

MORRIS MONTHLY



Volume 49

Number 9

October 2009



NEWSLETTER OF THE MORRIS REGISTER

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

www.morrisregister.co.uk

**THORESBY
SPECIAL**



CLUB CONTACTS



NOGGINS & NATTERS



WHAT'S IT WORTH?

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

**1938
Morris 8
2-seater**



According to the eBay vendor:

In great condition throughout, with recent MOT to June 2010, and free road tax to June 2010. New exhaust system, SU carb, 6 Volt battery, clutch, timing chain, all mounts, service items, all oils.....and nothing else needed. Upgraded gearbox to a 4 speed series-E recon unit, with original 3 speed box as spare. In original 1938 spec, with semaphore indicators. Hood and sidescreens are in great condition, as is the interior. Great fun



to drive, with hood up, down.....also windscreen folds forward, for a more sporty 30s look .Also has a Heritage Certificate, and handbook.

**The asking price?
Answer on Page 27**



The Morris Register Spares Service

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

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

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

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

By phone: 07950 972401 (limited response hours)

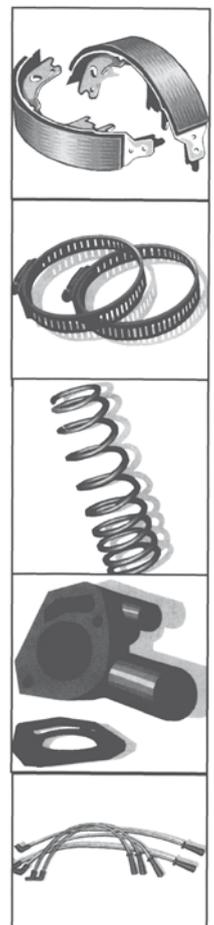
By e-mail: thespares@morrisregister.co.uk

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

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

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

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



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CHAIRMAN *Dave Harris* writes:

As you will have noticed from the voting form that accompanied your last Morris Monthly, we are in need of a Club Treasurer. Caroline Harris took on the job as Club Treasurer and Ardingly Treasurer when Audrey Frampton retired at the end of last year. Caroline said that she would transfer the club accounts and Ardingly onto a computer based programme but didn't think she would be able to do the job permanently. She has told the Executive that she will carry on as the Ardingly Treasurer but because of work and personal commitments is unable to do both posts. Caroline is willing to help anyone who is able to take over the position of Club Treasurer until they get into the swing of the job.

At this point I would like to thank Caroline for all the hard work she has done in transferring the accounts from book to computer.

By the way, some people think we are related but unfortunately we are not even though Tim and Gloria have tried over the years through their hobby of genealogy to find a link!



EDITOR *Rob Symonds* writes:

I'll begin this month by addressing an issue which has been cropping up regularly in the last few months. "Why does my Morris Monthly arrive late?" The answer to this is not a simple one, but the plan is always to have the magazine in the post on the first of each month, and as far as I am aware, except on one occasion when there were genuine production problems, this has always been the case. Where the first is at a weekend, it is the first working day thereafter, or if Pagefast are ahead of schedule, before the weekend. The original question should really be posed to the Royal Mail or your postman, as it seems likely that this is where the hold ups are occurring. It is worth bearing in mind that second class is used to keep postage costs down and so several days in the post is, sadly, likely to be the norm. All I can say as Editor is that surely it is worth waiting a little longer, since "anticipation is the greater part of joy"! Any query about complete non-arrival should go to our long suffering Membership Secretary, John Nagle, as he usually has the largest stock of current Morris Monthlys which he holds to send out to prospective members.

Changing the subject before I finish, I need to apologise to the growing number of contributors who are not yet seeing their efforts appearing in print. During the summer months there are far more events to report on in the regional sections than in the winter, so I anticipate a contraction in that side of things which will give more scope for inclusion of other Morris related material. A nice little backlog is growing, but not so much that you should resist your creative urges and leave things to others! I'll take copy in whatever medium you choose: electronic, paper or even written on the back of a twenty pound note!

Finally, and following on from last month's appeal from Mike Porter for N.E.C. car exhibits for November, I know he hasn't exactly been overwhelmed by the response, so if you are within striking distance of Birmingham, do seriously consider getting involved. Otherwise it'll be many of the same cars as seen in previous years and new blood is preferred!



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The views expressed by the Editor, advertisers and other contributors are their own and do not necessarily reflect the policies of the Morris Register. The Morris Register accepts no liability for the consequences of following contributors' advice.

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GREAT DORSET STEAM FAYRE 2nd - 6th September

The 41st Great Dorset Steam Fayre attracted quite a few Morris vehicle entries: cars, lorries and Nuffield tractors. Many of the Morris were displaying Morris Register badges, but I suspect that some of those vehicles belong to non or ex-Morris Register members. If I attend another year, I might be tempted to design some fly stickers which say hello to members and invite the others to join or re-join. This could be similar to the campaign which the Morris 8 Tourer Club used to recruit members in the early years of the club.

Morris entered in the Classic Cars display, included a 1926 Bullnose Cowley, two Minor tourers (1932 and 1934 sv), a 1934 Minor Special, a 1934 Eight Pre-Series two-seater, a 1937 Eight Series 1 two door saloon, a 1937 Eight Series 2 four door saloon and two Ten Series M four door saloons, (one pre and one post war). In the Commercial vehicles display were a 1939 GPO Minor Van, a 1944 Ten "Tilly", a 1945 CV11/30 and a 1949 SY van.

Jim Riglar



AN UPDATE

Progress on expanding both the functionality of the website and increasing the content has slowed over the summer months as other commitments and holidays have taken their toll on my available time. With limited free time, the focus has been to keep notifications such as Ardingly, Thoresby and the forthcoming Classic Car Show at the NEC current and brought to the attention of both our members and the general public at large. I hope to be able to devote more time to website development over the winter months.

FORUM

The on-line forum has been running for a couple of months and membership of it is growing slowly and steadily. At mid September, 78 posts (messages) had been made on 35 topics. Membership of the forum, which is currently growing at about 4 per week, stood at 76. A few members have made comments and observations about access to the forum, and I hope to be able to remove some of the security constraints and make access both easier and faster for users. However, some security measures will remain in place.

It remains my intention to close down the current mailing lists as usage of, and confidence in, the forum increases. I have no set date for this change, and having seen the flurry of e-mail discussion on the subject in early August, there certainly seems to be some resistance to this from a number of mailing list users. It is worth noting that the functionality of the Forum is significantly greater than the mailing list and it provides a much better platform on which to build a useful library of members' experiences. Another advantage of the forum is that users can be selective in what they read or contribute to and are not restricted to specific MVS groups.

When time permits, I will research a "chat room" facility for those regular users of the 8 MVS mailing list. For those wedded to the mailing list, I must point out that a number of members have withdrawn from the system because they have been concerned at being swamped by e-mails. There are currently 122 "active" members of the 8MVS mailing list and another 78 "dormant" accounts. Since its inception there have been just over 2900 e-mails. Does anyone have a record of these and the valuable observations, information and attachments that many of them have provided? The website server does hold them but simply counts the e-mail traffic. If these had been on the forum all could have been retained, although in practice those that simply confirmed others observations would probably get pruned by either the MVS co-ordinators or by me as Webmaster. Just to note, I hold about 2570 of the 2900 e-mails, the missing 300+ being predominantly from March 2009 following terminal failure of my previous computer!

ARCHIVE

The archive continues to grow slowly and steadily, with additional material being added as it becomes available. So far I have had limited supply of archive material supplied in hard or soft copy format and would welcome much more. A start has been made on a new archive structure for the members' area, but it might be a month or two before this is published on the live website. As stated a few months ago, I would welcome any archive material that members are prepared to loan.

PHOTO GALLERY

I will be making a concerted effort to load up a backlog of member vehicle photographs over the next month or so. If you have submitted photos that haven't yet been published, then please accept my apologies. If you haven't yet submitted a photo, why not do so!

PUBLIC AREA - VEHICLE DETAILS

In the public area of the website, there is a list of the vehicles that are within the scope of the Morris Register's remit (vehicles designed before 1st January 1940). Web pages providing details for a number of vehicles have yet to be completed (lacking vehicle photos), and some, predominantly for commercial vehicles, have yet to be produced. As with other web tasks, I will endeavour to complete this work over the winter months and will be seeking members' assistance in obtaining suitable photos to illustrate some of the vehicles.

**MEMBERS' AREA
PASSWORD**
*will change to
podleg
from the start of the
current month*



URGENTLY REQUIRED!!

A NEW CLUB TREASURER

IF YOU FEEL YOU MIGHT
BE ABLE TO HELP OUT,
PLEASE CONTACT:

CHAIRMAN Dave Harris
(01772 626 723)



National Thores Concours August



CLASS 1: MORRIS MINOR Cup

- 1st R & D Worthington Corby 1932 Minor 4 str tourer
- 2nd J McCoy Leeds 1934 Minor 2-str

CLASS 2: 8 TOURER Forrester Shield

- 1st K Phipps Kidderminster 1936 Series I Two-Seater
- 2nd B King Derby 1938 Series II Two-Seater
- 3rd P Thomas York 1935 Series I Two-Seater

CLASS 3: 8 SALOON Lou Weekes Trophy

- 1st D Grace Newport Pagnell 1935 Series I Four-Door
- 2nd M Johnson Warrington 1937 Series I Two-Door
- 3rd M Porter Stourbridge 1937 Series II Two-Door S/H

CLASS 4: 8 SERIES E Silver Salver

- 1st R Smith Wetherby 1946 Two-Door Saloon
- 2nd A Perkins Margate 1939 Tourer
- 3rd B Williams Leicester 1948 Saloon

CLASS 5: PRE 1930 OVER 8 HP Stanford Hall Cup

- 1st T Smith Newark 1928 Oxford Saloon
- 2nd T Wiltshire Westgate-on-Sea 1930 Cowley 4-Dr Saloon
- 3rd M Naylor Leeds 1924 Oxford Tourer

CLASS 6: POST 1930 PRE-SERIES 10 & 12 Shield

- 1st K Hibbard Mansfield 1935 10/4 S/H Saloon
- 2nd E Stirk Sheffield 1934 10/4 S/H Saloon
- 3rd C Healey Fiskerton 1934 10/4 Saloon



al Rally by Park s Winners t 2009



CLASS 7: POST 1930 SERIES 10 & 12 Shield

1st	H Pye	Mansfield	1935 10/4 Series II Saloon
2nd	G Clarke	Stockport	1935 10/4 Series II Saloon
3rd	K Johnson	Oadby	1940 12/4 Series III Saloon

CLASS 8: POST 1930 OVER 12HP Stanford Hall Cup

1st	G Hamblin	Leicester	1934 Oxford 16/6 Saloon
2nd	J & A Rumney	Solihull	1931 Major 6 S/H Saloon
3rd	M Wheeler	Gravesend	1935 Series II S/H Saloon

CLASS 9: MORRIS COMMERCIAL Gold Cup Trophy

1st	L Cook	Chelmsford	1936 One Ton Truck
Joint 2nd	K Bailey	Heybridge	1938 5 cwt Pick-up Conv.
Joint 2nd	L Smith	Wolverhampton	1953 Series z Van

CLASS 10: POST 1948 MORRIS VEHICLES Mowog Shield

1st	G Smith	Newark	1969 Minor Traveller
2nd	K Leach	Beaworthy	1959 Minor Convertible

CLASS 11: ANY MAKE CLASSICS Tankard

1st	J Overton	Doncaster	1935 Morris 8
2nd	J Saville	Mansfield	1963 Austin Healey Sports
3rd	B Ford	Kirkby	1981 Morris Ital 1.3 Saloon

