

MORRIS MONTHLY



Volume 50

Number 10

October 2010



NEWSLETTER OF THE MORRIS REGISTER

*The world's biggest club for enthusiasts of
vehicles designed before 1st January 1940*

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**THORESBY
WINNERS**



MORRIS MONTHLY

Volume 50
Number 10
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2010

NEWSLETTER OF THE MORRIS REGISTER

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Cover Picture: Brian Sutter's Morris Ten

EDITOR Rob Symonds writes:

I usually leave writing this piece until just before Morris Monthly goes to the printers, so I can't help but direct you straight to the very sad news announced at the top of page 5 concerning Harry Edwards. I have only really got to know Harry well in recent years but the support and encouragement he has given me with this newsletter has been enormous. Over the years, he has truly been a unique supplier of detailed information about all things Morris, and a wealth of information is lost with his passing.



As you will also see on page 5, there is a request for tributes, anecdotes and photographs about Harry so that we can celebrate his life with a special edition of Morris Monthly for November. Even if you have never written in before, please take the time to do so on this sad occasion so that Morris Monthly can at least attempt to give a measure of just how immense a figure he has been in the Morris Register since its very beginnings, and how his contributions have helped make the Morris Register such a vibrant organisation in this its fiftieth year.

STOP PRESS! STOP PRESS! STOP PRESS! STOP PRESS!

Just as I was preparing to send off this edition to the printers, I received the very welcome news that the Morris Register WILL have an NEC Show stand after all, due to the persistence of John Nagle and John Ford. More info next month!

STOP PRESS! STOP PRESS! STOP PRESS! STOP PRESS!



The Morris Register

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

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

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

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



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The 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.

CHAIRMAN Dave Harris writes:

As you will have seen from your voting papers I have decided to stand for re-election one more time. The reason behind this is that I do not wish to hand over to a new Chairman whilst the present situation regarding the limited company is not yet settled. However, you will see from the Bulletin Board that there have been some developments in this area. I hope that over the coming months the situation will be fully resolved and I can get back to enjoying my Morris cars. After all, we are all members of this club because of our interest in pre 1940 Morris cars!



I was extremely pleased with the amount of cars and members who made the effort to attend the 50th Anniversary National Rally at Thoresby Park. I was overwhelmed by those members that took time out to talk to me about the event and who also gave me their best wishes with regard to my eye problem which at the moment is looking quite good and hopefully there will be no relapse.

Whilst I am writing this article, Gloria is packing our cases for the trip down to Wales for the 50th Anniversary Tour of Wales. We will be joining members at Llangollen for the weekend and we are very much looking forward to the event. I hope the weather improves as it is currently raining and is very windy which are not ideal conditions for travelling in a tourer!

DEADLINE

14th of the month prior to publication

WEBSITE

www.morrisregister.co.uk

Contact: Jim Riglar, Webmaster

jimriglar@blueyonder.co.uk

PASSWORD changes this month to **axebug**

SMALL ADS

Post/email to:

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 B'ham B32 2SJ 0121 682 0640

theeditor@morrisregister.co.uk

Free for members (max 1 car per month)

Non-members: please contact for charges.

COMMERCIAL ADS

Traders or commercial enterprises interested in advertising in Morris Monthly, please contact:

Dave Harris, 6 St. Cuthbert's Road, Lostock Hall, Preston, Lancs PR5 5TJ 01772 626 723

thechairman@morrisregister.co.uk

NON ARRIVALS

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

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er Spares Service

CONTACTS:

By phone: 07950 972 401 (limited response hours)

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

By post to: The Spares Service
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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!



Caption Comp



Please submit a humorous caption for this picture (kindly submitted by Simon Moffett, car courtesy of Paul James), either by email or in writing to the Editor.

Best efforts will be printed next month.

IF YOU HAVE A SUITABLE PICTURE FOR USE IN THIS SECTION, THEN PLEASE SEND IT TO THE EDITOR.

What's it Worth?

1936
10/4



Recently on eBay. The vendor writes: "On V5, it's been in storage a long time and now it's time for someone to put it back into use. I've owned this for 16 years, 3 former owners. I bought it to re-commission but other things have taken precedence. I believe it's been off the road for many, many years, dry stored and is showing only 47k miles on the clock. This is a very solid example. I've been around it carefully and have not found anything other than surface rust. It would need stripping back and repainting but I can't see anything but the minimal requirements for the bodywork. Engine does not turn, but I have not looked into why. Missing the interiors of the headlamp/side lamps and the cloth panel for the roof. Other than that to the best of my knowledge it's complete and a really solid example ripe for restoration."

Answer on Page 36



Morris Mirth

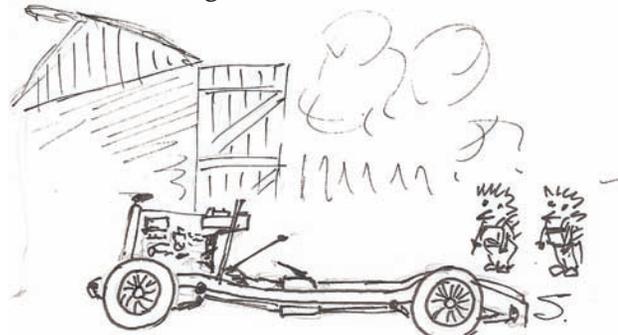
Please send items of a humorous nature to the Editor

From Mike Beare:



...Yeah, but when I said "How do you fancy me on top?" He jumped out of bed and ran from the room...

From Simon Moffett,
with acknowledgment to Tom Bourne:



"Tom's car looks really good, but it isn't street legal"



Bulletin Board

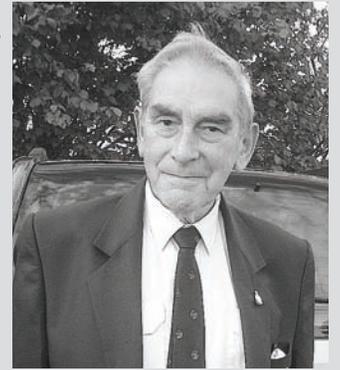


from SECRETARY, **Mike Brears**

Just as Morris Monthly was going to press we heard with the very greatest sadness of the death of Harry Edwards, founder member of the Morris Register and Club Historian. A full obituary will follow later, but it is no exaggeration to say that his passing genuinely marks the end of an era for the Club.

It is intended to make November's Morris Monthly a special edition dedicated to Harry, so please send tributes and anecdotes, however small, plus any photos, to the Editor.

On the same day we heard also of the passing of Peggy Cox, wife of longstanding member, Geoff Cox. Our deepest condolences go to the families concerned.



SIGNING OFF

As this is my last BB as Club Secretary I would like to express my gratitude to all those members who have supported me during the last five years. I came in with a bang and it looks like I'm going out the same way! To all those who have spoken to me, written letters or emailed – thank you for your kind words. Although I am stepping down as Secretary you may well hear from me in another capacity in the future.

One of my last duties will be to write the minutes of the AGM which I hope I can get finished in time for publication in the November Morris Monthly.

And now for something completely different:

IMPORTANT COMPANY ANNOUNCEMENT

We are pleased to announce that after some seven years since the proposal was first made, a new company called **"The Pre 1940 Morris Register Limited"** has been formed. This company will, by April 2011, succeed MoClub Ltd. as the body holding the members' assets. We apologise for the briefness of this announcement but further details on the constitution of this new company will be issued in the next few months.



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CLASSIC MOTOR SHOW STAND CANCELLATION

Further to last month's brief statement that the Morris Register will not have a stand at this year's show, we print below, in its entirety, the announcement sent to Chairman Dave Harris by Mike Porter, Midland Chairman and N.E.C. stand organiser, on 18th August, with the expressed wish to have it printed in Morris Monthly. It is followed by notes and comments on specific parts of Mr. Porter's statement, which is understood to be his only comment to date on his actions.

It is with regret that the committee¹ organising the Midlands Region Stand at the NEC in November 2010 have decided to rest the event for this year. There will not be a Morris Register stand at the event; the allocated stand has now been awarded to one of the 55 clubs who failed to secure a place.

There are a number of reasons, mainly stemming from the issue of the club name and the fact the Executive and Midland Area Secretary could not isolate this matter from the Region and Kingswinford Noggin². As a result we now have the ridiculous situation that the Kingswinford Noggin is not recognised and the club does not support any events they organise³, but the majority of the Committee organising the NEC event are from that Noggin⁴. In this situation it would not be possible to proceed in the manner we did last year.

In addition we have found the unprovoked criticism of the 2009 event levelled by the Membership Secretary at the last Executive meeting, which appears to be outside his brief, totally unacceptable⁵.

We therefore have decided to have a fallow year and leave the persons who fail to acknowledge that this is a Midlands event⁶, with an organising body, to reflect on the situation and hopefully we will move forward next year with order restored.

In the mean time the advertised offer for concessions from the organisers stands for members still wishing to attend so they may still buy tickets and the organisers are happy to have us apply again next year in the manner we have previously. My good working relationship with them remains unaffected by this year's situation.

Mike Porter

Midlands Region Chairman and Organising Co-ordinator

Notes/Comments from Chairman Dave Harris:

- 1 There is no recorded reference to any such (sub)committee or its formation either in minutes of the Midland Region or national Executive meetings. Mr. Porter himself has never referred to this committee on those occasions he has attended Executive meetings.
- 2 Mr. Porter is making these links, not the Executive. The removal of the official status of the Kingswinford Noggin is solely linked to its continuing to allow attendance by a suspended member. At no point was the NEC stand even mentioned at the time the status removal was discussed and then implemented.
- 3 Following the Executive Committee meeting in January 2009, at which he appealed for more national involvement and funding, it is disingenuous of Mr. Porter to continue to claim that the NEC stand is entirely a matter for the Kingswinford Noggin. In both 2008 and 2009, many of the cars came from further afield, as did volunteers who manned the stand. Many of the latter, including the Chairman and National Membership Secretary attended at their own expense as Mr. Porter was unable to furnish them with passes.
- 4 See Note 1. Unfortunately, neither the Midland Region Committee nor the national Executive has any idea who the members of Mr. Porter's "committee" might be.
- 5 Any member is entitled to express an opinion about an event. On this occasion, the views of the National Membership Secretary were largely endorsed by others who had attended the NEC show.
- 6 See Note 3. Mr. Porter is inconsistent: on one hand he considers the NEC to be a Kingswinford event, now he refers to it as a Midland event. In fact it is neither: the entry in the Show programme over the years has always referred to the "Morris Register" not to the "Midland Region of the Morris Register" and certainly not to the "Kingswinford Noggin of the Morris Register". It is more accurate to say that the NEC stand has been organised by the Midland Region on behalf of the Morris Register. In earlier years most input came from the Leicester Noggin and only more recently has the Kingswinford Noggin become involved.

More generally, there is an issue of trust which must be addressed to Mr. Porter, and which demands a response from him. The club must be entitled to assume that anyone who has volunteered to undertake a task will either continue to carry out that task appropriately or, at the very least, will notify any change of circumstance to the Executive at the earliest opportunity. Mr. Porter did not do this. He chose to act unilaterally. He chose to deliver a fait accompli. Most significantly of all, when they were contacted in mid-August, immediately after this announcement in which Mr. Porter first revealed his actions, the NEC informed the MR that the cancellation had been made approx. three weeks earlier. It was this time gap that ultimately resulted in the NEC's inability to allot the MR a stand in 2010: our space had been reallocated by then.

We leave it for members to decide whether Mr. Porter was acting wholly in the Club's interests when he undertook his action to cancel the NEC stand without consultation and then waited a further three weeks to make his action public.

It is hoped that the Midland Region Committee meeting on 29th September and/or at the Morris Register AGM on 2nd October, will have afforded Mr. Porter the opportunity to further explain why he took such drastic action, and if so, his response will be reported in November's Morris Monthly.

TED SPILLER

It was with great sadness that we heard from Jean Spiller that her husband the Rev. Ted Spiller had passed away in August. Members will remember, I am sure, the lovely story of how Ted became reunited with his old friend the Morris Minor called the Red Bomb! He was a larger than life character who was a very early member (No 178) of the Morris Eight Tourer Club. We send our condolences and best wishes to Jean and family.

John Nagle



WANTED: A MORRIS OWNER WITH "MORRIS OWNER"

Many members will be aware that Morris produced its own monthly magazine from the 1920s through to the 1940s. Although a lot of items featured in it were of a general nature, with descriptions of holiday locations and day trips, it also contained articles on the cars and letters asking for help with technical queries. Whilst there is a complete set at the National Heritage Centre at Gaydon, it is quite hard to come by other than odd editions on eBay at extortionate prices. Editor Rob Symonds would like to make contact with any member who has a significant number of copies with a view to carrying out a "trawl" for items of interest to reprint in Morris Monthly. So, if this is you, he would like to hear from you. Contact details are on page 2. You can rest assured that your treasured documents will be well treated and returned safely.

APPEAL FOR WHEELS

A call came into the Secretary's office a couple of weeks ago from the past Chairman of the Morgan Sports Car Club, who I happen to know. Apparently he had been on holiday in Romania and met up with a fellow Morgan owner and photographer, Tibor Jakab, who is desperate for a Morris Eight 2 or 4 seat tourer. I have been in contact with Tibor and he is looking for a fully restored reliable vehicle that can be used on a daily basis and assures me that the necessary funds are available. The problem that Tibor has faced is that on each of the last three occasions having made an offer on a car, when he came to make travel arrangements from Transylvania to the UK to collect it, each time the dealer involved couldn't wait and had sold the vehicle. If there are any members out there who wish to sell their Eight Tourer or know of one for sale in tip-top condition, they should contact Tibor Jakab via email on jakabtibor@hotmail.com. You could also have a look at his website www.jakabtibor.ro.

