

# MORRIS MONTHLY



**Volume 50**

**Number 11**

**November 2010**



**HARRY EDWARDS**  
**1929 - 2010**



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NEWSLETTER OF THE MORRIS REGISTER

## CONTENTS

- 2 Editorial
- 3 President
- 4-13 Tributes to Harry Edwards
- 14 Bulletin Board
- 15 Club Clobber
- 16,17 AGM Minutes
- 18-31 Regional Round Up
- 32-34 Morris Mail
- 35 New Members
- 36,37 Membership Meanderings
- 38 Member's Morris
- 39 Morris Mart
- 40 Foto Finish

### EDITOR **Rob Symonds** writes:

**W**elcome to this special edition of Morris Monthly, celebrating the life of Harry Edwards.

Of course, it just isn't possible in a few pages to do proper justice to the man who WAS the Morris Register, but I hope all members, and in particular the newer members, will get some idea of the impact that Harry has had over the entire 50+ years the Register has been in existence.



I am indebted to everyone who found the time to offer personal accounts of Harry's life and their dealings with him. Coming so soon after his loss, I know it cannot have been easy for those who have been closest to him over the years. In particular, Ken Martin is to be thanked for supplying almost all the photographs of Harry you will see spread over the ten pages.

Of necessity, a few regular-ish feature are missing from this month's edition, but things should return to normal (or as close as they will get in Harry's absence) next month. It is a measure of the man that he continued to supply me with material for Register Retro right up until the end, and as I have enough from him to see us into the New Year, it will be genuinely possible to say that Harry Edwards' work for the Morris Register lasted well into a sixth decade!

I am sure that Bob Beaumont speaks for us all when he says "RIP HWE".

Cover Picture: Harry and Barbara Edwards, June 2010 (Photo: Kate Martin)



## The Morris Register

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

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

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

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



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

**PRESIDENT Bob Beaumont writes:**

It's strange, I have had word for word in my mind for about two weeks what to write about Harry and have just done so following his funeral yesterday, but I am perhaps stunned and without ideas (or some would say brain dead!) at the moment so far as this column is concerned. Having sought advice, the "nearest and dearest" suggested I touch briefly (maybe as there is domestic work waiting!) on the good, the bad and the sad so here goes.



The good is that I have no hesitation in saying again that it has been, and still is, a very good year for the club, I propose to record my travels and encounters for a later issue.

The bad is that regrettably this good year has been tainted by the actions of a few, I will say no more as it makes me quite annoyed.

The sad I have already touched on: we have lost Harry as well as other friends of many years.

Winter motoring is upon us, so if you are out in the slow old Morris "see and be seen" as the safely slogan urges, blazing headlights and mist free windscreens. Enjoy, as the expression goes!

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

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# HAROLD WOOTTON EDWARDS

## 1929 – 2010



Harry Edwards was born in Stockport on 23rd January 1929, to a large family. His father was somewhat eccentric and had a disbelief in schools, so Harry was taught at home. After this unusual education he took up employment at a local cinema where he rose through the brief ranks to become a projectionist. At the age of 18, Harry joined the RAF for 2 years to carry out his National Service. Following his demob, he returned to the cinema before moving to a job in the cotton industry and during this period, met and married Barbara – Babs, also from Stockport. In 1956, they left the Northwest for good, and moved to Chelmsford, where Harry joined Marconi as a trainee draughtsman.

Looking for a car to replace his Series I Morris Eight saloon, Harry had bought a Series II Tourer in the late 50s, and when the formation of the Morris Eight Tourer Club was proposed, he was the first person to send in his cheque for one guinea, thus receiving membership number 101. Harry very quickly became involved not only in the club generally, but with the Journal in particular. Issue 2 had a drawing on the front cover; unmistakably by HWE, although unsigned, and issue 3 carried an article on trim restoration on his tourer. At this time, Babs was also involved in the Journal production, typing the stencils for each issue. At the first AGM in 1961, Harry was elected to the newly formed committee, and during the next few years, became more and more involved in putting the Journal together, although Brian Dermott remained officially as editor before Bev Hicks took over the job. At the 1962 AGM, the club was split into three regions, and Harry became Assistant Secretary for London and the South, a post he continued to hold until 1964, when he officially became the Editor, and eventually Club Historian as well. He took these positions very seriously, and his research and records of all things Morris, became legendary. Through this joint position, Harry represented the public face of the club to the old car world, and is undoubtedly the reason that the Morris Register is held in such high regard. In addition to his extensive articles and illustrations for the Journal, Harry became a prolific author on Morris matters; he produced manuals for the Minor, Eight and Tens, and a number of short publications including collections of road tests, Sixty Years Of Morris, etc. His most notable works were his two books on Morris Cars, and Morris Commercials. All of these are still highly prized for their depth of knowledge and reliability of the information within. Harry was the longest serving officer of the club from the very early days of the Morris Eight Tourer Club to the present, and during that lengthy period was always able to bring a steadying hand of experience when discussions and

ideas became over enthusiastic. In 1986, Harry was made redundant from Marconi, and set up his spares business, "Yesterday's Components". As with everything else that he did, Harry ran this with considerable diligence, making sure that every part supplied was correct and of high quality. As well as his devotion to all things Morris, Harry was also a devoted family man with his wife Babs, sister-in-law Carol and her daughter Victoria forming the nucleus of his home life. He was a lovely, kind and gentle man, and will be sorely missed by not only by those of us who were pleased to be his friend, and served alongside him in club duties, but also by the many people across the world with whom he had contact.

Our condolences go out to Babs, Carol, Victoria and family in this sad loss.

*Ken Martin, Bev Hicks, Frank Ashley*



*The funeral wreath from Harry's family.*

*Photo: Kate Martin*

# MEMORIES OF TIMES WITH HARRY *Audrey and Ray Frampton*

Over the period of some forty years many enjoyable times spent were sharing a pitch at the Beaulieu International Autojumble. In the early years Harry would be accompanied by the late John Farmer but latterly by Mick Huntley who both looked after his sales while he went off in search of suitable sales. Having positioned our caravan, erected the SE's little marquee, and positioned Harry's caravan, then set out our pitch with the various club goods for sale there was eventually time for a cuppa and sort out of the food we pooled for the weekend.

It was uncanny that as soon as Harry went off on his search rounds, some Members would always turn up to see him! Pre-ordered sales items were ok to deal with but then there were questions about their restoration or re-registration of their Morris and we had to tell them to come back later.

Many times there was a queue. Who are they getting much help from without Harry?! The wait gave them time to buy off the club stall, so it wasn't all that bad was it! After a communal dinner some evenings were spent going through the bags and boxes of what Harry had purchased and chatting to other member stallholders who called in to tell us about their day, who and what they had seen.

In 1980 Harry made his first trip to Australia and in 1996 Ray and I accompanied him to the joint Australian Registers 19th Rally at Mount Gambier.

We hired a camper for our trip covering some 2000 miles so that we could visit various places of historic interest as well as the rally. Scenic railways, museums, wineries and gold mines were all visited and our most hair raising trip was probably going off-road along a sand track crossing the mountains on the way to Canberra when the camper nearly took us down the steep wooded mountainside. Apart from a heavily sand-coated chassis, all ended well. Later we flew across to New Zealand where Harry spent a week with his sister while we toured North Island and met up with Hazel and Owen and local Register members there.

Following changes in the new millennium, the Executive decided they did not want us to run a stall at Beaulieu any more, so Harry then regularly brought some of his sales books down to a table in the Register's marquee at Ardingly. Members still came along to ask him their questions. Who are they going to ask now? Harry's help will certainly be missed!

There are so many times we remember that we could easily take up too much space!



# HARRY EDWARDS - A PERSONAL APPRECIATION

*Ken Martin*

*Editor's Note: As this account confirms, of all the Morris Register members who knew Harry over the years, Ken was undoubtedly one of the closest, and I know that he was honoured to be asked to prepare a eulogy for Harry's funeral. Unless otherwise stated all the photographs in the following pages dedicated to Harry were supplied and captioned by Ken.*

I met Harry when I was 17 in 1963. He was twice my age, married and living in his own house, and had a wealth of life experience. He had read a letter of mine published in "Old Motor" which revealed that, like him, I was restoring a Morris Minor. He called at my home to introduce himself and then invited me to his house to see his car, and his collection of Morris documents and pictures. He offered such relaxed, friendly and good company that I was soon regularly riding my bike to see him. Our friendship lasted strongly to the end, in spite of the age difference and my moving away from Essex about 40 years ago.

Of course I soon met his wife Barbara or "Babs" – as Harry called her. They had married in 1953 after meeting at a dance hall in Stockport where they set up their first home. I almost immediately realised that they had a very happy marriage, and one of the most welcoming homes that I have ever come across.

For about ten years, Babs travelled many miles in Harry's 1938 Morris Eight Four Seat Tourer, often suffering cold and wet conditions satisfying his preference to keep the hood down. However in 1967, she served Harry with an ultimatum: if he wanted her to accompany him on his old car jaunts, then he must take her to the opera regularly. He refused, saying that he didn't like opera, and Babs said that she didn't like old car motoring and so that was that. She never went in an old Morris car again. Because of this, Harry thereafter spent a lot of time in a conspicuous role on his own in the old car world of events and rallies and the closeness of his family life was largely unknown. In fact Harry and Babs, were as happy and close as ever.

Over the years I learnt about Harry's background and early life in Manchester where he was born the fourth youngest

of 11 children – 9 boys and 2 girls. Harry was clearly affected by his domineering, competitive, highly principled and austere father. This year Harry somewhat reluctantly admitted to me that his father was a bully. I met his mother

in her old age and she was a charming, gentle, dignified and quiet person. The first 4 of the 11 children went to state schools, but when one became ill with rickets, their father decided that all his children would be taught at home – a task carried out mainly by their mother. And so Harry, who was to become a highly regarded historian and writer, didn't go to school. His tuition ceased at the statutory age of 14 and he left home to live first with his sister May and then with his brother Ron. He got a job as a page boy in a local cinema and by the age of 18 when he was called up for National Service, he had become a projectionist. Harry enjoyed his life in the RAF. After National Service he returned to his old job at the cinema before going into the cotton industry. He had gained a lot of knowledge in the RAF and after some evening class education; he got a job as a trainee draughtsman at the Marconi Wireless Works in Chelmsford and left Stockport for good in 1956. Harry joined the Essex Regiment of the Territorial Army and took a keen interest in his new home area.

By far the most important part of Harry's non-family or working life was to start in 1960 with the formation of the Morris Eight Tourer Club, which was to become the Morris Register. He became an eminent ambassador for the club during nearly 50 years service and this work formed a major part of his life.

Harry was not at all shy, but he was also not particularly gregarious. He soon became a well known and popular figure, and he was constantly in demand by people seeking



*Harry in May this year with his recently rescued dog "Bertie". Harry was an animal lover and he and Babs rescued a large number of dogs after they moved into the countryside in 1972.*



*c1931: Harry in a girl's dress with his mother and eight of his elder siblings. The reason for this unusual attire was that his father, who had no medical training whatsoever, had carried out some minor surgery on his neck at home and heavier boy's clothes were uncomfortable. Harry bore a nasty scar for the rest of his life.*

information from his vast knowledge and archive. Apart from making himself available at rallies and autojumbles, he answered countless phone calls and letters every year. He was incredibly generous with his time and knowledge, providing detailed answers to queries, often in concise and accurate letters neatly written by hand with a ball point pen. He wasn't keen on email correspondence and would be cross if the email didn't include a postal address, because frequently he would answer an email query with a handwritten letter!

Although Harry enjoyed company and was known by many people, he had very few intimate friends. He always seemed to have a shell around him preventing anyone, but those closest to him from penetrating his inner self. He was reluctant to reveal his true feelings and he was not a friend who could easily be drawn into personal discussions. In spite of his considerable life experiences, he was a hopeless councillor to me when I was young; for example if I wanted to discuss problems with a girl friend – or as was often the case – the lack of one! One of his best friends in the club was the late John Farmer. John was a few years older and one of the best known and most popular members the East Anglia Region has produced. Although he was different in character and personality to Harry, they gelled very well together and formed a friendship involving a lot of laughter and fun that was to last for 30 years until John's death in 1999.

Harry had a meticulous capacity for research and documentation with a gift for writing about complex historical matters in an interesting and easy to read style. He was proud of 'The Journal' which won a number of awards over the years. He also produced car manuals for the club which were initially illustrated entirely by his drawings, painstakingly copied or traced freehand from factory photographs and diagrams. He also produced the two main reference books published by the Morris Register covering the numerous models of eligible Morris cars and commercials, and several other publications. His greatest literary achievement was the publication in 1983 of his book, 'The Morris Motor Car 1913 -1983'. It is worth mentioning that the need to cover in detail for this book, the last unsatisfactory Morris cars such as the



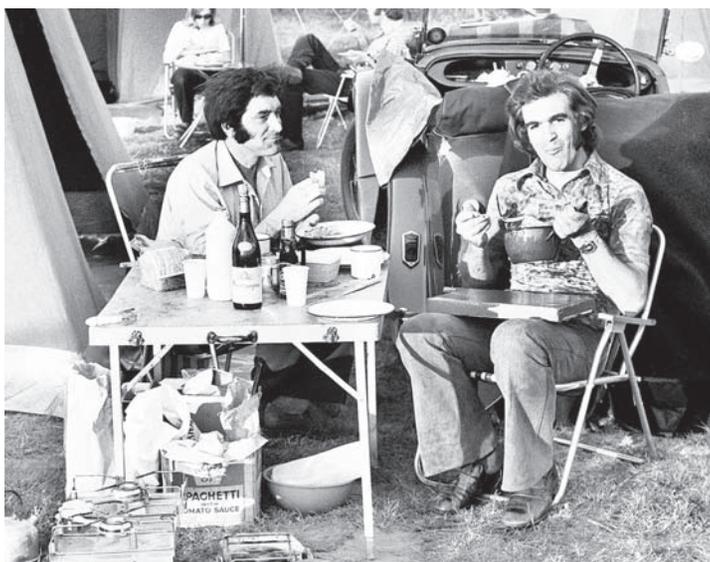
*The two Morris Minors that brought Harry and Ken Martin together in 1963 at Stanford Hall in 1977. Ken's Minor has been in constant use since 1965, but Harry never drove his car on the road. He brought the car here on a trailer.*

badly hurt, upset and made angry in equal measure, by the club (as represented by relatively few members), that he had served with such dedication and selflessness for so long, regarding the decisions made about 'The Journal' and also concerning wrong assumptions made about his extensive archive. Although I wasn't involved in any of the talks or correspondence, my feeling based on discussions with Harry and members who were witnesses, is that he was shown a lack of respect, and that the whole affair was treated with insensitivity and rudeness. Fortunately and perhaps ironically, Rob Symonds, the person who took over from Harry as Editor; cultivated a very good relationship with him and the result was Harry's "Register Retro" section in "Morris Monthly", which commenced in the August 2009 edition, just a few months after the last edition of "The Journal" was published. This proved to be popular and it will now be missed.

There is no doubt that it could at times be hard to fathom Harry. For example, although he finished the Morris Minor saloon that brought us together all those years ago, he never drove it on the road, but he couldn't bring himself to part with it. His pride could sometimes cause stubbornness. For example, in old age he suffered hearing loss, but even I, who have been deaf for a very long time,

couldn't persuade him to have hearing aids fitted. Instead, he bought a cheap amplifier device to help him hear the television.

Harry undoubtedly changed and influenced my life when I was young. We had a great deal of fun together and with mutual friends, particularly in the 1960s and 1970s. He was a devoted family man and was also very fond of animals, particularly dogs. He was a great friend to me for 47 years and I am very glad that he came my way.



*Harry and Ken Martin camping in Gent a few days after the Mannekin Pis Rally in June 1973.*

# HARRY EDWARDS - ANOTHER APPRECIATION

*Peter Sanders*

It was a sad September noggin at the Duck this September as members shared the tragic news of the death of Harry Edwards in the early hours of the previous day. Harry was a founder member of the Morris Eight Tourer Club – which was eventually to evolve into the Morris Register.

Harry had undergone a serious operation a month or so previously that had been successful. He had been re-admitted to hospital a week before our meeting for final surgery which he came through successfully, we were told, and was making a good recovery. Unfortunately matters then took a turn for the worse.

News of Harry's death spread quickly over the Morris Register "bush telegraph", but it was still news to some members at the meeting who seemed to accept it with stunned disbelief.

We must go back to the late 1950s when Morris Eights were still being used as daily transport, although many were beginning to fall by the wayside, usually for lack of mechanical knowledge by their owners.

