

MORRIS MONTHLY



Volume 59
Number 9
September
2019



MAGAZINE OF THE MORRIS REGISTER

The Club for Morris vehicles designed before 1940

www.morrisregister.co.uk



ADVANCED NOTICE!

DIAMOND JUBILEE NATIONAL RALLY

7/8/9 August 2020, Thoresby Park, Notts NG22 9EP



MORRIS MONTHLY

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MAGAZINE OF THE MORRIS REGISTER

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CHAIRMAN **John Ford** writes:



Having just got back from our National Rally, I was amazed that despite the predicted bad weather the true Morris spirit shone through. High winds and rain Friday and Saturday cleared away for a lovely mainly sunny Sunday. Turn out was certainly up from last year and a really eclectic mix of our models were on display. It was nice to see a good display of light commercials on show and the Morris Eight saloon section back to its normal line up. Ben put on another really good show for us and I know he was hampered by the terrible weather at the set up stage but, with help from members et al, he pulled it off. A big thank you to him. We had good support from the MVA this year, with the Landcrab Owners and Wolesey Register having their annual rallies at the same time and the MMOC putting in a good show. Membership Secretary, Christine Haigh, was on hand signing up quite a few new members, with the club shop doing really well, led by Barbara Farmer and her helpers. The raffle raised over £400 for McMillan nurses. My only concern and disappointment was in some of the vehicle judging, with some tactical voting going on. I really think it is shameful that some members miss out because of the actions of a few members determined to win a prize at any cost. Next year I am determined to change the way vehicles are judged, to try and ensure that worthy owners win the awards. I recall a line from an old Don Mclean song, "if winning is all that matters then God help the ones who fail". There were a few lines in this year's rally programme on page three worth recalling, "Lest we forget", very moving, I hope Rob prints it again in the MM.

Next year will be our 60th anniversary rally, already lots of ideas are coming in, there will be a huge turnout by the MVA clubs so please let's really make it a really great one.

Our AGM this year is on 5th October. The venue is at Wychwood Park Hotel, Weston, Crewe CW2 5GP. This venue will enable those members from the northern regions and Wales to attend an AGM nearer to home.

Cover picture: *Morris on tour on the deserted roads of Mid Wales. In the lead is John and Rhianon Howells' Morris 8 saloon, behind is the Morris 8 2-seater of Irene and Edward Constable.* [Photo: Tom Bourne]

The Morris Register



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

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

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

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

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



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I hope to see many of you there. Lunch and refreshments will be provided if you can confirm you are coming to our Secretary, Jim Riglar.

New website, what's happening? We are still trying to upload the forum side of the website. This has proved to be a real headache for the designers, but we are making some progress and maybe by the time you read this all will be ok.

Enjoy the rest of the 'monsoon' type summer! I am still clearing up after my flood at home (not the weather this time but a fractured pipe!) Hopefully, I will be back to normal for Christmas! See you at a show somewhere!

EDITOR Rob Symonds writes:

It is difficult to believe that the National Rally has come and gone already, and that we are entering the final stages of the summer. Before we know it, the clocks will be going back! Hence the need for me to accelerate the work on my garage.

It has been progressing slowly but the new electrics and ceiling (I hate the void created by an apex roof) are now in place. Big next move is erection of my first ever garden shed, but gardeners need not get too excited, it is only there to provide more space by decluttering the garage, which will allow three cars to squeeze in for winter. Once the shed has been filled, I can paint the walls and think about the floor. Currently it is bare but clean concrete. I haven't decided whether to paint it yet, concerned about the inevitable oil drips from the Morrises as I'm not very reliable putting drip trays underneath. I would be interested to hear opinions about garage floor paint. Tiles are too expensive an option, I think.

Finally, echoing John Ford's concerns about National Rally judging, I invite members to suggest alternatives as we will invariably be discussing this at October's meeting. Very finally, accounts/pics from Thoresby, please!



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

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I will get back to you

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14th of the month prior to publication

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Contact details above

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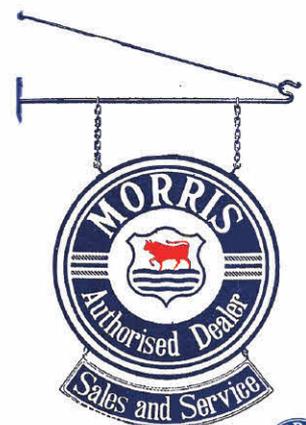
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If you know the part number of the parts you need, but don't want to use the on-line shop, please get in touch with David and Lindsay Smith, email: mylittlegreenmorris@yahoo.co.uk or by post at Morris Spares, Units 5 & 6 Priory Farm Industrial Estate,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

- Please state clearly the part number (the unique 2-letter, 3-number code as shown in the on-line shop), the description of the item you need, and the quantity
- Please quote the model and chassis number of your car - take the chassis number from the brass plate under the bonnet, and include the letters as well as the numbers
- Please quote your name, address and membership number in all communications
- We can accept payments by cheque, but prefer payments by card using PayPal. Instructions for payment will be given when you order
- Please remember the Service is run by members for the benefit of other members in their own time amidst many other family and personal priorities
- If you are not sure what the correct part is, please put a request for help onto the Forum. There will always be members "on line" who will be able to share their knowledge with you.





Once again as I write up my contribution for September's Morris Monthly, I do so shortly after returning from my 350 mile round trip to the club's annual National Rally at Thoresby. Although the weather forecast for the weekend was dire, it was only lunch time on Saturday that was really impacted and perhaps put a few off, Anne and myself included from taking part in the 30 mile road run early that afternoon. That apart, the gymkhana organised by Mike Brears proved a refreshing change from the driving games of recent years. I had intended to give the gymkhana a go myself, but what with the distractions of all those autojumble stalls, it never happened. I hope the gymkhana is repeated next year so that I can give it a go. The blustery weather kept a few attendees away on the Saturday, but with much brighter and calmer weather on the Sunday, it was pleasing to note the good turnout of cars and which by my reckoning was an increase on last year.