MORRIS MOTORS PRINTING BLOCKS/ PLATES

Editor Rob Symonds, via Harry Edwards, was contacted by a Mr. M. W. Hewson, who has, in turn, been approached by someone whose father has died leaving a large number of printers' blocks/plates for Morris Motors adverts showing cars in the 1930s, from about 1931 to 1939 with Series E and Series M cars. A good home is sought for these, but it would seem that they are not going free and are likely to go to auction. If any member requires further details then they can contact Mr. Hewson on 01526 388 680

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National Rally Thoresby Park Concours Winners August 2010

CLASS 1: MORRIS MINOR (Cup)

1st	H Blair	Cumbria	1934 SV 2 seater Tourer
2nd	J McCloy	Burton Salmon	1934 SV 2 seater Tourer

CLASS 2: MORRIS 8 TOURER (Forrester Shield)

1st	N Pye	Mansfield	1936 Series 1 2 seater Tourer
2nd	J Duffin	Biggleswade	1937 Series 2 4 seater Tourer
3rd	A Ison	Coalville	1938 Series 2 4 seater Tourer

CLASS 3: MORRIS 8 SALOON (Lou Weekes Trophy)

1st	D Hunter	Tickton	1935 Series 1 4 dr S/H Saloon
2nd	P Stephenson	Ilkeston	1935 Pre-series 4 dr S/H Saloon
3rd	M Johnson	Warrington	1937 Series 1 2 dr Saloon

CLASS 4: MORRIS SERIES E (Silver Salver)

1st	A Perkins	Margate	1939 4 seater Tourer
2nd	T Cressey	Yeovil	1939 4 seater Tourer
3rd	R Preston	Wakefield	1948 4 dr Saloon

CLASS 5: PRE 1930 OVER 8 HP (Stanford Hall Cup)

1st	D Fisher	Morley	1930 Isis Saloon
2nd	M Naylor	Leeds	1924 Oxford 4 seater Tourer
3rd	A Broughton	Swansea	1926 Meteor Tourer

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

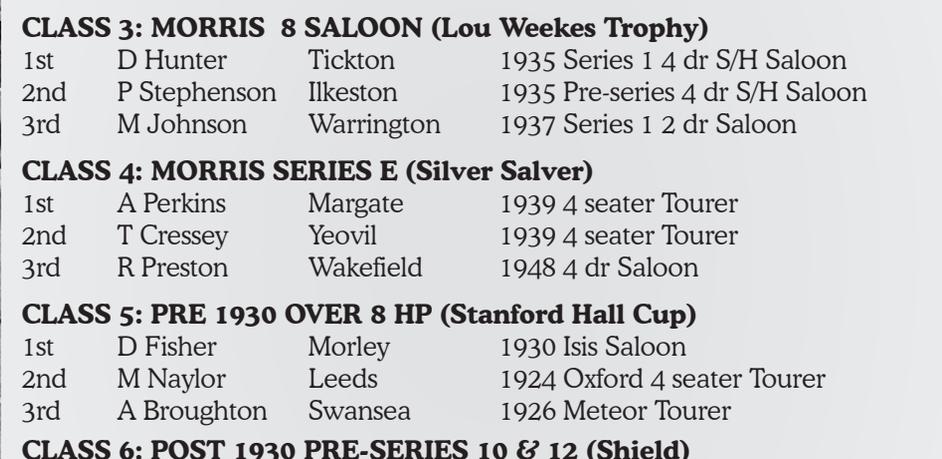
1st	B Firth	Batley	1935 10/4 Pre-Series Doctor's Coupé
2nd	G Jones	Nottingham	1933 Pre-Series 4 dr S/H Saloon
3rd	I Harris	Hitchin	1935 10/6 Cunard 4 seater Tourer

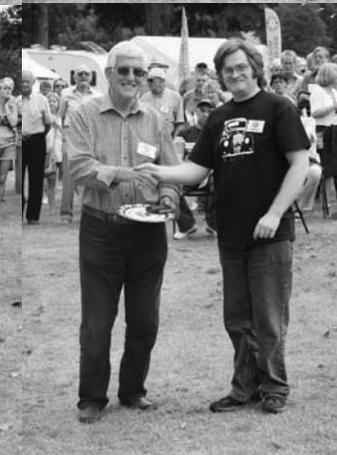
CLASS 7: POST 1930 SERIES 10 & 12 (Shield)

1st	J Ford	Lowestoft	1937 10/4 Series 2 4 str Special Coupé
2nd	R Edwards	Stockton-on-T.	1938 10M 4 dr S/H Saloon
3rd	G Clarke	Stockport	1936 10 Series 2 Saloon

CLASS 8: POST 1930 OVER 12HP (Stanford Hall Cup)

1st	T Plowright	Beeston	1932 Isis Coach-built Saloon
2nd	M Randall	Andover	1932 Oxford LA 4 dr S/H Saloon
3rd	K Smith	Wickford	1934 Cowley 4 4 dr S/H Saloon





CLASS 9: MORRIS COMMERCIAL (Gold Cup Trophy)

1st P Stephenson Ilkeston 1953 Z type Van

CLASS 10: MEMBERS' POST 1948 MORRIS (Mowog Shield)

1st G Smith Newark 1969 Minor Traveller
2nd I Schofield Haverfordwest 1965 Minor Traveller
3rd C Shaw Stoke-on-Trent 1966 Minor 1000 Van

CLASS 11: ANY MAKE CLASSIC (Tankard)

1st C Belcher Rotherham 1956 Rover P4 90 Saloon
2nd T Smithson Sevenoaks 1952 James Comet Motorcycle
3rd J Patten Penkridge 1934 Austin RP Saloon

CLASS 12: SUPERCLASS (Salver)

1st T Smith Newark 1928 Oxford Saloon
2nd D Grace Newport Pag. 1935 8 Series 1 4dr S/H Saloon
3rd H Pye Manfield 1935 10hp Series 2 Saloon

CLASS 13: CARS UNDER RESTORATION (Ken Hibbard Cup)

Jt. 1st M Smith Grimsby 1936 8 Series 2 S/H Saloon
Jt. 1st B Gadsby Wellow 1935 8 Series 1 4 seater Tourer

DRIVING GAMES

1st H Blair Cumbria 1934 SV Morris Minor

LONG HAUL AWARD

T Valerius Denmark 1937 8 Series 2 4 seater Tourer

PRESIDENT'S TROPHY (The Machrg Trophy)

T Nathan Shoeburyness 1937 8 Series 1 2dr S/H Saloon

PEELING CUP

B Gilders Chelmsford 1936 8 Series 1 2dr S/H Saloon

ROSE BOWL (Voted by members Best in Show)

T Plowright Beeston 1932 Isis Coach-built Saloon



THE GUTTERIDGE MURDER (Part 2)

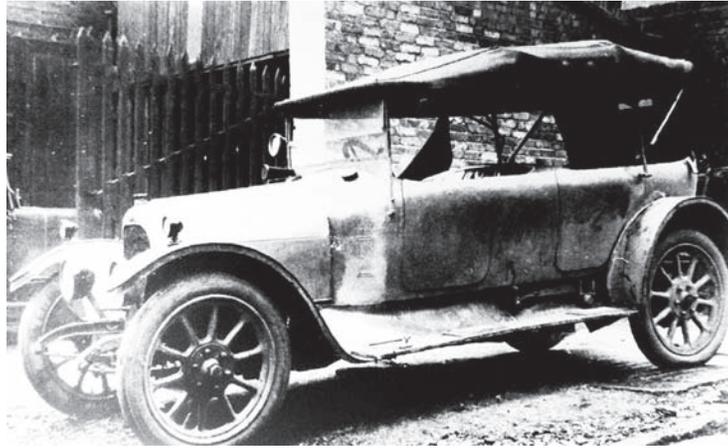
Harry Edwards

Meanwhile at 7.30 am John McDougall was leaving by the back door of his home at 21 Foxley Road, a cul-de-sac in Brixton, only to find the gravel passage way between his house and that of his neighbour at number 19 blocked by Dr. Lovell's Morris tourer TW 6120 which — to judge by the very warm radiator — had not been there for any length of time. Returning from work that evening he found the car was still there and reported it to the local police.

Detective Chief Inspector Barrett from New Scotland Yard took charge of the murder investigation and it was soon clear that a vehicle had been involved as wheel marks were found on the bank by the body and because the constable's torch was in his pocket it indicated the use of another source of light. The only car reported stolen that previous night in the area was the Morris Cowley taken from Dr. Lovell's house in Billericay, and now in the possession of the police at Brixton Police Station who had found an empty cartridge case under the front seat. The Morris car and Dr. Lovell's garage were examined for fingerprints but the only ones to be found were on the steering wheel and these proved to belong to the policeman who had driven the car from Foxley Road to the Police Station!

A feature highlighting the lack of traffic on the roads then, compared with today, was the way the Essex Police were able to construct the actual route taken by the stolen car through ear and eye witnesses and the good doctor's record that proved the car had covered 43 miles after being stolen. The village of Billericay was then populated by a mere 1,500 and the doctor's car was well known in the area compared with today's figure of some 22,000 and now no longer a village. Before the car had even left Mountnessing Road where the doctor lived, one of the occupants in that road, William Ernest

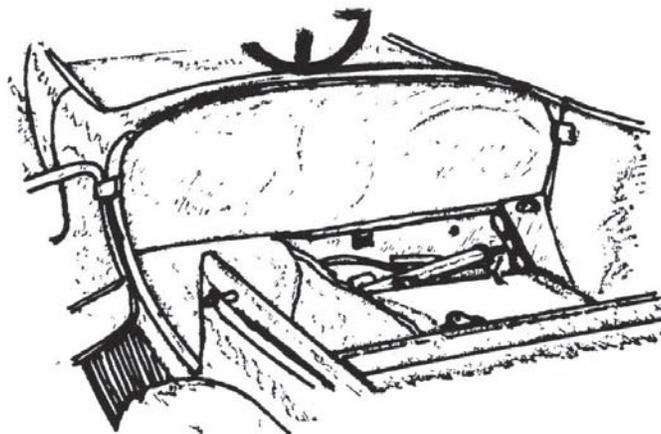
Stevens, heard it pass his house and recognised the sound as that of Dr. Lovell's Cowley. Further along the route taken by Browne and Kennedy (which took them across the main A12 London road at Mountnessing, through Pilgrims Hatch



Above: The actual 1919/20 Angus-Sanderson 14.3 hp de-luxe tourer, registered CW 3291 in Lancashire. It had belonged to Ben Stow of Horton Villa, Wordsley Lane, Sheffield. Two pistols were found inside by police.

Junction by tramcar. One man reported being almost knocked from his bicycle and en route Browne had a minor collision with a tree in the fog, damaging the nearside front mudguard. Ironically, P.C. Taylor, having arrived home early that morning, was making himself a cup of cocoa when he heard a car pass by from the direction of Abridge.

Press reports of the constable's murder shocked the public and by October 4th. when P.C. Gutteridge's funeral took place at Brentwood, with a third of the Essex force attending in uniform, the police were no nearer to finding the murderer. Various crackpots wrote to the press, numerous mysterious parcels containing guns and ammunition were found, and one newspaper, the News of The World, offered a £1,000 reward leading to an arrest — later increased to £2,000.



Above: Author's sketch showing the arrangement of the tool box behind the front seats in the Angus-Sanderson, which formed an inclined foot rest when not in use. Herein the police discovered the hidden pistols.

and across Navrestock Common towards Stapleford Abbots, where they committed the murder) witnesses identified the motor car. Leaving P.C. Gutteridge lying in the road, the murderers retraced their route to Bournebridge junction and skirting Abridge made their way to London via Chigwell, Woodford, Stratford, and along the main road to the Elephant and Castle, and so to Brixton where they abandoned the car and returned to Clapham

Investigations continued with one dead-end after another, then, in January 1928, chance took a hand. The Sheffield City Police were making enquiries about a certain Frederick Guy Browne who had sold a Vauxhall car, that had been stolen from Tooting, to a Sheffield butcher for the sum of £100 pounds plus another car. The part-exchange car Browne took was an Angus-Sanderson registered CW 3291. As a result the London police paid a visit to Globe Garage where incriminating evidence

was found to connect Browne with the murder, including two pistols which were found in the Angus-Sanderson. Kennedy, as a consequence, was soon traced to a house in Liverpool, and after an abortive attempt to shoot his way

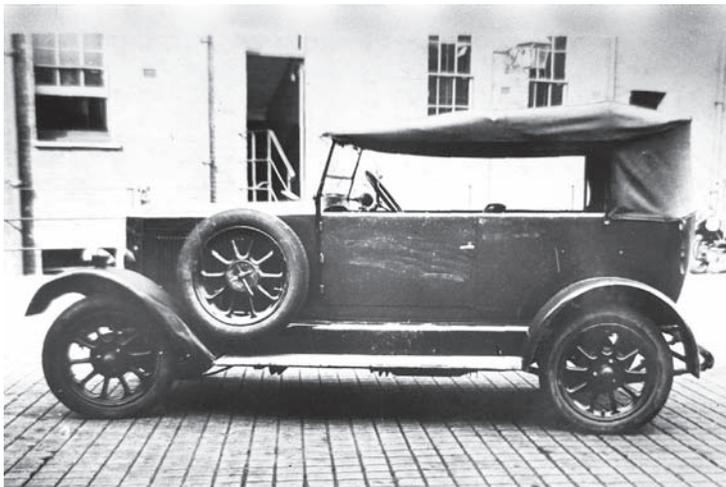
out to escape, he was also arrested.

Feelings, naturally, ran high amongst the murdered policeman's comrades and following an interview of Kennedy after his arrest, the constable in charge of the small police station took a poker from the fire and branded a cross on the seat of a wooden chair that Kennedy had used, remarking as he did that that would be remembered as the seat that Kennedy sat in.

The trial was opened at the Old Bailey on the 23th April 1928 and resulted in both prisoners being found guilty. On the 31st May Browne was hanged at Pentonville Prison and Kennedy at Wandsworth.

Years later in Stapleford Abbots where Constable Gutteridge lived, new estates and roads have been built and some of the new commuter residents are not aware of the dramatic way their once quiet hamlet hit the headlines those many years ago, but there are signs to be seen for those who look for them. At the side of the arterial road can be seen a stone tablet with the words "Close by this spot P.C. George William Gutteridge was murdered 27th September 1927". Nearby can also be observed a sign "Gutteridge Lane". Towneley Cottages are still to be seen and the then nearby post office is now a trim little cottage. About a mile away the ancient and picturesque Rose Cottage stands amid Crown land on what is still a quiet country road, thanks to the arterial road skirting it. Elsewhere time has wrought changes to those people and places involved Dr. Lovell's house "Shirley" in Billericay was demolished years ago and in its place on the original sharp bend, then known as Oak Tree Corner, a modern bungalow looks out over a major road junction — the last of the oak trees were subsequently cut down. Some things, however, remain unchanged. Chelmsford Police have the actual Webley pistols used by Browne and Kennedy. these together with other ballistic exhibits are to be seen in a glass fronted display cabinet, while in Brentwood Cemetery there stands the cross above Constable Gutteridge's well attended grave just as it was when erected in 1928, bearing the tribute "George William Gutteridge, Police Constable, Essex Constabulary, who met his death on duty at Stapleford Abbots, 27 September 1927, aged 38. Erected by his comrades".

And what became of the Morris Cowley four-seater tourer TW 6120? Well by 1939, having never left the county, it was entered as a "dead number" by the Essex Taxation Office, so it had probably, by then, found its way to a local scrap yard.



Above: Dr. Lovell's 1927 Morris Cowley Tourer. Note the damage to the near-side front wing caused when Browne hit a tree in the fog. (Photo: Courtesy Essex Constabulary).



Above and below: The lane on which Rose Cottage is sited has been named after P.C. Gutteridge.



"Close by this spot P.C. William Gutteridge was murdered 27th September 1927."



Constable Gutteridge's grave at Warley cemetery, Brentwood Essex.

Letters to the Historian

Dear Sir,

I have a belated comment on your article on Minor Specials that was published in the December 2009 issue of Morris Monthly and in particular the item on Martin Walter Ltd..

I am almost certain on the basis of the image from Light Car & Cycle Car dated 6 December 1929 that the car pictured and attributed to Martin Walter is actually a Jarvis bodied car. You covered Jarvis Specials briefly in the September 2009 Morris Monthly.

The only place that I have seen the image you published was as a header to Correspondence in The Motor of 24 April 1934 and the car was unidentified. Do you have another one with a caption stating that it is a Martin Walter Ltd. bodied car?

I have not found any reference to a Morris Minor by Martin Walter Ltd. but there was one appearance of a "Martin Morris Minor" which may have been made by them. It is shown here top right, in an advert for Normands' Garage Ltd. in the inside cover of Light Car dated 10 April 1931. I have had a quick look back at your articles but I don't think you covered this model. I have found no other mention of this car in any contemporary publication.

I would be pleased to know whether you agree about the Jarvis car and also anything else you may have on Martin Walter or any link to the Martin car marketed briefly by Normands.

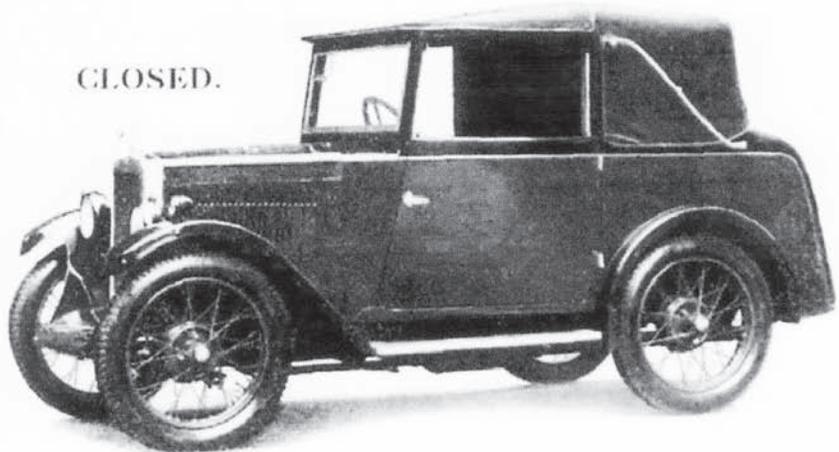
Yours etc.

