remember “The Duck” but had recollection of a Fordson van. When told that “The Duck” started life as a blue vehicle this seemed to ring a bell with them, they think it would have been their Grandfather who made the purchase and were surprised he could have afforded a new van at that time. Family tradition being what it is, there are not only the brothers in the business at present but also Phil has a son there as well. So long may they thrive. They must be exceptional as Ombersely is too small to support a butchers on the basis of trade from the village and for about the last 30 years the village has been by passed by the A449, so they seem to be enduring as well as “The Duck”!

LUY 340 somehow travelled from Worcestershire to Essex. Back in the 1970s it was displayed in its current livery outside The Duck Inn, Writtle. It attended two Register Rallies at Stanford Hall at this time and then was sold on to a gentleman who stored it in a barn for over twenty years before selling it to Lionel. Prior to its “rolling restoration”, “The Duck” became so well known that it was decided to return it to that livery rather than the original blue, a hard choice, but a popular one. The Duck Inn remains the location for an Essex Morris Register Noggin, so it was quite a surprise that we managed to bring it home to the Midlands.

P.S. Checketts Butchers founded in 1902 at Wyre Piddle moved to Ombersley in 1925: see www.checketts.co.uk
Mike Porter



HEREFORDS AND WORCS NOGGIN

On Saturday, 19th September John and June Sargeant took their Morris 8 Tourer and John and Alma Humphries took their Wolseley car to the Hanbury Steam Fair. Owing to the excellent weather, 100 plus classic cars were tempted out to the show which included a 1933 Morris Minor and a 1934 Morris Major. It was an excellent day out.

John and Alma also attended the Hartlebury Castle Transport day on Sunday 20th September which had been re-arranged due to previous bad weather conditions. We were unable to attend as we were taking part in the Aviva (Norwich Union) MSA Classic, wearing our other hat in our 1969 VW Beetle.

Our October Noggin was well attended by 14 members and a lively conversation took place regarding progress with cars and future activities.

We hope that there will be a good attendance at our November Noggin when will be holding a quiz night and finalising our arrangements for our New Year’s meal. Venue to be decided. Further details later but this will be held on 10th January and we hope that some of our friends from Kingswinford Noggin will be able to come along.

Des and James Lewis took their recently restored Morris 8 on a two day 360 mile trip to the Goodwood Revival and other than a little dirt in the petrol which caused a stoppage on two occasions everything went fine, so well done to the car and to Des and James who dressed the part in period clothes.

We already have some dates for 2010:

Hartlebury Castle Transport Day	- Sunday, 4 July
Pershore Plum Festival	- Monday 30 August
Peopleton Autumn Show	- Saturday, 11th September

June and John Sargeant





WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



EDITOR: Tom Bourne M.B.E., 02920 703482 morris@tombourne.fsnet.co.uk
1 Clinton Road, Penarth, Vale of Glamorgan. CF64 3JB

TREDEGAR HOUSE VINTAGE AND SPECIALIST RALLY, 20TH SEPTEMBER

After the cancellation last year due to the weather, we had near perfect weather this year, ideal for relaxing and enjoying the sights and sounds of real cars, and it was good to welcome so many members on our club stand. As ever though, there is always room for more. We need to make a special effort next year to recruit some of the Morris owners who are not members and are to be seen in other areas of the rally.

Some of us got delayed on the way in by the new traffic management arrangements, which resembled the queue for the cross channel ferry at Portsmouth Harbour! It didn't take long though to organise the lay out of the club stand and get the club flag up, under John Belgion's expert leadership, after which we could have a quick cuppa and welcome members as they arrived. The turn out of vehicles seemed to be higher than usual, as did the number of paying public in circulation, which can only be good news for the coffers of the Leukaemia Research Fund, and reinforces the status of the rally as the leading "Old Car" event in Wales.

Between the autojumble stalls and those selling home made cakes, plants and crafts, there is plenty to interest all members of the family, as well as looking round the 1,500 or so cars, commercials, engines, tractors, motor bikes and other motoring related displays. Because of the sheer size of the rally, we have to be quite selective as to the areas we look at, and for me the pre-war sections, together with commercials, tractors and military vehicles take priority over the more recent "specialist" vehicles. It is always surprising, as I point out to Mrs. Secretary, to see the range of interests to which people devote their spare time.

Please note in your diary that next year's event will be on Sunday 13th June 2010. The change from the usual September date is due to the Ryder Cup event which will take place in Newport next September 12th.

- 1 John Costello's 1934 Morris 25 shows of its new respray.
- 2 It was good to welcome Graham and Jill Williams back. A lot of rebuilding has been done to their Morris Eight 8 Two-seater, as they are explaining here to Cyril Ridley.
- 3 Phil Howard's well travelled Ten Four basks in the sun.



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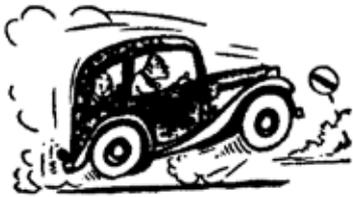


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3

EDITORIAL



Our Annual Dinner will be on **Saturday 5th December** at the Aubrey Arms, Bonvilston. This will broadly follow the format of previous years, and enable us to celebrate the year's successes and relax together over a nice meal in convivial surroundings. The mailing system for the new Morris Monthly means we can't send out the booking form as we have done previously. I hope to send this out to members using a supplementary mailing if I can sort out the technology, but failing this, please get in touch with John Belgion on 01446 793 038 to book your place, or come to our Noggin and Natter on the 19th November and see him there! Timing will be 7.30 p.m. for 8, and the cost £16 per head.

Our Regional AGM will be held on **Thursday 21st January 2010** at the Aubrey Arms, Bonvilston, and, as usual, will form part of our regular meeting. One particular point for discussion will be to do with events in Wales to contribute to the celebration of the 50th anniversary of the Register. Please come with ideas. Please also consider nominations for the regional committee – new volunteers are needed!



Southeastern Newsletter 2009

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

The East Kent Noggin Christmas Meal

This will be on Friday 4th December at the Red Lion, Wingham, Nr Canterbury – 7.30 for 8.00 p.m.

Menus are available from Mike Brears (theseecretary@morrisregister.co.uk or 01277 453 832)
Priced at £20 per head with reductions for Register members.

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THE SUN NEVER SETS ON THE OR NIGEL'S JOURNEY TO SOUTHERN



In pre-war Britain, Morris Motors and the
at Cowley ruled the road. One of the mo
for its rugged reliability and fuel econo
was a common sight on country lanes and
many being an economical automobile. Th
rating given it by the Royal Automobile
only eight horsepower produced from a r
coupled to a low-geared three speed manu
Transportation (MoT) road tax on the vehi
on RAC horsepower. The Eight was sold in a
drop head (convertible) touring sportster
and as a rolling chassis that could be custo
Nigel, as the little woodie has become to b
from the Works as a rolling chassis, being de
to be custom bodied in wood as a 5 CWT s
custom One-Off body, one of only three pr
Auckland, New Zealand and for over 40 ye
Bakery, located on Loomis Street.



Over the years, having owned a variety of English cars, MGs, Triumphs, "Shooting Break" was appealing. Originally searching for a 1930's Rolls Royce on the pages of the Pre-War Cars WEB site and it was a "gotta have it" diminutive woodie's owner in New Zealand, resulting in a successful negotiation with a shipping company, customs clearance, and reams of paper filled with (On Roll Off) Nigel went for his ocean voyage ending at the Port of Long Beach. Certified by US Customs, and more fees paid, Nigel was loaded onto a truck for a complete restoration.

Fortunately, all vehicles registered in New Zealand are required by law to undergo a complete inspection of all operating systems is done, and repairs are made. Nigel, having been continually registered since 1937, was in excellent mechanical condition after a hard life of making deliveries. Finding parts and supplies was no problem in the US; ubiquitous. In July 2005, the frame up restoration began. The work, sourcing parts and formulation of a budget that allows a timely completion. The first task was to have the engine rebuilt. As a bonus, Nigel was shipped with three complete engines and transmissions, crown gears, half axel shafts and a world parts. The engine was pulled (it weighs under a 100 pounds) and sent to La Crescenta, CA where Max Herman has an old school hot rod shop specializing in Flatheads. After consultation with Max, it was decided to do some modifications and balance the crank, stronger valves and springs and some polishing, reassembly. Yes, Nigel is now a beefy 12 horsepower; hide the women and children.