Whilst on the subject of the National Rally, I would like to remind all members that next year is the club's 60th anniversary and the rally will present an ideal opportunity at which to celebrate it. Using the normal formula of the second Sunday in August and the preceding Friday and Saturday, the date should be Fri 7th (evening), Saturday 8th and Sunday 9th August 2020. Why not make a note of the dates in your diaries now and commit to attending next year? It is sure to be an event worth attending.

As we approach the AGM, I would particularly like to accord my thanks to the management team members, John Ford (Chairman), Steve Gant (Treasurer), Christine Haigh (Membership), Rob Symonds (Magazine Editor) and Dave Lawton (Spares). Without their support and commitment, the club simply would not function.



Bulletin Board



ANNUAL GENERAL MEETING, 5th OCTOBER

The AGM will be held on Saturday 5th October at **Wychwood Park Hotel, Weston, Crewe, CW2 5GP** starting at 10.30 am. Enclosed with this edition of Morris Monthly you should find a copy of the annual accounts, and a form of proxy. You may use the form of proxy to register your votes by post. This should be returned to the Secretary at the address given on the form and to arrive no later than 29th September. Under the rules, only the six "elected officers" (Chairman, Secretary, Treasurer, Membership Secretary, Webmaster, Editor) are to be elected at the AGM. The rest of the National Committee members are termed "Specialist Officers" and the list of those that have agreed to continue to serve or join will be presented to the AGM for information.

There has been no nomination for the elected officer post of Webmaster; however we do have a potential candidate and if the individual proves both suitable and willing to accept the post then the Secretary will seek, subject to National Committee concurrence, the co-option of that individual after the AGM.

NATIONAL COMMITTEE, 5th OCTOBER

A meeting of the National Committee will directly follow the AGM. As with recent meetings, this will be held in two sessions, Business and Discussion. The agenda for the Business session will include approval of a draft budget and consideration of member subscription rates for next year. The Discussion session will provide an opportunity to discuss our plans for next year, and members are invited to contribute ideas about events and activities they would like to see included in the plan. Members from the regions will also have an opportunity to take part in discussions on a number of topics important to the future development of the Club. Issues likely to feature include 60th anniversary celebrations, the continuing need to attract younger members and the sustainability of our national rally over the coming years.

NATIONAL RALLY 2020: WARNERS HOTEL, THORESBY HALL, OLLERTON, NOTTS

The weekend of 7th 8th & 9th August 2020 we will be celebrating 60 years of Morris Register so why not treat your self to the comfort of the hotel.

Discounted prices for the three nights are:

Standard room: £285 per person Signature room: £315 per person Historic room: £323 per person
Some single Standard rooms with no added single occupancy charge are available @ £285

The price includes Warners holiday insurance cover for all rooms.

A deposit of £35 per person is required when booking with the balance due by 31st May 2020.

This can be done either by cheque payable to M.R.Dixon or by bank transfer (details on application).

Please let Malcolm Dixon know as soon as possible if you wish to book a room on 01132 670 424 or malcolmdixon@msn.com





VEHICLE REGISTRAR Mike Brears



Registrar's Ramblings



First a big thank you to those members who braved the weather on Saturday morning at the National for the Gymkhana, at least it wasn't as bad as the previous couple of nights. I did think at one time we might have to run the Hoopla game inside the marquee. Congratulations to Avril and Tim Ovenden, (and Henrietta) who came out clear winners at the end of the day.

On another note I've got a couple of appeals to make. Firstly to Peter Prigge (13478) from Ohio USA, who was asking about the history of his Eight two seater CKN 19, chassis no. S1/E 62154. I have some information from our archives, but if anybody knows anything about the car please can you let me know. Peter if you can email me on vehicleregistrar@morrisregister.co.uk I'll pass on what I can.

There was also another query from a gentleman who passed on photographs of a Morris 8 2 door saloon - GV 3897, chassis no. S1/E 63024, asking if we were able to forward them to the current owner. Unfortunately, although the car is on our database we do not have a record of the current owner. Again, if anybody know the current whereabouts please will you let me know.



SAFEGUARDING OFFICER Lindsay Smith



Safeguarding



This week I received in the post my registration as the club's safeguarding officer. This role is overseen by the British Motorsport UK.

The role I have been appointed to is central to the safeguarding of children, young people and adults who may be vulnerable to neglect, abuse or exploitation within the club. Membership of Motorsport UK sports provides me with training and support in this role.

Everyone in the club has a responsibility to safeguard and protect children and adults within the club. My role is to support club members, promoting good safeguarding practises across our organisation.

The role of Safeguarding Officer is to be the first point of contact for all safeguarding enquiries within their club and to ensure that child/adult welfare is considered in all aspects of the club activities.

Lindsay Smith

Unit 5 and 6 Priory Farm Ind Est
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RAYMOND "RAY" FRAMPTON

7/3/1934 – 12/7/2019

Raymond Thomas Frampton, or Ray as we all knew him, was born in Sutton, Surrey on 7th March 1934.

He served his National Service from 1955–57, firstly at RAF Padgate and then at RAF Cardington, working on aerial photography and mapping at the Joint Air Reconnaissance Intelligence Centre for Bomber Command. After leaving National Service, Ray began working in London as a commercial artist.