However there was something of a cult following for the Eight and Minor tourers which were the nearest thing to a sports car the impecunious young man or student could afford. There were already rumblings in the motoring magazines for a club specially for them. But these ideas only gelled when three enthusiasts, Harry, Roy Chasmar and Bev Hicks got together in a pub and formed the club. Harry was the first member - being the first to pay the one guinea membership fee - with membership number 101 – following the old motoring manufacturers' tradition of starting chassis numbering at 100.

Harry threw himself in to spreading the word and the first Journal, which was more of a newsletter, was printed on a Roneo machine in the early summer of 1960. Harry



*Harry in the late 1950s in the Essex Regiment of the Territorial Army.*

remained the enthusiastic editor until it recently became The Morris Monthly. Although originally it may have appeared a crude production compared to today it was very informative with Harry writing many of the features with the support of plenty of contributions and enquiries. The "Founding Fathers" of the club seemed to hit on a good formula with a monthly newsletter which kept people in touch with up-to-date information, combined with the more in-depth Journal which came out quarterly. This is a formula that other clubs still operate successfully.

Harry did many of the technical illustrations himself, being in working life in the drawing office of the giant Marconi electronics company in Chelmsford (whatever happened to them?) Both Harry and Babs, grew up in the North, Harry in greater Manchester and Babs from one of the posher parts of Cheshire. They went down south to work and set up home. But no way did Harry become a "Southern Jessie".

Harry had a sort of dry sense of northern humour and although they lived many years in Essex they never lost their North Country accents or their stoicism – which they needed to bear them through the trials ahead when Marconi made massive redundancies.

I believe I first met Harry and other early members in 1961 when notices began appearing on the windscreen of my 1932 Morris Minor tourer, CG2453, inviting me to a meeting at the Two Chairman pub in Westminster. The club was very informal and the members very enthusiastic and in those days one could park almost anywhere in the street. I soon became pally with Harry who lived not far off in Chelmsford. Harry wrote and printed what was to become the Morris Eight "Bible" – a simple workshop manual for the Morris Eight Owner. Bible or not it was



*c1938: Harry with his very unconventional and evidently, at times, cruel father.*



*Harry beside a 1933 model Morris Minor belonging to his brother Ron, the proprietor of the fish shop behind.*

certainly a godsend. More publications were to follow for other Morris made vehicles. I believe Harry also designed the club badge.

The very first Brighton Run set off one Sunday morning from outside the Two Chairman in appalling weather in January 1962. It snowed on the way to the Fountain's Head at Hands Cross, but it cleared by the time we arrived to line up on the seafront and pile into a previously booked fish and chip lunch. It turned out to be A Grand Day Out – with Harry filming the event on his cinecamera and taking photos for the Journal. Harry, like every other old car enthusiast I know, whether an Austin Seven or a vintage Bentley fanatic, fell into that trap – if you have got space, fill it. Harry and Bab's modern semi-detached was soon too small for his growing collection, an Eight tourer and a cammy Minor saloon, and probably all the spares necessary to keep them running. Whether that forced the move to Wellwood Farm, West Hanningfield a few miles away, or whether it was encroaching nearby development, I don't know, but it certainly fitted in with the Northern male obsession of having back garden sheds. The farm came with a good-sized barn as well as a large field. Although Harry worked on extending the living accommodation it was not long before two more sheds appeared near the barn.

Saturday mornings were very much like impromptu Noggin and Natters at his home with local club members dropping in for a cuppa or for spare parts they needed. It was not long before more cars appeared to fill the extra space he had. There were two Series Zs, a Post Office van and a pick-up, a CMS Minor Sports Special that he re-built from boxes of bits and a 1935 Jensen bodied 8 Special. Harry had to drive it down from the Midlands in the pouring rain with dodgy petrol pump. To keep it running he rigged up a hammer and a bit of string to the dashboard to be pulled to tap the pump whenever it failed – none of this loading trailers stuff.

Whether Harry had a cunning plan to counter the effects of his redundancy or whether it just evolved out of a hobby turned business, Harry took advantage of a government scheme to set up small businesses and formed Yesterday's Components. From small beginnings it became a company



*Harry with his first car – a Morris Eight saloon bought from a "bomb site car dealer" in the early 1950s.*

supplying Morris spares as well as free technical advice to enthusiasts all over the world. It might not be a good idea to make your hobby your work but there is no doubt that Harry worked very hard to make it a viable concern. Harry must have kept an eagle eye open for garages clearing out obsolete parts for his sheds were soon brimming with boxes of spares. He even had parts specially made which again may be questionable from the profit point of view considering the relatively small demand for such things as luggage racks and small accessories. Be that as it may, his phone was always ringing.

Aside from the parts supply, Harry also built up a vast hoard of documentation and books that he had searched out and bought at autojumbles. This was stored in Harry's Den, a room packed with sagging shelves of books and documents. It all looked quite daunting, but Harry seemed to have the ability to lay his hands on any scrap of information that was wanted. I called it the Harry Edwards Centre of Motoring Enlightenment, although his official club title was Editor of the Journal and Archivist.

As a young man Harry was seriously injured in a motorcycle but that did not stop him buying his latest acquisition, a pre-war motorcycle, a Matchless, I believe. Yet another project. One cannot write about Harry without mention of his pets, usually a couple of large Irish wolfhounds, or a St. Bernard and some yappy little terriers, plus the occasional feral or stray cat. Harry and Babs were devoted to them.

Although they did not have their own children Babs and Harry adored their niece Victoria, whom they treated as if she were their own daughter.

Harry was one of a family of 11 children. He is survived by his wife Babs, a younger sister, his sister-in law Carol and his niece, Victoria.

Harry's passing might be described as an end of an era in the Morris Register. To many people Harry was known as a helpful adviser at the end of the telephone but to me and the people who knew him personally we will feel the loss of a very good friend. He will be greatly mourned and I am sure fellow club members will join us in sending our condolences to his family.

Poignantly, some founder members of the Morris Eight Tourer Club have planned a small re-union in October. Had he been well enough to attend Harry would undoubtedly been guest of honour. How sad that it is now not to be.

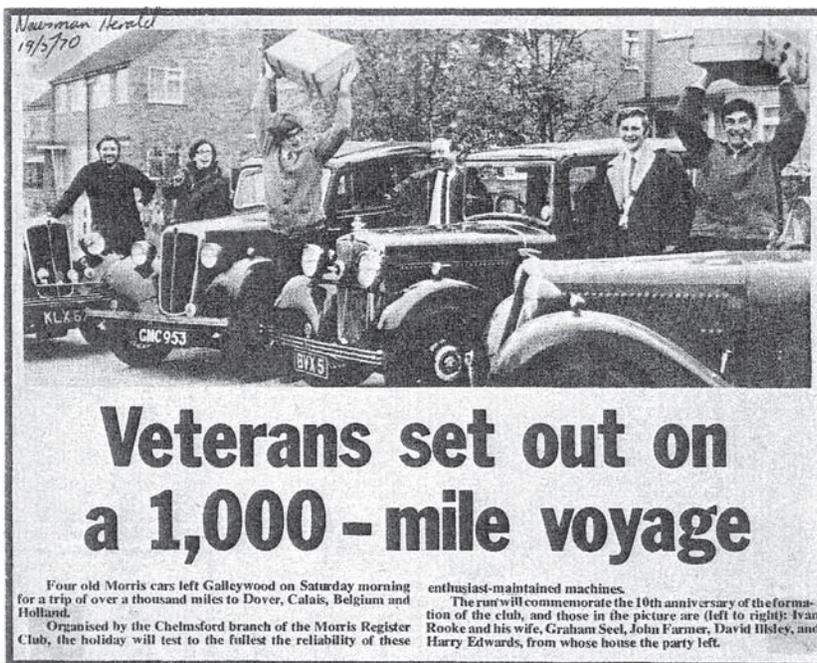


*Harry in the mid 1970s dressed very smartly, sitting in his favourite car – a 1935 Pre-Series Jensen Morris Eight. He carried out an extensive restoration of this car in the late 1960s and used it for many rallies and events, although it was sidelined by his Morris Ten Four in more recent times.*

# OTHER TRIBUTES to HARRY

From Ivan Rooke:

Harry was one of those persons who you expected to go on for ever. His unstinting faith in the Morris marque has shown through during almost fifty years of knowing him. He was one of those characters who just got on with living his life, imparting his knowledge to all without fuss or favour. There are many things I could write but his immortal words on the 1970 East Anglia Region Belgium and Holland trip of "this place has bags of atmosphere" will long live in my memory. It is perhaps slightly ironic that his last articles in Morris Monthly on the Gutteridge case reminds me of past times with Harry. I will recall an occasion en route for the President's Conference in the late 1970s standing in some deserted Essex lane while Harry, in his usual immaculate style, did his research for the original article. He will be sadly missed by his family, friends and the motoring world.



Above: From Ivan Rooke comes this newspaper cutting from the 10th Anniversary trip to Belgium and Holland. Harry Edwards is on the far right.



Left: On the same trip, this Ken Martin photo shows Harry with John Farmer and a Morris Eight encountered in Holland. Others in the picture are Dave Illseley – far left, Dave Ballard and his wife Maureen – almost hidden – far right, Jack Prior's daughters, Gabby and Nicola and Graham Seel behind Gabby on the right.

From David Saunders:

It was only back in the spring of this year that I was recalling my early motoring memories for the club's magazine Morris Monthly. That so soon afterwards I would be writing an obituary for Harry Edwards, while the Morris Register is still celebrating its Golden Jubilee year, is not something I was expecting. What can I add to what was said then? When I first joined the club (called The Morris Eight Tourer Club for its first ten years) Harry was the man to turn to on Morris matters. Even in those days his knowledge of the subject was second to none. As a result of my college years in Newcastle I became involved with some early Journals, while I was the person that Harry turned to when artistic skill was required, due to my art college background. When, together, we found a rare Morris Special advertised in Exchange & Mart '...for restoration or spares...' this cemented our friendship which lasted to the very end of his life. Harry was simply happy to know that the car had been 'rescued', preserved for posterity and in safe hands. There is now the need to restore this car at the earliest opportunity in Harry's memory. It has been mothballed for far too long. I will leave Harry's unique contribution to the club's success over the past fifty years to its founding fathers and hierarchy. The Morris Register will continue to go from strength to strength, of that I have no doubt, but for me it will never be quite the same again because, in my eyes, Harry Edwards WAS The Morris Register.



Harry and Babs in 1968 – a very happy couple. A Jensen Morris Eight restoration project is in the background.

*From Paul Dine:*

I was greatly saddened to hear of the news about Harry Edwards. I agree with the sentiments that a wealth of information is lost with his passing. Of course, amongst much other material, he left us his wonderful book on Morris Cars; a bible to any Morris owner, but yes, there is always what's up in those "little grey cells", that extra amount of knowledge and wisdom also that we've lost. A lifetime of learning.

I had the pleasure to speak to Harry last year and get some bits and pieces, which led onto a discussion about the correct shade of red for my Morris when the time comes to paint it. Of course, the right advice, help and opinions were given but the nicest thing he said to sum it all up was 'Why don't you paint it in the shade you like the most?' How humbling. Historian yes, but true enthusiast at heart.

*From Michael Rose:*

I have corresponded with Harry since the 1960s and he was always the most obliging person you could possibly have known with his knowledge, advice and spare parts. Nothing ever seemed too much trouble. Ultimately it was his letter that was instrumental in helping me successfully fight the bureaucracy of the DVLA at a time when they were determined to prevent the transfer of buff log book registration numbers onto their new computerised system. His first edition of the Minor Information Manual was a work of art and was a saviour when it came to repairing and restoring my Minor. One little quirk of Harry's I found a little amusing was that he would read my emails but he never replied by email, always by snail mail. R.I.P. Harry.

*From Bob Beaumont:*

I first met Harry in 1964, when the late John Farmer helped me with the purchase of my first car, a 10/4, and the three of us went to the few car rallies held around Essex at the time.

As I worked my way through the club my contact with Harry increased, he was always helpful to me, not only as a younger club official but also as a Morris and total car novice; until that time my only means of transport had been a racing cycle!

As was mentioned at his funeral, Harry's navigation was poor (lucky he was not flying in the RAF!) and he had to follow a leader. In recent years, not wanting to drive long distances, he went to meetings with me. On the way there we talked not only Morris, but military and many other subjects of joint interest. However, on the way back when I tried to seek his opinion on how a meeting had gone there was usually no response and looking round I would see he had fallen asleep, usually until stopping at his front door.

One of his navigation mistakes he was heard to relate was that having followed someone to an event in the south, I believe Ardingly, he had to return alone. Approaching Dartford he saw "tunnel" on the overhead signs, and followed that direction. Sometime later he realised it was the Channel Tunnel he was heading for and not the Dartford one!

Following this year's Trans Pennine Region's 50th Anniversary event in the Lake District, I stayed on in the area for a few days. Liking to sample many forms of transport, I took a trip on the National Trust steam yacht that sails on Coniston (recommended - she certainly goes, fuelled only by paper bricks). Passing the home of John Ruskin, a great writer, the captain drew attention to the room in which Ruskin had written a million words, I now ponder how many words Harry wrote for us..... Our Club will forever be in his debt and he will long be remembered with affection by his friends and colleagues in the Morris world. RIP HWE.

*From Sam Roberts, Editor/Archivist, Ford Y & C Model Register:*

May I, on behalf of the members of the Ford Y & C Model Register say how desperately sorry we are to hear of Harry's death. We knew he hadn't been well for some time and had wished him a speedy recovery through the pages of Transverse Torque, our Club magazine.

Harry was a good friend of the Y & C Register. Whenever he came across items relating to our cars, he promptly sent them to me and the vast majority hit the pages of the magazine, with a courtesy mention of Harry.

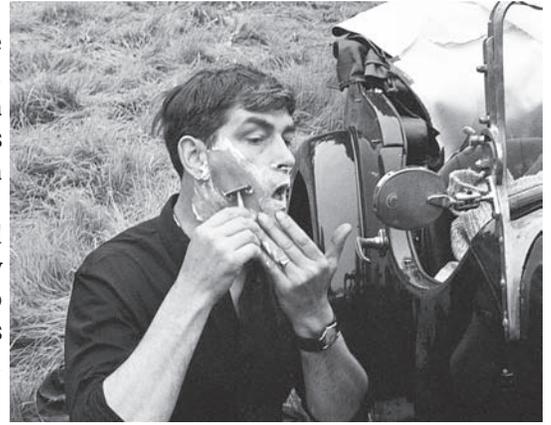
I'm sure the loss of his in-depth knowledge of the pre-war Morris models and those of your members in particular is a blow to the Morris Register and to the greater classic car movement as a whole.

I am pleased to say that we were represented at his funeral by David Ball, a near neighbour.

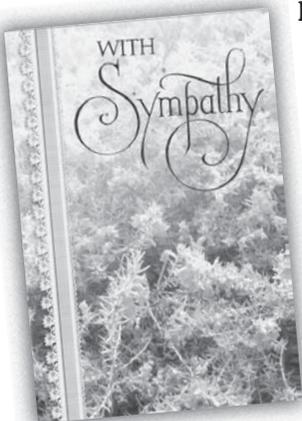
*From Tom Taylor:*

Harry was a great help to Ralph Winstanley and myself, and even more so to Graham Naylor, when we took over the running of the Spares Service as it is now called. As he must have done for many new members, Harry helped me when I first became a member in identifying the clues which told me which Morris model I had bought, but in later years he and Graham worked quite closely together ensuring that members had available to them the parts they required for the upkeep of their cars. I know that Harry and Graham exchanged parts with each other to make sure that neither of them ran out of stock. As a result they formed a valuable working relationship with each other for the benefit of members that will be difficult to replace.

*Left: Card received from the Committee and Members of the Morris Register of NSW (Inc).*



*Camping with a Morris Eight Tourer. East Anglia Region Camping Week End July 1969.*





Harry with his 1938 Morris Eight Tourer which he used as his every-day car and for many events in the Morris Eight Tourer Club for well over 10 years from the mid 1950s. It is now owned by club member David Newman and is shown here during a camping holiday in c1960. Babs is in the passenger seat.

*From Terry and Josie Keen:*

My wife Josie and I joined MoClub in June 2006. Yes, we joined to be able to purchase parts for our 1935 Morris 8 and join in all club facilities.

I point this out because soon after joining, some bright spark wrote in to say that people were only joining MoClub in order to purchase parts. Throughout the time of joining, there were no parts available through the club due to infighting in the club. When we rang the numbers for parts, we only got abuse from the ex parts members as they had given it up.

Enter Harry! You were a star. You provided everything we needed. Nothing was too much trouble, including all the questions and problems which you solved over the phone. Sir, you were Mr MoClub and when I think of you, I think of the old song, "Deck of Cards" as you had neither Bible nor Prayer Book, only a wealth of knowledge and loads of spares so you spread them out. And friends, I know, he was that soldier. God bless you, Harry.