The original Gaze of London body exterior required more than a stripping and sanding required to be done on the rest of the body, wings (fenders) and body panels. All work, all to be media blasted, powder coated and finished in a "rotisserie" to work on the underside, as they were for fear it could not be properly refitted. After researching refinishing techniques, the body was finished with a quality varnish that was sprayed on one that was not too thick and glossy, only a light sanding between each coat. The body was in good condition or needed repairs, and Nigel was painted in a bright red. Highlights the maple panel wood body. Nigel's interior required the most attention. The interior was replaced with Birdseye maple panels. The ceiling was veneer as were the rear doors, being bookmatched. A custom-made bench seat was constructed with colour-coordinated carpeting. Finally, Nigel is once again complete and ready to be delivered to the factory, just in time for his 70th birthday. The reading Empire Bakery that graces his side is a testament to the staff of life to hungry Kiwis and

Words by own
Pictures by

THE BRITISH "EMPIRE BAKERY" FROM MIDDLE EARTH IN CALIFORNIA

The automobiles manufactured by the Works were popular vehicles was the "Eight", known for its fuel economy that averaged 45 mpg. The little Eight could fit on city streets and was a popular choice for delivery vans. The "Eight" got its name from the horsepower. The Morris Club (RAC) The mighty Morris Eight had a robust side valve, flathead 900 c.c. engine, manual transmission. In doing so, the Ministry of Transport's tax rate was extremely low, as the tax was based on engine displacement. A variety of body configurations, the two-seat open top, a four-seat sliding hood (sunroof) coupé, and a three-door bodied, as was the custom in Britain.

The van known, was dispatched on March 3, 1937 and delivered to a carriage maker, Gaze of London, as a sedan delivery van. Upon completion of the van produced by Morris, the van was shipped to California and used as a delivery vehicle for the Empire



Rolls Royces and Bentleys, the idea of an English car like a 20/25, or Phantom 1 "Estate", Nigel appeared at a certain moment. Contact was made via email with the car dealer for negotiation and purchase. Arrangements were made to export the car. On to a "Ro-Ro" ship, (Roll-on/Roll-off) ship, where he was delivered in June 2005. Nigel sailed and began his journey to his new home, and

to be inspected every 6 months for roadworthiness. Nigel was made before a certificate is issued. In doing so, Nigel was in excellent condition, but shabby and a bit tattered from age, as the Morris Eight in Britain was akin to the condition it begins with finding reliable shops that can do a complete restoration without going broke!

Equipped with a crate of extra parts, which contained a myriad of other hard-to-find at the end of the road, along with the "donor" engines taken to H & H Motors in California that specializes in the rebuilding of mostly Ford engines; bore .40 over, grind the cam, re-Babbitt resulting in an astounding 50% gain in horsepower,



The wood was amazingly good, with little more needed to bring it back to original condition. Off came the front fender (hood), scuttle (front pan) and bright red paint was re-plated. The car was attached to a chassis where the wood body could not safely be removed.

A decision was made to finish the exterior in a period look. Wanting to stay with a "period" look, four coats of varnish were applied, with a final coat of "Brilliant Red" (2006 Audi colour) which

was used. Door skins and cargo area walls were replaced. Door rails are accented with Birdseye maple veneer. Not having the original seats, the interior was upholstered in correct period upholstery.

The van is better than when he was dispatched from New Zealand. Sporting splendid gold leaf lettering on the side, harkening to an earlier time when he was used at the ends-of-the-earth.

Owner Jeff Brown
Steve Sexton





CHILTERN'S CHATTER



EDITOR: Doug Townsend 01753-883547 email: bullnosemorris@tiscali.co.uk
"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL9 8LP

2009 AGM-GUIDE HALL CHALFONT ST GILES 14th NOVEMBER

Can I draw your attention to this Annual event? This year it will be held in the Girl Guide Hall, School Lane, Chalfont St Giles, Bucks HP8 4JJ, just off the A413, or coming from Oxford area leave the M40 at Junct 2, follow A40 towards London take first turning on left into Potkilm Lane proceed through Jordans, at the T-Junction turn right to Chalfont St Giles. School Lane is on left before you come to the shops. There is parking in front of the hut.

The meeting is timed for 6.30 p.m. for 7 p.m. sharp. This should allow the long distance members to leave in good time to get home. There will be tea, coffee and nibbles, etc. Please come and have your input to the continuing success of the Region.



EDITORIAL

Last month I mentioned, my problem with cellulose, the Meguiar's was 85% successful! Went to the Wrinklies yesterday in the Morris 10 and it rained, so I think another coat will complete the job. On Saturday 26th September I attended the Kop Hill Climb re-enactment. What a super event this was, space this month precludes a report, will do so next month. An event well worth putting in your diary for next September.

The end of Season Wrinklies Lunch is booked for the 11th November at The King's Lodge Hotel at Hunton Bridge, just off the M25. Contact me as above, if you want to book. On Friday 9th October the Regional Committee met at John Powell's home. The Secretary gave a very positive report

of the Club AGM and President's Conference at Swindon. The Club is in good heart and preparations for the 50th Anniversary are well in hand. Planning for our 50th Event is also on going and full information and where to obtain application forms will be published in the January Chatter. **HELP! I like to record my servicing and all journeys in my vintage cars, in a Record Book that I keep in the car. For several months I have attempted to locate replacements as both of mine are running out. The Aston Martin Club do one but you have to be a member. Does anyone know of a supply source? Please let me know if you do, as above. This could be useful info for other members.**

M35G 6 VOLT STARTER MAINTENANCE for MORRIS 8 SERIES 2 AND E MODELS

In the 1960s when we used our Morris as an everyday car, the cranking speed of our starter was very slow. During the years until we laid the car up I changed various batteries and ended up fitting a large lorry 6-volt battery that just fitted into the toolbox, using the battery box as the toolbox. This still did not rectify the problem.

This poor starting carried on until we laid the Morris up in 1969, when our family was too large for the Eight, and was not addressed again until the restoration work started in 1990 which took until 1996 to get the Morris on the road again.

When starting the engine this time I used 12 volts that did improve the cranking speed slightly, but I expected it to be by a larger amount. During this procedure I noticed a wisp of smoke from the end plate of the starter, the commutator cover was removed at the time. On investigation I found the problem by burning the end of my finger. The heat was coming from the earth brush connection on the alloy end plate; this is a riveted



connection that looked quite normal and clean from the outside.

I then decided to de-rivet this connection for inspection and found to my horror that the face of the alloy end plate was burnt and very corroded with two areas burnt to a depth of at least 15thou. After cleaning the copper strip and filing out the burnt end plate to a clean flat surface I refitted the brush connection using 4 BA steel nuts and screws. On refitting the starter and using it on the normal 6 volt battery the engine started like a 12-volt car! This was in 1996 and it has operated perfectly but I decided to inspect this connection again and found that after 13 years of use it is still in very good condition.

I have now carried out the modification to a number of our Morris in our Noggin, all with great success and with a few extra procedures added, better results still are obtained. Before de-riveting the connection, I now check the millivolt drop across the joint with a heavy current flowing through the earth brush connection to determine its condition. After cleaning and rebuilding the volt drop is checked again. The differences in the readings are outstanding, showing a great improvement in the connection. I also tap out the rivet holes in the end plate to 4 BA and smear a thin coat of Copperslip between the faces of the end plate and contact strip. Another thing to check is the condition of the soldered joint where the earth brush is connected to the copper. Lucas soldering was very poor in those days! It may look good outside but have a dry joint inside.

If you require a good 6-volt battery for the Morris Eight try a battery Code number 404 (made for VW Beetles) which will fit into the battery box and look original. It's made in two capacities 70 Ah with 13 plates and 90 AH with 19 plates; the original battery supplied in Morris Eights was 58 AH.

Another job to complete this winter is to change the cable to the starter, including the battery to body earth cable, using 35mm² Welding Cable that is very flexible and looks like original cable. This is stocked by Vehicle Wiring Products in Derbyshire (www.vehicle-wiring-products.eu) and can be purchased by the metre.

I hope these notes will help some of you with Eights with slow starters. This problem mainly affects the starters with the ALLOY end plates not the pressed steel type of end plate fitted on the early Eights. Happy Starting! *Sherspark*

Due to space constraints the update to this article will be published next month. Ed



JERSEY HOLIDAY 2009

On Saturday 5th September we set off for our holiday in Jersey as guests of the Trent Valley Austin Club. We met up with Sylvia, Brian, Mary and Ray in their Morris Eights in Windsor Great Park at 10am where our adventure began in warm sunshine and after the photo session we were on our way to Weymouth.