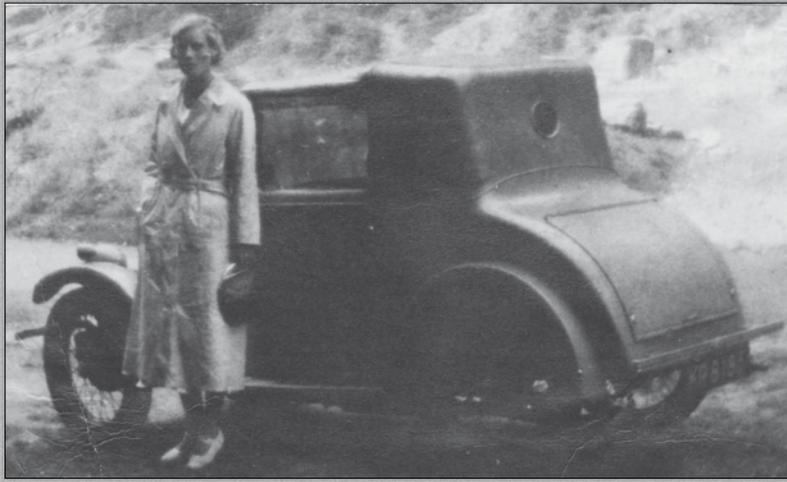
CLASS 12: SUPERCLASS Salver

1st	J & S Anderson	Sevenoaks	1934 10/4 Pre-Ser. S/H Sal.
2nd	J Duffin	Biggleswade	1937 Eight Series I Tourer
3rd	R Preston	Wakefield	1948 Eight Series E Saloon



A LOOK AT MINOR SPECIALS (Part3) by Harry Edwards

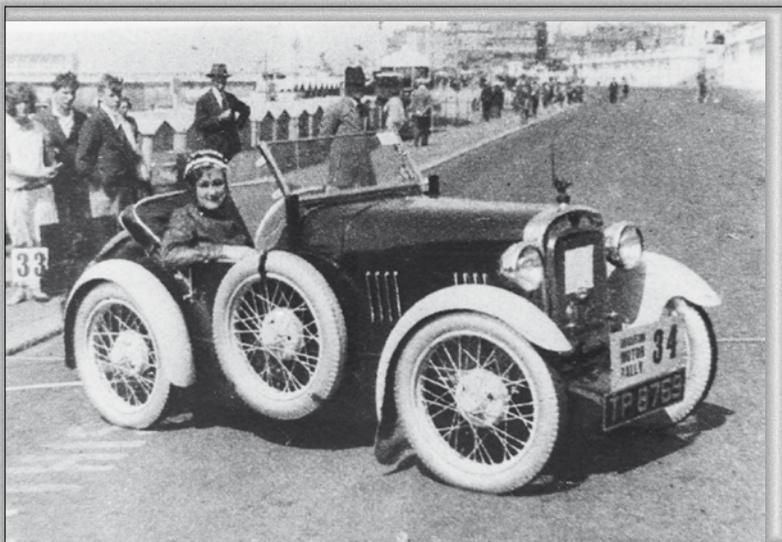
George Maddox, one time a wheelwright apprentice for vehicle builders Windover in Huntingdon, before starting his own firm of George Maddox & Sons, in the same town, in 1903. Thirty years later, in 1933, George Maddox died from pneumonia and the eldest son, Archie, took over the business as Archie Maddox, but this was to only last some two years, finishing in 1935.



Maddox Drop-head Coupé built on a 1931 ohv Minor chassis for the 1932 Motor Show (Reg. KR 8185) [Photo: F.R. Radford]

works in Sheffield and later to follow a three year apprenticeship with Thornycroft in Southampton. After this he joined Eric Cecil Gordon England at Putney helping to make the Brooklands model and Cup Model Austin 7. Not surprising then, when Gordon England wanted to dispose of one of his premises, Boyd-Carpenter took the building over at West End Lane, Kilburn, and commenced making his own B.C. Austin 7s.

Before F.H. Boyd-Carpenter died at Yeovil in August 1984, the writer of this piece had the privilege of corresponding with Boyd-Carpenter, then living in Somerset. It appears that B.C. special bodies had ash frames and were panelled with aluminium, with slight modification at the front end to allow for the differing radiator dimensions. Otherwise the body was the same design whatever the chassis. Boyd-Carpenter said that all B.C. cars were made to individual orders and he estimated that 32 B.C. Austin 7, 3 Wolseley Hornets, 3 Triumph Seven, 3 Standard Tens, and 2 Morris Minors were made and sold between 1928 and 1932. Sole distributor of B.C. Specials for London and Home Counties was Normand



Boyd Carpenter two seater Sports on the Austin Seven chassis. This photograph dates to 1930 when Miss K.M. Grimshaw won first prize, in the class for privately owned cars costing £200 or under, at the Brighton Motor Rally.

Despite considerable research the writer has not been able to locate a photograph of the only two B.C. Specials made on the Morris Minor chassis. However, the body design was the same.

[The Auto 11/7/1930]

However, while the father was running the business, George Maddox regularly exhibited Maddox bodied vehicles at Olympia. For the Morris Minor chassis, for example, Maddox listed a drop-head coupé for a number of years on the Maddox stand. The contemporary description said it was comparatively rare to find, on such a small chassis, a body built by a firm who usually specialised in much more ambitious coachwork. Leather upholstery on a one-piece seat, continuous-winding windows to the two wide doors, single-panel windscreen with suction type wiper. A useful locker in the back of the car, with a removable case of special shape in which luggage could be carried. The finish was in two contrasting colours and the price in 1930, £185.

Francis Henry Boyd-Carpenter is remembered as the maker of the B.C. Austin 7, and he was also a successful driver of these cars at Brooklands. Boyd-Carpenter was an apprentice at the locomotive

Garages Ltd, 489 Oxford Street, and Wl. Boyd-Carpenter ceased production of all B.C. Specials in 1932 and started a company dealing with furnishing and sound proofing of aircraft. Boyd-Carpenter & Co. Ltd. was sold in 1933.

Hoyal Body Corporation of Weybridge, well known in the twenties under the name of Chelmer & Hoyal for their fabric bodies on the bigger car chassis, obviously saw a market for small open two-seaters such as the Austin Seven and the Morris Minor. To this end they offered a fabric bodied two seater based on the o.h.v. Minor chassis. Up until then Morris Motors Ltd. had not listed their own version of a Minor two-seater.

Details of the Hoyal Morris Minor two-seater was given in the motoring press, noting that the body was partially of the flexible fabric type, really well finished and having at the top of each door a band of cellulose, in a contrasting shade, which adds a pleasant touch, the bonnet being painted in cellulose to match the body, and not covered with fabric.

The upholstery is pneumatic and comfortable, and the seat plenty wide enough for two full-sized occupants. The single-panel windscreen is fixed and has a vacuum wiper, the instruments are grouped

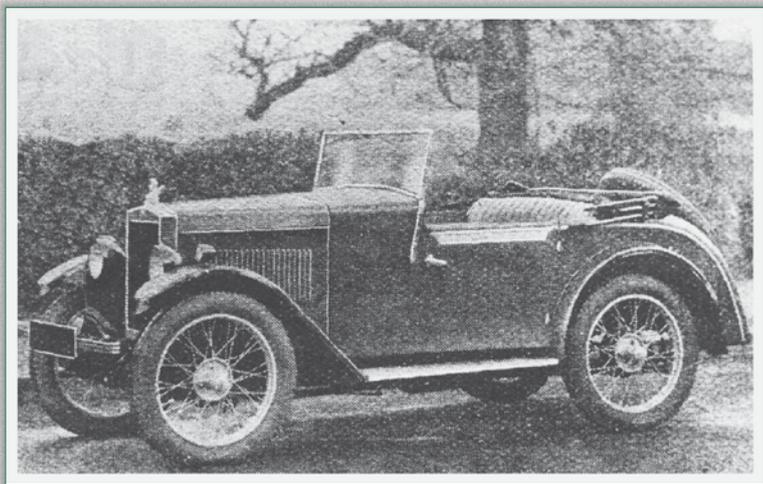
neatly, but not illuminated for night work, and the two doors have both external and internal handles. The hood is of the normal permanently attached variety, is easy for the driver alone to raise and furl without additional assistance, and clips firmly to the top of the windscreen. When lowered, the hood is especially neat, and has a good cover; the spare wheel is carried outside, on the back of the body, and the amount of space in the tail for suit-cases and so forth is above average. The standard Morris wings and running boards are retained as are other items, such as the front bumper, five lamp lighting set and Calormeter on the radiator filler cap.

Hoyal Body Corporation, following losses for 1929 and 1930, appointed a receiver and by late 1931 had ceased business.

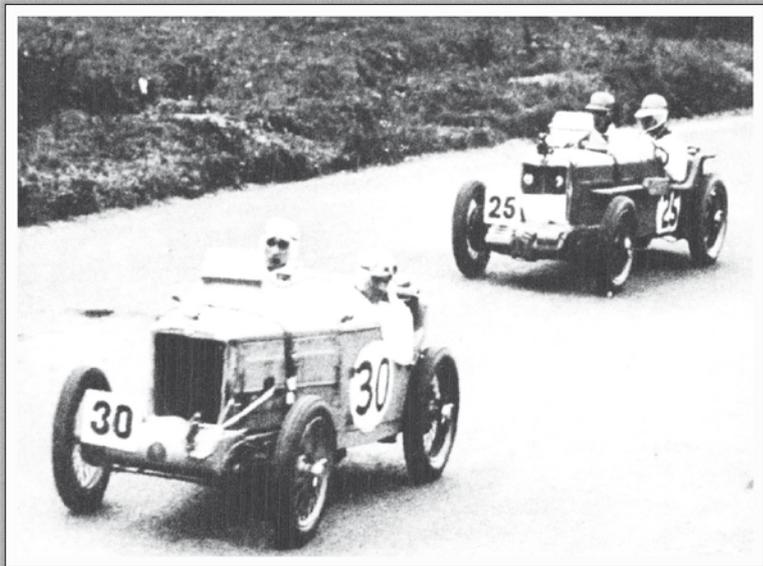
In late 1931 a firm with the improbable name of "The Belfast Car Laundry Ltd" opened premises at 29-35 Victoria Square, Belfast. The company specialized in high pressure washing, greasing of cars, and in high speed tuning, in addition to the sale of accessories, petrol and oil. By 1933 they were being listed as Morris Authorised Dealers, with the directors named as William Sullivan and G.L. Millar. Sullivan Special cars were based on the side-valve Morris Minor chassis and research suggests that Sullivan produced seven Sullivan Specials to full standard, five open models and two closed cars. The remainder of the Sullivan Specials were ordinary Morris Minors, which justified the special green "S.S." badge on account of the modified valve size and large S.U. carburettors fitted. By including the latter cars, there appears to have been nearly 100 Sullivan Specials made. The full standard Sullivan Specials were, as mentioned above, based on the side-valve Morris Minor chassis with engine modified with components from Laystall Engineering Ltd. For example, the crankshaft was machined from a billet as opposed to a forged unit. Other modifications included a high lift camshaft, balanced con rods with copper backed shell bearings instead of the standard white metal arrangement.