*From Martin Stephens-Hodge:*

I have been a member of the Morris 8 Tourer Club/Morris Register since 1963 and have much appreciated the advice and information from Harry Edwards, always carefully written or explained on the telephone, which has helped to keep my Morris 8 Series Tourer on the road all these years.

It was Harry incidentally who informed me that my Series E is the earliest in the Morris Register Records. I also remember the early London to Brighton runs when we assembled in Central London which were most enjoyable.

*From Dave Harris:*

It came as a shock to learn of Harry's untimely death as only a week earlier Harry and I had quite a long telephone conversation about Morris matters and his health. He said he was looking forward to getting back into the swing of things again. Harry will be sorely missed by Morris Register members and the old car world in general. He was a fount of all knowledge regarding Morris cars.

When I was restoring my Ten Four saloon I asked Harry what shade of blue my car should be, he asked me if I was putting a new headlining in and I said yes and that the colour of the old one was fawn. He suggested that before I bought any material I should take the old one out, open up the folds and he assured me that the colour would be light grey, this I found hard to believe but I did what he said and he was correct. Knowledge like this is now lost forever.

*From Bev Hicks:*

It is very sad to hear that my old friend Harry has died, particularly as he was making such a good recovery from his recent illness. I first met Harry in 1960 when Roy Chasmar and I started the M8TC later to become the Morris Register with the other 25 or so members who responded to our appeal to form the club. Harry and his wife Babs helped us put together our early magazines, Harry providing the drawings and illustrations and Babs typing the copy, including my bad handwriting, and so from what looked like a bundle of scrap paper they would produce a magazine, it always seemed such an amazing feat.

As we formed a committee Harry joined us and eventually was persuaded to become Editor even though for the first few issues he did not put his name to them. This was typical of Harry always under stated but doing most of the work in the background. As Harry was slightly older than some of us he always offered a steadying hand to some of our more "enthusiastic" schemes but was always there to participate and give support. The research and information that he gathered made him the ideal candidate to add Historian to his other activities and what a wonderful job he made of it. Harry did more for the Morris Register over the last 50 years than anyone else and he will be very much missed. He remained as Historian right to the very end and it will need someone of considerable qualities to continue that position.



Harry had great interest in companies that sold Morris cars with special bodies – hence he bought his Jensen bodied Morris Eight. In the late 1970s he bought a 1930 Morris Minor with a CMS body - a major restoration project which he completed to running order in 1990. He took it to Stanford Hall on a trailer that year, but soon afterwards he sold it at an auction before ever driving it on the road. Member Roger Lucke now owns this car.

On a personal note I shall miss being able to phone Harry every time I aquired another old Morris giving him the details and receiving chapter and verse back on the model and anything he had on that car in particular.

Harry was one of the first of our number to undertake a complete restoration of a car when he aquired part of the remains of an OHC Minor. However some months later I was contacted by the owner of another OHC Minor saloon which was in a thousand pieces, his father had said it must go or the scrap man has it! no money please find someone to take it! So I phoned Harry and he gathered up the thousand pieces and eventually resored the car, and what a splendid job he made of it, very much the shape of things to come.

Many of us will miss Harry but we will never forget that calm gentle man.

From Ian Harris:

As we gathered for Harry's funeral it was a surprise to reflect that we'd been friends for nearly 47 years. So many memories! So many tales we shared. In the early days he was just one of the gang of happy-go-lucky lads and girls that made up the Morris 8 Tourer Club but, even then, he didn't waste any time available to him and got a reputation for servicing the 8 Tourer during rallies he attended. He apparently even managed to do an oil change when broken down at the side of a road and awaiting a tow home. Don't ask where the old oil went!

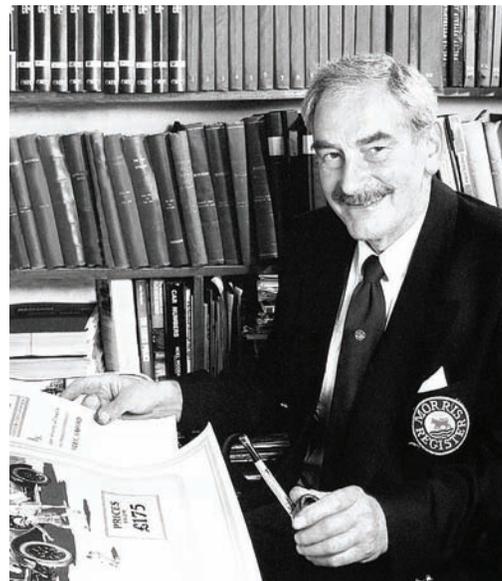
I keep carefully (and still consult) the first of the Information Manuals that he produced in 1965. Those hours of toil with those 'skins' that were typed and engraved, before being used on a "Banda" rotary copier, meant that generations of Minor owners, such as I, could understand the workings and maintenance of our treasures. Attendance at rallies now produced a queue of members wanting to clarify a problem, there was no more car maintenance and this was even more pronounced when the volumes on the 8 and 10 were produced. At Stanford Hall, pipe in mouth, with the usual band of disciples about him, I passed and tapped my old friend on the shoulder "Hello you rogue! Talk to you later," I said. Harry's face was a picture as one chap turned, grabbed my arm and hissed "You mustn't speak to Mr Edwards like that – he's the Club Historian".

His draughting skills and his skill with the pen are obvious to us but Harry had no real sense of the position he held in our affections or of any self-importance at all. When signing a document, there listed were his brothers' names with Director and Managing Director alongside - but his profession was mis-spelled as "dustman". "I signed it, it's an honourable profession".

He always gave the impression that he was bewildered by modern machinery, truthfully, I just don't think he had much interest in it. I felt an affinity with the 8E pick-up that Harry used for many years for travel to work, as I'd found a correct passenger seat for it. Setting out from home as usual, he stopped alongside the postman, was handed the mail and was surprised with the greeting, "My, you've gone up in the world". Continuing, he pondered the meaning of the strange words until he remembered that he was using his wife's executive saloon that day. Indeed, when her then current car was admired as the new TC version of the Triumph 2000, Harry responded vaguely, "I thought it went well, she must have swapped it".

Barbara told me that he once got lost going up to Manchester, a journey he had done countless times. His navigational skills (or lack of them) were the subject of many tales but when I asked about the trip back from an event we'd both attended, he admitted that he was late arriving home. He was 20 miles into his journey around the M25 when he realised that he'd set off West not East. "Did you turn around at the next exit then?" I asked. Perhaps only Harry could be forgiven for admitting that he feared getting lost on the roundabout and continued his extended tour around the whole of the M25. "I knew where I was if I stayed on the motorway," he said. One thing's certain, if he's strayed off the route on his final journey, he's sure to be assisted by one of those he's helped with a letter or note in that distinctive handwriting.

So much to thank him for, writer, historian and above all a kind friend to many – what a legacy.



Harry pictured in his study to illustrate a good article about him in the December 1994 edition of "Popular Classics" magazine.



Harry poses with some of his cars for the article about him in the December 1994 edition of "Popular Classics" magazine..



After the Mannekin-Pis Rally in 1975, Harry (Jensen Eight), Graham Seel (Series E Eight) and Ken Martin (Minor), had a touring holiday in France. Here Harry and Graham pose with Graham's Series E saloon near the Arc de Triomphe in Paris..

## from SECRETARY, Tom Bourne

I was very saddened to learn of the passing of Harry Edwards, as no doubt will all members have been. We have all read his prolific writings, both in this new magazine and in the former Journal, and many of us will have read at least one of his books. Like me, many of you will have corresponded with him about certain aspects of your Morris, and been pleased to receive a long and detailed reply.

Harry became a pen friend to me when I first joined the Register in 1972, and long before I actually met him, providing me with much useful help and advice on how to get my 1932 Morris Oxford going. I will miss his quiet and polite manner, and we will all be the poorer for the loss of his encyclopaedic knowledge.

### SIGNING ON!

At the same time I was honoured to be asked to take on the role of National Secretary at the recent AGM. It is a daunting prospect, and having been handed a very large volume of meticulously filed archives, a hard act to follow on from Mike Brears. Mike has helped steer the club through some difficult times during his 5 year tenure of the post, particularly in respect of the constitutional changes needed. I am pleased that he has agreed to take up the new role of Assistant Secretary.

I can only succeed in this role with the help and cooperation of members. Indeed the role is one of serving the membership, and we will all need to pull together in the same direction if the club is to continue to grow and develop. My Morris 8 is already in year 33 of its anticipated 5-year restoration project, and I hope that I will be able to make further progress on this as well as discharging my secretarial duties!

As the core value in my work as secretary, I will follow the Register's motto "Old Cars – New Friends". Our club is about enjoying our old cars and sharing that enjoyment with friends old and new. Anything that arrives on my desk that detracts from this will soon find its way into the recycling!

### PRESIDENT'S CONFERENCE

The President's Conference on 2nd October was very productive, with much business covered. I was heartened though by the positive response of the members, with unanimous approval of all the issues that had to be agreed.

Key issues discussed included the creation of the new limited company to succeed from MoClub Ltd as the body holding the assets of the club, and the future involvement of the Register with the Ardingly Show. Proposals for the future of the 8MVS were agreed, and the working group will now go ahead on improvements. This will work alongside improvements to the web site. Details of the Register's stand at the NEC show were also discussed. Please see the advert on page 23 for the code to use to obtain the discounted ticket price.

Minutes of the President's Conference will be posted on the web site as close as possible to the publication date of this issue of MoMo. They are also available from your Regional secretary. The minutes of the AGM are on pages 16 and 17 of this issue.

### CLUB RULES

At the AGM several minor changes to the club rules were approved. This means of course that the version of the rules in your Handbook is out of date. The revised rules will be posted onto the web site, and will also be available from your Regional Secretary or from me.

### MORRIS REGISTER LOGO

Further to last month's brief announcement about the formation of The Pre 1940 Morris Register Limited to replace MoClub Limited as the body to hold the members' assets from April 2011, it can further be announced that the familiar club logo and the words "Morris Register" have now been granted Trade Mark status, thus preventing their unauthorised or opportunistic use by outside hostile agencies or individuals.



### CLASSIC CAR SHOW, NEC, BIRMINGHAM 12th - 14th NOVEMBER

If you are coming to the Show, please come and admire our new display and introduce yourself to those manning the stand. Morris Register is on Stand C255 in Hall 3.

### EMAIL SPAM

Several members have complained recently about a persistent receipt of an email with no subject but purporting to come from Patrick Colgan. It contains only what looks like a web address. It is recommended that you delete such emails without opening them as they may contain a computer virus threat.

### MORRIS 8 FOR TRANSYLVANIA

Following on from the appeal last month, I have heard again from Tibor Jakab who wants to buy a very good Eight Tourer. If you can help, please get in touch with Tibor on [jakabtibor@hotmail.com](mailto:jakabtibor@hotmail.com) or see his website [www.jakabtibor.ro](http://www.jakabtibor.ro).

### MORRIS MODELS

From the Model Collector Magazine for December (received early Oct and should be in circulation until 10 Nov):

Oxford Diecast 01792 643 500 or website have 8E saloons and tourers in 00 scale in various colours at under a fiver. They also have (but not illustrated) Bullnose vans in a larger scale and various liveries for under a tenner.

Crossway Models 01775 841 774 or website have a Oxford Series 11 post war Traveller at £105 as well as but not illustrated other post war models and 8 Series 1 two door and four door saloons at £95. These are low production models hence the price.



## UPDATE

### New Stock

We now have fleece blankets available with the Morris Register logo:

**Code number RE39A** – Active fleece blanket. These are £20.00 plus £3.00 p&p and are available in Forest Green, Marine Navy, Natural and Red. Registration numbers can be added at a cost of £1.50 but cannot be personalised with names.

**Code number MRB01** – Fleece blanket and zipped cover. This is a blanket which folds up and has a cover which turns it into a cushion. These retail at £25.00 plus £3.00 p&p and are available in Navy or Green.

### Discontinued

Unfortunately the Morris Light Vans 1924-1934 book is now out of stock and will probably not be reordered due to cost. However, you can still find a few of these on Amazon.

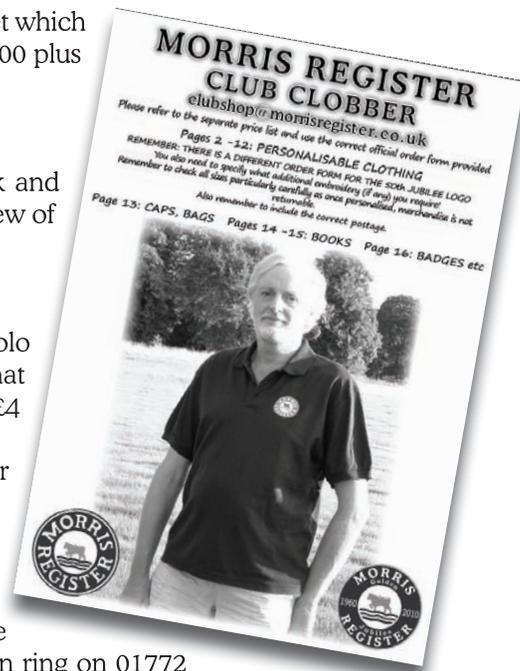
### Clothing

Can I remind you that VAT will be going up to 20% in January so get your polo shirts, sweatshirts, etc., now before the increase. Also just to remind you that postage has increased on clothing: Polo shirts – £3 p&p / Sweatshirts – £4 p&p / Rugby shirts - £4 p&p.

Don't forget our new polo shirts and T shirts as advertised in the September 2010 Morris Monthly.

### Welsh Rally 50th Anniversary Badges

I am keeping a register of the 50th Anniversary Badges. Could those members who attended the Welsh Rally and got a badge please let me have their name and badge number (found on the back of the badge). You can ring on 01772 626 723 or email me at clubclobber@morrisregister.co.uk.



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# MINUTES OF THE ANNUAL GENERAL MEETING HELD ON SATURDAY 2<sup>nd</sup> OCTOBER 2010 AT THE BLUNSDON HOUSE HOTEL, BLUNSDON, SWINDON

The meeting opened at 10:30 am with 48 members present.

## 1. Those present

Bob Beaumont, Colin Belcher, Tom Bourne, Mike and Val Brears, Roger Clitheroe, Norma and Laurie Cook, Malcolm Dixon, John Ford, Michael Halls, Dave and Gloria Harris, Ian Harris, Peter and Josie Harrison, Ken Holden, Terry Horn, John Howells, John Humphries, Paul and Celia James, Pam and Dave Lee, Ken Martin, John Mason, Margaret and David Molyneux, Russell Moore, John and Jo Nagle, Tony Nathan, Jack Peppiatt, John Powell, Jim and Ann Riglar, John Sargeant, Mark Smith, Alun Spillman, Quentin Stacey, Ed Stirk, Rob Symonds, Michael Taylor, Ian Thompson, Doug Townsend, Christine and Neil Truslove, Trevor Willsden.

## 2. Apologies for Absence

Harry Edwards, Phil Butland, Frank Ashley, Chris Healey, Ken and Hilda Johnson, Tom Taylor, Mike Thomas, John Dewar, Tim and Caroline Harris, Brian Spence, Graham Bushnell, Martin McClarence, Mike Porter.

*Before the meeting started a minute's silence was observed in memory of the late Peter Levett and Harry Edwards. This was followed by a minute's applause in memory of both departed colleagues.*

## 3. Presentation of Awards

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

The Writer's Chalice was awarded posthumously to Harry Edwards for his articles in the Morris Monthly.

The Mary Benfield Trophy was awarded to Trevor Willsden for his work within the East Midlands and Yorkshire Region.

The Calormeter Trophy was awarded to Brian Spence for his contribution to the Morris Register in the Chiltern's region.

The President's Choice was awarded to the Welsh region in recognition of their contribution to the 50th Anniversary celebrations.

## 4. Approval of the Minutes of the AGM of 3rd October 2009

The Minutes of the previous AGM were published in the November 2009 edition of the "Morris Monthly". No corrections were required; Peter Harrison proposed they be approved as a true record of the meeting this was seconded by Jim Riglar and passed with a vote of 40 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 2010

The Director's Report and the Accounts for the year ended 31st January 2010 were circulated to all members in the Morris Monthly published on 1st September 2010. They show a nett profit for the year of £5,142.00. As Phil Butland could not be present it was agreed that any queries on the accounts could be answered at a later date. Ken Martin asked for clarification on the figure for Travel and Meetings and John Ford asked whether the credit charges were covered by income elsewhere. This was confirmed as being the case.