We were full of trepidation that our Morris Cowley Flatnose would have trouble keeping up with these younger Morris Eight whippersnappers but luckily for us they kept their speed down to our pace. With Brian and Ray in front, we brought up the rear and our convoy meandered happily along our route, predominantly following the A30. Just beyond Camberley, our car suddenly backfired violently and came to a grinding halt. Examining the engine I discovered that a piece of bakelite on the rotor arm had broken off, which caused it to lose its drive and prevented the spark plugs firing in the correct order. I managed to put the rotor arm back into the original position and crossed my fingers that it would do the trick. By the time Brian and Sylvia had returned to see what was wrong the engine was running ok and so we were on our way again. We stopped for a very pleasant lunch at the Greyhound Inn at Stockbridge where several people admired the cars. Our journey continued on towards Salisbury. The car broke down again with the same fault and whilst I was rectifying it, Sylvia decided to run back to see what was wrong, so earning the nickname "Roadrunner" for the rest of the holiday. Between Salisbury and Weymouth the rotor arm stopped the car a third time, it was soon rectified and then we all spent an anxious 20 miles looking for a petrol station. Each one we passed was either closed or boarded up. When we finally found one that was open, we all breathed a sigh of relief. The remainder of the journey was trouble free and we arrived at our bed and breakfast, just outside Weymouth at about 5pm where the day was finished off perfectly with a delicious evening meal. We were all very grateful to Brian for choosing such a good route.

The next morning we met up with the Trent Valley Austin Club members at the ferry terminal in Weymouth. We were met by Margaret and Bill, the organisers of the holiday, who introduced us to their members. The cars they brought along

were an Austin 20, an Austin 16, a Humber Super Snipe, an MG Magnette and an MG sports car. A jolly half hour was spent getting to know each other and the cars. It was finally time to drive onto the ferry and having explained to the ferry operators that we needed to be on the first deck because of the problem with the car's restricted turning circle, we drove into position and parked.

The weather for the sea crossing was perfect and about 3 1/2 hours later we docked at St Helier. Several members of the Jersey Old Car Club welcomed us as we drove off the ferry and escorted us to the hotel. Straight away they were onto the knotty problem with the rotor arm and arranged to meet us the next morning with a possible solution. We

were impressed with their concern and enthusiasm to help. After they left we settled into our comfortable hotel and enjoyed a good meal.

As promised, Barry came the next morning and solved the problem, by securing the rotor arm with Blue-Tack! The moral of this story is "Never go on a journey without BluTack". We thought how good it was of Barry and the Jersey Old Car Club to be so thoughtful and obliging. For the remainder of the holiday and the journey home, the Morris behaved itself.

During the week we visited various tourist attractions, sometimes together and sometimes on our own, including the Jersey war tunnels, the Steam Engine Museum, the wildlife park and several other venues relating to the island's German occupation. The highlight of the holiday, (apart from driving our cars, of course) was a splendid air show over St Aubin's Bay. The day before the show we were lucky enough to be able to view the planes at close quarters on the tarmac at the airport. Amongst some of the planes we saw were a flying fortress, a P51 Mustang, the Guinot Wing walking team and the Red Arrows, lined up in exact formation - of course.

On the day of the air show we parked on the sea front and settled down in front of our cars to enjoy the air display. What a fantastic setting it was for these magnificent planes to perform their spectacular aerial acrobatics. It was a great opportunity to see so many Second World War planes in the skies. The Red Arrows, as always, gave an excellent display and brought the air show to a close.

Bob Russell

to be continued next month



Windsor Great Park



Bob and Angela Russell



The Hotel

EVENTS 2009/10

- 11th Nov:** Wrinklies end of Season Lunch. King's Head Hotel, Hunton Bridge Herts 12 noon
- 14th Nov:** CHILTERNS AGM, Girl Guide Hall, Church Lane, Chalfont St Giles Bucks
- 8th Dec:** SHERBUCKS Christmas Noggin
- 10th Dec:** HANTS (Reading) Christmas Noggin
- 16th Dec:** OXFORD Christmas Noggin
- 2010**
- 12th Feb:** Committee Meeting 7 for 7.30pm Roger Needle's home
- 21st Feb:** OXFORD LUNCH: Banbury Masonic Hall. 12 for 12.30pm Park at rear
- 13th June:** OXFORD BUS MUSEUM RALLY (details available January)



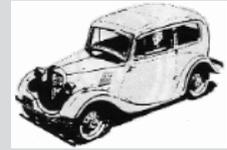


AUTUMN MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

EDITOR: *Jim Riglar 01225 754981 email: jimriglar@blueyonder.co.uk*
70 Alderton Way, Trowbridge, Wiltshire BA14 0UH



WILTS & BERKS RUN - 15th SEPTEMBER



The third run organised by North-East Wilts noggin regular, Reg Wilson, featured two distinct phases. The morning featured a circular run starting and finishing at the North-East Wilts noggin venue, the White Hart at Burbage. The route, loosely running anti-clockwise around the circumference of a circle, centred on Hungerford, took in a swathe of North East Wilts and West Berkshire countryside and a number of picturesque villages. With the exception of Paul and Celia James' Oxford, the six Morris, two Minors, two Oxfords, an Eight and a Ten performed well throughout the day. The one-off note was the James' Oxford which blew a head gasket about half way around the route. After lunch the vehicles, with the addition of Barry Randall's Pre-Series 8 Saloon, and the loss of the Oxford, another scenic run ended with a visit to the Crofton Pumping Station at the top of the Kennet & Avon Canal. After a look at the station "curator's" Morris Ten and Minor, a guided tour of the pumping station and beam engines was provided.

Pictured with the two Oxfords acting as book-ends are the morning participants - photographed near Littlecote House. The furthest Oxford had already blown a head gasket at this stage. Within a day or two Paul James had removed the head, given it a good clean, checked it for flatness, fitted a new head gasket, had the car back on the road, test driven it and then used it to tow a caravan to another event (a fairly impressive achievement by anyone's standards!).

Photo - Kate Martin

Report - Jim Riglar

"AUTUMN AMBLE" - 17th SEPTEMBER

Simon Colledge's ever popular Autumn Amble, proved to be no exception this year and attracted no fewer than 17 entries, 16 of which made it away from the start (see below for the saga of Tony Jordan's unfortunate day).

Starting from a favoured venue of recent years, the Windwhistle Inn on the A30 just above Cricket St Thomas, the pre-lunch section of the run featured a drive southwards out of Somerset and down to Axminster in East Devon, before turning east and north into Dorset that most delightful of counties (absolutely no bias from the Editor for his home county - honest!). Building on previous experience the cars were set off in three batches about 5 minutes apart. As normal some of the navigators chose to ignore the extremely good and well detailed route instructions and made sure that their drivers clocked up a few more miles (all in Dorset, so the Editor is not the only one to appreciate the beauty of the county!). After passing the Pilsden Pen view point (at some embarrassment, the scene of some adhoc repairs to the Editor's car on the 2004 Autumn Amble - serves him right for going on about Dorset!) a stop was made back in Somerset at The Squirrel Inn, Laymore. After lunch, the cars again set off in three batches for a short run north and east to Dowlish Wake and cream teas/cider tasting at the famous Perry's Cider Mill & Museum. Parking was in the cider orchard, which Simon Colledge had advised would be signposted. Who forgot to put the sign out Simon?

Photos Bev Marks / Jim Riglar



SOMERSET

After the hubbub of the October noggin, with about 25 members in attendance, the November noggin may feature a slide show, given by Peter Harrison.

SPOT THE STUD COMPETITION

Tony Jordan (North Dorset) unintentionally provided some entertainment at the start of the Autumn Amble. Pictured below and attracting considerable attention is Tony's Morris Minor. Tony had just travelled 35 miles to the start of the Autumn Amble adjacent to Cricket St Thomas. Prompted by strange noises heard from the rear offside of the car on



the run to the start, a quick inspection revealed that 2 of the 3 rear offside wheel studs had sheared off! Tony quite wisely decided that it was not a sensible proposition to undertake the 40 mile run and subsequent 35 miles return home. Instead Tony's return home was care of a recovery service. The second photo shows the offending wheel – broken studs from 7 & 11 o'clock positions lying in the bottom of the wheel hub and the stud at 3 o'clock holding firm.



EDITORIAL

Of particular note from last month's AGM and the President's Conference was discussion of 50th Anniversary events during 2010. The Register is looking for increased participation at a number of usual and some special events. Highlighted so far are:

12th/13th June - Crich Tramway Museum – a Northwest Region organised 50th Anniversary event, 13th June - Oxford Bus Museum Rally – a Chiltern Region organised 50th Anniversary event, 10th/11th July 2010 - Ardingly Vintage & Classic Vehicle Show – a regular national event, which the South East Region and 7th/8th August - Thoresby – The Register's National Rally.