Where the Jensen Brothers fit into the picture is not quite clear. Richard Jensen was obviously a good friend of William Sullivan and, indeed, both Jensen and Sullivan raced together in some events. The writer has a post card sent by Sullivan to Richard Jensen from Douglas in 1933 showing William Sullivan and mechanic racing in an event on the island. Sullivan adds a cryptic note "In the flesh, W.S." Presumably Sullivan was also on good terms with Col. McEvoy. All of which suggests that at least the first two bodies for Sullivan Specials were made by Jensen, who also made bodies for the Mc Evoy Minor Specials. In the case of the latter, Mc Evoy listed the Mc Evoy Minor Specials in the form of "Model 60" which had the standard Minor side-valve engine and little modification except the polished cylinder head while the "Model 70" had in addition such modifications as stronger valve springs, slightly higher compression ratio, specially designed manifold to take a S.U. downdraught carburettor, etc. It is worth noting that at the same time the Belfast Car Laundry listed their Sullivan Specials as "Model 60" (£162.10s) and the Sullivan Special "Model 70" (£172.10s).

The writer had a letter some 15 years ago from a Mr. Max S. Jennings of Belfast who recalled his ownership in 1946 of a Sullivan Special. He described it as being based on the Morris Minor side-valve two-seater but with a single seat body and fitted with a Power Plus blower resulting in a maximum horsepower output of 60 at 6,500 r.p.m. In view of this figure it is not surprising to read what Richard Jensen wrote, in a letter to the writer, about the Morris Minor engine "We did nothing to these engines, as there was nothing which you could do to the side-valve engine of that type. However, an old friend of mine in Belfast (presumably Sullivan) drove one of these cars in races and the engine was fitted with a large capacity blower, but the engine invariably blew up as a result!" Other features of the Sullivan Special that Mr. Jennings owned were knock-on wheel hubs, a reduction in the bore and stroke to give the swept volume of 748cc, and a propeller shaft with needle roller universal joints and splined end to allow end movement.



Hoyal Bodied two-seater Morris Minor Sports with overhead camshaft engine. A similar body was also fitted to the Wolseley Hornet .
[Photo: H. Edwards]



Sullivan Special Morris Minor (on the left)



Letters to the Historian

Dear Sir,

I have owned my Morris since 1972 and it has been in the family long before that. It is a 10/4 Sliding head Saloon (14637) first registered in Darlington on 7th Sept. 1933. It is one of those Motor Show cars with mixed up parts: 19" wheels, only two engine mounts, vertical handbrake, centre accelerator, etc.

Now, as far as I can remember, it has always had a flat honeycomb grille and all other 10/4s I have ever seen have sloping woven stoneguard. Anyway, I wondered if my car should have a sloping grille and when I saw a complete one advertised at a reasonable price locally, I snapped it up and brought it home. It has a red bull in the badge with blue water and mine is black all over. I hope you will be able to help/advise me with a couple of "historian" questions as follows:

- 1 When did the Morris bull change from black to red and did the stoneguard change at the same time? (This would help me date the replacement stoneguard).
- 2 Is my car likely to have had a sloping woven stoneguard/grille fitted originally, i.e. did the '32 and '33 10/4 cars have flat honeycomb stoneguards/grilles fitted?

Kind regards and many thanks for your years of dedicated service!

Yours etc.,
David Salmon
Christchurch
Glos.

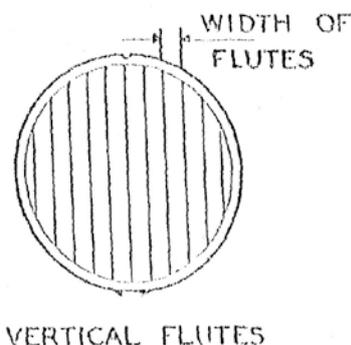
(Historian's note: Your car, Morris 10/4, 34/T14637, registered 7/9/33 is a 1934 model. As I mentioned in my foreword to the book "Morris Cars - The First 35 Years" there is a difference between a 1933 registered Morris Ten and a 1933 model. Because the model year ran from Motor Show to Motor Show (normally in October) it is possible to have a 1934 model registered in 1933.

A 1934 model 10/4 would have the engine type "MB" which has two mountings at the front, and the rear end has mountings attached to the gearbox - a completely different arrangement to that of the previous year's model which had the type "MA" engine with mountings front and rear of the block. Your car does not have mixed up parts. The 1934 model would have 19" (450-19) wheels, centre accelerator pedal, flat stoneguard, etc. Unfortunately, I cannot answer your query regarding the colour of the ox on the radiator. Normally, any change in design would warrant a part number change but the parts lists give the same number throughout for the badge).

Dear Sir,

I have recently purchased a 1935 Pre-Series Morris 8 two door sliding head saloon, with the 6 volt system, chassis No.35/E/28117. Could you possibly tell me what headlight glass would be the correct ones for this vehicle and what would be the best way to convert the lights to legal requirements, including rear lights and indicators, etc.? I also wondered if you have a copy of your Morris 8 Information Manual available? If so, can you let me know the cost of this please. including postage, etc.

Yours etc.,
John Farrell
Windsor
Berkshire.



(Historian's note: Assuming that you have the correct original headlights for your Pre-Series Morris 8, they would be the Lucas type R34 for both near-side and off-side. These early Morris 8s used twin filament 6 volt bulbs which would be switched from one filament to the other as a means of dipping. As such, they should be quite legal. If, on the other hand, someone has substituted the later type "cut and dip" type of arrangement where on switching to dip position the off-side light goes out and the near-side light dips, then such an arrangement would not be legal.

When your car was new it was fitted with a single rear lamp of 1" diameter (Type T101) to one end of the rear number plate. In the late 1950s the law was changed, retrospectively, and all cars had to have two separate rear lamps, each a given distance in from the side of the body. The consequence of this is that any restored Morris 8s on the road would have to have non-standard rear lights to be legal. As for the original type of headlamp glass, for your headlamps this would be 6⁹/₁₆" diameter with 5⁸/₈" spaced flutes (as pictured above).

The Information Manual is available from the Spares Secretary (see elsewhere in this issue) for £12 including p and p.).

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

Dear Sir,
I am sending details of a 1939 Morris Super Six London taxi, registration number FLM 807, chassis number 1903G2SW and engine number QPDC.608.

I hold the original log book so have the early history of the taxi until 1956, but I would be interested to know more details, for example, do you know the correct tyre size? The taxi is fitted with "525-500-600 x 20" tyres at the present time but Mr. Parcell, who has the other taxi in Bristol, has used "5.00 x 20" tyres.

Yours etc.
Rod Curtis
Houghton le Spring,
Tyne & Wear.



(Historian's note: This taxi was first known to me when it was owned in the 1970s by R. Bull living not a million miles from me in Mounthessing, Essex. As for the tyre size, when it left Morris Commercial it would be shod with 500-20 "Super Taxicord low pressure tyres", but it is worth noting that some vehicles of the period still had Beaded Edge tyres which were "high pressure", so the term low pressure is relative and the pressure they recommended is what we would, today, consider normal. The figures recommended by Morris Commercial were Front 35 psi, Rear 37psi.

In recent years, in order to cater for the small demand for obsolete tyre sizes, those makers who produced them compromised. For example my own Minor would have been fitted with 400 x 19 tyres but the chances are that I may be offered a compromise size of 350/400 x 19 tyres. In the same way, the tyres you have obviously fall into the same compromise situation, 525-500-600 x 20, being 5 1/4 to 6 inch width.)

Left: Morris Commercial G2SW taxi in service with the A.B.C. Taxi Service Fleet in Oxford in 1935

Dear Sir,
May I ask if you can help me please? Your name and details I have from the book "Morris Cars The First 35 Years" which I bought at Thoresby Hall. Enclosed is a copy of a receipt for a car my father bought. Sadly, he died when I was eleven but going through some papers after my mother died, I came across a receipt for a Morris car (below). Are you able to tell me from the details what type of car it could have been? Mother told me years ago that my dad had a Bullnose Morris, but whether this was that car or not I do not know.

Yours etc.,
Graham Watson
Willington
Beds.

(Historian's note: The clues are the date and price. The 1924 Morris Cowley 11.9 hp Four-seater Tourer, was, of course, a "Bullnose" car. The company which supplied the car was listed as County Cycle Co. of 5 Elmtou Road, Cresswell, Derbyshire.)

Depot for
JOHN BULL TYRES
Made for the man who gets the best for EVERY-DAY RIDING, TOURING, RACING & MOTOR CYCLING.

Telephone 18. Elmtou Road, CRESSWELL, No. Mansfield.

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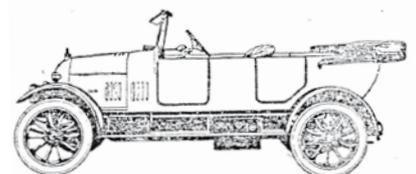
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REGIONAL ROUND UP



The Yellow Pages

No. 384



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

FIRST TIME AT THORESBY *Mike Adams and family*

As relatively new members of the register it was our first expedition to Thoresby, so the preceding few days were spent trying to catch up on all the maintenance work on the Series E. As I have come to expect, you get caught out by things you wished you'd tackled sooner, e.g. stiff steering equated to partially seized king pins, a drip from the fuel tank wasn't the fault of the sender gasket, but a hairline crack close by. Fortunately it was "Kev to the rescue" and a couple of late evenings sorted it all out.

The Adams family set off on the Friday with the Bailey family, meeting up with the Essex contingent of Laurie (with the lorry) and Norma Cook, Brian and Joyce Gilders, Pat Colgan and Aidrian Mitchell on the way, but soon sprinting away at dizzy

speeds of up to 45mph! The whole weekend was enjoyed by all of us, the youngsters particularly appreciating Dizzy Daisy, the face painting and the rounders. Mrs B and Mrs A had fun driving the E for the first time in the driving games, whilst myself and Kev kept getting drawn to the autojumble. The road run on Saturday was a highlight, with some smart work by the young navigators Bethan and Garin we only took one wrong turn.....(it was the car in front that missed the turn, Kev).

All in all it was a very enjoyable weekend that I can thoroughly recommend to anyone who didn't go this year. There was something for all the family. A big thank you to all those involved in the organisation. The sunny weather was particularly well planned! We'll definitely be back next year.

OUR THORESBY *Laurie and Norma Cook*

We were delighted when two young families were able to join the Essex camping contingent at Thoresby this year. Kevin and Alison Bailey with their three offspring came along with Mike and Penny Adams and their trio of little ones, including a 9 month old baby. Having youngsters nearby helped us appreciate the weekend from a child's perspective. The rally organisers had arranged special events to keep the youngest generation amused. The 4 older girls and boy from Essex enthusiastically joined in the fun of the magician, face painting and rounders. Even Saturday's driving games came within their orbit. There was open space close to the tents for them to play while still under watchful adult supervision. And the strongest child magnet was a climbing-friendly oak tree within a wooded area close to the campsite margin. The young ones risked minor bumps and scrapes for the opportunity to thoroughly enjoy personal boundary-stretching play.

OUR THORESBY *The Baileys*

This year I travelled to Thoresby in Mike's series E and not Kev's little grey van! It was a pleasure, I had loads of leg room, a comfy seat and no head-banging! (on the cab back, not to the music, Kev). We had plenty of laughs along the way especially when we left the services and overtook the other Morris vehicles from Essex – it reminded me of the Whacky Races (or Mario Karts for the younger readers!). The only things we couldn't pass though were the toilets! With six children from 9mths to 13 years. We had good company in our little corner of transplanted East Anglia, everyone at Thoresby was friendly and when I had a go at the driving skills, the men there were very helpful. I had never driven a Series E before and had a quick explanation of the gears then was off (not like a rocket but I did do the slalom in 2 and half minutes without hitting the posts), it was great fun, the kids in the back were screaming – I think with enjoyment and hopefully not fear. Penny Adams and I also had a good time looking around the courtyard shops when the hubbies had taken the children on the road-run. We had to go back the next day when the children found out they had missed out on an old-fashioned style sweet shop there.