It was soon after this time, on 9th March 1957, that Ray married the love of his life, Audrey. The couple moved down to Brighton to live and soon started a family, a son Rowland and daughter Erlynne. In 1958 Ray and Audrey purchased a red Morris Eight Tourer for the princely sum of £95. Ray owned this Morris, registration number DKE 142, for 60 years until it was finally sold in 2018. On 22nd April 1965, Ray, Audrey and their little red Morris attended the first meeting of the Sussex Morris 8 Tourer Club at the Swiss Cottage



pub in Shoreham, Sussex. Many trips followed and a host of friends were made. They went camping in the New Forest, helped at the London to Brighton Run, exhibited at the Beaulieu Autojumble. Ray and Audrey, together with the late Harry Edwards, ran the Morris Register's stall at Beaulieu for many years. They organised several short breaks for Morris members in this country and overseas. In June 1987 they were off again on the 8th International Mannekin-Pis rally and Alpine tour. Ray and DKE 142 were entry number 33. Ray and Audrey also made a big trip to Australia about 10 years ago and met up with Register members there, attending their National Rally.

Ray was an active member of the Morris Register for over 50 years, serving on many committees; he was Treasurer of the South-East Region right up to the day he passed away. He was awarded Honorary Membership for his many years of service to the club. He was also a long-standing member of Horsham Historics, serving as their chairman until he died. The two clubs jointly put on the Ardingly Vintage and Classic Vehicle Show for many years, a highlight of the South-East rally calendar. Ray designed all the brass plaques for the Ardingly Show, a different design every year. He was a talented artist and designed all kinds of Morris Christmas cards and club regalia.

One of Ray's many hobbies was radio controlled boating and with the late Mike Thomas he formed a section within our region called "Morris Marinas". They could always be seen playing with their boats at the Laughton Cuckoo



Fayre near Lewes in East Sussex. Ray was also a regular exhibitor at the Great Dorset Steam Fair, only missing two years out of the fifty years of the show. He was there in 2018 and was intending to go again this year.

Ray was always keen to lend a hand to members



in trouble with their vehicles. For instance, whilst on tour in Ireland, a rear spring on Tim Harris's Morris Eight, known as Trixie, broke on a piece of granite. A replacement rear spring was found overnight and fitted the next day with Ray's help. There are so many stories to tell of his loyalty to the Morris Register and his friends. He was helping to repair Trixie again recently, having produced a replacement rear axle for her from under a bed in his spare room!

Sadly Ray passed away on 12th July 2019 in the Royal Sussex County Hospital after a very sudden short illness. His funeral was held in Brighton on 31st July and was attended by over 100 people, including many friends from the Morris Register and Horsham Historics. He was a good, kind friend to us all and will be missed by all who knew him. Our condolences go to his family.

Jenny Smithson and Tim and Caroline Harris

DAVID JOHN LEE

5/7/1946 – 10/7/2019

Dave and wife Pam joined the Morris Register just before me in 1974. Dave born in South Harrow and big brother to Martin, later moved to Harlow when their father's employer relocated. Dave secured an apprenticeship with Shenval Press, his introduction to the print trade in which he remained all his working life. As was the custom in those days every new apprentice got 'banged out' of the building, but not before being coated head to toe in printing ink! As it was 1967 and height of the hippy flower-power he had multi-coloured vertical stripes and plastic flowers 'tastefully' added, then finally being hosed down in the yard. In that same year (1967) Dave was to meet the love of his life Pam and they were married 2nd June 1973.



His other passion was classic cars, the first introduction being Katie a 1935 Morris 8 which he and Pam lovingly restored over the following three years and used extensively and is still in ownership. (One notable trip was to the Arctic Circle.) He continued in this vein, with Morris 1000s, Humbers and for 20 years MGA, which he and Pam used covering many miles and most recently working on a red MGA coupé.

Dave was an East Anglian Committee member for 40 years, always willing to help or offer advice when it was asked for from his extensive knowledge of Morris 8s and vehicles generally, even dipping into his own collection of spares to assist a member. Always cheery with a good word, he will be sadly missed. Losing his battle with Motor Neurone Disease on 10th July. Our condolences go to wife Pam, his brother Martin and family.

Dave's first introduction to a Morris 8

Tony Nathan



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Warm Welcome



New and returning members

NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS		
06733	Beck Harrington-Harding	Suffolk IP6	beckinboots@gmail.com	1937	Eight Series 1	2 Seater
11535	David & Mary Nation	Devon EX17	nationdandm@yahoo.co.uk	1934	Ten Four Pre Series	Tourer
12631	Paul & Jackie Martin	Notts LE12	paul.martin210@ntlworld.com	1935	Ten Four Pre Series	Sliding head
13114	Rodger & Julia Yeomans	Notts NG16	initiate@hotmail.com			
13597	Stuart & Jane Holmes	Oxon OX18	holmeszee@me.com	1948	Eight Series E	4 Door saloon
14589	Michael Meehan	East Sussex BN1	meehan.qs@gmail.com	1934	Ten Four Pre Series	Special coupé
14590	William Stapleton	Northants NN11	wbc.stapleton@gmail.com	1935	Eight Series 1	Tourer
14591	Paul & Sandra Lucas	Wilts N10	plvac@hotmail.co.uk	1933	Ten Four Pre Series	Special coupé
14592	John & Diana Whalley	Shropshire WV7	johnwhalley@gmail.com	1932	Minor Side Valve	2 Seater
14593	Bob & Marion Langford	Somerset TA1	bobthesailor@btinternet.com			
14594	Michael Welby	Devon TQ13	michael.welby@hotmail.co.uk			
14595	John Tarplee	Surrey GU6	tarpleejohn@gmail.com	1934	Eight Pre Series	4 Door saloon
14596	Peter Harris	Camb CB21	peter329harris@btinternet.com	1938	Eight Series 2	Tourer
14597	Michael Radford	Notts NG19				
14598	Daniel Harp	Staffs ST8	dan@tidyplanet.co.uk	1937	Eight Series 2	2 Door saloon
14599	David & Kay Webster	Leics LE6	davidwebster102@gmail.com			
14600	Mike & Louisa Morris	Oxon OX44	morriswubble@sky.com			
14601	Ray Smith	SE15	ray@porcel-thin.com	1935	Ten Four Pre Series	4 Door sliding head
14602	Ashley Murray & Samuel Dobbs	Gloucs GL4	ashleymurray199522@gmail.com	1933	Ten Four Pre Series	Sliding head
14604	Stephanie King	Kent TN18	steph_sk346@outlook.com	1948	Eight Series E	4 Door saloon



What's it Worth?