Whilst I recognise that attending most of these events will present a long haul for many to attend, I am keen that as many West Region members as possible participate in these and any other events yet to be notified. Of course all of this begs the question - What is the West Region doing to contribute to the range of 50th anniversary events? I have a potential West Region event in mind, at a venue that was mooted a year or two ago. However, and not wishing to be mysterious, before declaring details I need to contact the site owners, assess the viability of their venue and the range of facilities that may be available.

The region organised 4 runs in the space of 16 days in September. Reports of the first two are in this month's Westwords (see previous page), the latter two will be covered in December's edition.

Is your group organising a Christmas (or post-Christmas) event? If so please let me know, so that I can publicise it.

Book online or call the Ticket Hotline **0871 230 1088**
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CLARION EVENTS

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East Midlands and Yorkshire Region

Local Page



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

Last month we held the Annual General Meeting at Blunsdon Swindon, as usual every man & dog will have put a report in so I won't bother!

Last month we had a very good attendance at the West Riding meeting, which more than can be said of the meeting at The Anne Arms at Sutton. As usual we decided to meet at The Wheel in Wrenthorpe, but Malcolm rang to say he wouldn't be attending. Mike Naylor and I met and waited for any more attenders. Trevor normally turns up but no Trevor this night. Mike Naylor and I arrived at Anne Arms expecting to see some members already there. But shock! Nobody was there, only a new barmaid who was very nice and chatty, asking about what type of Car club we are. We waited most of the night when nobody turned up we were disappointed to say the least. We returned home hoping more people will make the effort this month, don't forget it's the Fourth Wednesday. On a brighter note Mike was very pleased to be the on the front cover of the Morris Monthly. A very good photo of a Nice Bullnose with a happy Mike and passenger.

Once again, a very big "thank you" to the people who sent emails and letters of thanks for organising the National Rally at Thoresby Hall. They are very much appreciated by Malcolm and me!

THE  **TIMES**

**MEDIA
MORRIS**



How many of you eager readers of The Times spotted this Eight recently in the business pages? Interesting location of the windscreen wiper motor! Come to think of it, this could be me setting off for school each morning . . .



This idealised 1948 scene, a contented commuter setting out from his leafy suburban home, may ring true today as house prices leave London lagging

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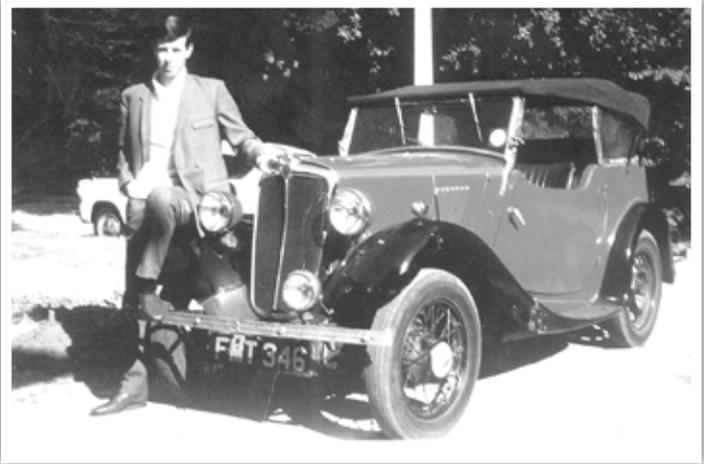


STUDENT TRANSPORT!

Dear Editor,

I wondered if you would be interested in publishing the attached photo of my architectural student chum, Laurie Barber, with his Series 1 M8 tourer? The photo was taken in South Lodge Crescent, Oakwood, North London in 1961, and represents fairly typical student transport of the time. Series 2 wheels were fitted at the back in the belief that wider tyres could be fitted and make it look as though it went faster. A cracked chassis was plated using high tensile bolts fabricated by Laurie's uncle's shop fitting company. It was sold on to a local lad who complained and wanted his money back when he was overtaken by one of the back wheels. It seems unlikely that FMT 346 would still be around today.

Jon Fardell
7038/1



Editor's Comment:

As we approach our Jubilee year, this picture must be very typical of what many of our cars were doing in the 60s. Their rôle as student hacks offered those vital extra years of survival!

THORESBY COMMENT

Dear Editor,

Having been to every rally at Thoresby Park apart from one, I feel I can speak with some confidence. The turn out of cars was down on most years, despite very good weather. The driving games were an improvement on previous years and more fun. What is sadly lacking is trade stands and stands with little to do with Morris cars. Also over the years I have noticed that the average age of owners is falling, we now take my daughter and son in law, who are getting more interested every year, we also take 2 of our grandsons, aged 6 and 12. It is becoming apparent that without more interests for the younger owners and their children/grandchildren the rally is in danger of dying. Other rallies that we attend seem to combine fun with cars, something that is sadly lacking at Thoresby.

In general the organisers do a thankless job with no complaints and I take my hat off to them, but we do need to move forward, a rally is not just about looking at old cars in a field anymore, it has become a social weekend away as well.

Maybe members would like to suggest various entertainments for discussion.

Derrick Hodson
9213/6

Editor's Comment:

I know that some of the issues raised by Derrick have been raised before, and efforts made to address them. I am sure that others will have opinions and ideas, and I know that Malcolm and Ken are always open to new suggestions for Thoresby (and offers of help!)

HELP, PLEASE!

Dear Editor,

Can anyone within the Register please help with the dimensions of the reverse locking pin or plunger for a 1934 Minor S.V., as stated in the Information Manual, part no. 37459?

I mislaid the original many years ago on the first rebuild. Now into the second rebuild I would like to get it right instead of having to hold on to the gear lever in mesh while reversing.

Barry White
734/4

Dear Editor,

As a matter of casual interest, should the needle of the radiator cap-mounted thermometer rest on the "C" of "cool" or on the "L" of "cool" when the engine is stone cold? Mine rests on the "L" for my 1932 Minor - it always has!

John Rogers
9762/9

Dear Editor,

In a Morris Monthly issue a few months ago, there was an article regarding a 1935 M8 Saloon AVE 231. In it, the firm of R.C.Purser's Garage of St Ives was mentioned. You might like to know that until I moved to Fulbourn, I always had my Morris Twelve MoTd at that garage.

On the front page of the most recent Monthly there was a picture of a lovely Morris Ten M. Question - how does the owner get the starting handle through the bumper?

Dudley Hedge
7555/4

Editor's Comment:

Please respond to these heartfelt pleas!

CROSS ABOUT THE CROSSING?

Dear Editor,

In the June issue of the "Morris Monthly" on page 18 there was mention that our vehicles do not have to pay the Dartford Crossing toll. Those members who have not been charged have been lucky because there is no exemption purely on the grounds of the vehicle being exempt from Vehicle Excise Duty. The exemption only applies if the vehicle is exempt from V.E.D. on the grounds of disability. Maybe one might be allowed through free, but don't get into any arguments if this is not the case, the irate motorist behind you won't be too pleased!

The official website detailing the tolls payable states "Exempt from charge if your vehicle is exempt from paying Vehicle Excise Duty on the grounds of disability".

Mike Thomas

7231/5

Editor's Comment:

As our M.P.s are returning all their monies, I expect to hear that Register members who have been using the Dartford Crossing for free are writing out their cheques . . .

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

Dear Editor,

I knew I had one somewhere! I read with interest the account by Mike Capper of his experiences with the Redex Lubricharger, because I was given one about twenty years ago by someone who didn't know what it was. I didn't know what it was either, but being a bit of a hoarder, I kept it in case it might come in handy one day. It got 'stored' and forgotten about until now. Here's a photo of it for reference. If Redex doesn't contain upper cylinder lubricant any more I don't see much point in using it and I would suggest the use of two stroke oil instead.

On the subject of additives, I have been using "TetraBOOST" myself ever since the demise of four star and I've just used the last of my eight bottles I bought at that time for, if my memory serves me right, £112. As I understand it, valve seat recession only takes place at speeds of over 55 mph so it shouldn't affect our vehicles at all and I only used "TetraBOOST" in the Morris Minor if I was towing the caravan, or if I was expecting a blast down the motorway. Otherwise I've used unleaded without any additive at all and I have not found any evidence of valve seat recession on any of my vehicles to date. I was talking to someone at Thoresby who told me that he had stuffed a load of lead shavings into his petrol tank and I expressed my doubts as to the wisdom of this because the stuff they added to petrol was Tetra Ethyl Lead - a liquid form of lead and you can't expect a lump of lead to miraculously dissolve in your petrol tank. Can you?