Ken Martin
Marlborough
Wiltshire

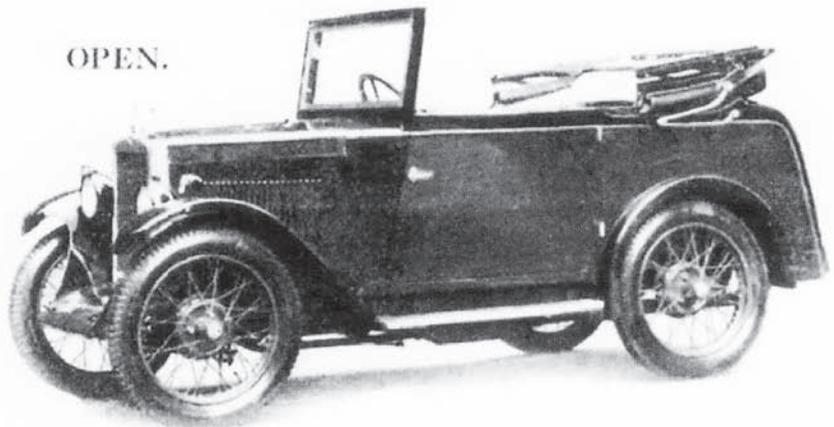
(Historian's note: I have to hold my hands up here! I now agree with Ken Martin that the photo used with my piece on Martin Walter Ltd is more likely that of a Jarvis bodied saloon. I based my original identification on a comparison with a similar Martin Walter saloon based on the Wolseley Hornet.)

ONE OF THE HUNDRED

CLOSED.

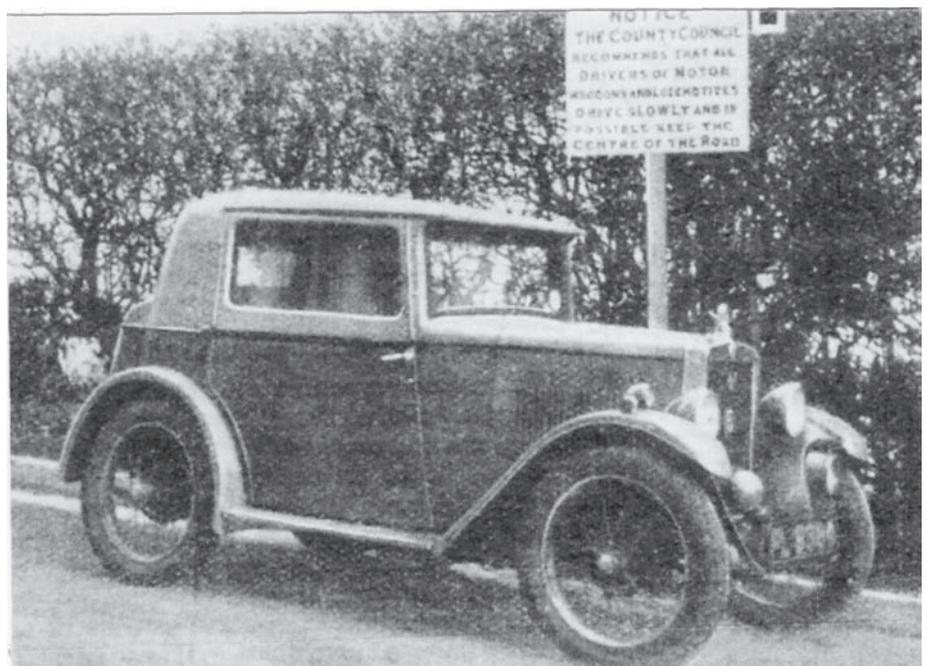


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The "MARTIN" Four-Seater Coupe. Coachbuilt finish, safety glass, leather upholstery, colours to choice. Undoubtedly the cheapest Car of its kind.

On "MORRIS MINOR" CHASSIS **£165**



Dear Sir,

I have been told by members of the Morris Register that you may be able to help me with information about the following vehicle.

These photos (below and right) are of a Morris car VK 8580 first registered at Newcastle upon Tyne in the first 3 months of 1933. The model I believe is a Morris Twenty Five Special Coupé.

We have come across these photos during the course of family history research. The car belonged to a grandmother and we would be interested to know if she was the first owner and was it bought, new, the cost, etc..

We would very much like to track one down if any of this model has survived purely to be able to have a look at one, do you know if there are any still around?

If you could help in any way it would be most appreciated.

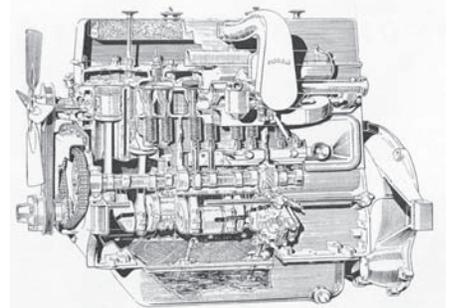
Yours, etc.
Colin Kinsey
Lifton
Devon



(Historian's note: I agree that this car, which belonged to your grandmother, was a Morris Sports Coupé, but not a 'Twenty Five'. Details on the photographs indicate to me that the Morris was a 1933 model Morris 'Oxford' Special Coupé. See pages from the 1933 Morris Brochure below.

As you say, the registration number VK 8580 was issued by Newcastle upon Tyne early in 1933. Unfortunately when the DVLA set up the central office in Swansea, the local offices were closed down and the registration records were sometimes destroyed. This was the case with Newcastle upon Tyne.

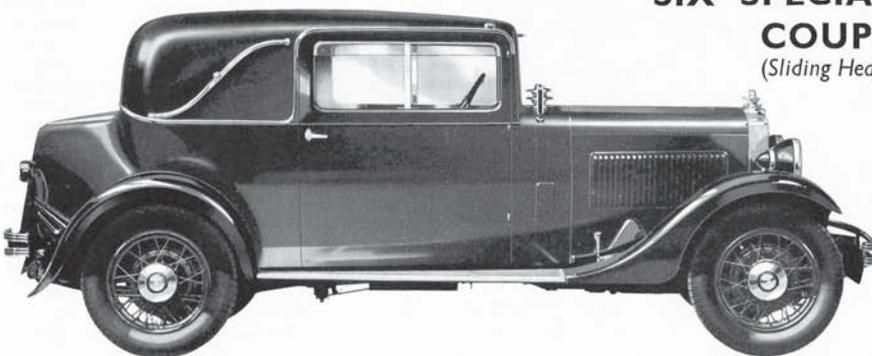
We don't appear to have a Morris Register member who owns a similar 1933 model of the Morris Oxford Special Coupé, a model which I suspect accounted for a very small percentage of the 1933 season's output of the Morris Oxfords which totalled only 3,635, most of which were saloon bodies.)



THE MORRIS-OXFORD SIX ENGINE

The six-cylinder engine has a bore of 65.5 mm. and a stroke of 102 mm., giving a cubic capacity of 2062 c.c. (just over two litres), with a Treasury rating of 16 hp and a tax of £16. The cylinders are cast en bloc with the skirt of the crankcase which is extended well below the crankshaft and liberally reinforced with internal webs, thus producing a deep girder structure of tremendous strength and rigidity, completely machined to ensure equality of compression and reduction of carbon deposits to the greatest possible extent. The crankshaft is of the four-bearing type, with bearings of the largest possible dimensions. Every crankshaft is balanced both statically and dynamically to very fine limits. The main bearings are of die-cast white metal.

THE MORRIS-OXFORD SIX SPECIAL COUPÉ (Sliding Head)



● COACHWORK. Green cellulose duotone with green leather upholstery; Red cellulose duotone with red leather upholstery; Grey cellulose duotone with blue leather upholstery; Black cellulose duotone with brown leather upholstery.

INTERIOR WOODWORK. Burr walnut.

ADDITIONAL EQUIPMENT. Window louvres, double winding windows, inbuilt luggage container, roof-lamp, interior Panoramic driving mirror.

PRICE EX WORKS

£285

Servicing Steering Head Control

THE importance of effective operation of steering head control assemblies is emphasised by the two factors of the comparative inaccessibility of connections and wiring and the danger resulting from breakage or dislocation affecting steering. On the majority of cars the head control is in the form of a circular cage secured to the upper flange plate of the tube and surmounted by a moulded cap containing trafficator switch, dipping switch and horn push. A five-way cable passes up through the tube, except in alternative designs having no head dipper switch where four-way cable is used. At its lower end the cable is brought out to a junction box, where connections are made to harness. When test results indicate shorts or breaks in the column section, the whole assembly should be removed and cable renewed. At the same time the control unit should be serviced fully to ensure freedom from subsequent trouble. At the point where the cable enters the lower end of the tube, beneath the steering box, a small clamp bolt or nut will, usually be found, locking the end of the tube in the bottom plate of the steering worm housing. This is the only point of fixture securing the tube against rotation, which can be verified by gently twisting the moulded cap to each side. The springy resistance felt is the effect of torsion on the tube.

Withdrawing Assembly

With all connections removed and detached the clamp is withdrawn and the slot in the bottom plate thus opened when the head should move freely sideways and the assembly can be withdrawn upwards, complete with cable. A small receptacle should be placed to catch the oil draining out of the steering box. Care must be taken to avoid soiling upholstery or head cloth, especially when the cable follows out, as it may be oily after drawing through the bottom felt seal.

Methodical Procedure is Most Important

It is most important to prevent the tube being bent or twisted, and in many cases the wisest policy is to detach the steering column bracket under the dash so that the wheel can be lowered and the control unit pulled out clear into the roof corner for removal (see Fig. 1). For the same reason the bench vice used should have the fixed jaw face level with, or overhanging, the bench edge, vertically, so that the tube can be secured clear of obstruction. A simple pair of wooden jaws, grooved to secure the tube without danger of flattening it, greatly

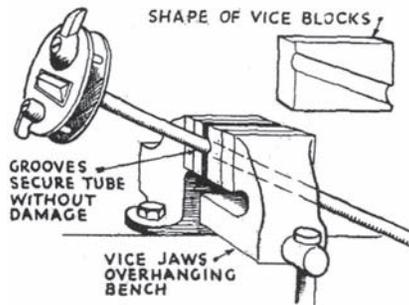


FIG 2 VICE ATTACHMENT TO HOLD CONTROL ASSEMBLY FOR SERVICING

facilitate bench work. Fig. 2 illustrates the suggestion.

Before dismantling the cage by removing the nuts from the flange plate studs it should be noted whether the stud locations are non-symmetrical to ensure correct reassembly, and, if not, a file mark will identify adjacent points: The cable is generally secured by a pressed collar with a tab passed through a hole in the flange and locked over. This must be detached, prised open and drawn off for removal of cable from tube. A new cable of the same cross-section will pass down the tube without difficulty. It should be cut about 6 in. longer than the old, and should preferably be glossy finished, when a light application of vaseline and thin grease will facilitate assembly and have no ill effect on the surface. Before the cable is installed, the lower end of the tube should be inspected and if the edge is sharp, rounding off with a scraper will reduce chance of damage. Where room will allow, a piece of Systoflex pushed over the part emerging from the tube and worked under the edge provides added protection.

Head connections should follow closely the original layout. Cable should be divided and cut to original lengths and placed in similar positions. Possibly the colouring may be different on the new cable, but, the nearest equivalents can be selected and a note made of any changes. The standard colours are:—Purple: live feed to trafficator switch; Red: trafficator, right; Green: trafficator, left; Yellow: horn push; and Black dipper switch. Wherever possible, all connections should be secured by soldering, and leads disposed where they cannot get cut, pinched, shorted, or fouled by steering cams. Refit and lock collar.

Trafficator Switch

The trafficator switch comprises two sections — the hand lever and rotor

assembly with insulated contact plate bridging alternate diagonal pairs of the four terminals, the lower two of which are bridged to live feed — and the self-cancelling frame with pawls and trip arms. Access to terminals involves removal of handle, leads being brought through a slot in the base and secured by pinch-screw terminals.

If dry and dusty, the frame should be washed in petrol or paraffin and the pawls and arms checked for free movement and spring action. Light, non-gummy machine oil is advisable for pivot pins and wearing surfaces. Close inspection for broken or damaged parts is necessary, in which event a replacement assembly should be fitted. Horn push contact studs or blades may be cleaned and spring action verified. There must be no tendency for the button to jam or wedge. The dipper switch usually has a fly-over toggle and a drop of light machine oil will make for sweet action. Trafficator switch studs should be sparingly treated with vaseline to ensure easy working. It is as well to see that the earthing strap from dipper and horn controls is intact, and that it is secured to flange stud on reassembly. Reassembling the new cable in the column is not a difficult matter provided that kinking is avoided. This is best effected by attaching a light pull wire to enable sufficient tension to be applied. A length of single flex threaded down the column, of sufficient length to protrude about a foot at each end, is bared and secured to the bared ends of the five wires in the new cable by soldering. It is only necessary to strip back about an inch of the outer cable covering, and the soldered connection equalises the pull.

The cable should be pushed down at the top and the pull wire pulled out at the bottom simultaneously. Pulling alone is the reason this operation so often results in the pull wire parting halfway down. When installed, the joint can be cut off and wires opened out for connection to junction box.

Fig. 3 illustrates the use of a test lamp or other continuity test to check and identify new cables if necessary, and also a method of checking junction box terminals and wires to the harness. Before tightening the clamp bolt finally, the front wheels should be raised and the self-cancelling action tested to operate on equal deflection each side of straight ahead. The lock should be turned fully in each direction to make sure there is no obstruction.

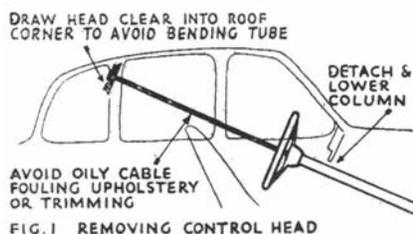


FIG. 1 REMOVING CONTROL HEAD

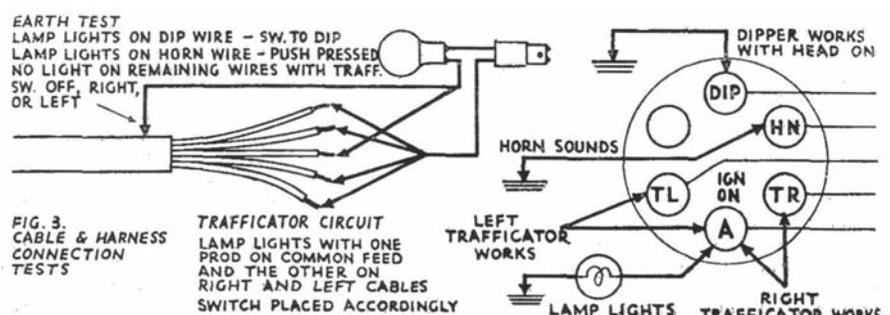


FIG. 3. CABLE & HARNESS CONNECTION TESTS



Regional Round Up



SOUTHEASTERN NEWSLETTER

EDITOR:
Audrey Frampton 01273
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Brighton, BN2 6LS

CHAIRMAN'S CHAT



As I missed last month's chat due to a hospital visit... new knee and all that, here is my belated report on Piltdown. From the 16th-18th July we held our Camping and Barbecue weekend at the Old Star in Piltdown, East Sussex. It was held in brilliant sunshine, following the success of the Ardingly VCV Show.

As usual beer and wine flowed. Each member attending brought a dish to the groaning table which Ray Frampton and his helpers set up; french bread, cheese and chutneys... salads and desserts to die for. The chefs on duty – John Miller, his other half Sue, and myself, were all congratulated on cooking an array of tasty meats. There wasn't a charred chop or sausage in sight! There were lots of prizes in the raffle, thanks to everyone who donated them. Strangely enough, the bottles of wine disappeared first! What a surprise!

Ken and Liz Thomas brought their Morris Eight Tourer and this encouraged group photos, courtesy of Ray Frampton. Everyone gathered round, all members from Sussex, Kent and Surrey and some from our Dutch contingent.