There being no other queries the accounts were adopted by a vote of 166 for, 0 against and 7 abstentions.

## 6. Appointment of the Auditors

The Secretary explained the reason for the Treasurer's absence and advised that Phil has proposed that a firm of Plummer Parsons of Hailsham be appointed as the Club's accountants for the forthcoming year. It was explained that Phil had encountered difficulties with Tuffin's over the accounts for 31/01/2010 and that having dealt with Plummer Parsons in the past he considered they would provide the necessary service and support required. This was seconded by Dave Harris passed by a vote of 169 for, 1 against and 5 abstentions.

## 7. Election of Officers

Before the voting commenced the Chairman explained that he had already cast his vote by post as he did not want to be seen to be influencing the vote for any particular person or resolution.

The combined total of eligible postal votes and those from the meeting for each Officer were as follows:

		For	Against	Abstain
President	Bob Beaumont	162	2	6
Vice President	Ken Johnson	166	0	6
Chairman	Dave Harris	162	3	8
Secretary	Tom Bourne	166	0	7
Treasurer	Phil Butland	167	0	6
National Event Secretary	Malcolm Dixon	166	0	7
Membership Secretary	John Nagle	166	0	7
Spares Secretary	Tom Taylor	165	1	7

## 8. Special Resolutions

*Note: In all cases the numbers of votes recorded is the total of all eligible postal votes and those recorded by a show of hands taken at the meeting.*

**Resolution 4** proposed by Mike Porter to strike Rule 4(b) from the Club Rules. The Chairman advised that the person making the proposal had not turned up to argue their case. It was noted that the resolution was not seconded by anybody. The opinion from a number of members was that voting on this resolution should not be allowed to continue. Dave Harris said that he was opposed to that course of action as it would be unfair on all those members who had submitted

postal votes. (Post meeting note: Chris Healey when he gave his apologies via email from Ibiza said that if necessary he would be prepared to second this resolution).

In allowing the vote to continue and having ascertained that no-one present was prepared to second Mr Porter's motion the total of votes cast were 36 for, 129 against and 9 abstentions.

**Resolution 5** proposed and seconded by the National Committee to amend Rule 4b to read "The Executive Committee may accept or reject any application or renewal as they see fit." The Secretary explained that this rule in other forms was part of the regulations set down in the Companies Act governing organisations such as the Morris Register. Having established to the satisfaction of the meeting the type of person who may have their application rejected and that there could be a right of appeal.

The total of votes cast were 155 for, 9 against and 9 abstentions.

**Resolution 6** proposed and seconded by the National Committee to add new Rule 4(m) to read: "The Executive Committee shall have the power to suspend a person's membership and apply such sanctions as are appropriate should they consider it necessary in the Club's interest to do so." The Chairman explained that this new rule has been proposed to be an alternative to the rules for the expulsion of any member.

The total of votes cast were 159 for, 8 against and 6 abstentions.

**Resolution 7** proposed and seconded by the National Committee to create the posts of Deputy Chairman and Assistant Secretary.

The total of votes cast were 165 for, 2 against and 5 abstentions.

**Resolution 8** proposed and seconded by the National Committee to amend Rule 12(a): "The Executive Committee may delegate the management of each Region to a committee. Where the Executive judges that there is no suitable or effective regional committee in place, the Executive shall make other arrangements to manage the club at regional level." A correction to the wording was requested by Tom Bourne as was the re-numbering of the existing rule 12(a) and 12(b) to 12(b) and 12(c) respectively.

The total of votes cast were 157 for, 8 against and 8 abstentions.

**Resolution 9** proposed and seconded by the National Committee to amend Rule 13(b) "Regional Committees shall meet at least three times per calendar year for the purpose of administering the Region." A number of members question the reason for this resolution and were told that it transpired that one region in particular had not held a committee meeting for over a year and the National Committee felt that this was not conducive to the proper administration of the Club. Others asked how the number 3 had been arrived at Mike Brears replied that it was a compromise between 4 and 2.

The total of votes cast were 161 for, 7 against and 5 abstentions.

**Resolution 10** proposed and seconded by the National Committee to amend Rule 13(d) "The Regional Secretary shall report to the Executive on the management of the Region. A copy of the minutes of all Regional Committee meetings and accounts shall be forwarded to the Club Secretary and Treasurer for information." It was explained that this amendment was a reinforcement of the existing Rule 13(d) in that up to now very few regions have actually provided this information, East Anglia, South East & North West being the exceptions.

The total of votes cast were 155 for, 12 against and 6 abstentions.

**Resolution 11** proposed and seconded by the National Committee to add new Rule 13(e) "That Regional Treasurers shall account to the National Treasurer on a quarterly basis for that portion of their accounts which are accrued from the Regional Grant". A number of regional delegates objected to this on the basis that it would involve additional work. It was pointed out that the Club has lost hundreds of pounds each year in not being able to claim back VAT on monies spent by regions from their regional grants. A request was made to make the returns at six monthly intervals but this was rejected as VAT returns are made each quarter.

The total of votes cast were 155 for, 13 against and 5 abstentions.

**Motion of Censure** proposed by Peter Thornton and seconded by Mary Thornton against the Membership Secretary "With respect to the unauthorised release of member's information in the Morris Register Members Handbook 2010, it is proposed that a motion of censure is recorded on the Membership Secretary for failing to comply with Section 1 of the Morris Register Data Policy in releasing this information." Mike Brears explained that the National Committee's view was that this resolution even in its reduced form was unjustified given the volume of work carried out by John and Jo Nagle and the circumstances of the original complaint by Mary and Peter Thornton.

The total of votes cast were 35 for, 120 against and 7 abstentions.

**Resolution 12** proposed by Peter Thornton and seconded by Mary Thornton to compel the removal of member's details from the Club handbook: "That at a member's request, any information included in the Morris Register Members Handbook without the authorisation of that member be removed or obliterated from that publication before any further copies are released." It was explained that this resolution was felt to be unnecessary as it seemed merely to be stating the obvious.

The total of votes cast were 63 for, 98 against and 11 abstentions.

There being no other business the Chairman then thanked all those members present and formally closed the meeting at 12:30 pm.

## **9. Date and place of next Annual General Meeting**

Saturday 1st October 2011, Blunsdon House Hotel, Swindon.



# Regional Round Up



AUTUMN MOTORING

## WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

### EDITORIAL

I am sure many of you were saddened to hear of the death of Harry Edwards. I've had limited number of dealings with Harry over the past few years, and was always impressed by the depth and breadth of knowledge he expressed - even if it was to tell me I'd got some detail wrong in an edition of Westwords or on the Morris Register website! His contribution to the Register over 50 years, from its inception as the Morris 8 Tourer Club cannot be overstated and undoubtedly his advice, knowledge and support will be sorely missed.

Those of you who have declared e-mail account details to the Morris Register will be aware that I now have issued a short questionnaire in an attempt to generate some debate and enliven and refresh activity across the region. For the many of you who are not computer or e-mail users, the questionnaire sought brief details of usage of your Morris vehicles at events (Morris Register organised or otherwise), attendance at Register noggins or desire to attend one if it was local to your home, and whether or not you might support a West Region Rally if one was to be organised. Whilst I may make myself a hostage to fortune, I would welcome comments and suggestions, so if you are not an e-mail user, why not write with concerns, suggestions, criticisms (constructive if at all possible) for more activity, involvement, events across the region. Once the responses have been digested and considered, I'll report potential outcomes and progress to achieve them. It might keep myself, the regional committee and a few other members busy!

*Jim Riglar*

### NEWS FROM THE GROUPS

**Somerset:** What started out as a quiet October noggin with a relatively small attendance, developed into a lively session as a number of regulars turned up later in the evening. Roy Bowden reported good progress with his current M8 tourer project, acknowledging that this was at the cost of progress on his M8 van restoration. SU carbs seemed to be of particular interest. Bob Browning had brought in the troublesome carb off his M8 (see the Exmoor Run report - Ed) seeking and receiving advice on repairing/servicing it. Bev Marks brought in his failed M8 half shaft (pictured in last month's Westwords), and which attracted considerable attention. Cars, vans and

fittings apart, it was decided that the now traditional post-Christmas Meal would be held on January noggin night at the usual noggin venue. The other major topics of discussion were the AGM (including items such as the formation of the new company and the re-instated NEC Classic Motor Show presence) and the hole left in Register affairs by the death of Harry Edwards. Harry's historian role and DVLA liaison roles were discussed in some depth. Harry was in the part way through process of assisting George Bryne with registration number recovery for his recently completed Morris 8 Special.

*Colin Baker/Jim Riglar*

### BROOKLIN MODELS VISIT - 9TH MARCH 2011

Derek Ayers (Somerset) will be organising a visit to Bath based Brooklin Models for a tour of the model maker's premises. Further details will be published nearer the time. The premises are fairly small, but potentially about 25 members could be catered for by Brooklin in two discrete guided groups. The company produces a number of 1/43rd scale hand-built white metal model ranges, some of which have featured pre-war Morris cars, including a few years ago, the West Region Secretary's M10 S2 saloon! (Lansdowne model range - LDM51 - pictured).



### SOMERSET GROUP POST CHRISTMAS DINNER - TUESDAY 11th JANUARY 2011

The Somerset Group's "post-Christmas Dinner" will be held at the Travellers' Rest, Stone, Somerset. Menu details and prices will be available next month. To book places, contact Colin Baker 01749344 115.

### WEST REGION EVENTS

- 6/7 Nov:** **Somerset:** Footman James Restoration Show and Charterhouse Auction. Royal Bath & West Show-ground, Shepton Mallet
- 1 Jan:** **Somerset:** Merlin Events' New Years Day Meet (£2/car) 10am - 2pm and optional classic car run (£5/car). Fleet Air Arm Museum, Yeovilton. 01935 474 630, merlinevents@hotmail.com



## ME AND MY VAN – PAUL JAMES' MORRIS 12 SERIES 2 8/10CWT LIGHT VAN

There are very few surviving M12 S2 vans known to the Register, and it is pleasing to provide a progress report on Paul James' restoration of one of these rare vehicles. As can be seen from the photographs, restoration of Paul's van is nearing completion, with the only significant bodywork remaining being the fitting of the rear wings and remanufacture and fitting of the spats which cover the upper half of the rear wheels. Mechanically, apart from the fitting of wire wheels on the rear axle and new tyres all round, all work is now complete.



## MORRIS REGISTER AGM/PRESIDENT'S CONFERENCE – 9th SEPTEMBER

As in recent years, the Morris Register's Annual General Meeting was again held in West Region territory. Attending from the West Region committee were Jim Riglar, Michael Taylor, Anne Riglar, Peter Harrison and Paul James, along with a number of other West Region members. Apart from an increased attendance at the back to back meetings, it was also apparent that a significant number of postal votes had been cast for AGM elections and resolutions. Many thanks to those across the region who participated either in person or effectively by proxy.

## EXMOOR RUN – 28th SEPTEMBER 2010

This year's Exmoor Run, again organised by Bev Marks, covered a 62 mile circuit around the eastern half of Exmoor and apart from seasoned regulars attracted a few members and cars not normally seen on West Region Runs. This was a welcome and pleasing development. From 10am onwards, participants converged on the Taunton Garden Centre on A358 just north-west of Taunton for pre-run coffees/teas. As with most runs there are usually one or two adventures during the course of the day and this one proved no different. Before setting off from the garden centre, news had been received that one car, travelling up from Brixham, had failed on the M5 with a complete loss of oil pressure. Heading away from the start at 11am, the route headed westwards along the B3227 through Wiveliscombe and Shillingford to Bampton. Distractions on this leg of the run were a loose rear nearside wheel on Bev Marks' M8 S2 saloon (a story for another day) and carburation problems with Bob Browning's M8S1 tourer. At Bampton, the route turned northwards up the B3190, B3222 and B3223 for the ascent over South Exmoor to Exford via Dulverton. It had been planned to stop on the top of the moor, near Withypool, for a photo-stop (this being a location used on the first Exmoor Run in May 2004), but low cloud cover and drizzle made this impractical. At Exford, the 1922 Bullnose Cowley required a little tweak (loose starting handle), but was fine for the remainder of the run. The 14 vehicles headed east for a lunch break at Wheddon Cross, before heading north again via Dunster for a stop on the sea front at Blue Anchor. After a short rest, and a good chat, it was time to head along the coast to Watchet before turning inland via Williton for the afternoon tea stop at Triscombe near Bishops Lydiard, and the end of the run.





# CHILTERNNS GATTERO



EDITOR: Doug Townsend 01753 883 547 email: [bullnosemorris@tiscali.co.uk](mailto:bullnosemorris@tiscali.co.uk)  
"Field End", 10 Latchmoor Way, Gerrards Cross, Bucks SL9 8LP

## 2010 AUTUMN AMBLE

It was overcast with a cold northerly wind as we left Amersham at 08.00 for the thirty minute drive to Maidenhead and our start point of the Autumn Amble. The Autumn Amble is an annual event, open to any pre-war car organised by the Austin Seven Owners Club, London. Starting at either Basingstoke or Maidenhead, using minor country roads, and taking in coffee and lunch stops, terminates at the Regis Centre, Bognor Regis, and is always held on the last Sunday in September.

It was just after 08.30 when we entered the riverside car park near Boulter's Lock on the Thames where the crews of various Austins and a Riley 12 were already in the adjacent café.

The first part of the route, to the coffee stop, were duly handed out and we set off at 09.00, through Bray, skirting Windsor and Ascot, through the millionaire estates of Sunningdale. I bet none of the residents there own a Morris 8. Then on in the general direction of Aldershot. By now the sun had shown itself, after 18 miles we entered a single track road, Lovelands Lane, with its ten inch deep ford. Dave Coulton, who had prepared the first section of the route had gone ahead so as to photograph each car as it went through, (there was an alternative for those who chickened out) and no, I didn't get wet feet, but there again I had no brakes for the next mile. At 10.30 we arrived at Tilford with its large village green where the cars were parked. The village hall was used for coffee and biscuits. It was here we met up with Chilterns Region chairman Roger Clitheroe and Fiona, a Basingstoke starter, in their beautifully prepared Eight tourer!! This was using nearly as much brake fluid as petrol. More cars joined the Amble here and after receiving the next set of instructions, set off for the lunch stop, The White Horse, Graffam. Here, even more cars were turning up, including an immaculate 1935 Morris Series 2 Ten van. While some ate in the pub the majority were having their packed lunches in and around the car parking area and inspecting the various assortment of cars.

The thirty mile final part of the run took us in a loop via Arundel town centre and castle and at 15.30, after stopping for fuel, we entered the Regis Centre to the accompaniment of a jazz band and was presented with a much sort after and highly prized "Autumn Amble mug".

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Ray's Eight



Roger and  
Fiona Clitheroe

## MORE AUTUMN AMBLING

There were 70+ cars participating, mainly "ORSTINS", a few Rileys, MGs, and half a dozen Morrisies. The Chilterns Region members being Roger and Fiona Clitheroe, David and Jackie Snook and John Payne, all Eight S1 Tourers from North Hants, Alex and Pauline Taylor's 1933 Morris Ten from the Oxford noggin, plus ourselves in our Eight saloon from the Denham, Sherbucks noggin.

Roger's brake problem was a sheared rear brake pipe which he managed to repair sufficiently to get him home with just front brakes and hand brake.

We left Bognor around 17.00 but rather than drive the 80+ miles home that evening made our way to our pre booked hotel for the night. Monday morning we set off for home, stopping at Petworth, having driven through it many times over the years going to and from the south coast, there's nearly as many antique shops here than I've had hot dinners, another brief stop in Windsor Great Park before arriving home at 14.30 covering a total of 211 miles.

Mary and Ray Bickerton



## NOGGINS ROUND UP

**Oxford:** Good number present at the September Noggin. Len Plumbe has seen his Consultant, no pills or potions to fix the problem, but they think it will disappear just as it came, let's hope it is soon! Frank Dowdy is experiencing compression problems with his Series E, there was also a discussion about tank engines for Morris 8s. The thinking being they are superior as they have shell bearings, rather than white metal. The subject got onto gardening and Len Plumbe told us how he used to get rid of moles with calcium carbide! Put it down the holes, the dampness turned it into gas and the moles scarpered. Graham commented that he had carbide cights on one of his motor cycles – great until a car came the other way and blinded you.