1930 MORRIS COWLEY



Advertised on eBay, the vendor states: "This is my Morris Cowley. Flatnose model built in 1930, one of the last of this model which started in 1926. Three gears plus reverse. Rod brakes on all wheels. Original 12v electrics. Magneto ignition. Luggage rack with wooden box to fit it. Electric start on a dynostarter. She has been restored twice, 1974 and again in 2012. I have owned since 2013. Beautiful car. Everything works as it should. Selling due to space as the garage will be lost later this year. Car can be viewed at Chalfont St. Giles. Delivery maybe possible after view and purchase."

Answer on Page 50



Younger Members Initiative

The last couple of weeks have been quiet getting the loan car out and about because work commitments have got in the way. That is one of the problems being a younger member! After having the hottest day on record, I was looking forward to getting out and about in the car but once again the weekend was wet.

Saturday 3rd August

Took the car for a journey into work at Duxford as I wanted to prepare the vehicle ready for the following weekend trip to Thorseby, so a check of the levels and a clean of the car and back into the garage before the rain started again.

Saturday 10th August

The last couple of days the Met Office had been warning against travelling and with some festivals being cancelled it was a quick check on the Thursday before the weekend to ensure the weekend was still going ahead.

We loaded up the car for an early departure with an expandable squeegee mop ready to keep the windscreen clear for the passenger and a back up for the small wiper. We made our way up the A1198 from Royston to Godmanchester, which is part of Ermine Street an old Roman Road that ran from London to Lincoln.

From here we joined the A14 to merge on to the A1 north, with a south west wind it made the journey up slightly easier because of the spray from the wet roads and passing vehicles was not covering the Morris. On arriving at Thorseby we made our way across the field to catch up with members from the Hertfordshire Noggin who made us welcome and kept us dry from the rain in their hospitality tent. There was a break in the rain so we had a wonder around some of the vehicles and watched the mechanical horses go around the gymkhana. The wind was making the course difficult but with the rain from earlier a couple of sharks made their way from the sea to compete in the course (see pics next month!) The afternoon activity was a drive through the local countryside and the picturesque Clumber Park which gave an ideal opportunity for a few photo shoots.

Sunday 11th August

After a quick clean of the vehicle to remove the mud and rain marks from yesterday we made our way back to Thorseby after spending the night in Retford. Parking up in front of the main marquee for the day we spent the morning looking around all the vehicles and thank you to Rob Symonds for taking the time to walk around the show with me to explain the differences on the Morris models over the years. After the presentation I checked the weather for the journey home and it was looking promising so we lowered the roof to enjoy the sun, however just south of Grantham the sky suddenly turned black so it was a quick stop off in a layby to put the roof up to continue the rest of the journey and then the lightning started and heavy rain fell. Within seconds the A1 was under water and the traffic was very slow and the wiper was working overtime. This weather lasted a while but eventually cleared and we arrived back home just over three hours after leaving Thorsesby.

Thank you for an enjoyable weekend and it was great to meet so many people.

Remember if you are a follower of Facebook please like <http://www.facebook.com/morrisreg>. If not, don't worry, as there will be regular updates here in Morris Monthly.

David Allanson



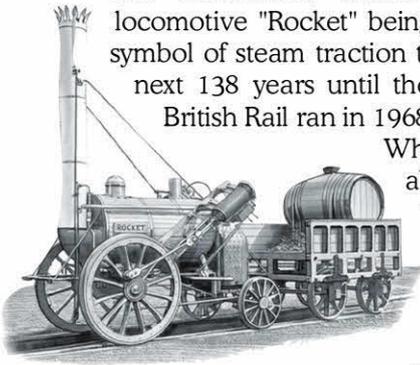
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Where to from now?

In 1830 the world entered the age of mechanised passenger transport with the opening of the Liverpool and Manchester steam railway, Stephenson's locomotive "Rocket" being the prime mover and symbol of steam traction that would reign for the next 138 years until the last steam service on British Rail ran in 1968.



What is the old fool on about I hear you ask? This is a car club not a railway magazine! Well, bear with me and remember that number of 138 years of steam.

initial period at the beginning of the 20th century when electric town carriages enjoyed a brief period of popularity, until now, when once again the petrol engine is being challenged by a new and powerful collection of electric cars. They are year on year becoming a greater threat to the all conquering internal combustion models. Each year the market share of the electric powered cars becomes greater, and as with all new successful products the share will grow exponentially. I wonder how far off parity of sales will be in 4 years time when we reach the 138 years equalling the reign of steam railways.

However long it is, the pressure of public and political opinion against pollution will ensure the eventual demise of new internal combustion vehicles.

Now where does that leave us with our beloved old cars? Will we be forced to consign them to a lifeless existence or will we still be able to enjoy driving them on our public roads?

I am sure that this situation must have occurred to the Federation of British Historic Vehicle Clubs and that they are already giving it some serious thought.