A thoroughly good time was had by all.

Tim Harris



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SOUTH COAST RUN 9th MAY

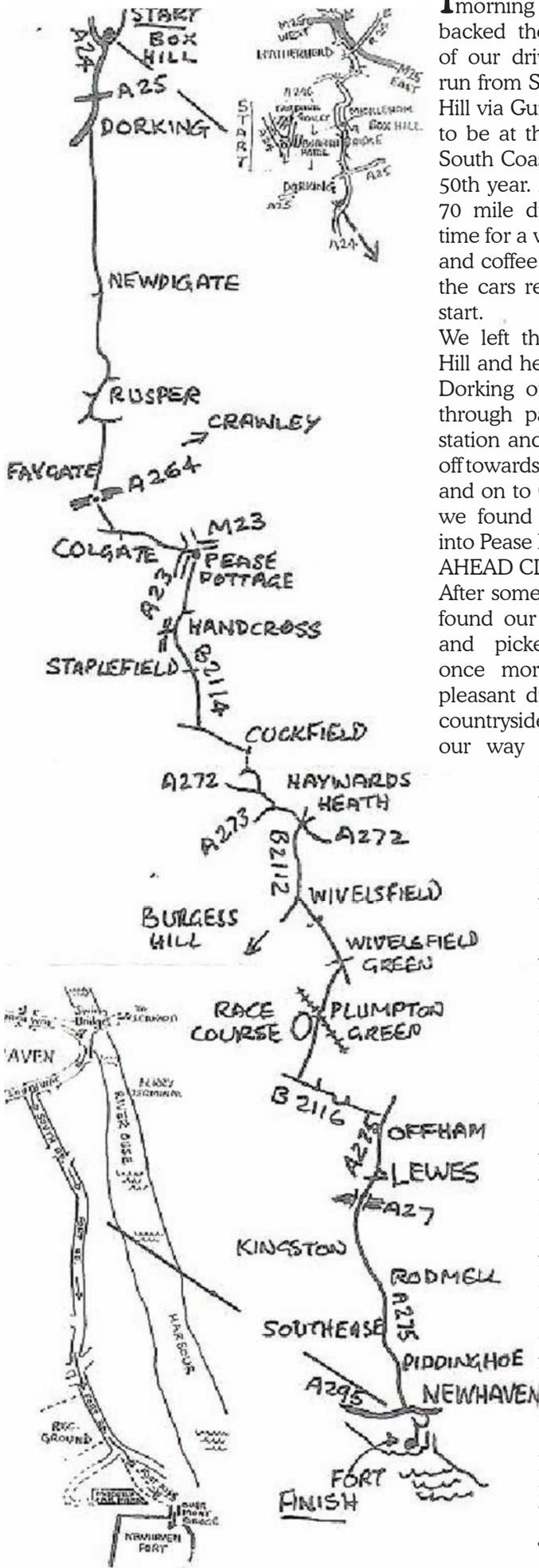
It was a bright but cold morning at 7 am as we backed the Morris Eight out of our drive and started the run from Southampton to Box Hill via Guildford and Dorking to be at the start of this 48th South Coast Run in our club's 50th year. After an uneventful 70 mile drive we arrived in time for a very nice bacon bap and coffee and a good look at the cars ready for the 10 am start.

We left the car park at Box Hill and headed back towards Dorking on the A24 straight through passed the railway station and up the hill forking off towards Ruser and Faygate and on to Colgate after which we found the planned route into Pease Pottage was "ROAD AHEAD CLOSED".

After some casting around we found our way to Handcross and picked up the route once more. It was a very pleasant drive through lovely countryside and we made our way through Cuckfield, Haywards Heath, via the Plumpton Race Course to Lewes and on to Newhaven and the finish at Newhaven Fort.

As soon as we arrived we were presented with our 50th year celebration plaque and then we lined up with the other 11 cars at the finish. At this point I would like to thank Ray Frampton and his helpers for organising the event, it is a pity that more members did not turn out for such a good event. We enjoyed a nice lunch in the Fort and a good look round the interesting displays before leaving.

June and David Finch





AUTUMN MOTORING

WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION



GREAT DORSET STEAM FAYRE 1st-5th SEPTEMBER

The Great Dorset Steam Fayre featured a number of Morris vehicle entries, with pre-war designs covering car, van and military entries. One entry was known to be owned by a Morris Register member, Alan Broughton's 1927 flatnose Cowley but many were suspected to be owned by non members. Most vehicles not displaying Morris Register badges soon acquired copies of the current Morris Register tri-fold leaflet, inviting the owners to join the Morris Register! There were also a few post war Morris vehicles and quite a few Nuffield tractors in evidence. Apart from the flatnose, twelve other pre-war design vehicles were spotted. Other entries in the Classic Cars display, included a 1926 bullnose Cowley, two M10 SM 4 door saloons (one pre, one post-war), a M8 SE saloon, a M8 Pre-S 2 seater, a 1938 M8 S2 tourer and a 1933 Cowley saloon. In the Commercial vehicles display were a 1929 model 10cwt Light Van, a 1937 CS8 platoon truck, a 1940 PU8 Mk2 and a 1949 SY van.

Jim Riglar



EDITORIAL / NEWS FROM THE GROUPS

September proved to be a busy time in the region, with the Great Dorset Steam Fayre and Beaulieu Autojumble on consecutive weekends early in the month and the Exmoor Run (West Somerset) at the close of the month. A report of the Exmoor Run (which at the time of writing had yet to take place) will appear in next month's Westwords. Some months ago I had expressed a hope of contacting as many West Region members as possible by e-mail (about 60% of the regions' members are now readily contactable by e-mail) in an attempt to determine what members want or expect from the regional committee and to determine/generate demand/support for West Region events and noggins. By the time you read this editorial, I will have at least contacted many of you, prompting attendance at, or in your absence, submission of postal votes to influence the business of the Register's AGM. Hopefully I will have also been able to frame some questions about what you want and your contribution/participation to activity in and across our geographically large region. My intention

is not to disenfranchise the 40% of the region's members who are either not computer linked or who are, but have not declared an email address to the Register (there are times when I wish I was not on e-mail!). My hope is that those I contact by e-mail can pass on information to other members by phone or via other meetings/events. Should there be issues where the regional committee must contact all its members then of course a traditional mailing would be used.

NE Wilts and Somerset noggins continue to prosper, with good attendance each month. Both organize a number of events throughout the season. **Solent** has not reported any activity since its merger with a British Made Car Club noggin in January 2009. There are currently no noggins in Cornwall, Devon, Dorset, Isle of Wight or Gloucester; isn't it time to establish some and exchange information/experiences or seek/give help and advice about these lovely vehicles we own (or wish we owned)?

Jim Riglar

BEAULIEU INTERNATIONAL AUTOJUMBLE 11th-12th SEPTEMBER

For the second year running, the West Region manned the pitch at Beaulieu on behalf of the Morris Register; this year with Celia and Paul James and Anne and Jim Riglar taking on the task. Although it is difficult to be certain, numbers attending the autojumble appeared to be down on 2009; perhaps a reflection that money is getting tight! However, and despite a number of rain showers during Saturday, the Register's stand attracted considerable custom over the two days. Enquiries ranged from non-members seeking details about the club, its activities, services and membership to members seeking technical advice, spares or enquiring about the whereabouts and health of Harry Edwards and of Audrey Frampton, both of whom had maintained a Register presence at the event for a considerable number of years. Paul was in particular demand for technical advice, ranging from M20 Oxford water-pump repairs to body work restoration for Series 2 and Series Y vans. Celia and Anne did a grand job providing refreshments to keep both existing and joining members sustained. Eleven new and returning members were signed-up for membership and application forms issued to a number of other interested enquirers. A

number of Morris vehicles were spotted at the autojumble, including a very original Morris Twelve S3 at about £3,700 and a Morris Ten Pre-Series doctor's coupé "a barn find, in running order" at £6000.

Jim Riglar



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

AUGUST AMBLE – THURSDAY 17th AUGUST



The "Amble" featured a run of about 45 miles criss-crossing the Somerset-Wiltshire border. Starting at the East Somerset Railway, (just after Thomas the Tank engine had departed on a low loader) the route took in Bruton, Maiden Bradley and Longbridge Deverill, outbound, before turning westwards through Shearwater (for a photo shoot of the participants lined up on the road crossing the lake's dam) onto Horningsham and a lunch stop at Trudoxhill. After lunch the route wandered through country lanes back to the East Somerset Railway for an optional train ride followed by cream tea. As with all runs, not all went according to plan! The photo shoot at Shearwater was a last minute decision, made as the cars headed away from the start of the run. Unfortunately the sleeping policemen on the Shearwater road proved too much for Bev Marks' M8 S2 Saloon, which broke a half shaft. Unfortunately the shaft broke at the inboard end making a shaft change at the roadside impractical and marking the end of Bev's day out. Despite the disruption, and the abandonment of the photo shoot, a good day was had by all of the other participants. As for Bev's car? Well within four hours of arriving home on the back of a rescue truck, Bev had the half shaft replaced, having dropped the diff to extract the remaining inboard end of the broken half shaft from the axle. 19 cars (16 Morris, two MGs and a Riley) took part, with two other anticipated starters (one Morris and one other make) not making it to the start.



19 cars (16 Morris, two MGs and a Riley) took part, with two other anticipated starters (one Morris and one other make) not making it to the start.



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION



WARWICKSHIRE NOGGIN

Autumn is here and night draws in, and evenings are getting colder. This is where those of us with saloons come into our own. With the heat from our engines creeping under the dash and no draughts we can be quite warm and cosy. This makes our season of classic motoring longer. Those with tourers risk being frozen to death at the first sign of frost. Of course you can wrap up warm, wear a hat, scarf, gloves, woolly socks, thermal underpants! And end up looking like a Yeti! No our time has come! We saloon owners can carry on driving in the knowledge that unless there is 6" of snow we can still be mobile and enjoy "Classic" motoring. Thus it was at our last noggin, several Eight saloons and not a tourer in sight! Twelve of us gathered at the noggin, with free beer provided by George and Pauline Young who were celebrating their Golden Wedding anniversary that week. We gave them thanks and best wishes for many years to come. We discussed recent events, George and Pauline having gone to the Peopleton show where the Morris club had a stand and they reported an excellent event with a large showing of classic cars. Bank Holiday Monday saw a convoy of us from the noggin en route to the Bredon Hill Classic Car show Gloucestershire, upon arrival I was met by Bob Bryan who claimed to have spotted the most original Morris '8' Series 2 ever seen. I must admit it certainly looked the business, completely original in every detail, with even the fan belt looking original! The car was a recent purchase by member Graham Townsend from Gloucs. who saw it in someone's front garden tucked up the corner when he went to view another vehicle, He enquired if it was for sale and got a positive answer and so bought himself what turned out to be a bargain! On other matters, John Bates is still having problems with his Major. His refurbished engine newly fitted and the car with a new MoT, John set off for a show near

Banbury, a round trip of over 100 miles, with no problems, but the following day he and his partner Val set off for another run and after a few miles there was an almighty bang and crunch. They managed to limp home with all kinds of noises coming from the transmission. An investigation is under way so "watch this space". Other Members were discussing the NEC Classic show and it was difficult to conceal everyone's disappointment and anger that this year's show was cancelled by Messrs Mike Porter & Co. for no good reason and without consultation with the Executive or members of any other Committee of which I am a member. I was as surprised as everyone else. However I am in negotiations with the NEC organisers and hope to remedy this appalling situation on this our 50th anniversary year. Watch out for Bulletins! Our next meeting is on Tues Oct 12th (My Anniversary) perhaps I will bring her to the noggin to talk about cars!!
John Ford





Morris Register National Rally





Thoresby Park August 2010





THE RED ROSE



North West Region Newsletter

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

You will recall that last month I was praying for good weather for the weekend of Brian Moorcroft's Annual Festival of Transport at his Hundred End home near Southport. Well I must have been a good boy at sometime because my prayers were answered with a lovely weekend of sunshine which ensured a successful event for Brian, Cheryl, and their hardworking colleagues in the Morris Register, Preston and District Vintage Car Club, and the North West Vintage Motor Cycle Club. The event usually clashes with the Register's Annual Rally at Thoresby Hall, but this year the dates were a week apart so I could get along on the Sunday and sample the atmosphere for myself. The previous day had been relatively quiet, but early Register arrivals on the Saturday included the Jolleys family, Andrew, Sue and daughter Fiona, (new owner of "Maurice") who also set up the PDVCC gazebo, and Don Fraser in his delightful Minor Sports Coupé. Other Register members included Brian's right hand man Bill Dyke with Pre-Series Ten/Four, Jeremy Parker with Series I Two Seater Eight, and Alan Johnson sadly still wrestling with the restoration of his Z van. Geoff Wright, now sans Morris had his newly repaired Alvis 12/50 Tourer on show and Dave Thompson was in the Post War Classics line-up with his Riley RMA. Saturday evening saw the traditional Hundred End BBQ in full swing with the Jez Fez jazz band in even fuller swing and a great night was apparently had by all. An unexpected bonus was the presence with the jazz band of an authentic steel drummer from Trinidad who could even play classical music on his steel drum and make it sound just like a harp, a piano or even a xylophone!

As you can see from the photographs, Sunday was a much busier but just as sunny day with many more vehicles present and the entertaining notes of Richard Wilson, minus Morris Ten/Six Special, but plus his 'Warinus Strode' Victorian Music Machine, a smaller version of the huge fairground organs I saw and listened to earlier this year at the Cumbria Steam Gathering. Pre and Post War Classics came and went throughout the day, but most were staying all day to wander around the exhibits and enjoy the summer weather. At the time of writing, the grand total raised for The Oncology Centre at Clatterbridge Hospital on The Wirral currently stands at £2850, a magnificent achievement by Brian and his volunteer colleagues. Well Done Brian, you're a credit to the Morris Register.

Having delivered 'Maurice' to his new owner, and made space in my tiny garage, it was time to fetch 'Boris' the Twelve/Four Coupé over from its temporary home in Bolton. Geoff and Reta Wright had shunted their own vehicles about to



make the space and have kept an eye on it for the past six weeks. Now the hard work begins! The whole interior, or what is left of it, will need complete renovation, and there are a number of mechanical maladies to be addressed including a horribly noisy first gear, but the vehicle seems to be quite sound and will hopefully respond to plenty of over winter tlc. I will keep you posted as and when progress is made.

Also responding to tlc, I am pleased to say is Ralph Winstanley who is now back home after a brief spell at The Hope Hospital in Salford. Kate and I paid a brief visit to his home in Wigan and found him sore, aching, minus any appetite, and five stones lighter than when his accident occurred. Ralph is still quite immobile and tells me he cannot remember anything about the incident or even anything which happened well before hand. He is also convinced that it was only the quick thinking of a young Scot which saved his life by the apparently rapid deployment of the yard crane to lift off the several tons of wooden roof trusses which had fallen on to him.

Nice to be able to sign off on a much happier note! Happy Morris Motoring until November.



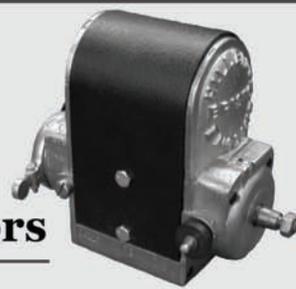
Photos;

- | | | | |
|---|----------------------------------|---|---|
| 1 | Bill Dyke's Pre-Series Ten/Four | 2 | Alvis meets Morris |
| 3 | Don Fraser's Minor Sports Coupé | 4 | Dave Thompson and Riley RMA |
| 5 | Jeremy Parker's Eight Two Seater | 6 | Richard Wilson and Warinus Strode's Music Machine |

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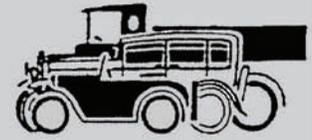
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CHILTERN GATTER



EDITOR: Doug Townsend 01753 883 547 email: bullnosemorris@tiscali.co.uk
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THORESBY HALL 2010

I live in Denmark and flew back to England on the Friday evening before the Thoresby weekend. Saturday saw me reviving Morris from his slumbers in the garage and giving him a wash and polish before the long journey on the Sunday. The alarm clock rang at an inhuman hour on Sunday morning because I had to leave at 6.30 in order to get to Thoresby at a reasonable time: the journey takes 4 hours or so at Morris 8 pace.