The Rounders match on the final evening finished off a great week-end, I think it might have finished off a few members as well! The only downside to the whole weekend was the mosquitoes that nibbled us, Bethan and Polly were obviously the tastiest as they were covered in bites. I've since been told

Avon Skin-So-Soft Original Spray is excellent at keeping bitey insects away so we will be using that next year. *Alison*

I enjoyed the driving games, in which the Morris 8 pick up did the slalom in 1 minute and 31 seconds. In the driving slalom you had to go around the 1st pole in a circle then through the 2nd and 3rd poles then in a full circle around the 4th and across the line and then do it in reverse. The rounders games on Sunday night was great fun. I also enjoyed the walking around the vehicles and the auto jumble. *Bethan*

Both the Eights were loaded and ready on Friday morning for an early start. I was a little worried as I was towing a trailer with as much in it as the back of the pickup. The first gentle hill from Heybridge to Gt. Totham allowing only 35 mph to be achieved. The speed soon picked up and we met up with the other Essex Members at Takely on the A120. When we set off Brian Gilders and Adrian Mitchel paired up, so did Laurie Cook and Pat Colgan, and we paired with Mike Adams in his E. We cruised to Thoresby at 45 stopping for regular toilet breaks, FK only struggling on a couple of hills. The road run on Saturday was great with Bethan (13) and Garin (7) acting as navigators for the two vehicles. This was the first time that Garin had followed a route, he made no mistakes and gave the next instructions promptly along with the mileage as required. *Kev*



I only have the one bowl of breakfast
It sees me through the day



The Children's Magic Tree



The Adams Family Series E and the Club Lorry
driven by Laurie

See reports
on the left



Kevin and Anita Bailey's 'B' pickup
Second in class 2009



Laurie with the club Lorry
First in class on Sunday



A corner of East Anglia at Thoresby Hall 2009

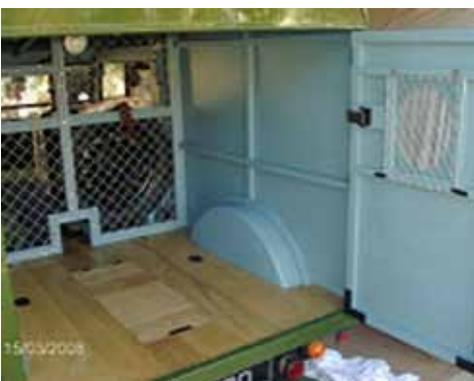
AND FINALLY

Congratulations to Laurie Cook who along with Norma his wife (or the Engineer as he calls her) has completed the restoration of his 1941 type 2 series Z Post Office Telephone van.

The Type 2 van was originally ordered by the Post Office with their own design of coach built body, the Post Office later adopted the standard van (they called the Type 1) with their own modifications. Laurie has run a type 1 Z van for a number of years now and purchased the new van 5 years 11 months ago. Major restoration was required as the chassis was in extremely poor condition requiring the areas around the spring hangers to be replaced. The body had been dismantled and the ash frame was a bundle of timber. Over the years I have seen this little van at a number of different stages from a rolling chassis to the front bodywork being repaired and refitted. At one time there were bits of the body frame hanging from the ceiling in a loosely assembled

'jigsaw' as Laurie tried to ascertain what he had and what had to be remade. It is a great credit to him that he has completed this restoration as he has carried out almost all the work himself having to learn to weld, panel beat and spray. He has developed his joinery skills, even laminating the wheel arches for the frame and steaming the ash for the uprights to make the roof supports. Norma has made a fantastic job of the roof covering and the re trimming of the seats. A few jobs remain to be completed before the MOT and we can look forward to seeing this van on the Rally circuit next year.

Laurie is still looking for two lower tool bins that were fitted to these vehicles and if anyone can help out they can contact me at the number below and I will pass you onto Laurie.



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

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





North West Region Newsletter



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

As part from the decent weekend weather at Thoresby and one or two dry but breezy days since then, the last month or so has proved to be a wash-out and apart from the thankfully dry but far from warm day for the show at Knowsley Hall on the 16th August there has been precious little happening for me to write about.

There was an eclectic mix of vehicles at Knowsley with about 200 cars, 20 to 30 motor cycles and one or two commercials for good measure. Sadly, the worrying trend of absentee pre-war cars at these events continued. Whilst there were well over twenty cars in each one of the 50s through to 80s decade parades, and in some cases over thirty, just seven managed to make the parade for pre-50s cars like ours. Granted, one or two owners did not bother to enter the parade ring but even so, the disappointingly low number was starkly noticeable. On the positive side, I was able to meet up again with Kenny Jackson and his Tourer and also bump into Charlie Percy and his Tourer for the first time. Charlie told me a fascinating tale of how his father's Morris Eight Tourer had left the family and how many years later he had met up with it again after moving house from Merseyside to Wigan. By that time not much more than a rusty pile of parts, Charlie took on the daunting task of restoration and he now takes great pride in driving the car. Still with some jobs to do to make it quite correct, Charlie is of the admirable school of "use 'em, drive 'em!" A man after my own heart.

My last real event of the season will be a 65 mile run from Preston to Morecambe with the Preston and District Vintage Car Club, who are this year celebrating their 50th Anniversary, one year earlier than the Morris Register. The event is a regularity trial with average speeds to observe and penalties to be incurred for early and late arrivals at controls. The run ends up with High Tea at the recently restored Midland Hotel on the seafront and like many others I am keen to see its 1920s Art Deco interior at first hand. After that 'Maurice' is going up on the blocks 'cos I'm intent on sorting out a worrying tendency to wander off line for no apparent reason and having recently passed a quite rigorous MOT examination, I'm not sure where to start, and there is also an unexplained sudden rise in fuel consumption from the mid-thirties to mid-twenties to sort out. Starting and on the road performance is as normal, but the petrol goes a lot less further than it used to. There are no leaks anywhere, but the jet adjusting nut is now screwed right up even though it has the standard BA needle for a Pre-Series Eight with no air silencer etc. I might try the weaker M7 needle, but I have a feeling that the problem is more basic than that. Someone at The Anchor Noggin said that the symptoms were indicative of too high a level in the float chamber, but I'm not sure about the logic of that one. Either way, I can see plenty of head scratching in the near future.

By the time you read this the 62nd President's Conference and Annual General Meeting on 3rd October will be over. Is it really a whole year since the last AGM? I do hope that the steady progress we seem to have been making of late can be maintained. Too many good people devote far too much of their valuable time and effort for us not to.

Happy Morris Motoring for now!

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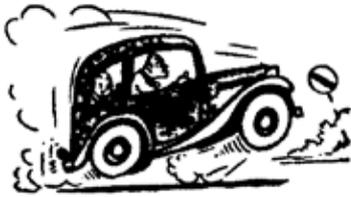
WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



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

EDITORIAL



The National Rally at Thoresby was well attended by members from Wales, and there is always room for more. The organisation is superb, and this year the weather was the best ever. There's always some interesting new Morris to see, and of particular interest to me were the delightful little Morris 8 pickup entered by a member from Essex, and a Morris 8 coupé recently imported from New Zealand, but originally fitted with its coupé body in Australia. The "Morris 8-40" radiator badge is the prime identification key to its origin, and not a lot of people in the UK will have seen one of these before. There has been discussion recently on the MVS site about the risks and advisedness of travelling long distances in an old Morris, and whilst it is understandable that some

will be reluctant to venture far in a Morris that has recently been restored, and is relatively untested, a well maintained Morris should be capable of such journeys, although slow. Most of us would prefer to keep off motorways, however. Due to my August task of providing support and backup for my son on his charity fundraising bike ride from Lands End to John O'Groats, I could only attend Thoresby in my Modern, and had to leave early on Sunday to get to Carlisle in time for his arrival there. Travelling up the M1/A1 to Scotch Corner and then the A66 across the Pennines to Penrith and Carlisle, the first time I've travelled this route, seemed like quite a long way, but I later learned that some members from Glasgow had done the whole journey along this route and then the A74 to Glasgow in a day, by comparison with which Wales is pretty close to Thoresby!

On arrival in Scotland the following day, I called in to see Jim and Sue Cameron who recently moved from Cardiff to Dumfries. Over an excellent lunch, we had a long chat about, amongst other things, curing the rear axle oil leaks on Jim's Morris 8 tourer. The local Ford dealer borrowed Jim's Morris recently to put in his show room to promote the "scrappage" scheme, which created much interest. Jim and Sue send their regards to members in Wales.

Diary Marker – the Annual Dinner will be on Saturday 5 December at the Aubrey Arms, Bonvilston. Further details next month.

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*Photos: John Patten, Dave Grace,
Rob Symonds*



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



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

WEST MIDLANDS NOGGIN

Another lively evening at the Noggin in August saw yet another new member in the room. Bill Moore walked into The Bridge (Public House) at 8 p.m. along with Peter James. Both from Sutton Coldfield, they had not met before, so it was quite a coincidence that they both arrived at the same time. Peter has just purchased an 8 saloon, which we shortly hope to see. Bill reported good progress on his tourer rebuild along with photographic evidence, a fine effort so far! The NEC event in November and a possible trip to mark the 50th year of the club started to dominate the evening so I proposed a separate meeting devoted to the two subjects, this followed a week later at my house and I wish to thank those who attended for their time and enthusiasm. It is early

days and we will post information in the Monthly when we have it. The trip down to Peopleton was most enjoyable. I will say no more as John Sargeant has promised a full report on the event. This year I had to pass on visiting the Beaulieu Autojumble, but Keith Phipps and Lionel Smith made it and I look forward to a debriefing from them at our Noggin on the 15th. I notice that Martin Hanson has his 10M advertised on Ebay and I am sorry to see him parting with it so soon after completion. Whoever buys it will have an extremely good vehicle - it is the one pictured in the August Noggin report. I hope he finds another Morris to restore!

Mike Porter

HEREFORD AND WORCESTER NOGGIN

On Sunday 30 August John and June Sargeant, and John and Alma Humphries took their cars to Webbs of Wychbold for the 15th Annual Classic Car Show. There were 330 cars and 35 motor bikes on display. Although the weather was overcast we enjoyed the day and seeing this great line up of classic cars.

The following day, 31, John and June took their Morris car to the Pershore Plum Festival which included a classic car section and had an entry of 210 cars. This was held in the Abbey Grounds at Pershore and as its name suggests, there was a plum festival ranging from plum wine to plum cakes and pickles, together with a street market and flower festival in the Abbey. A very enjoyable day.

Then on Saturday 5 September, Peopleton Autumn Show was held with a classic car section organised by John Sargeant and had an entry of 50 cars. These included a 1929 Rolls Royce, E Type Jaguar and Mike Porter from the Kingswinford Noggin brought his Morris car and Lionel Smith brought his Duck van. Bob Bryan, John and Alma Humphries, John Sargeant, Des and James Lewis also brought their Morris cars so the Morris Club was well represented!

John and June Sargeant

DAY OUT TO THE JAGUAR MUSEUM, BROWNS LANE, COVENTRY

Cost is £5.00 for the party leader and £1.00 for everyone else. The museum has limited facilities, no café but a tea and coffee machine, a comfortable sitting area for those not so interested in the cars (the ladies) and a souvenir shop.

For a party visit they prefer a prior arrangement, I have 'pencilled in' **SATURDAY 24TH OCTOBER**

Lunch is at the White Lion ant the end of Allesley village. There is a Sunday roast menu for between £7.00 and £8.00, depending on the joint chosen or, if preferred, anything off the main menu

The manager will give us tables grouped together and will also enclose a section of the car park in view of our tables. I will need to confirm numbers with both the museum and the White Lion. All members and friends (whatever region) are welcome.