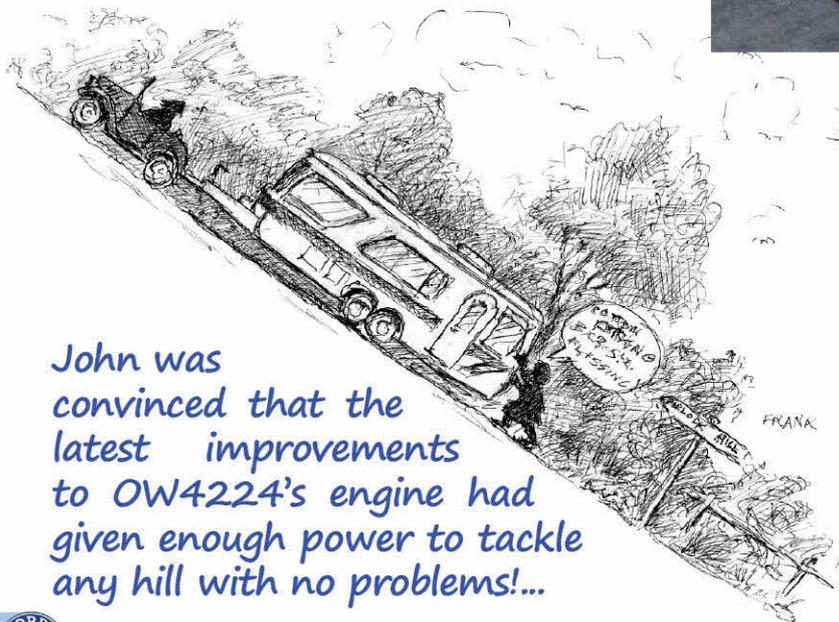
92220 Evening Star. The last steam locomotive built by BR in 1960

Josephine and I are about to depart with our caravan for a short holiday to North Devon, and next month to Shropshire, the Lake District and a visit to Beamish which I am told is a very worthwhile destination. I was talking to Frank about these trips and in his usual fashion he produced his slant (in more ways than one) on the trip in the cartoon below!

In 1885 Karl Benz produced the first production petrol-fuelled internal combustion engined motor car. Although it may look a little quaint by today's standards, it nevertheless forms the basis of the cars so loved by us all from Morris Motors, but also the new ones that most of us drive today.



Now I am coming to the point! It is 134 years since we entered the age of petrol driven cars, and apart from an



John was convinced that the latest improvements to OW4224's engine had given enough power to tackle any hill with no problems!...

We're all going on a Summer holiday

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July was a bit of an odd month on the Forum, with two weeks without any Forum Posts due to work being carried out on the web site. It did, however, come back to life with a bang once access was restored.

Nick asked a question in his post that I and others have asked previously: **Tappet cover gasket**. "I am fitting a new cork gasket to my tappet cover. I appreciate that it has a breather pipe to take out any gases but it seems to have a multitude of holes especially the large one in line with the distributor drive housing. The gasket cannot be fitted the other way up to make the large hole higher because the gasket would then overlap the manifold fitting face. It seems to me that over time a nice pool of oil will collect between the gasket and the metal tappet cover. Is this the correct configuration? Also, should the metal cover half wing nuts have a fibre washer with sealant applied or not? Picture attached."



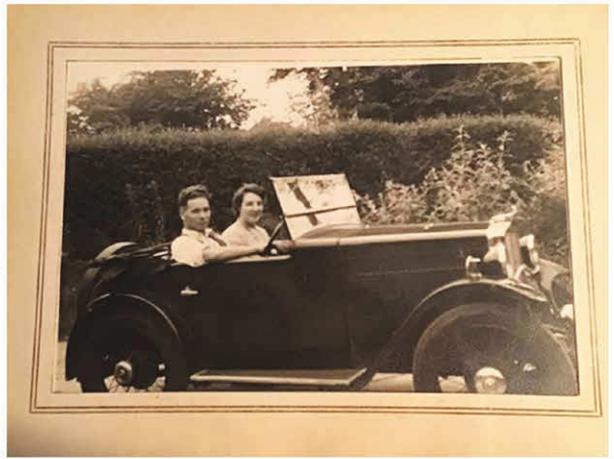
Paul: "All those holes are confusing but they are correct. No washers on the half wing nuts." **Mike**: "An application of grease on each side helps with reusing the gasket should you wish to take the cover off." **Peter**: "Paul, would you explain your comment re 'no washers on the wing nuts' please. I've just fitted mine, with washers." Thanks from **Nick**: "Ok so I will carry on with the gasket that way up. I guess it is a personal choice whether or not to add sealant to the gasket faces and to fit washers on the two studs to reduce possible oil leaks or to use grease which might be better to start with a newly rebuilt engine. Possibly the carefully set tappet gaps might settle at first and need adjusting and then the lot could be cleaned up and sealed afterwards. By the way I am thinking of adding a removable window to the wing to aid tappet setting. Getting the 'only car' burnt valve replaced and setting tappets overnight to go to work the next day 40 years ago was aided by removing the whole wing with its wiring which was tedious to say the least. I think maybe the Series E had something like that." **Richard**: "Don't use gasket sealer. It's unnecessary and most such products will not come off cleanly next time, leaving a mess that's far from easy to clean up with the engine in the car. Follow Mike's advice and just smear a thin film of grease over the metal contact surfaces; this will ensure that the gasket will release cleanly when next disturbed. No washers were fitted originally, but there's no harm in placing a fibre washer under each wing nut. This will also protect the cover's paint, if new. I would not recommend cutting a hole in the inner wing panel. If your car is a fairly early one you may be able just to unbolt and remove it; however, later ones were spot welded to the wing even though they still had set screws along the join. Failing that, in my long experience, it's simpler and quicker to remove the entire wing, especially after the first time when the wiring has been cut and re-joined with bullet connectors. This gives unrestricted access to the tappets, far greater than a hole in the inner wing panel would allow. It takes about half an hour to remove the wing and a little longer to replace it. The other alternative is to remove the manifold, but that would still make the job extremely awkward and you can't see what you're doing. Also it's not a good idea to disturb an engine in that way unnecessarily." **Brian**: "I only remove the inner guard."