Fortunately the weather was dry and not too hot, something that Morris appreciated as he motored along highways and byways through Banbury and Leicester. Even so I could feel the heat from the radiator blowing back into the cabin – no problems with cold feet that day. I was making good time, but soon after Leicester there was a sign to Doncaster. "Don't want to go there" I thought and carried straight on. Well I should have turned off but there were road works on the A46 and it turned out to be easier to continue to Newark and then cut across country back towards Ollerton. There was an "iron man" contest along part of this road and I was soon mixing it with some bikers – push bikers that is, and they can go up hills faster than a Morris as it turned out!

Just before the site I stopped to stick my entry number on the windscreen, but the masking tape had stuck together so I checked in at rally control by waving the entry slip. I tried the same approach with the marshals and received a formal "telling-off" for not having my entry number showing. I was in the "super class" this year because I got first prize for the E last year. I could have been directed to where all the rest were parked and that would have messed up the organisation for the marshals. Suitably reprimanded I parked up and had a wander round the site. There were many, many more entries this year than last. The quality of entry was high

so it was hard to find a car that I would like to drive home – well anything with a bit more "go" and comfort than my "E" would do, but this vote was for a new award. The winner received a cup and was allowed to take his car home again. They put the super class cars on one side well away from all the others, so it was a bit lonely. I didn't have the car judged so next year I'll be in good company back with the other cars again.

There was a 50 year birthday cake for the Club. As the prize giving ran on a bit late, I decided to forego tasting the cake and hit the road again. I had an appointment for tea at my brother's in Nottingham and did not want to be late. Besides I knew that there was a spot of night driving before me and I did not want to hang around too long. I got home at around 10.30, very tired, but Morris hardly missed a beat all the way. He was on his best behaviour because he had an appointment with the MOT man 2 days later and didn't want to disgrace himself.

Steve Gant



EVENTS

- 6 Oct:** Wrinklies Lunch @ Cart & Horse Common Wood Herts 12 noon
- 10 Oct:** Len Plumbe Run. Meet at Sturdy's Castle 10 for 10.30 start
- 29 Oct:** Regional Committee at John Powell's home 7 for 7.30 pm
- 13 Nov:** Chilterns AGM at The White Hart Eynsham Oxon 7 for 7.30 pm
- 20 Nov:** SKITTLES NIGHT with supper at Sturdy's Castle, Tackley at 7.30pm to book call Roland or Edna Bradbury on 01865 730 730
- 28 Nov:** Sherbucks Christmas Noggin Martin Baker Sports Club
- 8 Dec:** Wrinklies End of Season Lunch. The Bridge Hotel Hunton Bridge Herts 12 noon
- 9 Dec:** Hants Christmas Noggin 7.30 for 8 pm, White Hart Eynsham Oxon



AUSTIN 7s & FRIENDS RETURN TO BRITTANY TOUR (Part 2)

As Terry mentioned the Eight ticked along beautifully, just a slight adjustment needed to the new steering box plate, it took longer to get the spanner out than to do the job. Sunday after lunch to Pont Aven, a very pretty village with its tidal harbour, Paul Gauguin lived and created many of his works here and scenes have changed little since his day. That evening every one dined in a marquee on the beach at Cap Coz, looking across the Baie de la Foret to Concarneau. Monday, a free morning with many of us taking a walk along the beach and making use of the swimming pool. After lunch, we drove first to the Chateau de Keriolet, with its 19th century architecture inspired by the earl Charles de Chauveau and his wife the Russian imperial Princess Zenaide, then the short distance into Concarneau with its fortified medieval Ville-Close (walled City), the old town perched on a rocky island inside the port to guard the harbour, with its narrow streets and many tourist shops.

Tuesday's run out was to the Manoir de Kerazan which was once owned by the Astors. The Manor possesses a unique collection of glazed Quimper earthenware including a 1.2 mt high cello. On Wednesday it was decided not to use the cars, we would go into Quimper on the 10.00 am bus. At 10.15, no sign of a bus, the timetable was consulted, it doesn't run on a Wednesday, so it was into the cars after all. The historic town of Quimper is the capital of Finisterre and round the market and old town and having lunch we made for base, David thought he would give the cars a hill climb test by taking us up what seemed like the side of a mountain, testing our double de-clutching skills and first gears, of course the 8 didn't bat an eyelid. That evening, the last at Beg Meil, we again used the restaurant opposite the apartments, where they look after us very well.

David and Ruth had invited everyone to their apartment for drinks after our first night's evening meal which set the pattern for the rest of the week. Each evening we were in a different apartment, much local cider and wine was consumed and a jolly good time was had by all.

The weather had been good all week and the sun was shining as we left Beg Meil at 9.30 for the run back to St. Malo, stopping for coffee, lunch and fuel and arriving at the Hotel Kyriad at 4.30. It was decided to have an early breakfast on Friday and drive into the old town of St. Malo for a quick look round before getting to the ferry terminal for 10 am.

The eight hour crossing to Portsmouth was very smooth, even Mary was fine which was a result.

While queuing to come through checkout I was immediately behind David's Ruby which didn't sound at all healthy and ten miles down the road he called it a day. Terry in the Chevy (sounds like an old rock and roll number) along with Paul in the MGA had gone their separate ways on the motorway, leaving the three Austins and our Eight to travel home in convoy. David decided to call the rescue service, could we take Ruth in our eight? Luggage was rearranged and piled high on floor and seat in one corner with Ruth squeezed in alongside, while Mary had a couple of bags on the floor in front.

By now it was about 7.30 as we set off for home with the two remaining Austins in tow. It began to rain but we arrived home without further problems, other than not seeing where we were going for the last 15 miles in the rain and dark with six volt lights, even though they are halogen, at 10.15 pm and clocking up a total mileage of 677.

Now just a mention of our hosts David and Ruth Coulton. David and Ruth have one of these holiday apartments and rent others for those couples going, they make all travel arrangements, routes etc, all we have to do is turn up and pay up. Also while there we are free to go our own way and do our own thing or join in the organized runs to places of interest. With his car at the head of the convoy it's like Mother hen and her five little chicks (or in the case of the Chevy, one big chick).

So a big thank you David and Ruth for a most enjoyable holiday.

Terry Ponting and Ray Bickerton



EDITORIAL

Hope you sent in your voting forms for the Club AGM! Lots of articles held over this month due to shortage of space. If you attend an event please send me some info and a photo or two! Can I remind you of the Regional AGM which will be held at the White Hart, Eynsham, Oxon? Please make the effort to come along. Always get good eats at the White Hart laid on after the meeting by the Region.

Your Regional committee met on 3rd September at Roger Clitheroe's home, it was a constructive meeting. It would appear that all the Noggins are very well attended and very active which is great. As you will see from the list of events there is a lot going on in the last quarter of the year, including Len Plumbe's famous Autumn Run. Steve Gant sent the following email:- By the way I must express my thanks to Sherspark. I read his article on starter motors with interest. My E has always had a slow cranking speed so I thought I'd have a look at the starter motor while I had a few days off work the other week. Sure enough the metal under the earth terminal has suffered spark erosion over the past 60 years. Once I had tidied it all up and replaced the rivets with machine screws and nuts, the starter fairly whizzes round, just as if a 12v battery was attached. Quite an amazing improvement!

ADY GRAY 1960-2010



The first contact I had with Ady was when he came into my decorators' merchants to match a paint colour for some interior trim on his Riley RMA 2.5 (a Monte Carlo entrant). We got chatting about old cars, as you do, and I discovered that he lived literally a stone's throw away. He began coming to our monthly noggins at Martin Baker's, and after realising what a good bunch of blokes we were, joined the Register.

He and Sandra were soon joining in our runs, albeit in the Riley, and social functions. He



soon acquired a S1 Eight Saloon which served him well for a couple of years but he always fancied a tourer. He phoned one day to show me his latest acquisition, a barely recognisable S1 Eight two seater on his trailer with a spare chassis thrown on top, a real basket case. Over the next two years, sourcing wings, headlamps and receiving electrical advice from certain club members, he had an immaculate tourer in which he and Sandra joined a group of us in 2008 when we took our cars to Brittany.

Three years ago he began work on a barn like workshop in his large rear garden in which he and Sandra could run their business, the restoration of antique clock faces and ceramics and porcelain, from home. This project was in its final stages when he was diagnosed with prostate cancer.

He sold the Eight in May 2009, although we still see "Ady's car" as we affectionately call it at various events. Ady was a popular member of our noggin, was our Region Events Secretary for several years, and would always be willing to help me map out and prepare our road runs.

He passed away in High Wycombe hospital on September 2nd four weeks after his 50th birthday, leaving his wife Sandra and two daughters, Amy and Kirsty. He will sadly be missed by all.

Ray Bickerton (photos taken on Brittany run 2008)



NOGGINS ROUND UP

North Hants

A quick piece on the August Noggin and Summer run we had. It was lovely to see a few cars made it to the Noggin this month considering the wet weather we have been having. A pleasant evening was had by 14 of us at the George and Dragon with the usual myriad of topics being mulled over, the main one being on how not to light a bonfire by our Chairman Roger! but that is another story! One other topic of conversation we had was the up and coming Summer Run being held the following Sunday afternoon. Mainly, would the weather hold for us to have our tea stop and end barbecue! Fingers were all firmly crossed at the end of the evening!

North Hants Noggin Summer Run and Barbecue, Sunday 15th August

Having poured down all day the day before, it was with bated breath we opened the curtains Sunday morning - dry but clouds scudding - that would do! Ten cars gathered at the George and Dragon in Wolverton Townsend at 2.30 pm for a quick drink before an hour's drive through the North Hampshire and West Berkshire countryside. Passing through Kingsclere, site of the Church with the bedbug weather vane, due to King John being bothered by one all night during a stay at the local inn, then on through Sydmonton, home to Lord Lloyd Webber, where we all strained our ears but could detect no sound of a new musical being written! Into the corner of West Berkshire and back into Hampshire and up to Walbury Hill iron age hill fort for a tea stop. (See pictures below left and right). Our Chairman's wife Fiona led by example and used a primus and china tea cups, we certainly intrigued passing walkers. On then to the second half of the run back down into West Berkshire passing Greenham Common site of much activity during WW2 and, of course, in latter years, the cruise missiles and peace women, now a lovely common for dog walking and kite flying. Aldermaston, home to AWRE, is not such a lovely site and Mortimer land that once belonged to all of King Henry VIII's wives one after another! Finally through Spencers Wood where during the war part of the Canadian Air Force was stationed and where just after the war a large baby boom occurred. I need say no more! Finally to the outskirts of Reading and the lovely home of Josephine and John Nagle, our Membership Secretary, where a superb barbecue had been laid on for us all! Wine flowed and general bonhomie was the outcome of a lovely afternoon run.



Many, many, thanks go to Josephine and John for their hospitality and to John and Margo Payne for organising and planning the route. There is already talk of the next one!

Margo Pay

Sherbucks

Our August Noggin was again well supported with 16 members on parade and some on holiday. As I turned into the car park, I spied John Farrell's Morris Eight 2 door Saloon which has just had a complete restoration (reported in August Chatter) and it is really superb. Well done John, this was completed in time for his daughter's wedding. Normally chat goes on all round the room, but this month we were attempting to arrange our calendar for 2011. At the moment the Noggin does not have a leader as such, but every one plays their part and we soon had most things sorted. It looks as if we will have quite a busy year. The decision was taken to look for a different venue for our Dinner. Ray Bickerton is arranging this at Chartridge Golf Club in March. We also had chat about dynamo brushes and the various types available which was very interesting. The Wrinklies Lunch that was on the following Wednesday was a great success with 24 folk in attendance and 5 Morris'es, 2 Austins and a Daimler Dart. The meal was so good we have booked again for October!



East Midlands and Yorkshire Region Local Page



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THORESBY THANKS

Dear Editor,

Another fantastic day at Thoresby. Kind in the way of weather. Lots of cars to see, even from chassis up. Arrived at 10 am and left at noon as it was a little too hot for me to stay any longer. Nice to meet Mrs. Nagle again. I spoke with other members and decided to have a 10/4 in the Morris green in two years' time. Paul my driver has sights on a Morris Traveller, but wants to build it up and tinker about with it. Well done to the organisers. Did see very little of any litter bins that Sunday, so we took our rubbish home! Morris people must be very clean people at events!

Graham Harrison
Alfreton, Derbys.

It is always nice to receive a pat on the back for effort put in organising events, which is very much appreciated.

By the time you all read this Morris Monthly Beaulieu will have come and gone, I will give a quick report how things went in the next newsletter. I hope you all called in for a cuppa and chat. It makes the days pass very quickly, hopefully not too quickly. I need plenty of time to do my haggling.

As I said last month I will be giving up being the editor for the region, so far I have not been swamped with applicants. I feel I have run my course it is time to get some new blood with new ideas. Don't forget, you don't have to print it and deliver it to the wrapper now.





WELSH REGION NEWSLETTER

CYLCHLYTHYR RHANBARTH CYMRU



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EDITORIAL

Attacking a Morris 10 with an angle grinder is not a restoration technique that would be generally recommended, but it does have recent applications. At the August Noggin and Natter members were reminiscing about the very successful National Rally at Thoresby, and



Bernard Cotty reported that acting on a tip off at Thoresby, he travelled to southeast England where a large hoard of Series II Morris 10s was on offer. These varied from relatively complete restorable cars, to totally rusted hulks in the undergrowth outside. It was here that Bernard was to be seen chopping off the remains of the A post of one wreck to use as a pattern in his Morris 12 rebuild. He also reports that with the engine now re-united with the chassis, the body rebuild is now seriously under way.



There was also a long discussion around the problems of vapour locks, and the problems of modern petrol for our cars. One member reports that he regularly adds a small proportion of paraffin to every tank full of petrol, and this gives substantial improvements to performance and economy. This topic has been discussed at length on the 8mvs, and there is a way, apparently, of getting a licence to exempt you from the excise implications of doing this. We have just returned from the Anniversary Tour of Wales; a full report will be in next month, but in summary a total of 43 members, family and friends took part, with 15 Morrises, an Austin and a few moderns. My thanks go to all those who took part for making it such a success.

CHAIRMAN'S CHAT - THE FRIENDS OF LLANGOLLEN RALLY

Rhiannon and I have just come back from the "Friends of Llangollen Rally". This was originally run by Ted senior, the then owner of the Llangollen Motor Museum in North Wales, and later by Ted junior, for twenty-five years. When they finished, due to ill health in the family, Rhiannon and I were asked by one of the "dyed in the wool" rallyists, on the last day, if we could organise something in South Wales, near where we live.

This turned out to be a two-day rally based at Oxwich Bay on the beautiful Gower peninsular. We were amazed when many of the original rallyists who had come to the Llangollen rallies, came to ours from all parts of Britain. The rally has grown, and this August we have just completed our fifth. Two and a half days were in Mid Wales and a further two and a half days in North Wales. The Northern routes were organised by the other aforementioned rallyist. At Llandrindod Wells we could take in the Victorian Week, when the townspeople walk along the streets in very smart Victorian dress, and various concerts are arranged. There are Victorian sideshows and also the National Cycle Collection there. Attractions visited this year included The Thomas Shop which was opened in its newer premises in 1807 and displays the domestic clothing, utensils and food etc. used over the last two hundred years. The domestic

wonders of a bygone age were startling. We also had lunch and a conducted tour at 'The Hall' manor house in Abbey-Cwm-Hir.

Many of the Mid Wales reservoirs were on the routes, which were selected for their visual impact (wonderful views). At Llanerchaeron (National Trust) we had arranged to park in front of the house, which has many unusual features and interesting and knowledgeable guides. The Museum of Mechanical Magic was another visit, where one could see and purchase wooden working models of virtually anything.