To book your places/get further info, contact BOB DEAN, 01922 628 330, robertdean@mypostoffice.co.uk

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

JUST A LITTLE MORE DRIVEL

I don't know if it is with getting older but things seem to be passing quickly, it doesn't seem two minutes since we had the Drive It Day, The National Rally and, by the time you read this, Beaulieu will have come and gone. As a lot of you know Malcolm and I have taken two of the Club's pitches at Beaulieu, hopefully to lower the expenditure of the Club. I will report how we have gone on and who called in to have a drink or chat. I know a drink is always welcome when you have walked halfway round the 2,000 stalls, it takes long days to walk round and search for all the bits and pieces you require to complete a restoration, especially if there for the two days. It is a very tiring business searching all the boxes and shelves that the myriad of stalls have. It is a pity one or two good local shows are on at the same weekend as the biggest Autojumble in this country. As usual everyone has to make the decision, which is the most important to them, a missing part or a day out for the family. I personally would not take the family as it is a long way to travel and a very tiring weekend, not to mention costly. It is getting harder to find some parts for the older motors; parts seem to be drying up. Most traders tell me it is getting hard to find new stock.

We are already making plans for next year's Thoresby Hall National Rally, if you have any suggestions to improve things (any which are feasible and not too costly) let me know. Don't forget this will be 50 Years of the Morris Register Club so we want to make it an extra special event. This will be held on the 7th and 8th August so get it written in your planners or diaries. Don't come with the excuses you don't know the date. Malcolm will be putting his monthly contributions in the Morris Monthly just to keep you all reminded.

Sorry for the short contribution this month but time is passing too quick and I do not enough to do every thing I require!

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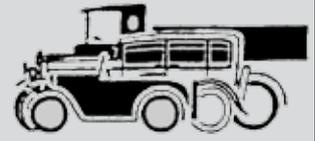
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CHILTERN'S CHATTER



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

"COME TO THORESBY HALL"



"Come to Thoresby Hall", the Morris man said. So we duly fuelled up our Series E to the brim and set off very early Sunday morning on the FLJ from Abingdon to Thoresby. L and J mean 'long journey': readers can make their own interpretation of the F. The weather was kind to us and at that hour of the morning there was not too much traffic. So 4 hours later we duly arrived, stiff and travel weary (as is par for the course in an old Morris) but without encountering any serious mishaps. In fact the engine seemed to run better and better as it got warmer. Although I have to confess that the paint is beginning to peel off the cylinder head so things must have got quite warm down

HERTS NOGGIN 40 YEAR CELEBRATION



The Hitchin Noggin invited all club members to help celebrate forty years since the first meeting at the "Bucks Head" Little Wymondley, near Hitchin. (See pictures left).

It was a little early as the correct date was in October, but as the weather is not so good at that time of year we brought it forward for better weather and it was a good choice as the sun came out all day and was lovely and warm. Around twenty members came, some with their wives and members of their families. We were even surprised when the boys from Essex came over including Chairlady Pam Lee and husband Dave, also the boys from Sherbucks who often make a visit. It was great that our Chairman Roger Clitheroe was able to attend. The selection of cars were first class they included a Cunard tourer, two Series Es, six Eight saloons, one Eight tourer, one Ten Four Coupé, one Series Z Post Office van, a Bullnose Oxford Tourer, a Flatnose Saloon, and a Flatnose 2 seat and dickey, with last but not least an MGA. All the cars looked great in the car park and attracted a great deal of attention from members of the public and also several people who were attending a wedding at a church nearby came in and took lots of photos of the cars. Doug Townsend also brought his period 1926 portable valve radio to entertain us, playing Radio 5 live with the Cricket and Grand Prix (not sure about the aerial though Doug!!) But it sounded just as if it was made today. During the day you could go and have lunch in the great big conservatory or as with some members there was a large seating area overlooking the cars at the back of the car park and the food is always very good.



At around 4 pm Ian had arranged for a small buffet for everyone before going home, there was also tea and coffee being served and that went down very well. At around 4.30 we said our goodbyes wishing everyone a safe journey home. So from Ian Harris and the boys from the Hitchin Noggin we would like to thank Brian Spence and the boys from the Sherbucks and also Laurie Cook and the boys from East Anglian Region and Dave Grace from Milton Keynes and everyone else who helped us celebrate a splendid day at THE BUCKS HEAD. If anyone wishes to come along to our club night please do, it just off the A1(M) between Stevenage and Hitchin at Junct 8 with a post code SG4 7HY for those of you with a Satnav or Google Maps it can also be found at www.thebucksheadpub.co.uk.

Pat Nethercott



EVENTS

- 14th Nov: CHILTERN'S AGM, Girl Guide Hall, Church Lane, Chalfont St Giles Bucks
- 8th Dec: SHERBUCKS CHRISTMAS NOGGIN
- 16th Dec: OXFORD CHRISTMAS NOGGIN
- 2010
- 21st Feb: OXFORD LUNCH



in the engine dept.

The Morris Register programme had 16 Series Es listed as exhibitors. When we arrived, there was a mere 7 and only 4 to be judged! Bad weather was not an excuse this year so there must have been a lot of mechanical failures on the way – viz. the Series E tourer that arrived late because it had blown a head gasket and whose driver had changed it that morning. Perhaps the owners of the Register’s “serious Es” had better things to do that day. (Series) E bah gum, lads – you’ll ‘ave to get t’finger aht next year: there were plenty of Morris 8 tourers and saloons and a fair number of 10s and 12s, not to mention the larger vehicles, which made the effort to turn up.

Admiring glances were made of all vehicles and the usual conversations about how things are put together and where spare parts can be obtained. That’s what I like about the National Rally, it gives the opportunity to see cars from all parts of the country and to talk to their owners. As I found out years ago, one problem (and pleasure) about owning an old car is discovering where to source spare parts. These days eBay has made life easier because a lot of parts can easily be found at the click of a mouse. But less common bits are harder to find, so we have to rely on the professional autojumblers, some of whom turn up at Thoresby. Come 3 p.m. all gathered around to hear who had the best cars of the day. In some classes it was a “no contest” – there were only 2 Minors, for example. When it came to the Series Es there were only 4 to be judged. I think it was a close call between my saloon and a tourer. The tourer got second and my saloon was awarded first prize. I think it was a close call though. Anyway, that made the FLJ, stiff joints and sore a**e worth the effort. Thank you all fellow Series E owners who voted for me. Next year they will put me in the super class, so I will be up against some real competition and I doubt if I shall be so fortunate again. Still, you never know, if the opposition does not turn up!

Steve Gant



THE NEW VENUE FOR HANTS (READING) NOGGIN AT GEORGE & DRAGON, WOLVERTON TOWNSEND

August was the second month for this new venue. A lovely sunny evening, Fiona and I arrived at the pub to find that fellow enthusiasts admiring the cars.

Andrew and Pauline in their Minor 1000 Traveller, Wilf in his Cammy Minor saloon parked next to Pat’s Cammy Minor saloon. A few comparisons were taken, as both are very different in many ways, but towering over these lovely little cars was David Snooks Morris Commercial. We were also joined by Brian, who like us had turned up in modern tin ware, but as I tell everyone we are only too pleased to see them no matter what mode of transport, please come and join us. While we were still admiring the Morris collection, that lovely sound of a Morris 8 engine alerted us to the arrival of Mark who joined us, having driven his Morris 8 saloon from Ascot.

After a refreshing drink in the garden, while sitting in the cosy bar, we looked at the 1937 AA hand book that Wilf had brought along, most appropriate after our earlier conversation of the merits of the AA, and some entertaining stories from David, of the times he has needed their help and the delights of the AA man to be towing his Morris lorry. Looking forward to seeing you next month.

Roger Clitheroe



EDITORIAL

As I write this, we have experienced some awful “Summer Weather”. Yet most of us have managed to use our cars a fair bit. The date is now fixed for our MR 50th Anniversary event at the Oxford Bus Museum, which is the 13th June 2010 as mentioned last month. Please put the date in your 2010 Diary now. We want to get at least 50 cars on parade that day if at all possible. I know it will clash with some holidays etc. It should/will be a good event.

It is good to know that the new venue for the Hants Noggin is working out well, and great to have an article from Roger. If you live in that area why not pay them a visit, you might like to join them each month(2nd Thursday)

Next month you will have an article about the Morris 8 Starters and some of their quirks. Look out for it you owners of 8s, you will find it most interesting. Since the article was written further discoveries have been made - more about that next month.

I have been experiencing some problems when it rains with the paint on my Series 2 10/4. It was re-sprayed in 1979. About 5 years ago, after rain spots appeared on the cellulose. Have tried lots of polishes, but none have cured the problem. Just about to re-polish with Meguliar’s Gold Class clear coat liquid wax, I trust it will solve the problem. I will let you know the outcome.

Can I remind you of the Region AGM on November 14th at the Guide Hall, Chalfont St. Giles. It would be very encouraging for the Committee if more people were able to be present and add their bit to the deliberations.

As you will have read earlier, the Hitchin Noggin Celebration was a great event and it did not rain!!

Closing thought, if you are changing carpets, lay the old ones down in the garage, makes the garage warmer and is much nicer to lie on when under the car!! Thanks to Steve, Pat and Roger for their contributions this month.





AUTUMN MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



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

EDITORIAL

Well I'm not quite sure why, but it would appear that West Region Road Runs are more contagious than swine flu! In the space of 16 days, no less than four runs will have taken place across the region, one or two of which involve "cross border" participation by Chilterns Region members; The Wrinkly Run (Northeast Wilts), The Autumn Amble (South Somerset/East Devon) and The Exmoor Run (West Somerset) on the, 15th, 17th and 29th September and a Northeast/West Wilts Villages Run on 1st October. I'll provide reports from these in next month's Westwords.

For the second year running, I managed to visit the Great Dorset Steam Fayre which, apart from splendid displays of traction engines, also has fairly substantial classic car and lorry sections. There were quite a few Morris entries and sufficient to warrant a photo spread in this month's Westwords (see page 4).

I'm not exactly sure how, but Anne and I got talked into manning the Register's stand at the Beaulieu International Autojumble. What a tiring two days that turned out to be, but it was a pleasure to meet many members from our Region and even more from across the country and overseas. If there was a down side, it was that the steady stream of visitors to the Register's stand meant there was little opportunity to slip off for a browse around other stands. I did however manage to nip off for a couple of minutes to the nearby Burlen stand and get a gasket and corks set for the S.U. carb on my 10. Guess what I'll be doing once the winter season is upon us!

NEWS FROM THE GROUPS

N. E. WILTS

The August noggin attracted eight attendees. The evening's discussion centered on running a third Reg Wilson organised event. This was to be another "Wrinkly Run", with Tuesday 15th September being agreed as the best date among a number of contenders. As with the previous events, it was decided that this would be kept low key, with invitation by word-of-mouth to anyone in easy driving distance. The event was to be in two stages, a morning circular route to and from our noggin venue and after lunch, a second run to the nearby Crofton Beam Engines (the pumping station at the top of the Kennet and Avon Canal).

Paul James

SOMERSET

The Noggin welcomed another new member, John Graham from Henstridge, who has a 1937 registered M8 S1 two seater. Attendance was less than usual, it being suspected that with commitments to a number of runs later in the month, members were restricting their Morris outings! It was noted that the change in date of the Bristol Classic Car Show from February to May appears to be permanent, with the traditional February date now scheduled for "The Great Western Auto-jumble". The autumn Restoration Show is unchanged, but also features a Charterhouse Classic Vehicle Auction.