Hang on a minute. Haven't they just started adding ethanol to our petrol in order to absorb all the other rubbish they've been adding? And doesn't ethanol dissolve absolutely everything? Including lead? Could it possibly be that the powers that be have shot themselves in the foot and inadvertently given us the means of putting the lead back in our petrol? Can't wait to find out.

Having finally managed to get an MOT on the Eight at the end of April, our first outing was to the Messingham Show which is about three miles from our front door so was an excellent first venue as it showed up several faults which the MoT examiner had missed and which I was able to rectify in time for Thoresby. Of course I didn't drive it to the National Rally but chose to pull



the Eight on the A frame. At last, on our seventh visit we arrived with a Morris, which was great fun driving around the field despite having rather vague steering and a hole in the tank which only allowed it to retain £9 worth of petrol. We had a damn good weekend, spent a lot of money, and went home with lots of important spares.

Our next outing was to the village school at Scotter which is about eight miles from home. We lost the throttle return spring on the way, but Rita ran back and found it so we were soon on the way again.

Our best outing so far was to the "Festival of the Plough" at Epworth. About fifteen miles away. There were four Morris Eights on display, and at the end of the day I spotted a Bullnose leaving, but with such a big gathering, the only owner I found was Nigel Clarke whose 1936 four seat tourer puts mine to shame. (Not very difficult I'm afraid). We have enjoyed glorious weather on all our outings but Epworth was a very big event and when it was over everyone wanted to leave at the same time, at crawling speed, down a dusty cart track for almost an hour. There were only about half a dozen cars still on the track in front of us when the engine stopped. I managed to wind the car onto the grass verge on the starter motor. I was a bit worried about burning the motor out since I have converted the car to 12 volt but I seem to have got away with it, and I was amazed at the amount of power available. Eventually the engine started and we had just pulled onto the main road when it stopped again. I was seriously worried about the head gasket, but twenty minutes later things had cooled down and we were on our way again.

I wasn't sure about the speedo and the Lincolnshire police have no sense of humour, so I have one of those satellite digital things which tells me my true speed and on the way home we actually hit fifty. The speedo said sixty five, but it was lying. Must sort that out sometime.

Club meetings are the third Tuesday every month at the "Take A Gander" in Burringham village. Tel. my no. 01724 853 078

Myke Greenwood

9672/6

Editor's Comment:

Thanks, Myke, and for the pictures you sent which I hope to include in a future edition

A FANTASTIC OPPORTUNITY TO AVOID A DREADFUL PUN from Mike Kent

The summer is a good time to take the Morris to work a couple of days a week, especially when your commute involves 10 miles of fairly quiet roads and not a single set of traffic lights. I have the good fortune to have such a 10 mile run to work and a secluded car park to the rear of our office and laboratory when I get there. Normally everything goes swimmingly. But recently it didn't.

I had rebuilt the roller bearing on the fan of my Cowley Four which left it a bit closer to the radiator than before. From time to time the bottom of the fan blade tinkled against the bottom tank of the radiator but appeared to do no harm. There was absolutely no sign of wear, the blade was well clear of the honeycomb and so I felt I had time to find a solution. On the day in question I heard a slight tinkle as I braked, pushing the fan forward on its bearing. Nothing unusual in this. A little later I heard a louder zzzipp sound but I was now entering the village of Liphook and felt I ought to get to the other side before stopping for an examination. Then there was another zzzipp and this time a bit louder. Still I pressed on. Smack in the middle of the village of Liphook (a crowded centre with 3 mini-roundabouts) there was a thump and the engine stopped. I leapt out and opened the bonnet to discover antifreeze all over the engine and a bent fan buried in the radiator. I had to move out of the village because I was already creating an almighty jam. I said it was a quiet journey but in this part of the world, quiet is relative and there were school children being ferried about in large numbers. I eased the fan away and managed to get to a calmer road to find anti-freeze coming out of three holes. I decided to limp to a local garage I knew quite well. This was about 300 yards away and I made it without over-heating the engine.

I was in sports jacket and slacks but I always carry a set of overalls under the bonnet. The first job was to get all the anti-freeze off the paintwork, the engine and the ignition with numerous buckets of water. This drew the attention of several men waiting for their cars to finish the MoT test. One suggested I try chewing gum to block the holes in the honeycomb.

Suddenly I had a thought. I run a silicones business and have access to dental impression material. I called the lab to run some over to me. It worked like magic (10 minutes to cure) and the result can be seen in the photograph. With this fix I easily managed to get back home. I decided to take the day off to start the repair process.

Luckily I had a perfect spare radiator taken from a wreck back in 1974. This car might have been a wreck but it only had 21,000 miles on the clock. However, was this really so very lucky? Perhaps not. The root cause of my problem was that the fan from this car, which I had fitted to mine, more or less by chance, was over-sized. I had never noticed.

I guess the following had happened. Sometime in the 1950s, before the 10-year test, someone had "done-up this old car". This was evidenced by the engine having been carefully painted red and beige, and the bodywork a kind of dull blue. Blue paint had even got all over the chrome work. Being a "Cowley" no doubt someone had suggested fitting a larger fan because "Cowley's are known to overheat". True but only before 1926 when they still had the Bullnose radiator. The really annoying thing is that I never put the two fans together and thus never noticed. Comparison was made more difficult by the original fan having two separate blades whereas the newer one was of a one-part construction.

So the two lessons are: (1) check and check again. (2) get to know a dentist if you expect to have something go through your radiator. Failing that, try some bathroom sealant. It will take longer to cure but a hot radiator speeds things up a lot. Normal silicone sealants cure by absorbing water from the atmosphere. They don't mind a steamy radiator in the slightest so long as they can get a physical key into crevasses on the damaged cooling section. We are not talking about a permanent repair here.

Why did the fan bend? I guess it was bad luck. It must have hit the bottom tank of the radiator once too often and turned up slightly. When it hit again, the upturn was increased until it started to strike the honeycomb.

The car is now back together and running as well as ever, or as badly as ever depending upon your point of view. I have found an article from the 1930s on repairing honeycomb radiators. This advises cutting out the damaged part, soldering the open ends and running as normal. These radiators are usually more than sufficient for the job and the channels still open normally cool well enough. I hope that it is a long time before I need to try this out. In the meantime I will leave my spare radiator in its current semi-repaired condition.



Barbara Symonds hears how DAVID HUNTER GOT HIS PREY

Where else could a sweet little old lady like me just stop and talk to strange men (strange as in strangers that is) without raising any eyebrows or getting chased away by angry wives? The National at Thorseby Hall of course! As I was circling, looking for new prey, I spotted Dave Hunter's lovely Morris 8 Series I 1935 Saloon, WF 8131, and managed to introduce myself to him before he could escape.

I explained that I like to talk to owners about their cars and report to Morris Monthly with their stories. After a few minutes, Dave realised just how much history he had and said he would enjoy writing his own story, which he did, so I just made some tea and watched my Tom & Jerry DVD while Dave did all the work! This is what he wrote.

I fancied having a go at restoring a car. My first car was a Morris 8 which I owned in 1959. I decided I would like to find one. This was in the late 80s, prices were high and cars difficult to find. If I'd have joined the Morris Register then, I'm sure I would have found one easier. I eventually found one advertised near Stoke. I hired a trailer and with my wife, June, set off. It was really rough and was almost only fit for spares. I decided to have a go at it. I brought it back to Hull and took it to where I worked. After a couple of weeks, a girl in our office showed me some photos of the inside of what I thought was my car. They weren't, her husband worked with a man who had a Morris 8 and some spares for sale. It was only 5 miles from where I lived so I thought I'd go and have a look and hopefully buy some of his spares. The car was so much better than mine, I decided to buy the lot. It was very original and hadn't been messed about at all. Once I got the car home, I couldn't wait to get started. I removed the body from the chassis and stripped everything else. During this work, only one bolt broke; steel must have been better in those days. The tax disc holder was still on the windscreen with all the discs from 1935 right up to its last one in 1949. The restoration was reasonably straightforward, the only things that needed replacing were headlining, carpets, running board rubbers and a new wiring loom. The rest was original: engine, all the bodywork, interior trim, even the copper brake pipes.

I bought the car in October 1989 and had it finished and back on the road in April 1993, just in time for the 80 Years of Morris Rally at Thorseby Hall (see picture below). Since then, I have missed only 1 National, the first few being at Stanford Hall. This is a good run there and back in a day from where I live near Beverley in East Yorkshire.