We also stayed at a superb venue in Llangollen, from where we could visit the Llangollen Motor museum, Ruthin Town with its ancient manor and walking ghost complete with ball and chain. We even went on a horse drawn canal barge for a trip. If you don't like the water, there's always the full size steam railway. Oh, I almost forgot the narrow gauge Bala Lake Railway, and the highest waterfall in Wales, together with many Welsh market towns where rallyists could meander through the streets.

Most coffee and lunch stops were organised, so there was no shortage of "vitamins" during this fantastic week in our old cars. Don't you wish you had been with us? Next year maybe?

John Howells





WALES COMES TO THORESBY

This was an excellent event, and a worthy celebration of the club's anniversary. With recent increases in membership, there is a newfound confidence in the club's future. It was particularly good to see a number of Welsh region members taking part for the first time, and being successful in the awards.

For the first time I travelled up on the Thursday, for no better reason than now, without the tyranny of work, I can! It was good to be able to spend quality time relaxing and chatting to friends old and new, and the weather was particularly favourable throughout the weekend. Returning on the Monday, I tried a new route as an alternative to the A38 and A48. This took me through Stafford, (visiting relatives) then onto the A5, and via Shiffnal to Bridgenorth. From here the route went across country to Ludlow, and then onto the A49 via Hereford and Abergavenny. Virtually the same distance, this route has the advantage that it cuts out virtually all towns, although my local knowledge of Stafford helped to keep me on the move there.

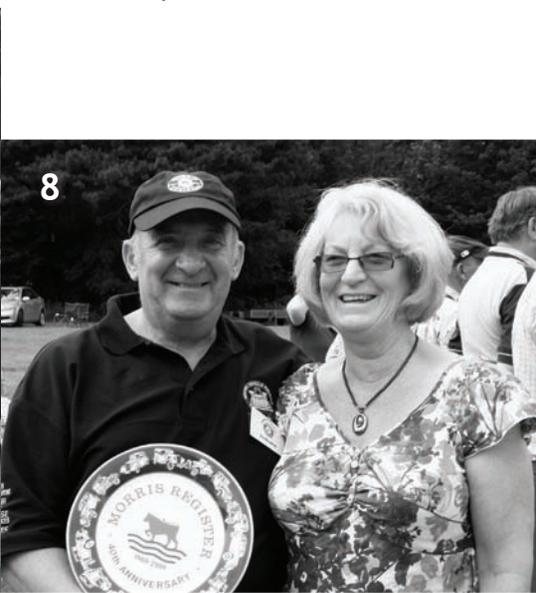
Simon Moffett from Pembrokeshire had an even longer journey across country in his Morris 8 "Jemima", and the driving games on Saturday morning were a test of his rallying skills. I volunteered as his co-pilot, with the job of reaching out of the window to hold a large bucket of water, and not spilling it whilst Simon made rapid time around the slalom course. For this he was rewarded with second place – a worthy achievement.

Other successes for Wales in the concours judging awards were Ian Schofield, also attending for the first time, in the post 1948 Morris class with his lovely Minor 1000 Traveller, and Alan and Christine Broughton in the pre-1930 class with their 1926 Morris Meteor special.

Many members will remember Peter and Valerie Bowen, with their Series II Morris 10 "Emily". They sold their car a few years ago, and it was at Thoresby with its new owner, and was an entrant in the "under restoration" class. The main problem apparently was at the rear end of the body, where substantial reconstruction was in progress.

Photos:

1. "Attacking a Morris 10 with an angle grinder...." Photo by Louise Carter
2. Your editor tries not to spill the water as Simon accelerates round the slalom course. Photo by Louise Carter
3. Graham and Jill Williams find some treasure in the autojumble!
4. Richard Hankinson compares notes on his Morris 10 with Bernard Cotty
5. Phill Robins is seen here checking the engine of his well travelled Bullnose Cowley
6. Morris Cowley Four in the foreground of a general view on Sunday
7. Simon Moffett received second prize in the driving games
8. Alan and Chris Broughton are delighted to receive this award
9. Ian Schofield was surprised to receive this award for his Morris Traveller





The Yellow Pages

No. 395



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THORESBY NATIONAL RALLY

JN 9286 won the President's Choice in the shape of the MCHRG TROPHY (as engraved on the cup, though Frank Ashley refers to it as McHrg). I contacted Frank to find out more about it and Frank's information is below. Bob's [Beaumont] view is that the trophy should be awarded to a car used in the spirit of the Club and I guess JN with its 70+ years of wear and tear showing, *qualifies – and it's the first prize ever awarded to the poor old thing in my 36 years as keeper. (*Can largely be said of the driver as well).



"The history of the name goes back to my 2 seater tourer in the late 50s. On the bonnet were 2 National Benzole transfers depicting their logo which was Mercury, the winged Roman god of speed. Now with a science background, it seemed logical to use the symbol, Hg, as a name for the car. Discovering that the car was first registered in Edinburgh, the Mc prefix was added, and sometime later it was extended to McHrg. Some years later, I donated a trophy for class 2 at Stanford Hall, and since all our trophies had names in those days, I thought that I would name the trophy after the car that got me into all this. Later, when Bob Forrester wanted to give a trophy in memory of his son, I withdrew the McHrg and re-installed it as the President's Choice, as I was president at the time. The trophy was originally silver plated, but one enthusiastic recipient polished it too vigorously!"

Tony Nathan



PRE WAR MORRIS MINOR NETWORK 11th-13th JUNE

I spotted this event advertised in the Morris Monthly Newsletter. Not being a Minor owner I did not anticipate attending however, following a telephone call from an old friend, Ken Martin, who lives in Wiltshire, events took on a different turn. Ken and Kate were motoring up to the event being held on the borders of Suffolk and Norfolk in their 1930 Minor over a period of days, and we arranged that Duncan (my son) and I should meet them in Lavenham, a delightful picturesque town. This we did and spent a good hour or so reminiscing on the past in the medieval Guildhall. We then agreed to meet them in Aldeburgh the following Sunday. Several Minors arrived including Eric Mouser's car which had featured in a previous Newsletter and a French 'diplomat' from a twinning event. Regrettably Ken and Kate's Minor failed to reach this point having suffered from a mechanical breakdown the previous day. It was good to see several members and non-members' cars of various shapes and sizes. I am sure a good time was had by all and it was reassuring to think that cars of this period are still being used in such active events.

Ivan Rooke

12th E. A. REGION CAMPING WEEKEND 25th-27th JUNE

I cannot really believe this was the last camping weekend - at least in its present form. An event started almost forty years ago, stopped at times, restarted, stopped and started again twelve years ago. Ken and Jill Smith did a remarkable job in getting us organised again in 2010. The actual camping member numbers were down on previous years but still in attendance were Alan and Chris Broughton from Wales with Val and Victor who they picked up en route, and John and Ann Bourne from East Sussex. Regional members were from: Norfolk - Kevin Jo Eleanor and Pippa Edwards; and Andy and Jane Moore, Suffolk - John and Ann Ford; Harold and Doreen Landin and various family members; David and Tina Long; Kevin and Ruth Silburn; and Ivan and Olive Rooke, Essex - Ken and Jill Smith.

A week previously the temperatures were close to zero, or at least that is what Olive said when discussing preparations for the weekend! In the event, the days preceding the weekend were warm and it fortunately stayed that way throughout the weekend and the following week for those who stayed on.

Friday was generally arrivals day so just settling in, but Saturday we headed towards Ipswich to visit the Transport Museum. Six period cars plus Andy and Jane's Triumph Herald made up the convoy joining the Silburn's Eight and the Landin's Major and Eight which were already at the Museum. After a very pleasant meander through the exhibits, taking in the model exhibition also being held on that day, and the Sunbeam tea room we left our parking lot in front of the museum and headed again towards the coast and our eventual destination Snape Maltings. A puncture in the Longs' 10/4 caused a slight hiccup en route but eventually all arrived safely at Snape the home of the World famous Concert Hall and various other attractions. Thereafter we made it back to the campsite at our own pace. The evening BBQ commenced at the usual time of 6pm with at least thirty bodies in attendance. We were joined at this stage by Pam and Dave Lee, Norma and Laurie Cook and our son Duncan. Jill and Ken were presented with two pots and plants for their hard work over the last twelve years organising the camping weekends. There was much banter and the "scottish wine" flowed. Gradually the site became quiet whilst a few hardy members continued the chat until nearer midnight. Duncan said I fell into the tent that night. I still maintain it was the rabbit hole under the groundsheet which caused me to trip! Next day was effectively a free day although some who were staying on enjoyed a visit to the Hollesley Stud to see the Suffolk Punch horses. On Sunday evening seventeen members partook of a very enjoyable meal at the Wilford Bridge pub. The end of yet another era?

Ivan Rooke

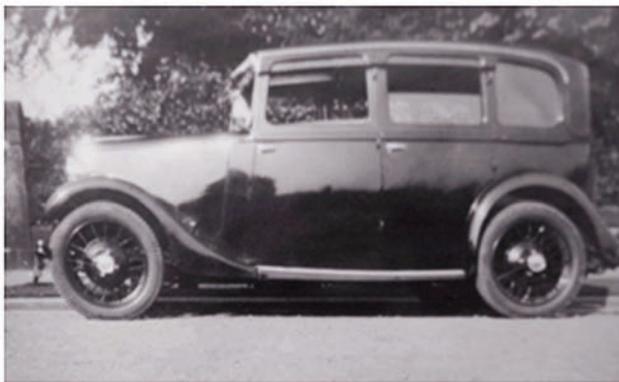


FROM DAIMLER TO MORRIS IN 70 YEARS PICKING UP A HILLMAN AND A WOLSELEY ON THE WAY

Why on earth British cars way up in Norway? One may well ask. I have had seven or eight old ones in all, never a trace of continental or transatlantic metal in my garage. Is it in my genes? Who knows? There is an old photo of my grandfather's Lanchester Ten outside my grandparent's house in Carlisle. And my mother always boasted that the first car she crashed was a thirties Daimler, one of the smaller models, she hastened to add. Or did it all start when my parents went on their honeymoon in the Lake District in petrol rationed wartime Britain, probably having a wonderful time in a Riley Adelphi borrowed from a family friend?

It would be nice to say that I was born nine months later (-oh those soft leather seats in the rear!) - but unfortunately a lie. My sister though - why has she always had a VW?

Back in Norway in 1946 the first family car was a rather dilapidated 1933 Ford Y, a gift from a kind uncle in England who had no more use of it, it was in such a bad state. The story about how it one day decided to simply let go of its petrol tank on a country road is all part of family lore. My poor father had to spend a fortune getting it sorted, I found the receipt from the local garage dated September 1949 among his papers. You would have thought that 150 pounds could have bought a decent secondhand car, but the problem was that there were none to be found in immediate post WWII Norway. Anyway, a new tank, running boards, welded floor, a filled in sunshine roof, a diversity of new parts and various used ones, lots of gaskets, all finished off by a coat of fresh paint ensured further years of faithful service. It may well be that my very first ride in a car, home from the maternity ward, no doubt in a cloud of oil fumes and road dust in an old 1933 Ford, made me forever susceptible to all kinds of British machinery. I would like to think so anyway. I have a picture of my brother standing on the running board staring in through the window, no doubt amazed at the technical marvels of modern times. The Ford was rumoured to be still going strong well into the 1960s in Sandefjord, a small town south of Oslo. But we had moved on to Hillman Minx long before that. It was a 1954 model and served us well until 1959, the most memorable event being a rather dramatic crash with a taxi on icy roads in the north of Norway in November 1958. One thing is that it made my sister furious because



it took all the attention away from her birthday, which was the next day. More importantly, the a-post gave me quite a nasty cut in my forehead (What on earth was I doing in the front? Seat belts? Ha!) But I was nicely repaired with some thread and a needle at hospital. The Minx was also fixed and got a shiny new coat of light green paint in the process. I still have a nice scar, I call it my Minx tattoo, across my forehead. Harry Potter himself would envy me. A few years ago I saw an identical Hillman at an autojumble, even the colour was right. My old wound started itching and burning immediately. Could it have been my long lost friend saying hello?



living without one for some time. For four children aged between 13 and 23, a mother, a father and two dogs, what could be a more natural choice than a white Morris Mini 850? Nobody quite understood what he was thinking. But he must have considered it a successful move, for two years later it was replaced by a dark blue Mini 1000. These were the cars I learned to drive in, and I have loved the Mini ever since. It's amazing what you can get in the back of a Mini really. A bloodhound, a boxer and a double-bass

at the same time, I have done it. It is not a long trip, and we could not close the windows, but anyway...

But Dad eventually realized that a highly ranked naval officer needed something a bit more prestigious and opted for a Morris 1300 in 1972. Wind-up windows and all. So roomy and almost indecently fast. My older brother and sister had moved out by then and my younger brother had no driving licence yet, so I almost felt the car was mine. Happy days indeed. At weekends I

practically lived in it, passengers paying the petrol. At last it was time for my first very own car. My good friend the double-bass player sold me his Morris Minor 1957 two-door saloon for about 50 pounds. I knew nothing about cars but felt sure it was in perfect condition. It just needed some more wire mesh and plastic filler in the floor and sills, a couple of new bald used tyres, - and I was off! During

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the following two years I learned that you do not have to be a mechanic to run an old car. I learned that smoke and most strange smells disappear when you drive at a certain speed with the windows open and that lousy brakes just call for some more long term planning if you insist on stopping. When the radio catches fire, you simply rip it out. Starting is rarely a problem as long as you park downhill. I never in those two years had to find out if it was the battery or the starter motor that was to blame.

In all that time the Minor never seriously let me down. It was my daily means of transport and took me all over the country on holidays, most of the time full of friends and dogs. Brave creatures indeed! One day it needed a wash I painted it instead, a tasteful two-tone green. Of course it made it look new and it went even more smoothly afterwards. To say nothing of what happened after I had painted some bits and pieces under the bonnet bright red. The old thing went like a rocket!

But all things must pass, as they say. It had to go when I moved to town with no place to park outside my flat. I tried to sell it. No success. I tried to give it away. But no-one wanted my faithful green friend. The world had certainly gone mad, and I felt like a traitor when I drove it under its own power to the rubbish tip. I had to ask the man with the giant bulldozer to do nothing until I had caught the bus home. I still have nightmares.

Years passed with no car. Serious adult things like university, girlfriend, work and buying a house took all resources. But in 1980 it was time again. My wife Tove and I went Minor-hunting. She was almost as romantic about it as me, claiming she remembered seeing, many years before, the strange little duo-tone green car with a long-haired maniac behind the wheel and a bloodhound in the rear. My old friend the bass player was still into cars and told us of a nice one he had seen for sale quite close to our home. We went to see it and found what seemed like an overgrown Morris Minor with a posh nose. No problem, I thought, I know Minors so this was to be a safe buy. A quick test drive and it was ours. I soon found out that a Wolseley Six-Eighty is rather a different beast from a Minor, however. What a big engine, and what a funny steering arrangement with all those rods and bars going in strange directions underneath!

But we loved our old Wolseley and it gave us immense pleasure for more than 20 years. To begin with Tove used it to and from work every day and got quite a few admiring glances from members of the opposite sex. She quickly got used to saying "overhead cam and twin SU carbs", not quite being sure what it meant, but effectively impressing her fans even more. Great fun! Our daughter Mia practically spent her childhood in those lovely rear seats and of course grew to be almost as silly about old cars as me! This was the car that taught me most of what I now know about technical matters. Unfortunately not as much I sometimes wish. The easy principle was to enjoy for



as long as possible, and open the bonnet and push or pull some bits and pieces if it stopped. If this did not help, it must be serious and you called for help. The Six-Eighty now has a new owner and it is awaiting a complete restoration. I would love to see it back on the road.