Colin Baker

PAM SHEPPARD

It is with sadness that I have to report the death, after a short illness, of Pam Sheppard on 31st August. I know that many members, and particularly those who over the years have known Fred and Pam through various Register and other motoring events, would wish to extend their deepest sympathies to Fred and his family.

Tony Hale

BEAULIEU INTERNATIONAL AUTOJUMBLE 12th-13th SEPT.

(A VIEW FROM THE MORRIS REGISTER STAND)

Not having attended this autojumble before, I was relishing the opportunity of browsing some of the many stalls at this well renowned event. What I hadn't bargained for was the almost continuous flow of members and non-members throughout both days to our stand or the diverse questions which I had to attempt to answer with various degrees of success. Despite having little in the way of wares to display or sell from the Register's pitch, we were able to offer a few back copies of the Newsletter and the Journal as well as membership forms to those showing interest in joining. Membership forms were provided to over 20 enquirers, many of whom we expect will join the Register over the next few weeks. We were able to offer tea and coffee to any members taking a rest from browsing the many stalls at the event. On late Saturday afternoon after closing time, I did take a stroll around the site and spotted a Morris 20 which was up for on-site auction by Bonhams Auctioneers. A subsequent check on the Bonham's website showed that two other Morris (a 1929 Cowley Van and a 1935 10/6 Saloon) were also auctioned, but I didn't spot either of them. Out of interest the three vehicles sold for: Cowley £8,625, M20 £10,925 and M10/6 £8,280. Also seen as a private sale, was the ex-George Bryne Morris Minor CMS Sports Special. This had a price tag of £9,995 on it! I don't know if anyone bought it.

Jim Riglar



CLOSE ENCOUNTERS OF A THORSEBY KIND

By BARBARA SYMONDS

Seeing the rows and rows of Morris cars lined up together at our National Rally was a true delight but more than that, a great sense of achievement. Not only our thanks to the Organising Committee for producing such a smooth running event, but also to everyone who came in their Morris or came to see others' cars if, like ours in the eleventh hour, their own didn't quite make it this year.

Almost before I got out of the car and straightened up, Rob had disappeared into the swell and so I entertained myself by walking around, chatting to members. Because of our own experience, I decided to ask members of their experience in getting their car to Thorseby and almost everyone had some sort of story to tell. I think only a couple of people had what your doctor would call "an uneventful" journey.

Maritta and Steven Gant set off from Abingdon in their Series E, GDU 119, at 7.00 am on the day, arriving at 11.45 a.m. with the prospect of returning home that day – so well over eight hours in a Morris 8. "Steven can't talk to me very much when he's driving," said Maritta, "he is too busy concentrating and it's noisy too."



This is a point expressed by many ladies I spoke to. I take my SatNav and map book by way of in-car entertainment and enjoy irritating Rob by suggesting alternative routes – he seems to manage to hear these instructions and is therefore forced into shouting at me (because of the noise I suppose). Attention-seeking or what?

Pete Thomas had a very relaxing cross-country drive from Pocklington, Nr. York in his Eight Two-Seater, DMU 361. "I like to come and go early," he said, "my wife is at home happily doing the garden, so I get home in time to take her out to dinner."



Dave Hunter from Beverley arrived safely with his wife, daughter and son-in-law in his Morris 8 Saloon, Series 1 four door sliding roof, WF 8131. Leaving at 9.00am, they took just two hours to get to Thorseby as it was quiet on the M62.

Chris Williams was sitting happily behind their Morris 8 Series E Saloon, HDU 310, while husband Bob chatted to a friend. "We only came from Leicester," she said, "but it was touch and go on Friday when the brake pipe broke so it was a rush to fix it on Friday afternoon."

Brian and Lynda Law were both resting in the sun behind their Eight 4 Door Saloon, BLV 673, until I asked them if they were awake. "No. No excitement in the journey from Dewsbury," Brian assured me, "1 hour 20 mins, nice and steady, and we'd been up since 6.00am helping clean up our son's pub before setting off at 8.30am."

The car, which was fire damaged in 1989 but beautifully restored with most of the original bodywork, is used occasionally as a wedding car and was decked in white flowers and ribbons. "I've taken the bow off the front and door handles but haven't taken them out of the car yet and we've still got the white cover on the back seat," said Lynda.



I wished them a good journey home and apologised for disturbing them, "that's alright," they both agreed, "we are going to help out in the bar when we get home!"

I met Anne and Jim Riglar, our webmaster! It's so nice to meet faces behind the names. They had driven up in DDH 48 from Trowbridge on Friday and were heading back on Monday. Their 10/4 Saloon had been off the road for eleven months so they were highly delighted to bring it to the meeting. Setting off at 9.00 a.m., they met with Tony and Gloria Cressey from Yeovil in their Eight Series E, EPX 583, then travelled up in convoy with Peter and Linda Maslen from Melksham in Morris Eight Series 1 saloon, FPA 545.

I was drawn to Malcolm Randall's amazing Morris Oxford 1932 15hp 6 cylinder motor, RV 2275! He and his wife and a friend had driven from Andover, taking in a little scenic route to accommodate closed roads and clocking up 160 miles to Thorseby.

As I write, Rob is in the garage researching the worrying knocking noise that forced us off the road. We started off in excellent spirits at 7.30 a.m., Rob drove our Morris 8 Series II Tourer, DRU 742, to friends in Stourbridge with me glued to his bumper in our 1963 MGB roadster for them to drive to Thorseby. We met Keith Phipps there in his Eight Series 1 Two-Seater with the plan to meet up with Bob Dean in his Eight saloon on the A38 and drive in convoy. All this eventually happened but only after a dash home in the ailing Morris to jump in our modern car.

And what about T. Barrie, who drove his Series E, HHN 852, from Glasgow?! He won the Long Haul Award and well deserved too, although fellow Glaswegian Ronnie Johnson in his Eight Two-Seater must have been a close second for this award.

Wandering around, I got the impression that many unseen sacrifices are made to keep our cars on the road in tip-top condition. And here's to the long-suffering, patient, uncomplaining and stoic Supporting Ladies who happily start the day in their favourite Oscar de la Renta perfume which they are grateful to swap for full-strength Ibuprofen Quick Acting Relief Gel for the journey home.



I left Thorseby with the impression that we will all happily remember our National Rally for all sorts of reasons. And let us look forward to next year's 50th Celebrations!



A FINAL WORD ON 2009 or "HOW WAS IT FOR YOU?"

Following the 2008 Show, many requests were received from club members for the Show to be freshened, for both their own enjoyment and to attract the paying public in ever larger numbers to sustain the considerable fixed costs of the event. Consequently, at the January meeting of the Morris Register & Horsham Historics Joint Management Team, this whole subject was reviewed in fine detail which resulted in changes to the location of a number of the vehicle display areas and the adoption of a number of innovative features to attract the family visitor. These changes had the full support of all Joint Management Team Members and were subsequently refined at a Section Marshalls Meeting, and I am very pleased to say that they met with the approval of the 'Paying Public', who attended in greater numbers than 2008, despite a very wet Saturday and the worst Recession in living memory.

The Show had been heavily advertised on local radio via, Bright FM, Splash FM, Sovereign FM and Kent Messenger FM in addition to which, Bright FM set up an Outside Broadcast Unit on site at no cost to us, and beamed out a three hour Radio Show on Saturday, which featured interviews with many of the personalities of the Show Team. This played a significant part in increasing our attendance by approx 10% v. 2008, despite the appalling weather on the Saturday which caused the cancellation of the Air Display on that day. Which reminds me, some members have been heard to say that an attempt is being made to turn the Show into an Air Display, which is not the case. However, aircraft have a massive pulling power with the paying visitor and we use them to support the Show.....and we need something like 3000 paying public just to break even. Also, the costs are self cancelling in the event of bad weather which means :- " No flying...No payment".

Another innovation this year was a Special Feature Area, involving interactive displays by Sussex Road Safety Unit, Royal Air Force, Royal Navy, St John Ambulance and specialist motor sport and vehicle restoration. This area was well patronized by our visitors, especially the family visitor with children who formed a never ending queue for a free ride on the Royal Marine Simulator which gave them the experience of riding in a Rigid Raider Assault Boat on exercise in Poole Harbour. Exhibitor numbers were up in many of the well established displays, such as Military, Commercial, Cars and Motor Cycles who were very pleased with their new location, as were the Tractors which attended in noticeably increased numbers.....the Section Marshall having a permanent smile on his face. I am also pleased to say that the Beer Festival was as successful as ever with profits shared with the Show about the same as 2008. The Craft Marquee was very successful and the cycles are now happily settled in the Abergavenny Building and whilst Autojumble was up to forecast, we had a 15% or so shortfall in Trade Entries, sadly due to the Recession and in common with most Shows across Europe, let alone the UK.

At a Horsham Historics Committee meeting earlier this week there was unanimous approval for the direction in which the Show is now heading, albeit recognizing that certain areas need further development to overcome inadequacies identified and to build on the known strengths. Having said that, in any organization, there is always going to be a hard core who are vehemently opposed to any change whatsoever, and we are no exception.....but even King Canute could not hold back the tide. The 'bottom line' is that we were on financial forecast, although some final numbers are still awaited.

May I say a big thank you to all who were involved in whatever capacity and I am pleased to say that the final word rests with our visitors who have made unsolicited positive comment in record numbers, ranging from phone calls and emails to myself and fellow team members, to calls to both Bright and Kent FM radio stations, even an inscribed gift, and I am pleased to say that our main sponsor has already given a favourable comment regarding his intentions for 2010 along with other advertisers.....So, I guess we must be heading in the right direction.



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07/09

THE PARSON and THE FIDDLER (Part 9)

The Story of a Journey

By J. E. JAMES

Written in 1985 and dedicated to C. W. Shephard



The Morris Eight duo receive detailed instructions as to how they are to leave Germany

Almost immediately we were approached by a waitress, who, sensing that we were foreigners, remonstrated with us. Although my German was rudimentary, I got the message. We were not allowed to sit there; it was “Verboten”. It was for Jews only. Would we kindly move into the other room? We politely declined, and said that we were quite comfortable where we were, and had no wish to move. Two other waitresses looked in at the door and giggled, and it was quite clear that the girls were not going to make an issue of it. The British were known to be mad. We stayed where we were, and eventually tea was brought to us at our table. When we left, the waitresses smiled and waved us good-bye. On the way back to the hotel we bought a bottle of Hock and some food as we planned to have a private meal in our room to celebrate our last evening in Germany.

During our walks through the town, there was no sign that we were being followed, but we kept in mind our appointment with Herr Post that evening, and as the appointed time approached, we made our way up the hill to the Biergarten. Herr Post arrived promptly on the hour, and led us to a table at the edge of the garden from where we had a good view of the city and the tall lacy spire of the Cathedral. I have no detailed record of the conversation that ensued between the three of us that last evening in Freiburg, but I remember the main content of it all too clearly. Shephard and I discussed it many times in the years that followed.

Although outwardly cordial, our friend from the Reichs Diplomatische Polizei appeared more tense than usual, and questioned us again about our interview with the Gestapo officer at Basel. He hinted that they were not wholly satisfied with the motive of the French in allowing us to cross when they knew it was forbidden. He pointed out that they went to some trouble to accommodate us. Did we know why they did this? We said that we really had no idea, and I tried to change the subject, but it was evidently on his mind for he returned to it later.

We talked for about an hour I suppose, when he suddenly reminded us that we had to leave the following day. His attitude became more formal.