Not a stupid question from **Richard: M8 SE Core plugs**. "Hi all, I know there's no such thing as a stupid question but I suspect this will be dangerously close! How does one fit the two 30mm dish shaped core plugs at either end of the block? Am I right in assuming that one puts them in the recess then whack with a hammer until they are no longer loose?"

Simon: "I watched Eddie fit one about a month ago. From memory I think he took the old one out by puncturing it with a screwdriver and then just pulling out. He 'thoroughly' cleaned the aperture and its groove/edge. He applied a thin bead of Blue Hylomar to the open aperture's edge recess, allowing it to partially dry for a few mins, then he offered up the new core plug and pressed it in place. He took a flat metal plate to lay flush against the block and hit the plate against the domed side of the core plug so it sat flat against the block. I think one could also use a rounded hammer and gently indent the new plug. A second thin bead of Hylomar round the outside edge. I expect someone with actual hands-on experience may offer further advice or correct me." **Grumpyjohn**: "That is exactly the way I've done it! Just replaced my Series E core plugs this morning while the engine is out and they are 35mm Richard, not 30!" Back to **Richard**: "I will confess I haven't measured them. I let the machine shop do that and they just supplied me with the ones I need. Whilst I haven't checked the size myself, they do appear to sit snugly in the holes they are intended to seal. I'll be fitting them once I've finished lapping the valves in and then given the block a good clean." **Dave**: "Out of interest, were the original pre-war Morris core/welch plugs dished or cup?" Final word from **Grumpy**: "I think all the core plugs on Morris Eights from start to finish are the same dished type, Dave. I have renewed a few over the years and never found one that was cupped."

It's not all technical questions on the forum, **Dave's** required some detective work: **BCE 451 - Searching current owner**. "I have been contacted by Steve on my Younger Drivers Initiative Facebook page as he is after some assistance. He is not a Morris owner but is currently restoring a 1938 Austin 12 New Ascot and a few years ago he picked up a great photo at an antiques fair (see picture on next page). Hidden inside the frame was an insurance cover note showing the

registration number of BCE 451 for a Morris. Looking at the DVLA road tax online system it shows that it is a 1935 red Morris with an expiry date of 1 May 2020. Does anyone know the owner of BCE 451, if so can you please send me a message?" **Jeff** had some answers: "It would appear that the insurance certificate doesn't relate to the photo of the Morris Minor Two-Seater. The vehicle registered BCE 451 is in fact a 1935 Morris 8 Series I Two-Seater in red/black first registered on the 30/11/1935. This car is or was owned by a register member as it's listed in the Register's Vehicle Database. It's unlikely the circa 1933 Morris Minor in the photo would have carried this registration number as the BCE series of registrations wasn't issued by Cambridgeshire County Council until August 1935 ending with BCE 999 in February 1936. Perhaps the gentleman named on the certificate, of 57 Manor Road, Bexhill on Sea, owned the Minor prior to buying the M8 Two-Seater." **Dave** responded: "Thanks for the information I will pass it on, it will be interesting if this vehicle is still around." **Jeff**, after going on line, came up with the last two MoT passes recorded in 2005/6. So does anyone out there know this vehicle?



Those on the Forum, or indeed those that read this monthly article, will be aware that **Pete** has acquired a pile of bits and is restoring a Morris. His latest post is **Bullnose latest** (picture right). "Although I have driven the 1925 bullnose to test it, I have now taken engine out due to a dull knock. I took 2 shims out of cam shaft, I adjusted No. 8 tapper which was running at "52 thou"! Still the knock. So decision made, must be cam gears. As most of you know these can only be changed by taking cam shaft backwards. So rear suspension undone, move axle back to clear torque tube from gearbox, gear stick off, clutch springs released and removed along with pins and collets, gearbox released, radiator off front pulley, magneto and carb off all linkages off, oils drained (floor mopped up after oil spill!) sump off, engine out. Yea! That was 3 hours. Now oil pump off and possibly head off and valve springs off so cam can slide back 5 cm. Now I can change the gears. I have taken a step back before but this is 5 steps back and more new gaskets to buy. Lady "M" is laughing! I also wish I knew what I was doing! I work with wood." **Simon**: "Looks almost roadworthy by your standards methinks; all but the hammer-on string flue system? Seriously Pete, looking good." **Pete** replied: "It was roadworthy until I decided to strip it all out! I drove it around my mate's cul-de-sac it went very well, steered great and most important stopped very well. Old spring bar seat held on with G clamps, all woodwork held together with G clamps but it drove fine!"

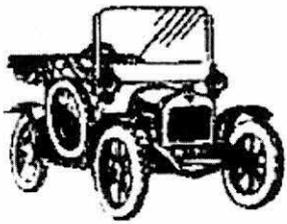


If you are in the need for some historical investigation or have a technical query Log on to the Forum and ask.