I had no history of the car until I attended a small rally near Hull. A couple came up to me and said it was Robert Medforth's car. They told me they had come from Beeford which is near Bridlington on the East coast, where his parents used to run the village shop. Once his parents died he lost interest in the car and put it in his garage where it stayed for almost 40 years until he died. He never married and had no family so the car was sold at auction. It was bought by a man who intended to make a hot rod out of it. Luckily, another vehicle became available and he sold it on. It went to another person who did nothing with it and he sold it to the person I bought it from. In Beverley there is a mid-summer night meeting for classic cars and the man who bought the car to make a hot rod car came up to me and said he had the original brown log book, and would I like it.

The car has been on the road now for 16 years and I'm only the second owner who has run the car. I only live 12 miles from Beeford where the car spent most of its life. It's well used, I've been to Devon a couple of times as well as Morris Register's Autumn Breaks.

Thanks, Dave. An example to us all of the determination and enthusiasm needed to keep our "dreams on wheels" on the road!





from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

THE MD'S CAR

You may recall reading in the April Morris Monthly of Mike Allen's acquisition of the car which was Sir Miles Thomas's company car when he was Managing Director of Morris Motors. Mike wrote to me and I thought his comments might be of interest, and perhaps owners of other "mega" Morris cars can help Mike with the difficulties?

"Mighty Miles the Monster Morris is slowly revealing its true colours! Even the radiator shell was "body filled"! I'm hoping that Stevsons in Birmingham can rebuild the Luvax shock absorbers and I will probably contact "Genius of the Lamp" (also in that fair city) to see what they can do with the radiator shell and the headlamps; they undertake re-chroming so it would make sense for them to do the repair work and then re-plate. I now have a re-corked clutch plate (Birmingham again), but I have yet to find a supplier of brass mesh to renew the clutch strainers, which have disintegrated. Although I am getting nowhere in locating any spares for the automatic clutch mechanism the car will be driveable without it. It is a strange vacuum device that acts like a servo to withdraw or engage the clutch mechanism (by means of a rod that is appended to the conventional clutch pedal) at low revs, and was taken out some time ago and thrown into the boot. Only the mounting plate seems to be missing, although the die cast cylinder cap has become porous and is starting to break up. The somewhat gradual process of dismantling indicates that although an earlier restoration was not what it might have been, hardly anything is missing. More interestingly, two Morris cars have appeared on the internet, with photographs, to show what the rear bumper and lighting arrangements should be on a 1934 Coupé as someone in the past modified them.

I have plenty to ponder now that the nights are drawing in. . ."



FROM LARGE TO LITTLE

In October I attended a pub meeting of the Vintage Minor Register along with a selection of MR and VMR Members. The most interesting part of the meeting was the appearance of a Minor that I knew existed, but did not know which type. Imagine my surprise when an unknown pristine Cunard Bodied Calshot Special appeared!! It is owned by Mark Green (not a Club member - yet!) of Crowthorne,



John Seddon's Calshot Special together with his TD MG in the sunshine in France

not 10 miles from my home.

These were cars that were built for Stuart and Arden by the

Cunard Motor and Carriage Company on the 1932 long wheelbase chassis (see Harry Edwards article in Morris Monthly August '09). There are only two on the Club's books, one owned by John Seddon who now lives in Normandy, France (see picture left) and another by David Saunders who has owned his for 30 years and is saving it as a retirement restoration project.



New boy on the block - Mark Green's Calshot Special

There are more pictures in the Membership section of the Club website.



This brings me to an interesting point. I noticed that the badge on the Calshot Special was quite different to the one on our long wheelbase saloon.

The left hand picture is from our Family Eight, and the right hand one from the Calshot Special.

Please note they do not say "Minor", only "Eight" and "8". For those of you watching in black and white, the LH one is black only and the RH has a black background blue lettering and water and a red ox!

Let the Club badge experts step forward and explain why they are different!!





MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS
Raymond & Christine Conder	Fenstanton PE28	01480 493 909	ray@silvertonecleaningltd.co.uk	1937 Eight Series 1 4 Door Saloon
Carole & Richard Gallagher	Waterlooville PO8	02392 357 029	rjtgallagher@yahoo.co.uk	1933 Saloon
Geoffrey & Ruth Colquitt	Chipping Campden GL55	01386 849 382	geoff@holly100.plus.com	1930 Minor OHC 4 Seater Tourer
Janet & Richard Andrew	Brighton BN1	01273 554 838	janet.andrew55@ntlworld.com	1933 Ten Four Pre-Series Saloon
David & Lesley Bell	Surbiton KT5	0208 399 2955	david.j3.bell@bt.com	
Jorgen Krause	Espergaerde, Denmark	+45 491 31 283	jorgenkrause@gmail.com	1948 Eight Series E 2 Door Saloon
Maurice & Kate Wilkinson	Preston PR3	01524 791 585	maurice_wilkinson@btinternet.com	1929 Oxford Six 4 Seater Coupé
Christopher & Elizabeth Warman	Dinas Powis CF64	02920 513 993	chriswarman@talktalk.net	
Michael & Sue Rose	Wimborne BH21	01258 840 395	michael.p.rose@btinternet.com	1932 Minor SV 2 Seater Tourer
John & Lois Arrowsmith	Stoke-on-Trent ST3	01782 318 443	john.arrowsmith@live.co.uk	1942 Eight Series Z 1939 Eight Series E Van 2 Door saloon
Ian Spokes	Stroud GL5	01453 765 712		1935 Eight Pre-Series 4 Seater Tourer
Michael & Mavis Giles	Sandy SG19	01767 650 227	mavisgiles@tiscali.co.uk	1948 Eight Series E Saloon
John Wheeley	Great Yarmouth NR29	01692 670 294		
Michael & Lynn Bassett	Oare SN8	01672 569 060	sprint350@googlemail.com	1929 Cowley 11.9 Flatnose Saloon
Anthony & Frances Hazell	Larkfield ME20	01732 844 269	tonyhazell108@aol.com	1937 Eight Series 2 4 Seater Tourer
Peter & Sylvia Baker	Trowbridge BA14	01380 870 550	percyandtub@yahoo.co.uk	1948 Eight Series E 4 Door Saloon
Jeroen & Kitty van der Hage	Baarn, Holland	+31 3554 15068	hagerens@wanadoo.nl	1932 Minor SV 2 Seater Tourer
Domingo Sanchez	Gran Canaria, Spain			1937 Eight

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THE PARSON and THE FIDDLER (Part 10)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard

The Morris plays its part in a "moonlight flit"

While we had been in Freiburg, we had not used the Morris Eight, and it stood in the little courtyard at the back of the hotel. An open archway led from the yard into the main street, and there was nothing to prevent us from driving straight out. One thing alone gave us concern, the presence of the man at the end of the corridor. We knew that there was somebody there at night, because we had once gone out quite late one evening to fetch something from the car. We could never be quite certain whether he was an employee of the hotel or someone put there to keep an eye on us. He could, of course, have been both, and we felt sure that if he saw us departing in the middle of the night, he would quickly inform someone.

Between midnight and one o'clock, the hotel became very quiet, and we prepared to leave. We had packed our bags, and if necessary, we would make a dash for it. Our main problem remained: the man in the chair. Carefully, Shephard opened the door a fraction, and peered down the corridor. He stood there motionless for a few moments, then quietly closed it, and looked at me. "He's not there," he said. "Are you sure?" I said. "Yes," he replied, "the chair is empty." I could hardly believe our luck.

"We must go now," I said, "at once," and we crept out, passing silently along the corridor and down the stairs. To our dismay, the back door leading to the yard was locked, so we went through the front door and round through the archway into the courtyard. We saw no-one. We had no trouble starting the Morris, and in a few seconds we were driving under the archway and out through the sleeping town towards the dark mass of the Black Forest. It was raining and rather cold.

It was somewhat on our consciences that we had not waited to receive the hotel bill, but we had left some money on the table in our room, which we hoped would be enough to cover what we owed. Our immediate purpose was to get as far away as possible from Freiburg before our departure would be noticed, and head, as far as practicable, in a southerly direction, although we had neither compass nor light of moon or stars. We hoped to strike the main road and to reach the frontier before dawn, but very soon it became evident that we had somehow missed the road, and that we were travelling along narrow and unfrequented lanes in an unknown direction. About 4 o'clock it began to get light, and we stopped to take stock of our position. We were deep in the forest and there was no sign of human habitation. From the position of the sun, we had been driving in a more or less easterly direction, and we decided to continue on that course until we found a road going off to the right. The diary is short on detail, and merely records that we were lost in the forest, and that we were held up for some time by a timber wagon that had overturned. I also remember that we took one road that ended in a farmyard, and that we had to retrace our way along what seemed to be an endless network of steep lanes.