He would be calling on us early in the morning, he said, and we were not to leave until he came. We were to make for the Swiss frontier. That, we said, had been our intention. He then produced a map on which he had outlined a somewhat devious route from Freiburg to the frontier. “This,” he announced, “shows the route

you must take.”

As we examined the map, it seemed obvious to Shephard and me that the route would involve us in a considerable detour through the wooded hills of the Schwarzwald, and appeared to follow a series of minor roads, culminating in a lake, which we had to cross before reaching the border. I remarked that it went a very long way round, and that I was sure we would get lost. Shephard asked why did we have to go all that way round. Herr Post replied that it was a well-known scenic route that gave wonderful views, and he mentioned a road over the mountains from where there was a marvellous view of a lake far down in the valley below. We thanked him, and said that as we were

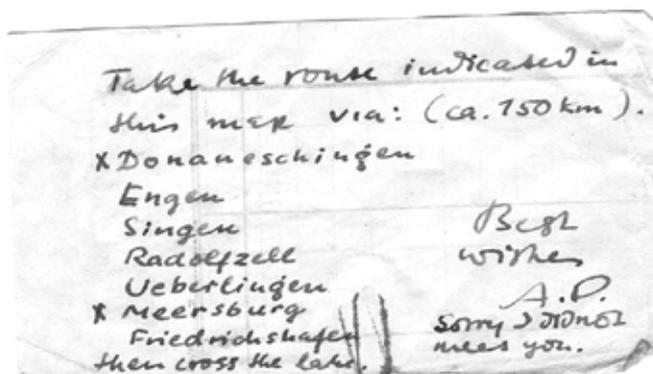
rather pressed for time, we would prefer to go the shorter way. At this, Post suddenly lost patience. I cannot recall his exact words, but he insisted with a certain display of asperity, that we obey his instructions. There would be trouble, he said, if we did not. He handed me the map. I took it without comment, and a few moments later, he stood up, said Good Night, and left.

We sat for some time after he had gone discussing this latest development, and as we walked back to the hotel, we both had a sense of foreboding. Returning to our room, we passed the man in the chair. We were both rather shaken by the sudden turn of events. We were aware, of course, that Herr Post was some kind of Gestapo agent, and we agreed that whatever his intentions were in attaching himself to us, they were not likely to be to our advantage.

As the evening wore on, our sense of foreboding increased, and we opened our bottle of Hock. We enjoyed the wine, but it did little to dispel our nervousness. I said, “I don’t like this, Shephard, do you think they are up to something?” Shephard said that they probably thought that we were spies, and were planning to get rid of us. “They could easily stage an accident,” he said. I said that I was sure of one thing: they were not sending us up into the mountains to look at the scenery. We sat in silence for a while, and we both confessed afterwards to a feeling of panic, although we seem to have remained outwardly calm. Most of what

we talked about that night is now forgotten, but the more we considered the possibilities, the more we became convinced of the danger we were in, and that it would be better for us not to wait for the morning.

“He would be calling on us early in the morning, he said, and we were not to leave until he came.”



to be continued





from NATIONAL MEMBERSHIP SECRETARY, *John Nagle*

This month I have to deal with some Club Housekeeping and I need your HELP

If you have not already received the following information by e-mail and acted on it, please read on.

DATA PROTECTION AND PLAIN COMMON SENSE

The Morris Register is now nearly 50 years old, and as part of the Club's efforts to maintain the good bits from the past and to embrace the twenty first century my task is to complete the Club data base with full details of the cars and their owners; i.e. THE REGISTER.

NOW THE SNAG

As a Club we need to conform to the DATA PROTECTION ACT. At this point I can hear you start to yawn, but please stay with me.

Thanks to the efforts of fellow member Malcolm Bailey, the Club now has a Policy to adhere to.

NOW THE COMMON SENSE BIT

The past Club records are incomplete, and I now want to make a special effort to get them all up to date, thus fulfilling the objective of being the "Morris Register". The Club now needs ALL members to agree to the Club policy, and the storage and distribution of information as detailed below:

CLUB RULES AND DATA PROTECTION ACT

I agree to abide by the rules of the Morris Register and to the information given previously and in the future being held on a computer database subject to the provisions of the Data Protection Act and that it will be used for maintaining membership and vehicle records in the furtherance of the aims of the Morris Register and that it will not be divulged to any third party for personal, trade or commercial purposes.

- 1 *YES, I agree / NO, I do not agree to my PERSONAL details being published in the Morris Monthly and shared in Membership Lists with other members.*
- 2 *YES, I agree / NO, I do not agree to my VEHICLE details being published in the Morris Monthly and shared in Vehicle Lists with other members.*

Please

Will you answer questions 1 and 2 above and inform me **NOW** by post, e-mail, phone or carrier pigeon so that we can all get on with enjoying the Club. It is essential I have your replies quickly, so that I can issue to you and your fellow Members Membership and Vehicle Lists to assist with your restorations and social contact within the Club.





MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS
Roger & Susan Williams	Great Yarmouth NR31	01493 600 463	roger.c.williams@bt.com	1947 Eight Series E 2 Door sliding head Saloon
John Hopkins	Leicester LE2		jkhopkins79@hotmail.co.uk	
Jonathan & Beverley Dyke	Deganwy LL31	01492 580 490	j.dyke.ms@btinternet.com	1936 Eight Series 1 2 Door fixed head Saloon
Leslie Hewerd	Sheffield S17	0114 236 8303	lheward@tiscali.co.uk	1933 Minor SV 2 Door Saloon 1934 Minor SV 2 Seater Tourer 1935 106 Sports Spec. 4 Seater Tourer
Lester & Elizabeth Moon	Bristol BS26	01454 772 814	lester.moon@hotmail.co.uk	1937 Eight Series 1 2 Door Saloon
? Llewellyn	Wexford	051 560 751		1939 Twelve Four Ser. 3 Coupé
Dudley & Rachael Stammers	Norwich NR16	01953 717 254	dudley.stammers@uwclub.net	1932 Minor SV 2 Seater Tourer
Christopher & Karen Langdon	Bristol BS30	0179 373 691	karendaktari@btinternet.com	1937 Eight Series 1 4 Seater Tourer
Roger & Mary Smith	Canterbury CT1	01227 459 730	roger.mary@btinternet.com	
Christopher & Amanda Linnell	Milton Keynes MK4	01908 526 001	chris.linnell@sky.com	1936 Eight Series 1 Saloon
Philip & Kathryn Chadwick	Ulverston LA12	01229 861 271	pnchadwick@btinternet.com	1928 Isis Six 2 Seater Coupé with Dickey
Jack & Jill Morris	Oxford OX44	01865 361 516		1946 Eight Series E 2 Door Saloon
William & Sarah Jones	Oxford OX44	01865 779 975		1935 Eight Pre-Series Saloon
Gerald Tempest	Knaresborough HG5	01423 863 427		
David Browning	Ellon AB41	01651 806 277	sessnicroft@yahoo.co.uk	1935 Ten Four Pre-Series 2 Seater Tourer
Michael & Pat Robinson	Market Rasen LN8	01673 849 134	mipatrob@btinternet.com	1936 Eight Series 1 2 Seater Tourer
John & Mair Graham	Henstridge BA8	01963 364 063	jg@wadicourt.freemove.co.uk	1937 Eight Series 1 2 Seater Tourer
Robert & Kathleen Leacroft	Kettering NN14	01536 373 630	robert@robertleacroftsystems.co.uk	
Richard & Shirley Wilson	Boston PE20	01205 724 314	richardalanwilson@yahoo.co.uk	1935 Eight Series 1 4 Seater Tourer
Geoff Whitehouse	Bromsgrove B60	01527 879 255	geoffpw@gmail.com	1936 Eight Series 1 2 Seater Tourer
Denis & Stephen Willcox	Haslemere GU27	01428 641 377	deniswillcox@hotmail.com	1936 Eight Series 1 4 Seater Tourer
James & Tania Harper	Ruardean GL17	01594 543 686	james@harper05.freemove.co.uk	1938 Eight Series 2 4 Seater Tourer
Warwick & Dana Gück	Alcester B49	01789 488 395		1937 Eight Series 2 2 Seater Tourer
Anthony Britt	Battle TN33	01424 892 458		1937 Ten Series 3 Saloon
Nicholas & Valerie Read	Wotton-under-Edge GL12	01453 521 929	nicholasread@btinternet.com	1935 Eight Pre-Series 4 Seater Tourer
Alan Dewey	Kidderminster DY10			1948 Eight Series E 4 Door Saloon 1939 Eight Series E 4 Seater Tourer
John & Gilda Gardner	Bexhill-on-Sea TN29	01424 221 317	johnandgilda.gardner@taltalk.net	1933 Ten Four Pre-Ser. Sliding head Saloon
Colin Marsham	Birmingham B44	0121 356 5778	cmarsham@aol.com	
Charles & Andrea Frankish	Mitcham CR4	0208 640 1228	chad.frankish@tfl.gov.uk	
Christopher Gregory	Brecon LD3	01874 623 637		1932 Minor
Alun & Stephanie Williams	Pontrhydfendigaid SY25	01974 831 055		1931 Minor OHC Saloon
Stephen & Anne Ardern	Birkenhead CH42		steve.ardern@googlemail.com	
Matthew Sheldon	Boston PE20		matthew.bicker@virgin.net	
Nelson Rogers	Crays Pond RG8	01491 68 2751	k.titch@hotmail.co.uk	1933 Commercial lorry
Colin & Elisabeth Lazenbury	Peterborough PE6	01733 707 725	bethlazenbury@ntlworld.com	1937 Eight Series 1 4 Seater Tourer

What's it worth? (See p2): Bidding rose to £7101 but reserve was not met!





Mike Porter, DAILY EIGHT DRIVER, makes no charge for this

Twice this year I have been called upon to offer an opinion on charging problems on Morris 8s. I think for many people the area of electrics is strictly no go and a fog descends over understanding. I would say that I live in the mist not the fog. In this position I have muddled on for many years with some understanding, always open to seeking advice. I find professional advice can be expensive and not always correct. I will review the three occurrences and relate some of my experiences.

First request was for an opinion on a car that was in a professional garage which was suggesting that the dynamo was defective and replacement would cost £300, a really over the top figure and totally wrong. I suggested fitting the dynamo to one of my Eights and it performed perfectly! Back to the garage with a few choice words, and the outcome was simply that the battery needed replacing.

The second was not such a happy story and may result in quite a bit of remedial work. Same problem (lack of charge): sad fact a 2 brush dynamo had been fitted by the previous owner to an Eight with the CFR2 cut out, which has one coil winding and no second one to regulate the current. The result was a melt down of the dynamo and the Bakelite casing of the cutout. Just for good measure a 35 amp fuse had been used to replace the 6 amps field fuse which the handbook clearly states must not be exceeded as it protects the dynamo from, yes, being burnt out!

On my Eights I always examine the field fuse (the one in the cut out box under the cover on the right when viewed from the front of the vehicle) to ensure the correct amperage and that the contact with the holders are clean, giving good conductivity for the flow of electricity. I then remove the fan belt and push the contacts together on the coil inside the cut out box. This results in the dynamo being driven as an electric motor. Should this not occur I then know there is a fault. This leaves one more thing to check that is within my misty knowledge, that is to check the brushes, all three of them, usually if one is faulty it is the third brush, the thin one. Once I needed one quickly and reduced a full thickness one on wet and dry paper to create a thin one!

The third occurrence that I heard of was this circlip on the back of the armature adjacent to the rear bearing some how had jumped out of its groove and for some reason there was slackness in the assembly that allowed the armature to run back in the dynamo and the windings of the armature were "milled off" by the brush holders. I have yet to understand how this occurred and have never come across it in the past 34 years. But there you go there is always something to learn about on these cars.