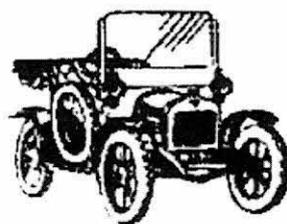
Bob Williams (bob@justwilliams.co.uk)

EDITOR'S NOTE:

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



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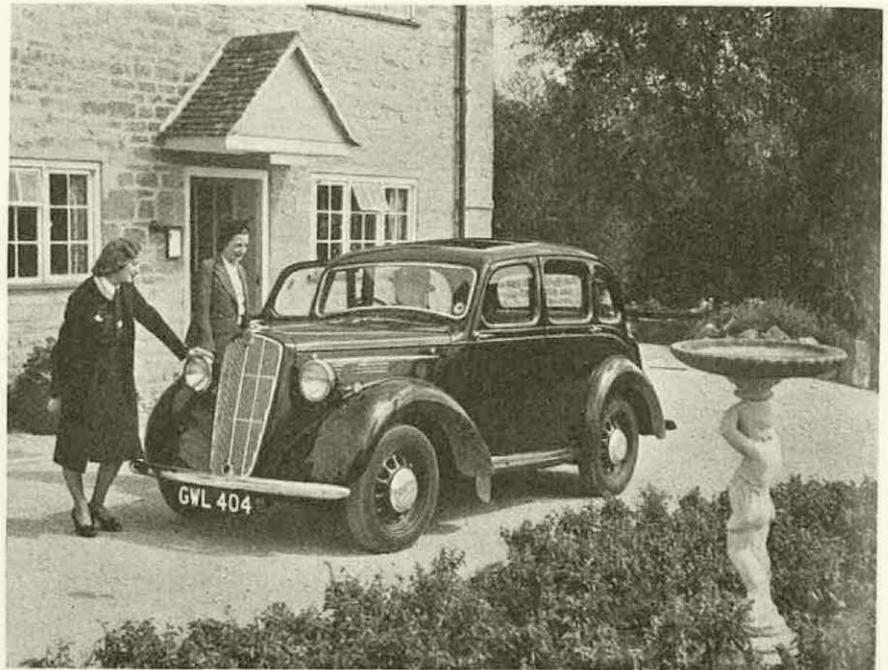
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AFTER TAKING DELIVERY



How to treat the new car during its first few hundred miles

By
STATON ABBEY



IT will not be long before the owner, or prospective owner, of a new car discovers that there are two conflicting schools of thought on the question of running-in. Well-meaning friends will probably have primed him with information regarding the treatment of the car during the first five hundred or thousand miles of its life, the usual advice being that 30 m.p.h. should not be exceeded in top gear, while correspondingly lower speeds should be adhered to on the intermediate gears.

Probably the novice will already have this idea firmly fixed in his mind. Sooner or later, however, he is sure to meet a technically minded owner who does not believe in keeping down to low speeds during the running-in period.

"That was good enough in the days of splash lubrication, when bearings were put up so tightly

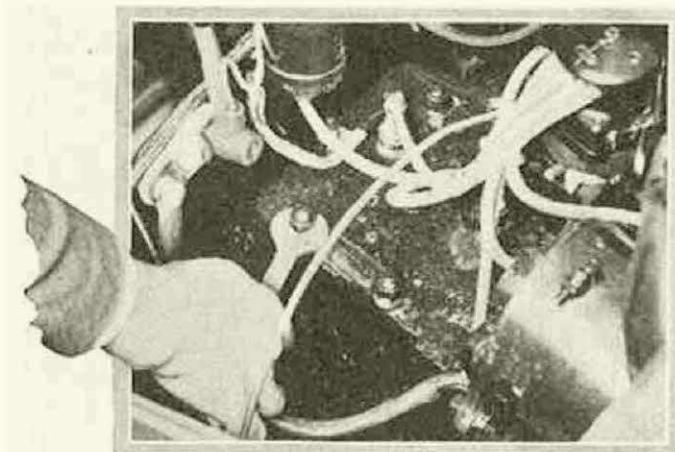
that a car often had to be towed to start it for the first time, and when one always went in fear of a seized piston during the first few hundred miles", he will assert with authority. Today, bearings are bolted up with quite appreciable clearances, you know, and pistons are specially designed to remain just a nice running fit as the engine warms up. Personally, I always run-in a car at fairly high speeds, cruising at about 40 m.p.h. at times. I keep the load on the engine as low as possible, of course. Moderately high speeds and low loads — that's the secret of successful running-in."

They Mean It

Now, it can be taken for granted that if the makers of a car go to the trouble of printing instructions regarding suitable running-in speeds, and paste this label on the windscreen of every car that leaves the Works, there must be a sound reason behind it.

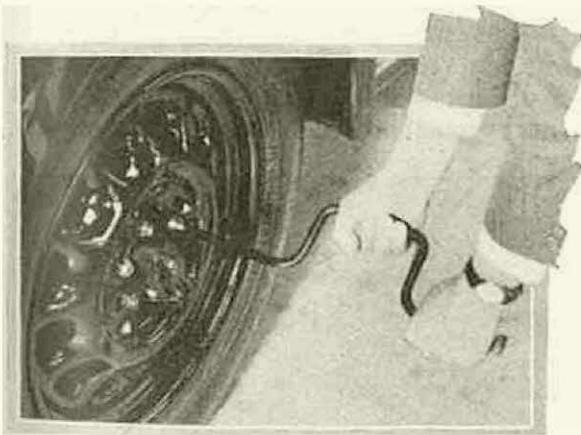
The recommendation that during the first two hundred miles a new Morris should not be driven at speeds exceeding 30 m.p.h. in top gear, 26 m.p.h. second gear (or 25 m.p.h. in third gear on four-seced. gearboxes), and that to m.p.h. should be the limit in bottom gear, is given for one reason: it is sound advice. It pays to cultivate of mind during the running-in period ; never be in a hurry. Do not open the throttle to such an extent than the engine really "bites". Similarly, go through the gears with as small as throttle opening as possible, but do not change up if the engine is likely to labour un the higher gear. Above all, do not be afraid to use the gearbox.