At one stage, we emerged on to high open country from which we caught sight of a large lake far down in the valley below. Was this the lake that Herr Post had spoken about? The early rain had now stopped, and as the morning wore on, the sun came out, and it became quite warm. We were now better able to get some idea of the direction we were going, and about mid-day we noticed that the forest began to give way to open pastureland. We had already been travelling for more than ten hours, and had taken nothing to eat except some bars of chocolate. It was becoming urgent that we reached the Swiss frontier fairly soon, although we were not at all sure what kind of reception awaited us. We crossed a main road, but as this seemed to be going in the wrong direction, we took a narrow branch road that ran steeply down hill, and which, after meandering rather

aimlessly for some miles, brought us into a village. There were a few people about, but we had no desire to draw attention to ourselves by stopping to ask the way. We kept going along a quiet country road for some miles, until, turning a corner, we saw ahead what we took to be the frontier. Across the road was a gate, flanked by a small building, and we approached with caution.

While we were still about a hundred yards from the gate, two guards appeared and raised their hands for us to stop. We had a feeling that this was not going to be easy. It seemed to us unlikely that any German in uniform would behave in a rational manner, and as we got out of the car, we were given the raised-arm salute and a shout of "Heil Hitler", which we returned courteously by raising our hats and saying "Guten Tag". They took our luggage from the car, and told us to follow them into the building. Their tone was harsh and peremptory, and we did as we were told. Inside was a small

bare guard-room with a counter upon which they placed our suitcases. One of the guards rummaged through our luggage while the other telephoned. We felt this was rather ominous, as we assumed he was reporting our arrival to someone, and probably asking for instructions. It was a fairly lengthy conversation, but he eventually broke off, and returned to the counter. The attitude of the guards tended, if anything, to become more irascible. One of these, I seem to remember, had a few words of English, and demanded to know whether we had any other luggage in the car. I said that we had no other luggage, whereupon he went out to look for himself. He returned in a few minutes with a small attaché case, and with a triumphant gesture, slammed it down on the counter. "What is in this?" he barked. Shephard said it belonged to him, and that there was nothing in it. Clearly sceptical, he undid the catch, and with the dramatic air of a man about to uncover the stolen jewels, he flung open the lid. It was, of course, empty.

“ We had no trouble starting the Morris, and in a few seconds we were driving towards the dark mass of the Black Forest ”

to be continued



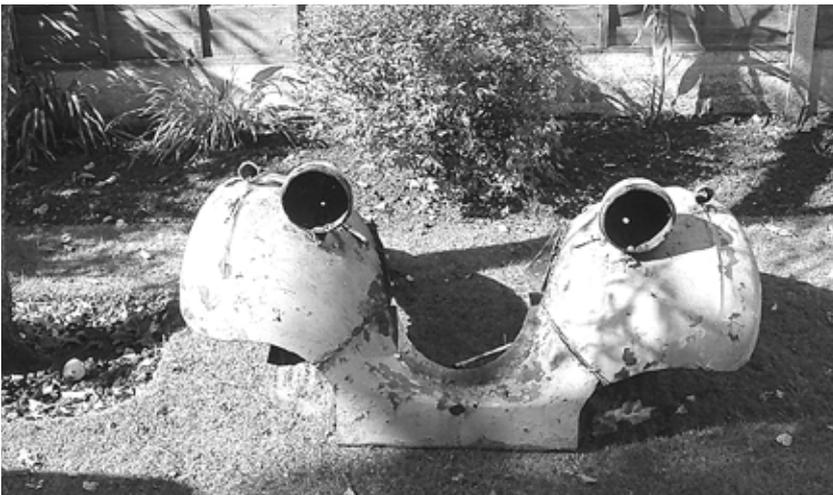


“BREAKER, BREAKER” from *Mike Porter*, DAILY EIGHT DRIVER

I'm sorry to say that the task for September was one of destruction rather than construction! For the last 4 years I have had a Series One Eight in my conservatory, the arrival of a Series Two and another vehicle prompted the need to do something with it. I knew when it came to me that it was of spares potential only, but was impressed by its complete and original state despite the pink and blue emulsion finish. It was therefore sensible to keep it as a point of reference for the re-assembly, and particularly the trimming, of my Series Two Eight that was undergoing a thorough rebuild. I also raided it of numerous screws and fixings that had been lost over the 10 years that my car had been dismantled. I learnt about details of the sliding roof covering that was previously unknown to me and small details in terms of the headlining and Hidem banding trim.

Now that the rebuild is finished and all relevant information has been transferred to the Series Two, I could now consider destruction and salvage of “pieces of Eight”. Looking in the dealer handbook the method of removing the body from the chassis is detailed and illustrated. This involves 4 people lifting the body, but when scrapping it this can be achieved by one person jacking it up 6” off the chassis and rolling it off backwards! This has left me with a complete rolling chassis which at present is being used for reference purposes by Lionel Smith for the rebuild of his Two-Seater Eight. The exercise was advanced in my to do list by Max Walker from the Kingswinford Noggin indicating that he had need for a chassis, but unfortunately it quickly became apparent that my vehicle had been in an accident and in addition to the expected corrosion, one side was bent and kinked so I decided it was not fit for further use.

Showing great reluctance to throw anything away I cut the body in half with angle grinder and hacksaw and retained the front end for a future van project. One strange thing I found was the angle the front shock absorbers were fitted at on their adaptor kit plates (see photo). By the way the Eight was in “my conservatory” not our household one: it is attached to the garden shed and thus does not upset the domestic equilibrium when housing a Morris Eight!



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“THE HOME MADE CAR”

by *Richard Dodd* of THE TEST CARD CIRCLE

In June's *Morris Monthly*, when the subject of “The Home Made Car” film first came up, we promised an account of the reunion which took place earlier in the year, so here it is, with special thanks to Richard, who isn't even an old car enthusiast!

Background

Back in 1967 colour television was in its infancy. Following test broadcasts in the London area colour TV soon became available nationally on BBC2. However, scheduled programmes did not begin until around 7 pm. There was a need for TV sales showrooms to have something for display in order for them to be able to sell their wares as well as a need for engineers to be able to set up TV sets in the homes of new customers. As a result, the BBC broadcast, between 9 am and the start of scheduled programmes in the afternoon and evening, “Trade Test Transmissions”. These consisted, variously, of Test Card F, the Colour Bars, Engineering Information and, most significantly, Trade Test Films. These latter were made, and thus broadcast, in colour and would be shown at various times during the day. The same films would be shown over and over again. One such film is the one which is the subject of this short article.

The Home Made Car

The appeal of this film, today, is in its innocence and its ability to evoke something of the time in which it was made. Its subject matter is the reconstruction of, supposedly from a rolling chassis, a “Bullnose” Morris two-seater tourer. This is undertaken by one man, assisted by various others and, in particular, by a 10-year-old girl. This latter is initially hostile to the project. Part of the entertainment value of the film is in seeing the transformation of this latter child from mischievous brat to willing assistant. Against all the odds, the car is completed (though no clue to the timescale is offered!) and the man gets his girl.

In reality, three vehicles were used during filming: a rolling chassis (actually at “Perry”), a partly-completed car and fully-restored XO 3871, owned by a local man, Eric Longworth.

No words were spoken in the film. Instead, a mix of incidental music by Ron Grainer and background sound (either recorded while filming or dubbed later) was

used. As a result, most of the interest is visual. The “stars” of the film were: Ron Chudley (the man who constructed the car), what would now be termed his “love interest”, Caroline Mortimer, the above-mentioned 10-year-old girl, and a very large St. Bernard dog (who watches over the proceedings with an air of resigned melancholy). While Caroline went on to become quite well known for her rôles in subsequent TV productions, Ron passed into something resembling obscurity.

Enter the Trade Test Enthusiast

A group of Trade Test enthusiasts were formed in 1989.

In April 2009 this group (the “Test Card Circle”) celebrated its 20th anniversary in Leominster, Herefordshire. Two intrepid members of this group had set themselves the task of tracking down Ron Chudley. This was accomplished through the wonders of the Internet and, subsequently, Ron was invited back to the UK to attend the Annual Convention of the Circle. He is a New Zealander by birth but now lives on Vancouver Island in Canada. He is a writer and has three novels published.