In the mean time a new Minor spent ten years with us. This time a lovely 1962 Traveller which I bought as an unfinished project. It took a long time to finish, but thanks to help from a very good friend it was completed in the end. Some time later we moved and suddenly I had quite a few miles to drive to work every day, so

I decided I needed something a bit more comfortable to take me there. A Minor in the dead of a Norwegian winter can be a bit cold and uncomfortable for a middle aged man, so I sold it with a heavy heart and got me a Rover P6 instead. I have had that for 12 years now and dare not think of all the time and money I have spent on it. But at least it is just as comfortable and reliable as I had hoped, and everybody in the family loves it. There is an uproar every time I suggest we sell it because we do not really need that many cars, so I suppose it will stay where it is.

So where does the Morris Eight fit into this story? Well, ever since those happy Mini days I have had a soft spot for small cars. A flashing Bentley or an expensively purring Jaguar may be impressive, but somehow I do not think I would be comfortable with that image. So I have always dreamed of having a small uncomplicated old car for sunny summer days and Sunday outings. For some years I had an Austin Seven in bits in my garage (bought cheaply from my friend the bass player once more...) but eventually I realised I was not going to get around to restoring it, so out it went. Our daughter Mia had by this time got her own Morris Minor (identical to the one I had had in my youth!) so I found out that what I wanted was a pre-war Morris of some kind to keep hers company.

A beautiful tourer I came across was horribly expensive, and a restoration project was far too much work. Then out of nowhere a 1937 2-door Eight turned up in an ad on the website of the Veteran Car Club of Norway. I hurried off to see it, a couple of hours' drive away. I was thrilled with the overall condition and quality of the restoration.

The owner had had it for about 12 years, spending half of the time restoring it from the bottom and up. He was now 80 years old and really did not use it much any more. There was some trouble getting it started, and the brakes were obviously not good, but all in all it seemed to be all I had hoped for. I gave him an offer, the equivalent of about 4000 pounds, and after some weeks he called me to say I could have it. To me it was a real bonus it was a left hand drive car, indicating it probably had spent all its life in Norway. All my British cars have been original left hand drive export models, and I think it is a nice way of preserving what little there is of Norwegian motoring history. I am trying to trace the Eight's history, but so far have come no further back than to



the early eighties. This happened two years ago. I had to spend some time sorting the brakes, and the carburetter and ignition also proved a challenge, so the first season it did not get much exercise. I did make it for the annual rally of the Veteran Car Club of Norway though. But the last eighteen months have been quite active. Every month members



of Albion, the Anglo-Norse Vehicle Preservation Society, have an informal gathering near where we live. My friend the bass player in his Wolseley Nine and I in my Morris Eight always make a point of going there. Usually we meet a fellow member in his Austin Ten, our cars forming quite

a nice trio. The longest trip my family have taken in the old Morris was a 200 kilometre run last autumn. It never missed a beat. We were in the company of Cadillacs, Bugattis, Bentleys, Packards and such, but I am sure nobody had more fun than we in our pretty little British family cars. Since becoming an Eight owner I have spent some time trying to find out how many Morris Eights there are in



Norway. By going through lists of members' cars in various clubs, reading magazines, searching the internet and talking to people, my list so far shows only about a dozen, but I am sure there must be more. It is quite interesting that mine is the only saloon on the list so far and that there is only one van. The two-seater that took part in the Monte Carlo rally in 1936 - and is mentioned in Harry Edwards' book - still exists in the town of Hamar, dismantled but complete, I believe. That car alone is worthy of a story. The search goes on!

Membership in The Morris Register is a must. I eagerly await Morris Monthly and find it a good read. Also a trip to Beaulieu in September 2009 was a great inspiration.

a metal worker down the road to make a luggage rack for me. Although my Eight is in good shape, it is nice to have little things to plan to make it even better. One is never quite finished, is one?

I have always said I will not be happy before owning a car

older than myself. Finally I am there. Comparing the Eight with a twenty years younger Minor (- my daughter Mia's) really gives an idea of how much cars developed in just a few years. Compared to the Eight the Minor is a sure-footed, precise and relaxing thing to drive - almost modern and almost fast. I feel I have to work much harder driving the Eight. Those thin wheels keep pulling it in all kinds

of directions, it is much more noisy and cramped. But somehow I prefer it. Side by side - rubbing shoulders with the one you love in the front seats - going through the bends, the old fashioned shape and tiny size make it irresistible!

At the time of writing, we still have a chilly May here north. But my Morris Eight is out of its hibernation and has started with a little help from a freshly charged battery and some aerosol starting gas. Everything is set for another happy season. The first sunny afternoon now I shall be off along the twisting B-road to that little café overlooking the sea - wearing a brand new smile!

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WEDDING TENS

Dear Editor

I enclose a photo of my two Morris 10s which I thought might be of interest. They were used recently for my Grandson's wedding. The Series Three was used for my Daughter's wedding 31 years ago and my grandson who is getting married this year asked for the same car. The Series M which I have not owned for very long was used to carry the bridesmaids.

The photo shows a sliding head on the Series Three and when I registered with the club I did not realise the distinction, thus the 2010 handbook shows 'saloon'. The Series Three has its original radio which looks like a small bucket and has cables running to the dash. I have not seen another and I wonder if this is rare.

Thank you for our Monthly Newsletter which I find most interesting and always look forward to receiving.

Tony Britt
East Sussex
12214/5



Editor's Comment

Thanks, Tony. I hope this family tradition of Morrisies at weddings will continue into the next century!

MY MAJOR ENGINE

Dear Editor

When I bought my Major on eBay I did not expect things to go smoothly, but nor did I expect the major (no pun intended) problems I encountered. The engine smoked like h.11! Apart from that, fuel consumption and reliability were an issue. I decided that I had to bite the bullet.

The engine came out in the summer of 2007 and was sent to Coventry Boring and Metallurgy, a firm with a good reputation and one which had already rebuilt two engines for me, both of which seemed to have been done well.

The engine was returned in May 2008 and I dropped back into the chassis. As soon as it was connected up it started easily but would not tick over. The engine would not run at anything below about 1200 r.p.m. A road run showed no smoke and good pulling power so I assumed there was a carburettor problem causing the lack of a decent tick over speed. But then I discovered that on a longer run, over 5 miles, that the engine was seriously overheating.

I removed the water pump and because I could not remove the cover, sent it away for repair. It was returned to me smashed, but with what was left of the cover still in place. Advertising widely produced no replacement water pump so I purchased an electric pump and fitted that. I now had good water flow, but the car still overheated quickly and the cylinder head gasket blew. Coventry Boring came and replaced the gasket with one supplied by me.

Assuming that the gasket had been faulty, I now assumed that all would be well, but another run of about 7 miles caused the gasket to blow again. Coventry Boring came and replaced it with one they had made.

Now, hind-sight is of dubious use, but I should have realised that although the gasket had, on each occasion, blown between cylinders 5 and 6, there was water in every pot, the gasket being otherwise intact. This should have told me something!

The overheating problem remained and although there was no water leak, a run of 2/3 miles would empty out about a gallon of coolant! So, I filled up the radiator, left the cap off, and pressed the starter... Bingo! There was a fountain of water from the cap. So, coolant must have

been expelled via the overflow. Over heating was due to two causes — exhaust gases being forced into the water jacket, and coolant being expelled. The engine had to come out again.

Coventry Boring were not initially very helpful. I was told that I must have left water in the engine over the hardest winter for decades and the block had cracked. In any case it was now two years since the rebuild and engines were guaranteed for one year. It was no good me saying that I had not yet covered 40 miles or that I am experienced enough to know not to leave water in an engine in winter (I have owned another pre-war car for 47 years), but the Company would have a look at the engine at my expense. I took the engine out and after another few months Coventry Boring told me that they had pressure tested the block and head again and could find nothing wrong with either. They thought they had pin-pointed the problem, however. They thought that, having skimmed the head and block, the cylinder head nuts were "bottoming" on their threads before pulling down the head. The solution was to be 10 mm spacers under each nut. The engine was then returned to me and it now sits in the chassis, but nothing is connected up yet.

The answer is so simple and (to an engineer) so obvious that it has to be correct.

Coventry Boring has, for me, regained some integrity as I have not been billed for this work. Nor do I believe I should be! They could have lied and said that the block was cracked, but they didn't.

This car has been nothing but trouble, so far, but I now believe that happy motoring is in sight. We shall see.

John Bates
Redditch
11487/2

Editor's Comment

Many thanks to John for this rather sobering account of what can happen to even the most experienced "old car man". If readers have got here before reading the Midlander, they should go there now to discover that you now have other problems.

BEWARE THE POST OFFICE

Dear Editor

I thought it might be of interest to other members to relate a recent experience. Having successfully managed to get our Morris 8 Series 2 through its MoT first time (the last time it was on the road was 1983) I took my brand new MoT certificate, insurance certificate and V5C along to the local Post Office. I had previously made enquiries and was told that these were all the documents I needed despite the time it had been off the road and that it was an historic vehicle and therefore exempt.

On presentation of my documents I was asked "Do you want 6 or 12 months?" I explained that it was a bit academic really but would opt for the 12 months. The reply was "Oh it's a free one then". The cashier then scanned my V5C and then said "It's not free that will be £125". I explained that it should be exempt. The reply to this was "No, they all went up in the budget. I had a gentleman in the other day who said the same thing. He went away and then came back and had to pay".

MINOR SPECIAL

Dear Editor

I have been following Harry Edwards' articles about unusual Morris Minors with interest and the latest one prompts me to forward the attached photo of a Minor special that was constructed by my late father shortly after WWII.

The car was originally bought in 1939 for £5 and was a 1931 £100 Minor Two Seater. When the war came along, my father dismantled the vehicle leaving the chassis and axles on blocks alongside his house. The running gear and the rest of the thing was I believe stored inside the house in the boxroom. After the war he resurrected the bits and pieces and decided to rebuild the car as a sports car. His first version was built with a lot of the original items but in about 1950 he built out of aluminium the pointed tailed one as seen in the photograph. I was only a very small boy at the time so can hardly remember the coming of the completed car, but I can remember that it was painted maroon with a fair bit of polished aluminium. Whether or not my father tuned the engine I have no idea but it never went wrong and was used every day. A small seat in the back accommodated me and the dog and there was a canvas hood but no side screens to keep out all of the rain!

Around 1953 it was sold to make way for a 1934 Minor 2 door saloon similar to the one I am currently restoring. I can remember my mother being very worried because a

I asked for my documents back and said I would make further enquiries. "You will be back" I was told. I left the Post Office disgusted that I would have to pay, but felt sure that a mistake had been made.

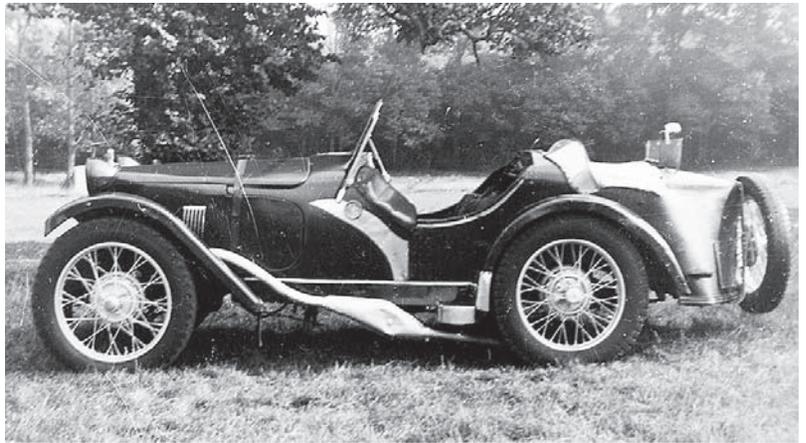
Once back home I went onto the DVLA web site and sure enough my vehicle would be exempt, but I would have to send my documents to the local DVLA office for its status to be changed to "Historic Vehicle". The documents were all sent off late on the Saturday afternoon and by Wednesday I had my tax disc.

Well done to the Ipswich DVLA office for the excellent service, shame about the Post Office staff. I could have easily paid out £125 the same as the other gentleman had!

Michael Ovenden
Lowestoft
12303/4

Editor's Comment

You have been warned! You really do need to visit the DVLA Office in person.



man in his 70s apparently bought the car and planned to drive it to Cumberland where he owned a house! Whether or not he ever did drive to Cumberland is not known. The trip from Ilford to Cumberland would have been quite an adventure back then. Nothing was ever heard of it again and so GP 5130 must have disappeared into history.

Tony Eldridge
Ilford
12306/4

Editor's Comment

Many thanks for this interesting account. Who knows, some descendant of the Cumberland man may read this and update the story.



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from NATIONAL MEMBERSHIP SECRETARY, **John Nagle**

Josephine and I took part in the Welsh rally in September, sadly not in the 2 seater Minor as the restoration job has suffered under the pressure of work from the Register, however as with most Club events there is always an opportunity to take part and enjoy yourself with or without your Morris car. On the subject of restoration work I would like to recommend to you the benefits of talking to fellow members, and using the Club website . I am continually amazed how few of us use the Club website. The forum is a perfect place to gather and disseminate information, as well as the facility to access technical topics from past publications. The benefit that comes from talking directly to other Members can solve problems that on your own present a mountain to climb of enormous proportions. I would like to thank publicly the Members who have assisted me through some difficult problems with their time and generosity over the past year. Try it for yourself, it's free and effective and a good excuse to find a new friend!!

I thought at this point a few pictures of the restoration of OW 4224 might be appropriate.



It was hard work dismantling the car



Above: A very early test drive!



There were lots of worn out bits: this was the state of the gearbox primary motion shaft!



The woodwork was not entirely sound! Some wood but mostly rot and filler.

Below: Josephine's industrial pressure washer was borrowed to clean the block. She normally wastes its potential on plates and dishes!



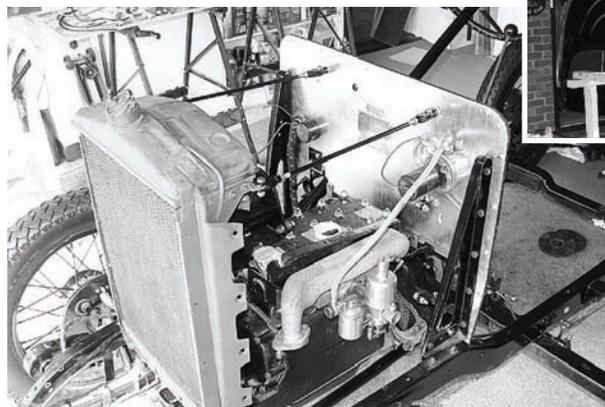
Front springs were rebuilt.



Gaskets were made and large amounts of sawdust produced in making new ash frames.



The old lady is now beginning to look a bit like the finished product. How is your restoration going?



IT'S AGM TIME AGAIN

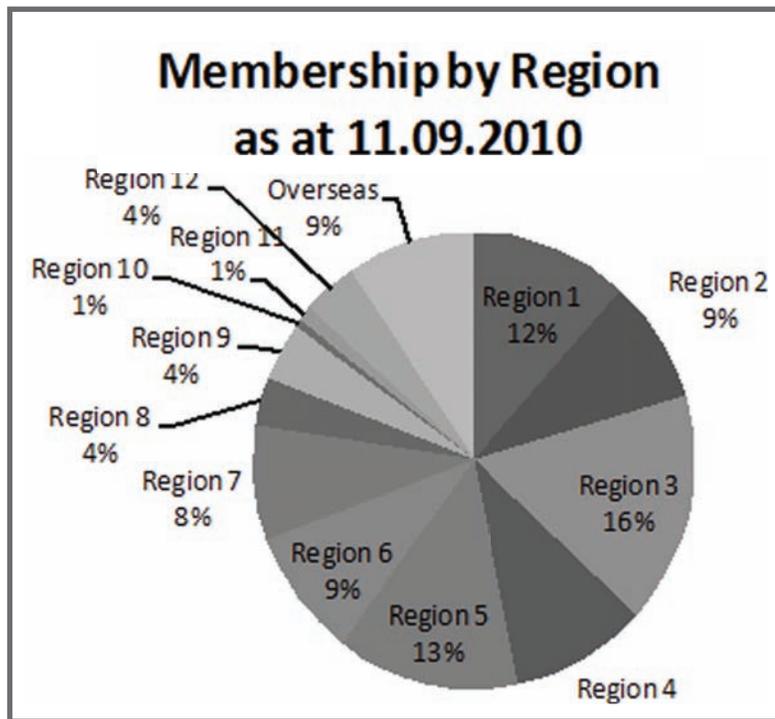
And I have to produce a presentation on the "state of the party" for the past year. In fact as our AGM is so far divorced from the year end, it is more like the last 18 months.