Graham Bushnell

**Sherbucks:** Good turn out this month despite some regulars being absent. Confirmation of the change of venue for the New Year dinner at Chartridge Golf Club was announced. Plans were also made for our Drive it Day outing for 2011, we plan to visit the De Havilland Mosquito Museum near St Albans. The national date has been changed for 2011 due to the Easter weekend, so next year it will be on Sunday 17th April. The last of the season's Sherbucks Wrinklies was held at the Cart and Horses, Common Wood, Herts, on Wednesday 6th October. Not so many old cars this time, we had 19 sit down for lunch, afterwards everyone was full. The food was excellent and the portions very large. Ray Bickerton's 8 started a nasty steering wobble en route all the "experts" gathered round. Frank Darby soon discovered the fault, the spanners came out and the problem was fixed. Nice one Frank!

At the club AGM it was announced that Brian Spence would be presented with the Calormeter Trophy for his huge input to the Sherbucks Noggin over the years. The Club President will present this at the Noggin Christmas do on 30th November. Well done Brian!

## EVENTS

- 13 Nov:** Chilterns AGM, The White Hart, Eynsham, Oxon, OX29 4LB, 7 for 7.30 pm
- 20 Nov:** SKITTLES NIGHT with supper at Sturdy's Castle, Tackley at 7.30 pm to book call Roland or Edna Bradbury on 01865 730 730
- 28 Nov:** Sherbucks Christmas Noggin Martin Baker Sports Club, Denham, Bucks, UB9 5DA
- 8 Dec:** Wrinklies End of Season Lunch, The Bridge Hotel, Hunton Bridge, Herts, WD4 8PN, 12 noon
- 9 Dec:** Hants Christmas Noggin, George and Dragon, Townsend Wolverton, RG26 5ST
- 15 Dec:** Oxford Christmas Noggin, The White Hart, Eynsham, Oxon, OX29 4LB, 7.30 for 8 pm
- 2011**
- 5 Mar:** Sherbucks New Year Dinner at Chartridge Golf Club, near Chesham, Bucks
- 17 April:** Drive-it-Day visit to the De Havilland Museum, near St. Albans, AL2 1BU

## EDITORIAL

First of all, sackcloth and ashes for messing up the Hants and Oxford Christmas Noggin dates, my apologies. They are correct in this month's list of events.

Twenty one members of the Chilterns Region attended the funeral of Ady Gray held at St. Mary's Church, Amersham on 14th September, followed by family interment at Stanley Hill Cemetery. Sandra Gray asked Ray Bickerton to speak at the service. Ray spoke very well about Ady's time in the Morris Register and as Events Secretary.

On August Bank Holiday Monday, I attended Quainton Railway Show in our Bullnose Oxford, there were 2 other Morris Register members there as well. One of the many people I spoke to during the day was Bill Simpson who is very involved with the railway. He told me he had just completed a painting of Broad Street in Oxford and that he had painted into the picture some Bullnose cars. He very kindly sent me a photo of the painting (with permission to print) which I reproduce here.

The Chairman and 6 other members of the Chilterns Region attended the Club AGM at Swindon on 2nd October, the largest attendance I have seen at an AGM. The contents of the meeting, will, I am sure be printed elsewhere in this edition of the MM, sufficient to say it was a very positive meeting. Interesting to note that we are one of the few old cars clubs that is maintaining our members and growing. Thank you to our Executive for all the hard work they put in to keep the club moving forward

I know that all members of the Chilterns were sad to hear of Harry Edwards passing. Our sympathies go to his wife, family and friends.

As we near year end, can I ask the 4 Noggins to let me have their dates for the 2011 Events Calendar. If you do not let me have them I cannot print them!! Can I also remind you of the Chiltern Region AGM, details on previous pages.

## REDBOURN RALLY

This is run by The Steam Owners and Drivers Club of Redbourn, Herts, a small group of local steam engine owners with the intent of raising money for charitable causes. This is a fairly small rally compared to some that we attend but seems to get bigger each year. This is their 42nd annual event and over the past 42 years have raised in excess of £100,000 for their adopted charity, the British Polio Fellowship.

We have been going to this rally for a number of years now and this year they re-arranged the layout with the steam boys having no less than 15 steam engines and another 10 miniature engines all beautifully turned out. There was a large collection of tractors, nearly 50 of various makes

and sizes, as with most steam shows there were stationary engines and quite a few of these were chugging away. Then there were the commercials, some 30 or more ranging from a Routemaster bus to an armoured personnel carrier with a very nice Morris 3 ton truck and of course a few motorcycles. In the car section there were over 50, ages ranged from 1928 up to about the 70s. The music for the day was played on three beautiful organs, there was a very good variety of side stalls, etc., just a couple with autojumble. All in all, a very good show and what with the very warm weather it was nice to just sit and chill out, it's a show worth visiting and all for a great cause.

*Our Roving Reporter*



## DACORUM SHOW

On Sunday 25th July, Diane and I attended the Dacorum Steam and Country Show at Greencroft Farm Potten End, near Berkhamstead, along with Brian and Sylvia Spence, and Frank and Lou Darby. We all met up on the rally field and parked our cars along with all the other cars. There was a good selection of cars, sixty plus on the Saturday. The show is always quite good as there is something for everyone, a funfair for the kids, a big craft tent and plenty of side stalls but no autojumble stalls. There was a couple of stalls with tractor parts but that was about it. There were 12 full size steamers and a further 16 miniature engines together with over 100 tractors, as well as motorcycles and commercials. There were also heavy horses, so there is something to keep you going all day. The arena events started at 10 am and went through to 4.30 pm, It was so well organised, the only down side was the dust. When you arrive at the show ground there's quite a long drive across a large field to get to the rally field, what with the dry weather and the brown grass it got dusty and as the public cars were arriving all day there was always dust in the air and on the cars but nothing to stop you enjoying yourself. The rally proceeds all go to St. Francis Hospice at Berkhamstead, last year they donated £9,000. Over the past three years they have raised and donated nearly £25,000, so as you can see it's a show well worth supporting so we might see you next year. Who knows you might enjoy it? We all did.

Pat Nethercott



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### CHILTERNS AGM

NOVEMBER 13th

7 for 7.30 pm

At The White Hart, Eynsham  
OX29 4LB

### SKITTLES NIGHT WITH SUPPER

NOVEMBER 20th

at 7.30 pm

At Sturdy's Castle,  
Tackley, OX5 3EP

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# THE RED ROSE



North West Region Newsletter

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



I've had a funny feeling just lately, sat indoors with no Morris to drive but lots of good driving weather outside and plenty of reasons for getting out and driving. I feel like a fish out of water!

"Boris" the Twelve/Four Morris is currently sitting up on blocks in my friend's barn while the wheels are away being bead blasted and repainted, the headlining is out, the sliding head is off, the seats are out, and the running boards are off. The bonnet and radiator cowl are both sat in our spare room along with the spare wheel cover (well that's what a spare room is for isn't it?) Two of the five tyres are shot and will need to be replaced, but two of the others, despite being brand new, are the wrong 450x18 size instead of the correct 475/500x18 they should be. The odd thing I cannot understand is the incorrect smaller size is much more expensive than the same brand correct size, so why fit the wrong ones? Is anyone in the market for two new 450x18 Excelsior "Blackwall" tyres at half price?

Gary Clarke and Mike Walker have sent me some pictures of the very wet day at Manchester Airport where they and a number of other old car enthusiasts provided a display for visitors to the Concorde Suite. Bill Dyke and Ann drove their Pre-Series Ten/Four all the way from Southport in pouring rain, and John Hopkins and Kaye likewise drove up from Alsager in their less than waterproof Two Seater with Dickey version to join in the display. The party enjoyed a complimentary tour of the aircraft and were well looked after by the tour guides at the suite, whilst an unexpected bonus was the dramatic arrival of the huge A380 Airbus. The only blot on the day came when Mike Walker inadvertently set off the fire alarm resulting in the evacuation of the aircraft, much to the consternation of other visitors. Despite this hiccup, we were assured that the North West Region members will all be welcomed at the venue for the 2011 Annual Gathering there on a Sunday in June yet to be finalised.

Ten days after the Concorde event, and inspired by our wonderful Anniversary weekend at the Crich Tramway



Museum in June, I met up with Mike and Gary together with Mike Fishwick for a celebratory Cavalcade of Trams along the Blackpool seafront to mark the removal from service of many of the old fleet following the arrival and entry into service of a new fleet of continental trams, apparently funded by the European Union. (What did the Romans ever do for us?) Despite extensive publicity forecasting up to a million visitors for the event and the appearance of up to thirty vintage trams, the seafront was virtually empty and the cavalcade numbered no more than seven trams. Despite this disappointment, we all enjoyed a Fish and Chip lunch in Blackpool's only Five Star Fish and Chip Shop (well that's what it said outside!) and had a pleasant if breezy walk down the promenade, bumping into tram enthusiast and fellow Register member Malcolm Wright who had played such a big part in the Crich weekend. I think though I will stick to old cars in future.

This will be my only opportunity to tell you that we will again be holding a Christmas Hot Pot at The Anchor on our regular Noggin date of Monday 6th December when Alison will be putting on a special treat for us, just like she did last year. There will be a nominal charge of £5 per person and you need to ring me asap to book your places, and just like last year, wives, partners, and girl friends will be very welcome to join us. An early mention too, that I am already thinking about a Spring Weekend Away in April next year, probably in the North Lancashire/South Cumbria area around Kirby Lonsdale. We need somewhere devoid of traffic as much as possible, but with somewhere nice to stay offering the kind of old car motoring possibilities we enjoyed earlier this year in the Yorkshire Dales.

Well, that's it for this month. I'd better get back to using some elbow grease on these running boards! Happy Morris Motoring for now.



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# WELSH REGION NEWSLETTER

## CYLCHLYTHYR RHANBARTH CYMRU



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### EDITORIAL

You will note from earlier pages in this edition that I have been ~~pressganged~~ elected as National Secretary for the Register. This means that I will have to stand down as regional secretary, a role that I have served in for far longer than I care to think. I have really enjoyed this role, and really appreciate the help and support members have given, and the friendships I have made. The regional AGM on Thursday 20th January will be an opportunity for you to volunteer, or nominate someone, to take over.



The report detailed on the Anniversary Tour of Wales will be held over to next month, due to space constraints this month. However it's fair to say that this was an event to remember. The weather was good, with the exception of the Saturday get-together at the Great Orme, the scenery was spectacular, and the company was most enjoyable. It was good to be able to get to know so many members that have been just names on a list until now. Thank you all for taking part and helping to make it such a success. A short report on the event is now on the web site, under "events" in the members' section.

### CHRISTMAS DINNER

You are invited to the Welsh Region Christmas Dinner, which will be on Saturday 4th December at the Aubrey Arms, Bonvilston. Time: 7.30 for 8.00. Cost per head: £16.00.

Your menu choices are needed in advance, so please choose from the menu below and confirm with John Belgion as soon as possible either by post or phone. On behalf of the regional committee, I do hope you will be able to join us.

**WELSH REGION CHRISTMAS DINNER**  
**SATURDAY 4th DECEMBER 2010**  
**AUBREY ARMS, BONVILSTON,**  
**VALE OF GLAM, CF5 6TQ**  
**AT 7.30 FOR 8.00**

#### MENU

##### Starters:

Leek & Potato Soup  
Chicken Liver & Brandy Pate  
Lentil, Sun blushed Tomato and Paprika Pate  
Tiger Prawn and Smoked Salmon  
Perl Wen Cheese and Red Pepper Tartlet

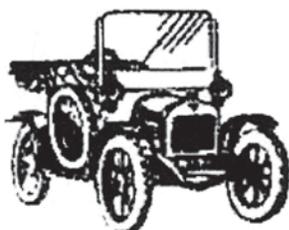
Please reply to John at The Croft, Wesley Street, Llantwit Major, Vale of Glamorgan CF61 1RA or 01446 793 038.

##### Main Course:

Traditional Turkey  
Roast Topside of Beef with Red Wine Gravy  
Sea Bass Fillet with Dill and Citrus Sauce  
Butter Bean, Leek and Garlic Gratin  
*All the above served with roast, new potatoes and seasonal vegetables*

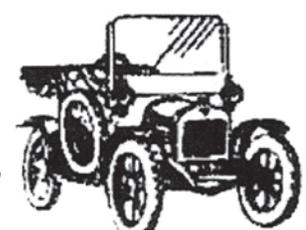
##### Desserts:

Strawberry and Lemon Cream Gateau  
Cinnamon, Apple and Cranberry Crumble  
Chocolate Profiteroles with Merlyn Liqueur Cream  
Christmas Pudding and Brandy Sauce  
Welsh Cheese and Biscuits



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## CHAIRMAN'S CHAT

Hello again, Welsh Region members – I'm the M8 driver who went on the 'Around Wales Tour', but didn't quite make it to all of the 'venues'.

Our Son-in-law, Craig, was jetting about to conferences etc. and our daughter Mererid had had a 'flu like bug and had been ill in bed. Then the grand-babies were going down with it, one by one. Rhiannon solemnly declared that she could not go on the Tour as she was the only one available to help. Your Chairman however, was allowed to go on his own, provided that he refrained from his usual practice of turning his mobile phone off so that he didn't have to charge it.

Only 2 cars were waved off from the Aubrey Arms at Bonvilston and I started from the Rhondda Valley. I met them at Pont Abraham services and found other cars/ members there from England and Wales. It was a great first day with lovely scenic runs around Carmarthen and on to Pembrokeshire. The Pembrokeshire motor Museum was visited, and the owners took delight in personally showing us the exhibits and machining room.

We stayed at a farm B&B that night. Honey (yellow Labrador) and I had a cottage to ourselves. I took her out for walkies and the farm dog thought "Hmm, that sheep shouldn't be out of the field". So he ran around behind and darted in and out nipping the "sheep's" ankles. At the second nip, Honey glanced around in surprise and then carried on with her walk. Then at the third nip Honey turned around and said "Grrairgh-waf-raiaigh". The farm dog thought "That's a funny sheep", and cleared off.

About a month before the tour I fitted a nice slim 12 volt fan behind the outer honeycomb of The Morris's radiator. "The Morris" runs on 6 volts, so the fan runs more slowly than normal, but still provides a nice healthy draught through the rad core, and draws quite a small current. It is also very quiet, and one can hardly hear it unless you are standing at the front of the car. The reason for fitting the fan was that we had the Mid/North Wales rally coming up and also the Around Wales Tour. Some of the mountain pass roads in Wales have exceptionally long hills, climbing for mile after mile. The Morris's cooling system seems to cope with most of them, except when there are summer traffic jams and low car/air speeds, so I thought a little extra help from an electric fan would be good. On the dash was a long-unused parking lamp switch, so I utilised this to control the fan and it did do what I hoped, i.e. kept the system cooler. Most of the time the fan is switched off, except when one of "those hills" looms in front.

We had a great time on the Welsh Tour and stayed in some nice hotels. The one at Porthmadog even had a large covered garage for us to park in. Tom had allowed an extra day stay here to take in the local sights and meet members from the area. This worked very well, but all good things etc., and it was an early 8.30 start for the journey to Llandudno and the Great Orme scenic drive, where we were to meet up with others. I paid the bill, packed bags and Honey into The Morris, closed the door and pulled the starter knob. Nothing happened, nothing at all! Not even a grunt or a click. I looked at the dash in amazement, thinking that I must be pulling the choke or something.



Then it dawned on me (with an aargh sound) – the fan switch was still on! I hadn't turned it off when I parked on arrival at the hotel. It had been running all night, all the next day and trying to run all the next night!! After much pushing and cranking we came to the conclusion that the battery was so flat that it would not even run the ignition coil.

Then, using my stranded motorist skills I eventually found that across the road from the hotel was a motorbike repair shop. The owner had a 6 volt charger and would recharge the Morris's battery – that is a story in itself for another time. I eventually got away from Porthmadog at 12.15 and took a more direct route across towards Llangollen (our next hotel venue) and missed out the Great Orme section. It was on this section that I stopped to phone Rhiannon to tell her about the magnificent scenery that she was missing. I found, to my surprise, that the Grand-babies were on the mend, and that she was on the way up to North Wales by train. In fact she was already on her second train, having changed at Cardiff. In a later call I found that Rhiannon had got off at Ruabon and caught a 'bus to Llangollen and was at that moment on a steam train heading for Berwyn Station.

Hammering down the A5 at about forty, I made it to Berwyn about four minutes before the train came in. There was no sign of Rhiannon and the train started to pull out in the pouring Welsh rain. I shouted to the Guard, "How do you get off the platform?" "Eh?" said the Guard, cupping his ear against the chomp-chomp of the steam from the engine. I shouted the question again, more loudly. "Behind that building", came the reply. And then he was gone. Around the building I went, getting soaked, and onto the platform – no sign of anyone. I looked around the area and eventually saw a familiar figure, hood up and bag in hand, bent against the weather, crossing the stone road bridge towards the Chainbridge Hotel, where we were due to stay that night. The Morris hurtled down the hill and across the stone bridge, giving a polite toot as we drew alongside the trudging figure. The bowed head in the hood turned and Rhiannon gave me the loveliest of smiles. She had walked past behind me and The Morris when I was shouting to the Guard. The noise of the steam loco must have blotted out my voice. What an eventful day for the both of us.