There was an intention to re-create something of the original film at the Convention. The completed car used in the film is owned, as it was at the time that the film was made, by Eric Longworth. Unfortunately, he was unable to attend. As a result, the Bullnose Club was contacted and members who own similar vehicles asked if they would like to volunteer to bring their cars to the Convention. Thus April

saw Bullnose owners Ashley Carmichael from Inkberrow, Worcestershire and David Margaroni from Shrewsbury, in attendance. Ron Chudley was thus able to sit, once again, in the driving seat (though not, unfortunately, able to drive the cars) and he and members of the Circle enjoyed rides around the town. Ron is seen here with his wife Karen.

(Picture, second from top on the opposite page, courtesy Steven Wills, Test Card Circle)



Reminiscing

During the Convention Ron was interviewed and asked to recall incidents relating to filming. In the course of the interview some interesting snippets of information came to light. The scrapyard used in the early scenes in the film (from where Ron supposedly purchases the chassis) was necessarily a real one; the elderly gentleman unintentionally disturbed in his perusal of "Motor Sport" was not an actor. At one stage a rag-and-bone man is persuaded (by the mischievous child next door) to remove some mudguards lying around awaiting restoration. Ron remembers painful discomfort during the chase of this man: he retrieves a mudguard from the back of the horse and trap and places it over his right arm. The edge of this bit of metal was eating into his arm while he waited for the producer to call "cut!" Then there was a "squirting oil" incident during the course of the restoration of the car; real sump oil was used and thus the reactions of Ron and his young assistant are genuine. Ron was grateful that only one "take" was required! The welding of the chassis parts and the alignment of the wheels are real scenes; these tasks were actually undertaken during filming. Ron also recalls that the young girl became quite attached to him during the course of filming and that, at its end, she was tearful when they had to part, aware that they were unlikely to meet again (which they did not).

The film was shot in Hampshire, at Bucks Horn Oak. The location is, today, much the same as it was. Interestingly, the garage changed ownership many times but is now, once again, owned by BP.

It is not clear why BP chose to make this film; there is only marginal publicity value from the shots of the garage used (clearly branded BP) so it must be assumed that the project was simply regarded as a worthwhile undertaking in itself. Ron recalls visiting a cinema in New York one day and finding, to his amazement, that "The Home Made Car" was part of the day's billing! He sat through it and, at its end, was immediately identified by members of the audience; many autographs were signed.

The film is still available, in DVD format, from the BP Film Library. This latter may be contacted at bpvl@bp.com (telephone 0207 323 3094). For further information about the Test Card Circle, and television trade tests generally, see www.testcardcircle.org.uk.



Car For Sale

1934 Cowley 6 Special Coupé



Owned for 26 years due to certain circumstances I have to sell it. I have not received what I consider to be a reasonable offer for it, so I thought we would get a better price selling it in the UK.

£5000, plus approx. £1500 shipping.
Richard Crosland 06492 785 860
(Auckland, New Zealand)
cr0zzie@yahoo.co.nz

Parts for Sale

Pair of headlights for Morris 8 Series II. Complete and very sound original condition, minor surface rust, with original reflectors (1 fixed, 1 dipping) and original Difusa glass. Very rare to find in this condition. Prefer to exchange for pair of correct original headlights for Morris 8 Series I in similar condition, or sell for about £115.

Also for Series II headlights, one spare glass, correct original Difusa pattern, £15, one dipping reflector, good condition, £7, another rough, for spares £3, spare rim for headlamp, some repair at base, £5. All plus postage.
Tom Bourne 02920 703 482
(Penarth, Glams)
tom@tombourne.fsnet.co.uk

Parts Wanted

For Morris 10, 10/4 or 10/6: starter motor for my 1933 car please. Lucas type M418. I think they are all the same up to 1936.
Alex Taylor 01235 553 574
(Abingdon, Oxon)

Parts Wanted

For 1931/33 Minor two-Seater, front screen frame, with or without the glass, any condition.
Vince Atherton 07720 421 755
(Lancs)

Car Wanted

Morris 8 Pre-Series or Series I, two or 4 seater tourer in good working condition.
Bernard Lawrence 0208 527 2692
(Walthamstow)

Car for Sale

1946 Series E 2 door sliding head. Fully dismantled but complete except for the headlining (for safety's sake I will state 98% complete). The engine has been rebuilt, crank reground, new shells, rebored, new pistons, new valve guides and timing chain. It is fitted to the car and can be heard running. Gearbox has been inspected and seems good. New clutch. Front axle rebuilt, new kingpins, springs reset. New O/S brake cylinder.

Rebuilt voltage regulator. Rebuilt fuel pump.

V5 and the reg number HTV 545 has been retained. Some workshop manuals, old buff log book and some receipts. The body needs lots of welding.

Pete Brown 01273 583 341 or 07717 653 757 (East Sussex)

Parts for Sale

For Series 2 14/6 and Eight Ser. 1/2 Easy clean wheels (16") and a sun visor bracket for 14/6

Also two Eight engines, in need of complete rebuilds.

Alan Poole 01706 368 306
(Heywood, Lancs)

Parts for Sale

Front axle complete, wheels, tyres drums springs and shackles. Has been used for a trailer. Wheel size 4.50x19, 3 stud. Origin uncertain? possibly off a Bullnose Morris £50 Contact for more information.
Derek Browne 01189 722 779 or mobile 07774 480 157

Parts for Sale

For Eight series 2 1937. 4 brake drums, starter motor, dynamo, temp gauge, head light, voltage regulator, windscreen, back and front axles, klaxon horn, 5 new hub caps, prop shaft, back rack with brackets, black radiator surround, 4 new aluminium pistons, 8 valves, 16 springs, Please ring for prices.

Beth Lazenbury 01733 707 725
bethlazenbury@ntlworld.com

Car Wanted

Eight Series E 2 door saloon in good condition.

Paul Merryweather 01799 541 995
(Saffron Walden) (Non-member)

Car For Sale



1934 Eight Pre-Series

No rust. Has undergone a complete rebuild. Many extras including stainless steel wheel cylinders and MG type steering box. Many spares including 2 new tyres, a fully reconditioned engine, 2 gearboxes, rear axle, 2 new running boards, dynamos, starters, distributors, springs and more. 12 months MoT. £4000, including all spares.
W. Wodhams 01992 467 702
(Hoddesdon, Herts)

Parts for Sale

For Eight 8 Ser. 1/2
Engine intake silencer complete £20
Rear wings, £40. LH & RH doors, 2 door saloon, £50. Bonnet, £30.
Also: Tyre, Goodyear, Marathon 475/500 x 16, unused, manufacturers dimples, £30,
Roger Baxter 01245 222 465 (Essex)

Parts Offered

For Series E: Front and rear seats in brown. Would benefit from reupholstery. Free, but buyer collects.
Mike Bates 01332 873 207
(Derby)

Part Wanted

Oil filler cap for Morris 10/4 Pre-series, 1935
David Ridley 01983 520 541
(Newport, IoW)

Car for Sale

1934 Morris 10/4
Sound clean car. New tyres. MoT Aug 2010. Drive away. £5000 ovno.
Frank Andrew 01332 676 397
(Derby)

Car Wanted

1938/1939 Series 2 Morris 8 - 4 Seat Tourer, in VGC, ready to drive. Any colour but green.
Alan Mockridge 01293 520 243
(West Sussex)

Parts Wanted

For Eight Series 1: steering wheel in good condition, 3 brush dynamo, (ideally the type with the connector block on the side). Also looking for the arms that bolt to the Series 2 folding rack.
 Ronnie Johnston 0141 577 1980 (Glasgow)
 ronald.johnson4@ntlworld.com

Parts for Sale

For 1935 Morris 12 series 2 saloon: Gearbox in working condition or one I could strip for parts. Or information on getting my box with noisy first/ reverse gear repaired.
 Keith Nicholson 01162 911 923 or 07504193774 (Leicester)
 keithnicholson@ntlworld.com

Car Wanted

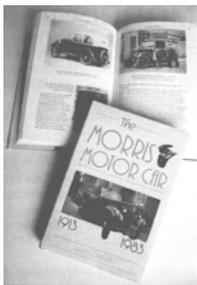
Series E Tourer: condition not important. Quick payment. Any distance.
 Lionel Smith
 01902 780 607
 07730 309 288
 (Wolverhampton)

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Cranleigh Lions

Left and below: A small gathering of Eights got together to attend Cranleigh Lions Classic Car Show and Auto Jumble on Sunday 16th August. As it is Alun Spillman's local show, he booked to attend some time ago, but through the MVS Forum, we managed to get a total of five cars together and a pretty respectable showing - three tourers and 2 saloons.

Neil Castle



Goodwood Revival

Left and below: A couple of non-members' Morrises captured at this year's Revival, plus a brave caravan-towing Eight spotted a couple of years ago.

Rob Symonds