However, as I have to produce the stats for the meeting I thought you might like to see them, if you did not attend the AGM.

Here we go: THERE IS ONLY GOOD NEWS!!!!

At the year end 31st March 2010 the membership stood at 1753. This was about the same as 2009, but it was difficult to judge precisely the real figure as I had only recently taken over as membership secretary, and we changed the year end from December 31st to March 31st thus giving an extra 3 months to the year and consequently an inflated membership figure.

However, I did report last year that I felt there was a positive trend in membership and this has proved to be so. As at the 11th of September the membership stands at 1754, 127 above this time last year and 1 above the figure at 31st March 2010! Which would indicate that if this trend continues the membership should increase by 7.8%, giving a year end figure of 1889. It will be a splendid result if we reach this figure although I feel a figure of around 1830 is more realistic. The campaign to get Members to pay by Direct Debit is still going apace. Out of the 1589 UK Members, 1078 of them, together a few overseas Members with UK bank accounts, now pay by this method. In other words 68% of those who could pay by this method now do so. This is important as it cuts the work of this office by a very significant amount, is cheaper for you and saves the Club money in bank charges. As I will not be in this post by this time next year (I intend to stand down when I reach my 70th birthday next March!) I put it to you - would you be willing to do my job and could you pay by direct debit? At least if you are not willing to take over from me, please be considerate to the volunteer who will do so.



LIST OF MEMBERS BY REGION		
Region	31/3/2010 Members	11/9/2010 Members
1	207	202
2	163	157
3	286	288
4	167	175
5	231	232
6	158	160
7	143	144
8	61	62
9	71	73
10	13	8
11	22	19
12	66	69
Overseas	165	165
TOTAL	1753	1754

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Car for Sale

Morris 8 Series 2. Four door sliding head.



Jan 1938. Very good condition. Burgandy over Black. In perfect running order. MoTd and taxed until August 2011. It still has its original leather and it is believed to have achieved only 66k miles from new. The buff log book with history/ receipts appears to back this up.

A reconditioned engine was installed 3500 miles ago and delivers a constant oil pressure of between 45-60 psi. New king pins and bushes fitted in July 2010. £3950
 Peter James
 0121 378 4316 (West Midlands)

Parts for Sale

Morris 8 Series I engine (needs rebuild, unknown state. Series I gearbox and assorted other Morris 8 small parts. Clearing out garage as car is now sold.
 Stephen Gilbert
 01825 790 494 W. Sussex)
 07708 647 006
 stephengilbert2009@live.co.uk

Parts for Sale

For 1966 Morris Minor Traveller: new heated rear window for nearside door £25. Pair of plain rear door windows £10. Differential in excellent condition £30. Set of road wheels £30. Complete rear axle £50. Complete rear bumper assembly £25.
 Chris Osborne
 01622 861 222 (Maidstone, Kent)

Parts for Sale

For Series 2 Morris 16, 18, 25
 12v Dynamo Lucas C45WV2, £25.
 Brake drum with two front axle backplates with shoes, £15. Metal door top trims and oil filter canister. Lucas 6cyl Distributor caps, £3 each. Morris Sixes Service info book Series 2 cars and Series 3 14/6, £10. Chrome Radiator surround and grill with Morris 18 mascot and badge £20. Morris 16 Mascot, £10. Points and capacitor available.
 Bev Marks
 01823 412 328 (Taunton, Somerset)

Parts Wanted

For 1936 Morris 8.
 Tonneau cover as new if possible - or poor condition to use as pattern.
 Mike Duckworth
 07847 169 724 (Westerham, Kent)

Car for Sale

1936 Morris 8 SI 4-seater Tourer. An excellent car in fine all-round condition with irreproachable mechanics. Green/Black coachwork. £6500.
 Robert Smith
 01428 606 923 (S.W. Surrey)

Car for Sale

Morris 8 E 1939 FKP 732 with V5 in need of restoration some extra parts. £300.
 Fred Burton
 0162 2762 584 (Maidstone)

Car for Sale

1936 Morris 10/4 series II. Project in progress, with wire wheels and honeycomb radiator. It is a project that was started but too big for my skills as the ash frame is in a very bad way. The car is now in bits but complete, the body is still on the chassis but most things removed. It has a new bonnet and running boards and leather seats re-upholstered but a lot of work to do. I still have the original plate and registration docs. Offers around £1,200.
 Adrian Meredith (Non-member)
 01264 354 358 (Andover, Hants)

Car for Sale

1939 Morris 8 Series E Tourer. Partially restored. Reluctant sale due to ill health. All parts to finish, lots of new parts. recent runner. Heritage certificate. £3950.
 Arthur Lowrey
 01743 354 098

Parts for Sale

A front axle complete with hubs and and brakes, a pair of front springs and a pair of three stud wire wheels in good restorable condition. The wheels are fitted with worn out 4.50 x 19 tyres and are likely to be for an early Minor or similar. £50.
 Roger Geeson
 01275 856 020 (Bristol)
 r.geeson@blueyonder.co.uk

Parts for Sale

Morris Eight Armstrong hydraulic shock absorber x 4, 3 speed gearbox, grill surround, prop shaft, clutch, large old trunk for back of car. Please ring for prices.
 Colin Lazenbury
 01733 707 725 (Peterborough)

Parts Wanted

For 1933 Morris Minor side valve. Full engine, no matter what condition. Alternatively, flywheel, crank and camshafts, valves, guides and springs, timing chain and sprockets, main bearings and head studs, for the same 850 cc engine. A gasket set would be handy too. Any help much appreciated.
 Anthony Silvertown-Smith
 01538 361 747 (nr. Leek, Staffs)
 a.silvertownsmith@btinternet.com

Car for Sale

1938 Morris 10/4 series 3 sliding head.



Royal Blue. Taxed and MoTd until April 2011. New dynamo, recon voltage regulator, all new brake rubbers and a new stainless steel exhaust. Not immaculate but a nice mix of new and original. Good runner. £3500.
 Steve Jones
 07809 446 333 (Wigan)

Car for Sale

1936 Morris 8 Series I 4-seater Tourer. Reluctant sale of much cherished vehicle. Subject to a ground up restoration a few years ago and retained in a collection, so little used. In good condition and ready to use. Original transferable number. For further info/pictures, contact:
 Derek Robertson
 0141 956 6800 (Glasgow)

Car Wanted

Morris Eight Series 1 4 Seater Tourer. New member to the MR requires a reasonably well sorted, usable but not concourse car for the whole family to enjoy. Happy to do a little bit of fettling later if required. Must have a longish MoT, 4 speed box would be an advantage. Photos would be really appreciated.
 Howard Mills
 01256 850 404 (Basingstoke)
 howard.mills3@btinternet.com

Parts for Sale

For Morris 8 series E - complete diff in cast iron casing (7/37) £85. For Morris 8 series I/II - complete diff in aluminium casing (8/43) £125. 2 x half shafts with hubs £10 each. 2 x bumper dumb irons £6 pair. 1 x oil pump complete £10. 1 x block water outlet £4. 1 x engine bottom pulley £8. 1 x starting handle dog £3. 1 x set used pistons complete with all rings (believed standard) £10. 2 x track rod ends £4 each. 1 x petrol tank filler tube + cap £6. 2 x 1" carburettor bodies £5 each (plus most ancillaries (£ask). 1 x front hub with bearings £10. 1 x 6" headlamp rim, glass and reflector £8. 1 x brass windscreen surround with perfect glass for series I/II saloon £45. Plus hinges, brackets and all opening fixings for above, £ask. Large items need to be collected. Small items all plus postage and packaging.
 John Patman (Non-member)
 0208 393 5381 (Epsom, Surrey)

Box Trailer Wanted

For the National Rally. To accommodate marquees, road pin, signs, flags etc. Single or twin axle but small enough to be towed by a 2 litre car. WHY. Contact Malcolm Dixon 01132 670 424 or Dave Harris 01772 626 723

Parts Wanted

For 1933 side valve Minor Engine block. Negotiate price. John Mason
01689 858 546 (Sevenoaks, Kent)
johnmichaelmason01@talktalk.net

Parts Wanted

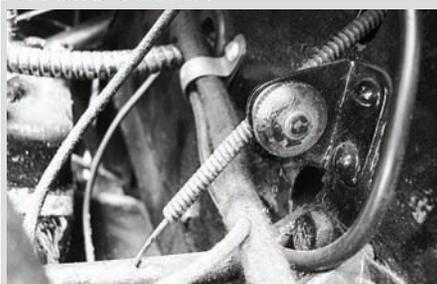
For Morris Minor 1932 A gearbox. Tony Raynsford
01797 224 523 (East Sussex)

Parts Wanted

Lucas Altette horn, same as in the front cover photo in last month's Morris Monthly. Working or not, I really only need the fixing bolts, spacers and chrome nuts that hold the horn to its bracket. Tom Bourne
02920 703 482 (Vale of Glamorgan)
tom@tombourne.fsnet.co.uk

Parts Wanted

For Morris 8 Series I



This small bulkhead fitting, including knurled nut, for the slow-running control. I'll be happy to pay a reasonable price, and also p & p. Ron Fairweather
0141 639 3403 (Glasgow)
ronfairw@aol.com

Parts Wanted

For Morris 10/6 Pre-Series 1934/5 Engine. George Bertolis
0030 693 243 6315 (Greece)
Fax: 0030 210 688 9799
bertolisgeorge@in.gr

Parts Wanted

Morris 10M engine (XPJM). Would consider incomplete/dismantled. John Hopkins
07806 654 001 (Leicester)

Parts Wanted

1933 Morris Oxford Front Bumper Centre Badge. Chrome plated badge in style of the radiator grill fits over the bumper centre bracket. Approx sizes (maximum) are 125 mm high by 80 mm wide. David Lockwood
01474 707 844 (Dartford)

Parts Wanted

For a post war Morris Series E. Front chromed bumper blade. Roger Needle
01869 340 028 (Steeple Aston, Oxon)

Parts wanted

5 x 19" 3 stud small hub wheels for 1931 Minor. When available I would have 5 x 19" 3 stud large hub for sale. Dave Marriott
01933 673 964 (Wellingborough)

New and returning members

Warm Welcome



NO.	MEMBER	LOCATION	PHONE	e-MAIL	CAR DETAILS		
12461	David & Gillian Spencer	Carnforth LA5	01524 702 032	dspencer48@yahoo.co.uk			
12462	Jeff & Marcia Balshaw	St Austell PL25	01726 69949	geldof666@aol.com	1939	Ten Series M	4 Door Saloon
12463	Steve & Wendy Denne	Hindhead GU26	01428 609 789	stevedenne@btinternet.com	1938	Twelve Series 3	4 Door Saloon
12464	Margaret & Michael Clutton	Wrexham LL14	01691 772 132	crogen@talktalk.net	1932	Minor Family Eight	Special Coupé
12465	Harold Curry	Canterbury CT4	01227 831 278	harold.curry123@btinternet.com	1937	Eight Series 1	4 Seater Tourer
12466	Stephen & Gillian Bartlett	Spalding PE11	01775 718 755	gillbartlett@sky.com	1940	Twelve Series 3	4 Door sliding head Saloon
12467	Anthony & Pauline Porter	St Brelade, Jersey JE3	01534 743 512	anthonyjporter@hotmail.co.uk	1936	Eight Series 1	4 Seater Tourer
12468	Brian & Janet Gayther	Penisarwaun LL55	01286 870 482	gw6kfh@aol.com	1933	Minor Family Eight	4 Door sliding head Saloon
12469	Douglas Johnson & Rosemary Wagner	Cheddington LU7	01296 661 806		1936	Eight Series 1	2 Seater Tourer
12470	John & Daphne Halton	Balsall Common CV7	01676 534 167	jlhalton@gmail.com	1935	Eight Pre Series	2 Seater Tourer
12471	Martin & Anne Smith	Malvern WR14	01684 568 180	msmith1@talktalk.net	1947	Eight Series E	Saloon
12472	Stephen Wood	Barnsley S71	01226 709 907	sdwood@talktalk.net	1948	Eight Series E	2 Door Saloon
12473	John & Julian Marcantonio	London SE5	0207 701 8741			Commercial JB	Truck
12474	Kelvin Garnsworthy	Nr Crediton EX17	01363 866 636	kelvin1955@fsmail.net		Eight Series 1	Saloon
12475	Nigel Murray-Harvey & Jennie Fenton	Brighton, SA 5048, South Australia		jenfent@hotmail.com	1938	Eight Fourty	4 Seater Tourer
12476	Jim & Dorenn Doggrell	Marnhull DT10	01258 820 175	jimdor40@btinternet.com	1933	Minor	Saloon
12477	Robert & Linda Taylor	Great Cornard CO10	01787 372 441	bobtaylor11@hotmail.com	1936	Eight Series 1	2 Door Saloon
12478	Mark Howard	Goldhanger CM9	01621 788 489	mark.howard10@ukonline.co.uk	1936	Eight Series 1	2 Seater Tourer
12479	Robert & Sylvia Ralph	Telford TF2	01952 608 417	macra@hotmail.co.uk	1935	Ten Series 2	Four Door Saloon
12480	Derek & Gillian Anderson	Bewdley DY12	01299 4046 82	daanderson@btinternet.com	1938	Eight Series 2	2 Door Saloon
12481	DAvid & Dawn Roberts	West Runton NR27		david.mroberts@btinternet.com	1946	Eight Series E	2 Door Saloon
12482	Brian Campbell	Whitstable CT5	01227 265 034	campbel_brian@btconnect.com	1934	Minor SV	2 Seater Tourer
12483	Graham & Teresa Townsend	Gloucester GL2	01452 505 958	grahamtownsend@btinternet.com	1938	Eight Series 2	2 Door Saloon
12484	Ian Turnbull	Yarram, Victoria 3971, Australia		ian@turnbulls.com.au	1938	Eight Series 2	4 Door Saloon
12485	Andrew & Denise Christopher	Preston PR2	01772 654524	acd2@btinternet.com	1936	Eight Series 1	4 Seater Tourer



DAD'S ARMY DAY AT PETWORTH HOUSE, W. SUSSEX 4th SEPTEMBER

I thought members might like to hear of our little trip out on Saturday 4th September.

We had booked in to a "Dad's Army" Day at Petworth House at the invitation of Caroline Lisk who was seeking vehicles of wartime age. So Phil Barclay in his Morris 8 2-door PV 3090, Keith and Penny Challen in their M8 4-door 769 UXU and me in VVS 622 got together and drove from Worthing to Petworth in lovely sunshine. Keith was leading because he has the most load on, himself plus his wife, son, dog and a huge truck on the back full of picnic stuff, chairs, camping stove, gas bottle, etc. and a lot of angle iron holding it all off the road. As you can imagine, the pace was pedestrian but enjoyable. All the same, when we arrived we found only two other cars, both large Fords and then an MG turned up.

We had a lovely day just sitting about and talking, leaving at 4.30 pm for the trip back home back through Pulbourn and Storrington and down the A24 home again.

Here (right) are three pics of the day!

Gerry Stedman



FIFTEENTH JAPANESE EIGHT

How are you all? I am fine. Japan is summer season now. Today's temperature is 35°C.

My car cannot run by vaporization phenomenon! By the way, I have found another Morris Eight in Japan. The location is Sikoku, Japan. The person standing beside the car is the owner. He worked as a teacher in New Caledonia. It seems that he went to work in this car and brought it back to Japan at the time of his return home.

Takuji Yabe