*John Howells*



# East Midlands and Yorkshire Region Local Page



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

## BEAULIEU REPORT

Tim and I set to Beaulieu at approx 9 pm in my son's van. It had taken a couple of hours to load up with all what we considered to be the things people would want for their cars. We had a good run down which makes a change (no accidents or major road works). We turned off the motorway and decided to park in a lay by, the one we had stopped in a couple of years ago, the noise was horrendous from the traffic so we decided to find a quieter spot, this we did and had a couple of hours sleep. We proceeded on to the arrival area at Beaulieu and were lined up in rows, this was at 7 am. I looked out to see who had parked near us, who should I see but my old mate Trevor Willsden and friends on one side and Tony Chester (an old Rallying friend from Shipley and District Motor Club) on the other. At 8.00 am we were allowed in to the actual show field to start setting up our stalls. Within minutes Malcolm and Keith Dixon arrive to set up too. When we had nearly set up, along came Paul and Celia James in their motor home. This was parked in position after a little manouevring. Next to arrive was Jim and Anne Riglar. After setting up we settled down to have some breakfast. During the day (Friday which isn't open to the general public unless they are prepared to pay an extremely high price for a special ticket) sales were not as quick as previous years. After our evening meal we popped across to the entertainment marquee where we looked around for



some spare seats. Luckily I spied some on a bench. Who was there saving them for us? None other than Trevor and company. The group was a Beachboys tribute band, who were fairly good which makes a change to previous years. After a reasonable night's sleep, we had breakfast, then waited for the onslaught, which didn't come. Instead they came in dribs and drabs. Sales were very slow. The weather didn't help as we kept having heavy showers. In the evening instead of staying to listen to the band again, I went to see the couple that we used to stay with in their bed and breakfast, before we had a stall. It was an opportune time to visit as Elizabeth had just returned home after a life threatening operation. This will keep her husband Geoff very busy for the next few months until Liz fully recovers. It was nice to see them in good spirits considering what they both had gone through. I returned to a quiet campsite. Sunday started at 9.30 with a bright day a total contrast to the previous day. Most traders agreed that sales were quieter than previous years; also it was hard to get people to part with their money. I think everyone was trying to find a bargain, I know I was. As luck would have it, it stayed fine all day, which helped when we packed up to go home. A long queue out of the car park and on the roads including the motorway right up to getting on the A34. Another good run once we got going again home, so all in all a reasonable weekend.



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5/10



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

Christmas is coming ..... The goose is cooked! ..... The Gander is no more .....  
Only four days before our meeting it was noticed that our meeting place was all boarded up and deserted! Not unusual in the present economic climate I suppose, but a bit inconvenient and there was quite a flap on to find an alternative venue at such short notice.

We managed to find a room at the Berkeley Hotel in Scunthorpe and luckily Register member Mike Robinson telephoned me before coming, so I was able to explain things to him before the meeting. He has another Eight Tourer which has a series E engine and he brought some photos to show us. At the moment, it's suffering from a slight case of head gasket. Mike had brought two entirely different head gaskets to show us. One blown through between the two middle cylinders and the other with a much smaller diameter hole for the distributor and different holes for the waterways. We were unable to decide whether there are different gaskets for the series E or not. Maybe the other one is for a Ford, or maybe he's got one of the tank engines, or even a marine job? Anybody know the answer?

The room at the Berkeley was not big enough and it got quite hot and uncomfortable after a bit despite opening all the windows we could. However, beggars can't be choosers as they say. Any port in a storm. We've been promised a bigger room for the October meeting which should be the AGM. However, we've decided to wait until we have found a permanent venue and the membership have been given the task of visiting all the local watering holes we can in order to find one. A tough job, but somebody's got to do it.

The only event we've visited in the last month was the Festival of The Plough at Epworth and it rained all day - another washout when the Eight had to be left at home at the last minute. We sat in an extremely muddy field in the Rebel all day, but at least we stayed dry and with an event of this size there was plenty to see under cover although we skipped the open air events as did most folk. Anybody left watching the ploughing competitions must have been real enthusiasts - or village Idiots.

So that's the end of the season. And although we've had some terrific weather, weeks and weeks of red hot sunshine, when it came to events, Thoresby was the only weekend when it didn't rain. I've done a few short journeys locally, and a couple of club meetings in the Eight, but we've found that a four seat tourer isn't really what we want, so I'm looking to exchange it for a saloon of some kind. A Minor, Eight or Ten Four, and I'm not particularly bothered about condition - mine's far from perfect but it is on the road, taxed and tested with a set of new tyres. What more do you want? I'm open to offers. Ring me.

*Myke Greenwood*

*Club meetings third Tuesday every month. Phone me for details on 01724 853 078.*

## ANNUAL GENERAL MEETING

This was started with a minute's silence for Peter Levett and Harry Edwards.

Apologies for absence followed with a long list. Next were the Annual Awards. The Writer's Chalice went posthumously to Harry Edwards, the Mary Benfield Trophy went to Trevor Willsden for all the service he has done for the club in the past years. The Calormeter Trophy went to Brian Spence. President's Choice went to the Welsh Region for Organising The Run around Wales.

Next came as a big shock, as I was presented with an award for my years of helping organize the National Rally. To everyone a BIG THANK YOU.

Mike Brears was also given an award for his sterling service as Secretary, without Mike putting in the amount of work he has over the last few years we probably wouldn't have a club to attend.

A full report of the meeting will probably be in this month's Morris Monthly so I won't bore you any more with my ramblings!

## EDITOR FOR OUR REGION REQUIRED

As I said last month no one has volunteered yet, I don't want to just stop but unless someone steps forward, I may have to. Anyone interested just give me a ring and I will inform you what is involved. Thank you.



## SOUTHEASTERN NEWSLETTER

EDITOR:

Audrey Frampton 01273  
306 817 P.O. BOX 1608,  
Brighton, BN2 6LS

## NOGGIN CONTACT UPDATE

New contact for the Kent Noggin at the Three Horseshoes, Knockholt, TN14 7LD, is John Mason 01689 858 546.

## EAST KENT NOGGIN CHRISTMAS MEAL

**Friday 3rd December 2010** 7:30 for 8:00pm at the Red Lion, Wingham nr Canterbury, CT3 1BB.

Three course meal with coffee & mints for £15.00 per head - Club members (£20 per head for non-members).

Menu available from Mike Brears at [assistantsecretary@morrisregister.co.uk](mailto:assistantsecretary@morrisregister.co.uk) or by post at 72 Headcorn Drive, Canterbury, CT2 7TX. Closing date for reservations 29th November 2010.





# THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



## WARWICKSHIRE NOGGIN

It was nice to see a good response for this month's noggin with sixteen members present including three from the Leysters noggin, John Sargeant, John Humphries and his wife and a new acquaintance from Harborne, Birmingham, Peter Lowndes. John Bates related his latest problems with his Major. He is reluctantly having to part with it and is looking to sell. This is a pity, and someone will pick up a bargain. John has spent many hours putting things right, including a reconditioned engine, etc. I hope he finds a buyer soon. We discussed events within the region and I informed everyone of the decision by our regional Committee Meeting on 29th September to suspend Mike Porter as Chairman after the NEC debacle. Committee members need to be informed of any major decision made within the committee, and the fact that Mike failed to do this left us with no alternative but to suspend him. A sad evening indeed. We also had the resignation of our Secretary Rob Symonds who wishes to concentrate on the magazine and

editorials. However I am standing in as Acting Secretary until a suitable replacement can be found, so this will keep the region running. We do have two members who wish to be co-opted on to the committee as both John Sargeant and John Humphries have volunteered.

We discussed the new name for the club and I advised them that an application form to transfer to the new club would be arriving shortly, all members will need to apply.

We now have a stand at the NEC for this year's show and will be taking an Eight Two Seater and a chassis of the same. Four members from our region will be on the stand along with the Membership Secretary and members from other regions, We hope to put on quite a display so see us at Hall 3 by the main entrance. Members can obtain discounted tickets £15 by booking by phone or web. Quote Ref CLUBS10.

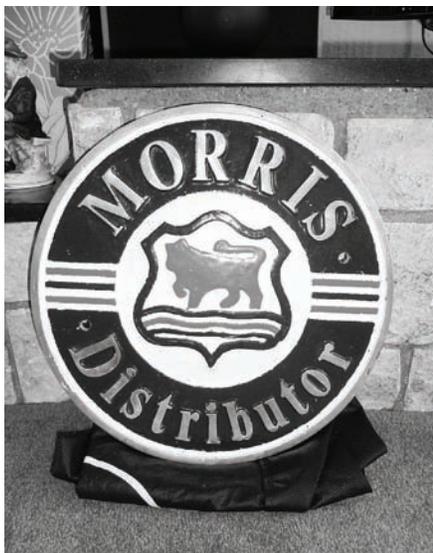
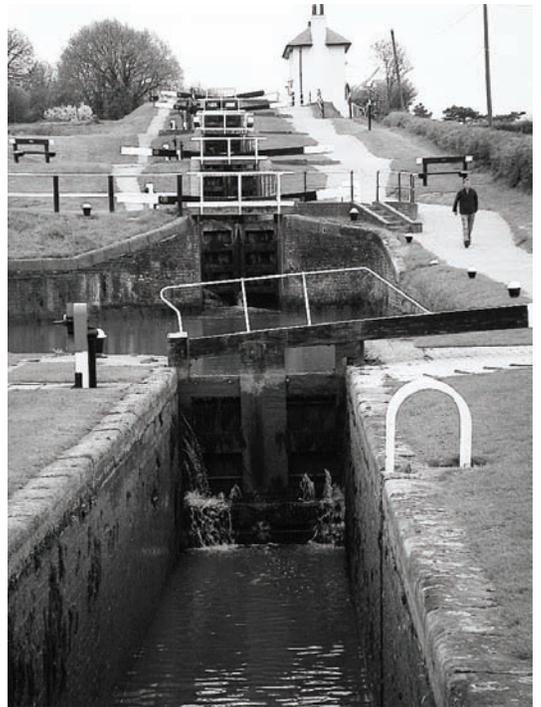
Our next Noggin is on Tuesday 9th November.

*John Ford*

## LEICESTERSHIRE NOGGIN

Noggins without Ken and Hilda (Johnson) are strange, they have always been there, but Ken has been struggling health wise with operation after operation on his knee. They have missed at least the last 2 noggins but the news is that Ken is now out of hospital and is determined to attend the next noggin.

Our noggin meets at The Foxton Locks Inn, which is a mile out of Foxton, off the road, overlooking the canal on the famous 10 lock staircase. It's a great location although the views are a little dark this time of year. They reserve a long table for "The Morris Men" each month. There is a mix of couples and individuals and we average about a dozen each month. The beer and food is good so why not join us for the next noggin on the first Tuesday of the month. This time of year the preferred mode of transport are the moderns.



I was 65 prior to the last noggin. I showed off pictures of my Morris Distributor plaque bought for me by Chris, the wife. We had driven to Newark Autojumble in a couple of classics and I had admired this cast aluminium plaque on one of the stalls but shied away from buying, obtaining instead an old Morris Register badge for my new

Tourer. Little known to me whilst I was viewing other stalls Chris went back to the stall and asked what the old guy with grey hair, glasses and hearing aids had been looking at. Come my birthday, the present was a complete surprise.

One of the tales at the last noggin was about Morris Minor Bob. He was cleaning parts from one of his motorbikes in the kitchen sink with petrol when the cooker pilot light ignited the petrol fumes. The kitchen curtains went up in flames and Bob lost his eyebrows. One of the girls remarked that if it had been her kitchen he would have lost more than just his eyebrows. Ouch!

*Bob Williams*

## NEW WEST MIDLAND NOGGIN

**Following the closure of the Kingswinford pub, a fresh start:**

**4th Tuesday of every month, first meeting Tuesday 23rd November from 7.30:  
THE OLD WAGGON AND HORSES, STOURBRIDGE ROAD, ISMERE, DY10 3NX**

**A social occasion, with conversation about cars, not politics!**

**CONTACT: Derek on 07980 199 536**

## HEREFORDS AND WORCS NOGGIN

Peopleton Autumn Show took place on 11th September with 84 classic cars taking part with 14 of these being Morris. It was a good sunny day, ideal for looking round and for picnics on the field. Our local MP Peter Luff opened the show and the Town Crier did an excellent job throughout the day. The Judges Choice Award, provided by Dave Loudon Cars, was presented to a 1922 Ford Model T Lorry much to the owner's surprise and delight. The oldest car taking part was a 1914 Darracq - a Genevieve car. This event raised £5,000 for the local Church, Flood Relief and the Village Hall Trust.

Hanbury Steam Show on 19th September was attended by June and John Sargeant and John and Alma Humphries who joined around 50 other cars on show. It was an enjoyable day despite being a cool day. Then on 25 September June and John took their Morris car to the Malvern Autumn Show which brought out a good display of classic cars and everything else under the sun. A very good show with lots to see and do.

Seventeen members and friends came to the Noggin at the Duke of York, Leysters on 5th October to hear Tony

Adlard give his talk on his experiences in the Royal Navy and in particular the life on board the aircraft carrier HMS Ark Royal in the 1970s.

The basis of his talk was a typical embarkation and voyage to the Mediterranean. Initially based at the Royal Naval Air Station (RNAS) Lossiemouth on a Naval Air Squadron with 14 Buccaneer aircraft, they travelled by special train to join the ship in Portsmouth. He explained that the Ark Royal was large by UK standards - 800ft long, 50,000 tons with a crew of 2600 - but dwarfed by the size of US aircraft carrier such as USS Nimitz. After sailing down the English Channel (and probably being joined by a Russian 'shadow' armed trawler or destroyer), the aircraft arrived which for some pilots was their first



experience at landing on an aircraft carrier. Using appropriate slides, Tony explained the layout of the flight deck and the operation of the mirror landing sight, arrestor wires and the catapult system. He then gave some indication of the difficulties associated with servicing aircraft in a hangar with only sufficient space for two lines of four aircraft and only one way in!

He finished his talk with an insight into the less serious aspects of being on an aircraft carrier. Weather and schedule permitting, the flight deck was sometimes transformed into a sports stadium on a Sunday afternoon to allow the Ship's Company to enjoy any form of exercise e.g. deck hockey, football, volleyball, golf practice, clay pigeon shooting to name just a few. And naturally there was the opportunity to dive over the side for a swim. He also told the story of the Wardroom piano which was decommissioned with full military honours and launched off the catapult at 130 mph.

The imaginary voyage ended with a ceremonial entry into Malta with many of the aircraft formally arranged on the flight deck and edges of the deck lined by members of the Ship's Company.

Tony was thanked warmly for this very interesting talk and insight into his experiences in the Royal Navy.

Finally, on Sunday 10th October the 9th Classic Car and Bike Day celebrated 40 Years of Steam at the Severn Valley Railway. John and June, and Geoff Whitehouse took their Morris Tourers. Geoff Salminen took his Series II Saloon and John Bates went with his MG, all to Kidderminster Railway Station. John and Alma Humphries were at



Arley Station with their Wolseley. A total of 150 cars were exhibited, spread over the five stations. We were able to purchase half price railway tickets to visit each station, i.e. Kidderminster, Bewdley, Arley, Highley and Bridgnorth. We were all given commemorative mug sets in celebration of the SVR's 40 Years of Steam.



John and June Sargeant

### WALES ANNIVERSARY TRIP

Dear Editor

We have just recently returned from the 50th Anniversary trip around Wales. What an experience! Everything was so well organised and arranged, even the weather! We only had one really wet period, several wet hours on the Saturday. Pretty good we thought, for Wales!

The itinerary and route planning, the B&Bs and especially the scenery, were marvellous, so a big "thank you" to Tom Bourne and John Howells (and his dog who accompanied him all the way).

The old Morris 1936 Series II 16 hp coped very well with the long journeys and the very hilly bits. The only problem was a leaky windscreen on the passenger's side. Just as well that there wasn't too much of the wet stuff.

This was our first motoring experience in Wales and we look forward to repeating it sometime in the future.

P.S. We did a round trip of approx 870 miles.

Peter and Jenny Brown  
Anglia Region  
6391/4

### Editor's Comment

Congratulations on making such a demanding trip in your Morris. It sounds as if it was very worthwhile. Members may not know that the President's Trophy (awarded at the AGM) always used to go to those who had undertaken an epic journey, but there have been so few in recent years that the trophy has been awarded for other things. Let's hope President Bob Beaumont reads this and puts you on the shortlist for next year!