To add to the above there has been some debate on the MVS group about charge rates, which you adjust by moving the third brush, the general conclusion is about 10 amps on high charge, which should give you about 4 amps on low charge and a small charge when headlights and wiper motor are functioning, based on 24 watt headlight bulbs and one rear light as per when the vehicles were new! The odd amp either way does not matter. A low charge rate is a nuisance, whilst a charge rates exceeding that stated above will cause the dynamo to run hot and heat will in time burn it out. So, if I ever see more than 15 amps charge I panic and make an adjustment. It is quite easy to move the third brush holder with a little force from a screwdriver.

I could get more technical on the subject but hope the above is reasonably easy to understand in order to lift some of the fog!



DIARY DATES

DATE	REGION	EVENT	CONTACT
3 Oct		MORRIS REGISTER A.G.M.	
4 Oct	CH	Oxford Noggin Autumn Run	
4 Oct	SE	Tim's Amble from Paradise Park, Newhaven	01273 510 474
11 Oct	M	Severn Valley Railway Classic Car and Bike Day	
7-8 Nov	W	Footman James Autumn Restoration Show, Royal Bath & West Showground	
10 Nov		Devon vintage Car Club Hatherleigh Autojumble	www.dvcc.org.uk
10 Nov	W	Cheltenham Steam & Vintage Fayre	
13-15 Nov	M	N.E.C. Classic Car Show, Birmingham	
14 Nov	CH	Chilterns A.G.M., Girl Guide Hall, Church Lane, Chalfont St. Giles	
18 Nov	W	Annual Autumn Running Day, I o W Bus Museum, Newport Harbour	
1 Jan	W	Merlin Events Meet and Classic Car Run. Fleet Air Arm Museum, Yeovilton	01935 474 630



Japan Es



Our new Japanese correspondent, Takuji Yabe, has got very excited about these Es, as they seem to be the first he has located and bring his overall Morris Eight in Japan total to fourteen. The green car is a 1947 four-door, price unknown, located at a dealers in Sizuoka prefecture near Mount Fuji.



This brown/bronze E seems to have been recently in commission but is now languishing in a scrayard in Wakayama prefecture.



HARRY EDWARDS

Dear Editor,
I was sad to read that Harry Edwards had reluctantly given up the Editorship of The Journal which is now to be replaced by Morris Monthly newsletter. As Harry has edited the magazine for almost 50 years, we owe him an immense debt of gratitude.

When Roy Chasmar and I started the M8TC, later to become the Morris Register, it was decided to start a magazine which was edited initially by Brian Dermott. In fact although his name was on the first 12 issues, he edited just three issues after which most of the work was done by Harry, his wife Barbara who typed it for us and me with my awful handwriting! Eventually we persuaded Harry to become editor even if, I see from referring to those early issues, he still did not put his name to them! It was the best thing we ever did.

It is largely due to the efforts of Harry Edwards through

his editorship of The Journal and his careful research as Historian that gave the MR its public face in the old car world and it is why the MR is held in big regard. I would like to thank Harry publicly for the endless hours of work he has devoted to the club over almost 50 years. I think, Mr. Editor, you have a very hard act to follow!

I hope Harry will continue as Historian for many years to come for much of the literature he holds was purchased with his own money and is his property as certainly in the early years the club did not have the money. Without Harry we would not have access to such an archive, he is very much appreciated.

Bev Hicks
00115/2

Editor's Comment:

Bev articulates very well the sentiments of us all in his comments about Harry. As for trying to follow Harry's act, I've given up on that one already!

MORRIS MONTHLY

Dear Editor,
I find it hard to agree with the views expressed by Mr Ken Goodchild in his letter in August's Morris Monthly. Surely the inclusion of reports and photographs from the Regions reflect the health of the Register overall whilst giving readers an idea of what is taking place in other parts of the country.

'The Parson and the Fiddler' is enjoyable and interesting because it is genuine and reveals the atmosphere of the times: they record the experiences of those who went on a European tour in a Morris 8 in the months leading up to

the outbreak of World War 2.

Anything from the pen of Harry Edwards is worthy of attention, wherever it appears, and Morris Monthly is a worthy successor to The Journal, et al

John Rogers
09762/9

Editor's Comment:

Thanks for the encouraging words and it is good to see Harry's highly detailed contributions. If anyone has ideas for new initiatives in Morris Monthly, then don't hesitate to get in touch.

CHANGING FUEL ADDITIVES

Dear Editor,
With reference to Andy Ribee's letter in September's Morris Monthly suggesting changing fuel additives to avert a problem, I would urge caution!

In fact I believe that changing additives is unwise due to the possibility of engine damage caused by interaction between the different chemicals used in these products.

I'm no chemist but some additives are potassium based and others include manganese, and I understand they don't like one another! I hope Andy will forgive me for pointing this out.

Derek Ayers
10218/3

Editor's Comment:

Interesting comments, Derek, and as a chemistry teacher I ought to be better informed than I am about this! I seem to remember reading an article or letter in a classic car mag a few years ago about all this, but I can't quite remember the details. Perhaps another member can help us out on this one.

COWLEY CARB CONCERNS

Dear Editor,
With reference to Ivor Schraibman's problem with the Cowley, it is not the carburettor that is the possible cause of his sooting of the plugs, but maybe that the coil is the source of the trouble. Having experienced the same symptoms on three different makes of pre war cars, replacing the coil on both 6v and 12v systems cured the problem. Old coils deteriorate with age and when heated produce a much weaker spark, but from cold they work reasonably well and give the wrong impression of performance. Therefore it is best to replace the condenser at the same time and return the carb to its proper needle and jet settings.

Ian Thompson
10833/1

Editor's Comment:

There's something else for Ivor to try! Does anyone else have a different theory?

CAPTION COMP

No room for a new one this month, but the winning caption for last month came from Revd. Ted Spiller who, given his profession, really should know better!: "**Sadly, marriage breakdowns are on the increase**" (Though not in this particular case, we hasten to add - Editor)



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

MORRIS MART



Car for Sale

1936 Morris 8 Two Seat Tourer.
Owned since 1987. Fully restored
2001. Converted to 4 speed gearbox
- the old 3 speed still available.
Spare engine and many spares. Used
all year round. Good condition. MoT
to August 2010. £4,250
John Walker 01639 773 392
(Neath, West Glamorgan)

Parts for Sale

Isis 6 (1932/33) gear box. Working
(3 fwd + 1 reverse gear).
D Hegarty 01983 409 707
(Sandown, IoW) Non-member

Parts for Sale

Front axle for Morris/Cowley/Oxford.
Complete with artillery wheels,
springs, including all brake fittings
and speedo drive. Offers. Alan Old
01244 341 489
(Chester) Non-member

Parts Wanted

Starter Motor Lucas Type M45F for
1931 Morris Commercial as fitted to
Z Type fire engines and commercials.
Nigel Tucker 01728 688 553
(Woodbridge, Suffolk)
thetuckers@btinternet.com

Items for Sale

Morris 10/4 & 12/4 series 2 op
manual 1936 gd cond £10 + p&p.
Morris 10/4 & 12/4 series 2 op
manual 1936 loose cover £8 + p&p.
Morris 5 cwt van series Z op manual
1950 exc cond 310 + p&p. Morris
Oxford Six manual 1931 tatty but
complete £5 + p&p. Morris 10/4 &
12/4 Series 2 op man gd cond £10 +
p&p. Morris Oxford Six service info
folder vgc £15 + p&p. Morris General
Service Information Vol 2 covering
mainly Series M10 1936, series 3 10/4
1938, series 3 12/4 1938 & series
3 14/6 1938 and service tool info,
cover spine poor £15 + p&p. Morris
Minor & Morris family 8 service info
gd cond £15 + p&p. Morris master list
of spare parts Vol III 1937 ex cond
£25 + p&p. Morris master list of spare
parts Vol III 1937 larger edition, well
used but OK. 325 + p&p. Morris series
3 10/4 and series M10 service info
sheets in ring back folder, gd cond
£15 + p&p.
M. Mills 01733 571 763 (Peterborough)

Car Wanted

Morris 8 pre Series or Series I, two
or 4 seater tourer in good working
condition.
Bernard Lawrence 0208 527 2692
(Walthamstow) 2/3

Car For Sale



1938 Morris 8 Series 2 Two door
with sunroof. Black. 3 owners from
new. Original invoice. Interior trim
original. Bonnet, front and rear
valence and rear wings repainted to
high standard, the rest of the body
is original. Recently rewired and
brakes renewed, new radiator core
and hoses. Current tax and MOT and
useful spares.. Drive away. £4,000
Ian Hiron 01993 850152
(Aston, Oxon)

Breaking for Spares

10/4 series 2 saloon. Car has stood
in the open for many years and much
of body and chassis has deteriorated
beyond repair. However doors may be
useable and there are many other parts
that may be useful to other series 2
owners. Engine, gearbox, running gear
and axles etc are still all intact. Also
have two other front axles and one
rear axle.

Please call with what you require and
I can let you know condition.
Robert Moull 01621 778 474
07860 659973 (Essex)

Parts Wanted

Urgently sought by an Elderly
member in Gran Canaria; Serviceable
engine for 1937 Morris Eight Series I.
Preferably able to drop straight in.
Short engine or kit of parts may be
an option. Shipping direct from you
or via Spares Service.
Contact Tom Taylor 01772 316598
(Lancashire)

Parts Wanted

For 1935 Morris 12 Ser.2 Saloon:
Gearbox in working condition or one
I could strip for parts. Or information
on getting my box with noisy first/
reverse gear repaired. Keith Nicholson
07504 193 774
0116 291 1923 (Leicester)
keithnicholson@ntlworld.com

Car for Sale

1927 Morris Cowley 12/4 Flatnose
comprising virtually complete rolling
chassis (number 212054), engine
(number 247769), with radiator,
headlamps - including Barker dipping
mechanism, gearbox, bulkhead,
but no instrument panel, brake
gear and rods. Old tyres on wheels
but all hold air for moving around
workshop. There are no documents or
registration number known. Engine
turns but needs bore and pistons.
Can be seen OX11 address. Photos
can be seen on <http://oldclassiccars.wordpress.com> Sensible offers around
£1400

Don Langford 01235 835 538 eve/we
(Oxfordshire)
Non-Member

Car for Sale

Restoration Project: 1936 Morris 8
Series 1 de luxe, blue/black, leather,
sunroof. Current V5 reg UD 7548.
Restored chassis, springs, brakes,
back axle, prop. shaft & gearbox.
Engine turns over by hand but not
tested. Sound body, wings, luggage
rack, lamps, doors need some filler/
or reskinning, seems to have all bits
except running boards and some
woodwork for sunroof, ill-health
stopped work. Sale includes two
heavily rusted spare engines and one
spare gearbox. £550
Paul Hemmings 01626 833 251
(Devon)

Car Wanted

Member rejoining after many years
now retired wishes to recreate youth
with Pre-Series/Series I 2 door Saloon
with sunroof. Mint perfectly restored
car or totally original preferred -
W.H.Y. A loving home guaranteed
and a companion to my 1946 MG TC
so among friends!
Gerry Tempest 01423 863 427
(Harrogate, N. Yorks)

Parts For Sale

Morris 10/4 pre series. Complete
front and rear axles including brake
drums - rusty but sound £75 each.
Gearbox casing and bell housing
£15 each. Starter motor and Dynamo
£10. each. Headlamp bar £20. Three
wire wheels - need refurbishing £30.
Telephone
Sue Norrington 01621 858 736
4lodge@tiscali.co.uk
(Maldon, Essex)





Thoresby
Saturday
Driving
Games