### IT HAS WORKED FOR ME!

Dear Editor

The off side rear core plug on the cylinder head of my 1932 Minor started weeping some months ago; nothing major but not to be neglected. It was a replacement one anyway, which I had put in about 3 years ago and I noted at that time that there was some corrosion of the seating in the head leading to a small amount of ovality and it was obviously not a long term solution. As an aside, I have always used rain water in the cooling system and never antifreeze!!

To be honest (what Morris owner is not?) I felt that I had thought up an excellent cheap and simple cure which has turned out, in my case, completely successful: one which might be of casual interest to other members, if nothing else. If it reads like a chef's recipe, so be it!

1. Run the engine up to working temperature, stop it, drain the cooling system and leave overnight for the heat to dry it out.
2. Next day, carefully clean the coreplug concerned and its surroundings with a wire brush and using a sharp instrument - a compass point is ideal - clean out the area around the circumference of the core plug.
3. Clean all debris away and wash the area with petrol so that it is clean and dry. Roughen the whole area once more to provide a key and wash down again with petrol to ensure the area is clean and dry.

4. Mix a suitable amount of Araldite and "paint" the area with plenty of it ensuring that it is thickest around the plug/seating circumference and leave for 24 hours to cure.
5. Next day, fill up the cooling system, start the engine and run it up to working temperature: stop the engine and go away and do something intelligent/different/else as it cools!
6. In my case, there has not been a trace of seepage since I did the job three months ago and the car is used regularly on short and long journeys.
7. When I began to boast about the sheer brilliance of the concept and its execution to a mate who is a Jaguar fitter, he cut me short, looked me straight in the eye and said "Used Araldite then, did you?" Clearly, I am not alone.

John Rogers  
Swansea  
9762/9

### Editor's Comment

Many thanks for this tip, John. I am sure that there are lots of similar ones out there in the "Morris Register knowledgebase", and since not everyone has access to the Forums/MVS systems, perhaps we can ask for more to be sent in for sharing.

### GREAT DORSET STEAM FAYRE/HARRY EDWARDS

Dear Editor

The photo of the 1937 Morris CS8 army truck in last month's edition is my own, having just finished a complete rebuild, and the 1939 PU8 is my sons', so there were two more Morris Register Members at the Fayre. We have seven altogether, one being the earliest known CS8 1935/36 registered, and also a 1940 CDSW six wheeler. I was fortunate to win the overall military prize.

Being an early Morris 8 Tourer Club member, I knew Harry Edwards well and my son and I corresponded regularly over military movies. We went on the first Manneken Pis Rally in 1973 in my tourer and have fond memories of Harry falling asleep at the welcoming meal in Gerardsbergen, as we had been on a long drive from Zbrugge in the early hours of the morning.

His knowledge and help will be sorely missed. I hope all his technical literature can be kept in responsible hands. Incidentally, I still run my 1937 Morris 8 Four Seater Series II tourer which I have owned since 1963 and was my first car.

Dave Ballard  
Southampton  
420/3

## LEJOG SERIES E

Dear Editor

Just thought I would write in response to the article in September's mag by Myke Greenwood. He mentioned my car while at Thoresby and the reference to the John O'Groats to Lands' End Endurance run.

It is indeed the same car he was competing against, driven by Don Dear, 17 June 1997. Sadly Don is no longer with us and unfortunately I never got the chance to meet him. For the record, the original registration AEP 607 was transferred by Don and now we live with MAS 916. The history of the run by Don is as follows: the run was completed in an astounding 19 hrs 4 mins over 860 miles at 44.3 average mph and a fuel consumption of 41 mpg. The pipework still exists in the boot for the auxiliary fuel tank. Don claimed this was a record for a side-valve car (it may still be).

## THORESBY FIRST TIMER

Dear Editor

Hello to all the Morris Register. My name is Ian Schofield and I live in Pembrokeshire, West Wales. In March I bought RUBY, a 1937 Series 2, two seater tourer (DVR 756) on eBay. It was up in Dundee, an 1100 mile round trip including 3ft snow drifts! After getting her home, I had a good look around her. She still had signs of white paint on the wings from the war (see photographs) and apart from the spare wheel and running board being missing, Ruby is complete and now starts the fun part – the rebuild!

I trained as a mechanic in an old school garage, where you were expected to do everything. At night as my hobby, I have rebuilt (from bare shell) over ten 1960s classic cars, plus also repairing, welding and spraying other classic cars. But the problem I have encountered in the past is where to get parts from, hence me joining the club.

The first show my local group were at was at Tredegar House, a 240 mile round trip which my friend and I took a modern car to. Can I just say what a wonderful welcome we had from them. Tom, Graham, Bernard and Louise as well as everyone else whose names escape me but from whom I got a lot of useful information.

I was in two minds about attending Thoresby Park but after such a warm welcome I made up my mind to attend. The only problem was which car to take. Woody, my 1965 Morris Traveller, which was just at the end of a 2½ years rebuild, or Oly, a 1967 TR4A which I have owned for 20 years but has little room for spare parts. As you have probably guessed I do not own a modern car! As those whom I met at the event will confirm I managed to finish Woody just in time, and getting second in the class which was a nice surprise. Again I received such a nice reception, I must say a big thanks to Robin from Skipton who befriended me and introduced me to Phil from, of all places, Swansea! He had a lot of spare parts for sale and I managed to get some running boards and lots of other useful parts from him (lots of goodies).

Whilst camping next to Derek, Diane and their friend John, it was pointed out to me that whilst looking at pics of Ruby they spotted that the engine was a Series E Gold Seal. Good news, which I was able to confirm on arriving home. Shame about the gearbox still being 3 speed. If anyone has a 4 speed E box for sale I know a good home (Ian 07866 517 752)! I am hoping to start Ruby soon, end of October 2010.

That's it for now, I'm off to check Woody over in readiness for the Pembrokeshire car run which is held on the 1st Sunday in September every year (about a 100 miles trip). Everybody welcome. Hwyl am nawr (bye for now).

Ian Schofield  
Haverford West  
12398/9

### Editor's Comment

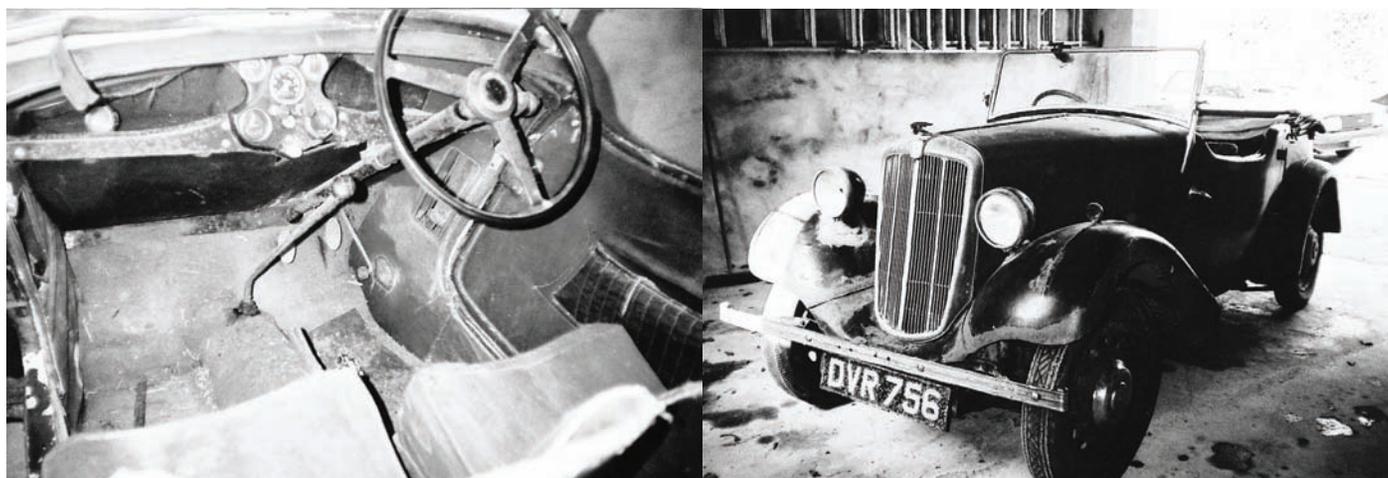
Thanks for this Ian, I remember talking to you at Thorseby. You also wrote a PS about a car you owned in the late 70s, but I'll leave that until next month's edition.

The car (Lady Linda) is very fit and well at the moment and she is a very common sight around Wakefield and surrounding areas. In fine weather she is used almost daily, even in winter if there is no salt on the roads. Apart from the obligatory head gasket failing once and the odd minor problem, she is a very well behaved old lady.

Roy Preston  
Wakefield  
11927/6

### Editor's Comment

As I suggest on the page opposite, such epic journeys are (almost) a thing of the past. Maybe it's about time we rediscovered that our Morris are sturdier than we think. For my part, I'm ashamed to admit that I've only done the "end to end" in an Austin 7!



## IN REMEMBRANCE OF PEGGY

Dear Editor

May I, through the Morris Monthly, say thank you to all the club members who donated to Cancer Research at the funeral of my Peggy. Thanks to you all, a total of £150 was collected.

Geoff Cox  
London  
1929/5

*Editor's Comment*

*Although I never knew Peggy, I know she was much loved by the many members who came into contact over the years.*

## ZIP IT!

Dear Editor

I enclose photo of a zip-up cardigan. This was handed down to me by the previous owner of my Morris 8, reg CMF 722. Does anyone remember these? This cardigan and Morris 8 will hopefully be going in the Anglia Car Auctions, Kings Lynn, Norfolk, in January 2011.

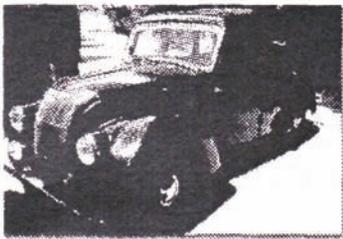
Terry and Josie Keen  
Cirencester  
11587/3



*Editor's Comment*

*I certainly don't remember these, but I assume they were available through the club at some time in the past. How many are still out there? Let the Editor know if you still have one AND can still get into it!*

## EIGHT SERIES E



**1947, 62977 miles, £2250, ono,** For the enthusiast. This vehicle has been dry stored since 1874 and is in a very restorable condition. Original toolkit, owner operation manuals, new battery. 01494 583613, Bucks

## ANCIENT EIGHT

Dear Editor

As a long-standing member of the Morris Register/Morris 8 Tourer Club since 1963, I thought you might find the enclosed cutting from Classic Car Weekly 18 August 2010 rather interesting!

According to Harry Edwards, my Series E Tourer is the oldest recorded by the Register (photo below right), but I seem to have been beaten to it by 64 years!

I think the new style newsletter is very good – keep up the good work! We don't have any Morris gatherings in this part of Devon, although we do meet up in the rally season around Devon, but all the wonderful photos in the newsletter are almost like a gathering.

Martin Stephens-Hodge  
Okehampton  
589/3



*Editor's Comment*

*I think you missed a trick with this one, Martin: if you had bought the Saloon you'd have been guaranteed to own the oldest Tourer AND the oldest Saloon!*

## WHAT PRICE ORIGINALITY?

Dear Editor

Thoresby was fantastic this year mainly due to the number of entrants, A lot of hard work and preparation was in evidence. I have been a member of the Morris Register for over 31 years. I have fully restored five and have owned Morris 8s for 41 years along with my father who worked on all of the models in the range back in the days when these were the current vehicles.

I currently own 3 Morris 8s one of which is a series 1 two seater tourer that still contains ALL of its original panels from new. I was disappointed that once again this year at Thoresby due to the fibre-glass panels, incorrect lights and general mis-match of Pre-Series, Series 1 and Series 2 along with incorrect engines and parts being fitted to some of the vehicles. I find myself asking the question, where are we going with all this?

Self judging doesn't appear to be working either, as people only seem to be focusing on purely the appearance of the vehicle and not its authenticity and accuracy.

Furthermore, I have experienced difficulties over the last four years on finding a "true car". On my own vehicles wherever possible I have maintained originality. After all, what's wrong with replacement steel panels (not fibre-glass) or restoring the panels originally fitted? Obviously we do have to adapt to various changes in road vehicle legislation and amendments to the Road Traffic Act, i.e. the fitting of an internal mirror and dual dipping headlight, etc. I fully accept and understand that these are rules that we have to comply with.

My main concern is that we are in a serious danger of losing the true identity of these vehicles forever.

John Ellis  
Dartford  
5110/5

*Editor's Comment*

*You certainly have a point, John, but not everyone has the same idea about what is original and what isn't and not every member is as concerned as you (and I) are! The possibility of creating an Originality Class was discussed at The President's Conference, but any judge would be on a hiding to nothing!*

## RE-BORN TEN FOUR

Dear Editor

Having restored and sold a 1952 Morris Six, I was on the look out for an earlier project having once owned a 1935 Rover 10 in 1968 that I later sold for £27.10s. I heard of someone locally customising a 1932 Pre-Series 10/4. They needed all bodywork but not chassis, axles and bulkhead. Guess who took up the challenge? So, searching eBay and making many phone calls, a 1935 10/4 chassis cropped up with registration so that had to be bought as well. Doors, bonnet, wings, grill, scuttle, windscreen, seats, etc., came from all points of the compass. Hopefully the photos (See Foto Finish on back page) tell some of the story. Being quite local to me, many thanks go to Ian Harris for help along the way.

John Valentine

*Editor's Comment*

Bedford

*Quite a challenge, John, but your pictures suggest you have been a match for it!*

12088/1

## New and returning members

# Warm Welcome



NO.	MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS	
12486	Ray & Marilyn Bamber	Preston PR2	01772 725 700	ray.bamber@virginmedia.com	1939 Eight Series E	4 Door Saloon
12487	David Long	Rochester ME3	01634 271 654	dave.lorna39@btinternet.com		
12488	Mervyn Palmer	St Austell PL26	01726 850 425	mervinpal@aol.com	1939 Eight Series E	2 Door Saloon
12489	Peter Cork	Telford TF4	01952 595 796		1933 Minor SV	2 Seater Tourer
12490	Pradeep Naik	Goa, India		ashvek@sancharnet.in	1936 Eight Series E	Van
12491	Roger & Maria Teresa Davis	C1424 Cap Fed Argentina	+54 492 22607	davis@honsel.com.ar	1947 Eight Series E	4 Seater Tourer Saloon
12492	Jürgen & Christa Heinke	Bremen, Germany	+49 421 4675991	juergen.heinke@kabelmail.de	1937 Eight Series 1	4 Door Saloon
12493	Jonathan & Helen Shirley	Berkhamsted HP4	01442 872 300	mail@jonathanshirley.co.uk	1947 Eight Series E	2 Door fixed head Saloon
12494	David Clark	Haverfordwest SA62	01437 741 714	dave@westwaleswillows.co.uk	1932 Minor SV	Van
12495	John & Fay Dunkley	Rickingham IP22	01379 898 064		1929 Cowley	4 Door Saloon
12496	Neil Holroyd	Isle of Wight PO30	01983 740 647	stessedoutbrit@hotmail.com	1938 Eight Series 2	2 Seater Tourer
12497	John & Shirley Fullbrook	Milford-on-Sea SO41	01590 643 767	johncable@talktalk.net	1936 Eight Series 1	4 Door Saloon
12498	Les & Angela Ruff	Tadworth KT20	01737 830 579	angela.ruff@hotmail.co.uk	1938 Twelve Series 3	Saloon
12499	Brian & Marion Wildon	Whitby YO21	01287 660 606	brian.wildon@btinternet.com	1935 Fifteen Six	Coupé
12500	Susan & Michael Holmes	York YO31	01904 422 595	m8k9h@yahoo.co.uk	1947 Eight Series E	2 Door sliding head Saloon
12501	Donald & Julie Perrin	Broadstairs CT10	01843 603 488	donaldperrin@tiscali.co.uk		
12502	Ian & June Carruthers	Lymington SO41	01590 672 148		1937 Fourteen Series 2	Saloon
12503	Gordon & Diane Sharp	Chippenham SN15	01666 823 237	janddsharp@btinternet.com	1926 Bullnose	Doctor's Coupé
12504	Robin & Sabrina Luck	Sutton Valence ME17	01622 843 416	luck3ed@btinternet.com	1931 Cowley Flatnose	4 Door Saloon
12505	John & Dot Tindal	Amble NE65	01665 713 884	jonny.tindal@gmail.com	1935 Eight Pre Series	Sliding head Saloon
12506	Geoff & Pat Barfoot	Devizes SN10	01380 848 125	bearsrest@btinternet.com		
12507	John & Susanne Aikman	Alvescot OX18	01993 841 124	johnaikman889@googlemail.com	1937 Eight Series 1	4 Seater Tourer
12508	Ian & Janet Gorton	Milnthorpe LA7	01524 762 859	igorton@btinternet.com	1936 Eight Series 1	4 Door sliding head Saloon
12509	John Borwick & Anne Yates	Oswaldtwistle BB5	01254 238 242		1933 Ten Four Pre Series	4 Door Saloon
12510	David & Lynn Sidaway	Rochdale OL16	01706 649 301		1936 Eight Series 1	4 Door Saloon
12511	Henry Pratt	Aylesbury HP18	01844 238 540	henrypratt.5339@aol.com	1934 Minor SV	2 Door Saloon
12512	Gary Keys & Anne Janot-Keys	Rambervillers, France	+33 329 652597		1935 Eight Pre Series	Saloon
12513	Lawrence McGahan	Chard TA20	01460 261 269		1947 Ten Series M	Sliding head Saloon
12514	Peter & Gill Cox	Bucknell SY7	01547 530 546	bioventure@btinternet.com	1928 Light Six	Saloon
12515	Clifford Humphreys	Emsworth PO10	01243 370 674	cliff-h@tiscali.co.uk	1934 Ten Four Pre Series	2 Seater with Dickey
12516	Irene & Bruce Davison	Lidlington MK43	01525 405 018	iredav@tesco.net	1932 Minor SV	4 Seater Tourer
12517	Peter & Kay Brown	Duffield DE56	01332 840 436	peter.brown15@sky.com	1946 Eight Series E	4 Door Saloon
12518	Tony Thomas	Great Yarmouth NR29	01493 758 200	anthony.thomas2@homecall.co.uk		
12519	Michael & Barbara Whitton	Chester CH2	01244 300 388	bud.whitton@talktalk.net	1948 Ten Series M	Saloon
12520	David Morgan	Clethorpe HR2	01981 251 597		1934 Minor SV	2 Seater Tourer
<b>CORRECTION:</b>						
12453	Gareth Lloyd	Cardiff CF3	07967 331 301	gareth3588@hotmail.com		





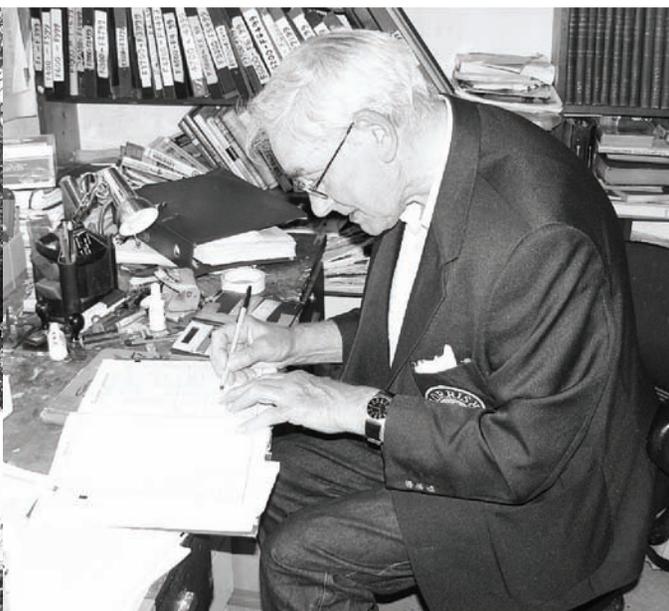
from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

## DEAR EDITOR

Rob, you are doing it well!!! As you are all aware the last issue of the Morris Monthly did not arrive until the 9th October. I was inundated with telephone calls and emails telling me it had not arrived! It is clear that you all like the magazine and can't wait to get your monthly fix of all matters Morris.

## WELLWOOD FARM REVISITED

If you dig out your July 2009 Morris Monthly I wrote of a visit the previous month to Harry Edwards' home at Wellwood Farm. I would like to share with you again two of the pictures I took on that visit, and add my praise and fond memories that so many of us have of Harry's life and the huge contribution he made to the Club.



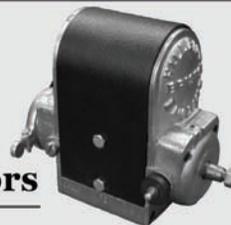
Harry with his Pre Series Ten Four and at work in his office (Please note the smart Morris Register blazer. June 2009)

**There was a welcome in the valleys** and the rest of Wales for that matter at the 50th anniversary Welsh Rally! Well done the Welsh region for laying on such a splendid event in September, which was well supported not only from the home Members but they even let some of us English and even Scots into the event!! We were made most welcome and we didn't even have to show our passports. There's kindness for you!! Let's do it again and perhaps some intrepid English can arrange some more inter county or Regional tours. Step forward the organisers.

## **R**ibblesdale Auto Electrics (Units) Ltd

We repair and recondition:-

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We have been in business for over 40 years and have a great deal of experience in reconditioning all types of auto electrical units.

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**MINOR MATTERS**

Being a Minor Maniac, as if you didn't know, I visited the Hatchgate Pub at Bramshill on the 10th October for the joint meeting of the Vintage Minor Register and the Bean Car Club. Good beer was drunk, good food was eaten and many a yarn told of Morris matters past and present. The sun shone on a pleasant day out.



Left: The starting Grid!! Right: MR & VMR Members Simon Hodgins and Wilf Sentance inspect one of the new batch of Minor battery boxes.

**Nice Work if you can get it.** I am told that outside Bristol Zoo there is a car park for 150 cars and 8 buses. For 25 years, its parking meter was managed by a very pleasant attendant. The fees were £1.40 a day for cars and £7.00 for buses. Then, one day, after 25 solid years of never missing a day of work, he just didn't show up; so the Zoo Management called the City Council and asked it to send them another parking attendant.

The Council did some research and replied that the car park was the Zoo's own responsibility.

The Zoo advised the Council that the attendant was a City employee. The City Council responded that an attendant had never been on the City payroll.

Meanwhile, sitting in his villa somewhere on the coast of Spain or France or Italy ... is a man who'd apparently had a ticket machine installed completely on his own and then had simply begun to show up every day, to collect and keep the parking fees, estimated at about £560 per day -- for 25 years.

Assuming 7 days a week, this amounts to just over 7 million pounds ... and no one even knows his name!



**If you want a plumber call Neil Wiltshire** because if you do you might get the opportunity as I did recently of visiting his home. I was visiting an old friend and ex Minor owner Terry Walker at his home near Ludlow, and he took me to visit his plumber who is, yes you've guessed it, Neil Wiltshire. The first clue on pulling into the drive of Neil's home is that you are confronted with a vintage petrol station and on being admitted to his garage, the first thing that strikes you is

the collection of petrol and oil cans and contemporary enamel signs of motoring products. A veritable Aladdin's cave, every wall and vacant surface is covered with Neil's collection. There are hundreds of items - fascinating. Oh, by the way, there are also two Austin ten saloons and a van. Well nobody's perfect. So if you live in striking distance of Ludlow and you want the plumbing fixed you know who to call!!



### A MODIFIED EIGHT *from Geoff Wright*



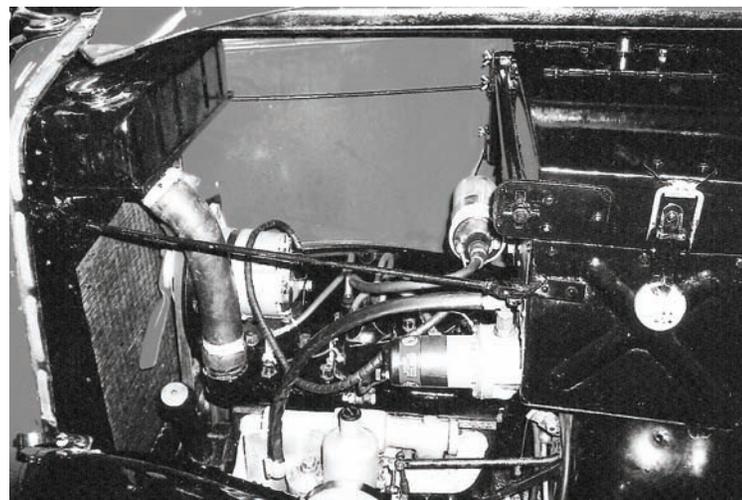
8 two seater fitted with an ex-military shell bearing engine and four speed Series 'E' gearbox. Its red and black paintwork and the very nice red leather interior did not need any attention at all, but as an older restoration it required thorough cleaning and painting underneath. After this, the vulnerable wing/running board areas were protected from the elements with underwing sheilds and mud flaps.

Sluggish starter operation, dim headlamps, inadequate rear lamp illumination, and semaphore arms needing a strong dose of Viagra were all symptoms of a tired and overworked 6 volt electrical system.



Classic items. A 60-0-60 ammeter was required to accommodate generator output and since only two inch diameter instruments were available, the matching oil pressure gauge from the range also had to be used. The previously inoperative fuel gauge was replaced together with the matching sender unit necessitating the fitment of a voltage stabiliser. The new instruments were housed in their original positions in a new painted wooden dash panel.

Motor cycle indicators were positioned at the front and trailer lamps incorporating extra stop/tail lamps were used at the rear, all mounted on the bumper bolts. The headlamps previously fitted with BPF units were treated to 60w/55w halogen



What features make up an ideal Morris? Is it perhaps a barn find, covered in dust and pigeon poo, tyres flat, engine seized and parts missing? Or is it one which has been well used, is totally original, and is usually totally worn out too? Perhaps it is a "trailer queen" never driven anywhere but absolutely perfect and shiny? Or a home-based restoration project that took one many years to complete? Then what about a highly modified item with alloy wheels, wide tyres, lowered suspension and perhaps a V8 engine?

Not surprisingly, the writer's ideal does not conform to any of the above. Useability without too many obvious changes is considered more important to me than absolute originality.

I started with a promising basis: a 1938 Series II Morris

The obvious answer as so many Morris 8 owners have discovered is to convert the system to 12 volts, but why stop there? Why not rewire, add more fuses, fit flashing indicators, uprated headlamps, and even an alternator?

After much consideration, this became the favoured route. A small Bosch alternator of 35 amps on a new bracket from Geoff Whiston fitted neatly in place using the original belt and pulley. A total of nine fuses, flasher unit and ignition relay were mounted behind the trim panel below the parcel shelf. The underbonnet appearance was tidied up by removal of the surplus regulator and fuse box, the air silencer was replaced by a small pancake filter and the tool and battery boxes were enlarged and fitted with lockable lids.

The speedometer and light switch were retained, but the other instruments had to be replaced with Smiths

units with pilot side lights.

As originally fitted, the hood did not fold flat, instead lodging on top of the spare wheel. The mounting point of the wheel was adjusted and a mohair hood bag and separate matching tonneau cover were tailor made and fitted. Quickly detachable wind wings of 6mm polycarbonate were made and fitted to the front screen uprights.

The end result of all these changes is a pleasant and reliable little car which starts first pull and which can be safely driven at night and where any electrical problems can easily be isolated and remedied. To anyone other than the rivet-counting anoraks, the appearance of the car is totally in keeping with the period of the vehicle type as the accompanying photographs show. We enjoy it!

## Car for Sale

1929 Morris Minor ohv 4 seater Tourer.



Built 25-27 July 1929 and first registered 16 Oct 1929. Original chassis and engine. Blue over black. Brown upholstery renewed some years ago. No engine oil leakage. MM registration number. Unused on the public roads in recent years, but started and run on occasions to keep everything moving. Interesting history. £4450.

Roger Bashford

01550 721 196 eve (Llandovery, S. Wales)

## Car Wanted

Morris 8 S1 4 Seater Tourer.

New member to the MR requires a reasonably well sorted, useable but not concourse car for the whole family to enjoy. Happy to do a little bit of fettling later if required. Must have a longish MoT, 4 speed box would be an advantage. Photos would be really appreciated.

Howard Mills

01256 850 404 (Basingstoke)

howard.mills3@btinternet.com

## Parts for Sale

New Old Stock: Crown wheel and pinion for Morris 10 1935/38 in its original box, a bit shop soiled after 70 yeas in storage but totally useable £100. (I hate to think what this would cost to have made today).

Set 4 unused spark plugs for Morris 8.

These fit all 8s and Series E. £12 collect or plus P&P.

Phill Robins

01792 587 337 (Swansea)

## Parts Wanted

For Morris 10/4 or 12/4 Series 2

Any sliding head fixings and drain covers. I have unsealed my Pytchley sliding roof but have no fixings apart from the side sliders. Any parts in any condition will be much appreciated.

Paul Bootle

07940 809 515 (Aylesbury)

p.bootle@tiscali.co.uk

## Car for Sale

1934 2 door Morris Minor saloon.

With sliding head. Green over black with green upholstery. Nice condition and runs well. High oil pressure: 100 lb cold, 50/60 lb hot. Taxed and year's MoT. Present owner since 1983. £4750.

Ted Smith 07941 106 656 (Co. Durham)

## Car for Sale

1934/35 Pre-series Morris 10/4.

Racing Green body/Black wings. Perfect condition. Interior original. Buff log book. Original number plate OW 6215. MoT Oct 2011. Used regularly. This car is a beauty in perfect running order. £5500.

Mrs A Cooke

01978 840 885 (Wrexham)

## Car Wanted

Morris 8 4 seater Tourer

In concourse condition.

Gareth Lloyd

07967 331 301 (Cardiff)

gareth3588@hotmail.com

## Parts for Sale

For Morris 8 bearings, all new.

Carbon clutch release bearing borg & beck P/No 46858 £12 each. Rear hub 4208atn9 [R & M, LDJ40] £40. per pair.

Front hub inner 6205 [LJ25] outer 6304 [MJ20] £12 per pair, or £20 per axle set

of 2 pairs. Differential set of 4: 1x R & M 3/MDJT25, 1 x N305 [MRJ25], 2 x 7207

[LJT35] £120 the set. All carriage paid.

1st class post.

John Brett 01255 434 835 (Essex)

pamjohnbrett@yahoo.co.uk

## Parts for Sale

1934 Minor rolling chassis, that was, with axles and springs, removed for transport and storage. Gideon Booth complete 1934 2-seater fibreglass body fit. SV engine rebuilt some years ago, blocks, steering columns, axles, dashboards with instruments, gearboxes, radiator, bonnet, light units, battery box, etc.

Restored wheels and new tyres. Bits mainly unrestored being the total of my assembled Morris collection of spares. Includes a few Morris 8 parts. Mostly what you need to build a non original or Minor Special. £1475.

Roger Bashford

01550 721 196 eve (Llandovery, S. Wales)

## Parts Wanted

For 1928 Morris Light 6 Saloon. 3

spoke steering wheel. Petrol tank cap. Radiator cap, calorimeter. All

instruments and festoon dash lamp.

Peter Cox

01547 530 546 (Shrops)

## Car for Sale

Morris 8 Series 1948



Professionally restored bodywork and complete respray in dark red and black. Interior professionally re-upholstered. Garage laid up for four years so may need trailer collection. Sensible offers considered.

David Burt (Non-Member)

01903 786 223 (West Sussex)

## Parts for Sale

New high quality heavy gauge stainless exhaust systems for Morris 8 (Pre-Series, Series 1&2, Series E) and 10/4 series M. Does not include brackets. £170 + postage at cost or collect from Leeds.

Malcolm Dixon

01132 670 424 (Leeds)

## Parts for Sale

For 1928 Morris Light 6 Saloon. Many/ most body panels including wings, some doors, roof panel, etc. in original condition for replacement use or patterns. £350 for all.

Peter Cox

01547 530 546 (Shrops)

## Parts Wanted

For a 1935 Morris 8 two door saloon: Driver's door. I live in France. However if anyone can help with my search then if you email me with your telephone number I will contact you.

Derek Archer

derek.archer@wanadoo.fr

## Parts Wanted

Horizontal SU Float chamber and lid as fitted to most M8 models.

Roger Lucke

01223 834 463 (Cambridge)

theluckes@greenbee.net

## Parts Wanted

Loan of pre-war Series E hubcap (with MORRIS embossed) in pristine condition to use a pattern for possible reproduction.

Very early notice, but if you might be interested in a set please also contact me.

Rob Symonds

0121 682 0640 (Birmingham)

**PLEASE NOTE: Inclusion of adverts in the next month's mag cannot be guaranteed: they are dealt with in order of arrival. When submitting adverts, you must supply your full name, membership number and location, and the full contact details you wish to appear in your ad. Email addresses are not normally included in the ad, unless you specify this in addition to your telephone numbers.**

Please submit pictures of interest to the Editor



**JOHN VALENTINE'S  
TEN FOUR**



**See letter  
on page 35**