It should be appreciated that running-in is a polishing process. Even after the most careful machining, the



Go over the cylinder head nuts with a spanner as a matter of routine with a new car

bearing parts of the engine, although they appear smooth and polished to the eye, must necessarily show a number of tiny high-spots standing up above the level of the surrounding metal when examined under a microscope. During the running-in period these are worn down until a perfectly level surface is obtained. As any practically-minded



Check up on the wheel nuts with the brace provided

owner will know, the secret of successful polishing or grinding is to use light pressure, combined with high speed. If the grinding wheel or polishing medium is pressed heavily on the surface to be polished, and the polishing movement is slow, scores or scratches are likely to be formed.

Low Load Essential

Consequently, technical experts today recommend that once the initial stiffness of the engine has worn off, the speed should be kept moderately high, while the load on the various bearings is kept as low as possible by restricting the throttle opening. An expert driver can exceed the normal running-in speeds after the first few hundred miles with comparative safety, since he will know, by the "feel" of his engine, when the safety margin is approached.

There was a good deal to be said for the practice, which some manufacturers adopted years ago, of fitting a collar to the accelerator pedal, so that the throttle could not be opened beyond a definite point; alternatively, a washer between the carburetter and the induction manifold restricted the diameter of the induction pipe, and similarly limited the power obtainable from the engine during the running-in period. Either scheme had the two-fold advantage of limiting the load on the various engine parts, and at the same time restricting the maximum speed which could be reached, except under very favourable conditions. Under modern traffic conditions, on the other hand, an emergency may call for sudden acceleration, and limiting the reserve of power in this manner might have serious consequences.

Lubrication is, of course, a vital aspect

of running-in. Any first-class brand of upper cylinder lubricant can with advantage be added to the petrol in the specified quantities, whether it is a normal upper cylinder oil, a graphited type, or one of the solidified lubricants which dissolve when dropped into the rear tank. Apart from its beneficial effects in helping to free such parts as the valves, pistons and piston rings, most varieties also form a protective film on the cylinder walls which helps to some extent to postpone wear.

Change the Oil

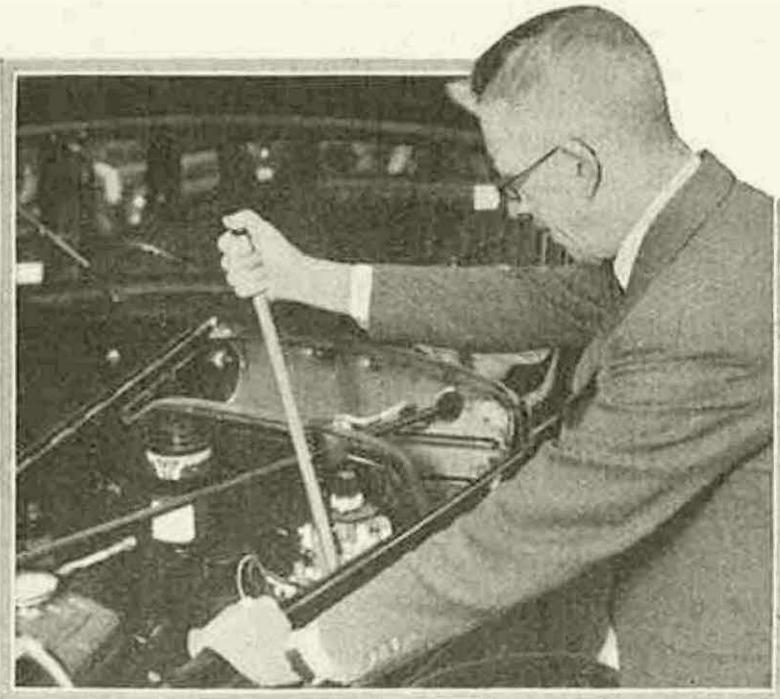
An important recommendation is that the oil should be drained from

the engine, gearbox and back axle at the first five hundred miles, and preferably again when one thousand miles have been covered. It is during this initial period that the oil is most likely to become contaminated with minute particles of metal, which, if they remain in the oil, will lead to rapid wear.

If the car is taken to the Vendor Dealers as soon as possible after completing the first five hundred miles, the sump, gearbox and back axle will be drained free of charge, as part of the systematic routine which is followed during this first free service. Naturally, the cost of lubricants must be charged, although the labour is free. Here is a typical list of the other work which is carried out at this stage by arrangement with Morris Distributors and Dealers.

Check and adjust the ignition timing, valve clearances, carburetter control gear, mixture setting and slow running; adjust the dynamo belt; adjust the clutch pedal; check all steering controls and test the tyre pressures; adjust the brakes, and check the level of the Lockheed fluid in the reserve tank. Check the functioning of the Jackall system when fitted. Tighten all nuts, including cylinder head nuts, wheel nuts, spring clips, and body bolts. Finally, top-up the

battery and check the working of all the electrical equipment. A formidable list — and one which will lift a great deal of responsibility from the conscientious owner's shoulders!



If hydraulic jacks have been specified, familiarise yourself with the working of this component

FROM CRADLE TO COCKPIT

*Telling the history and
achievements of England's
foremost racing drivers*

JOHN R. COBB

*Between fourteen and fifteen stone of
imperturbability*

By **ALAN C. HESS**

JOHN R. COBB provides exception to the fairly general rule that the biggest men race the smallest cars — a giant himself, 6 ft. 3 in. in height and weighing fourteen stone, he wafts this considerable bulk across salt or concrete in fittingly vast machines. Even with their owner aboard, you would not say the 23,000 c.c. Napier Railton or the beetle-shaped 350 m.p.h. Railton was exactly overloaded. The phrase "genial giant", often used more for the sake of alliteration than aptness, fits Cobb to a T: at ordinary times his geniality takes the form of quiet good humour, but when a party is afoot he can show the most hilarious how to enjoy themselves.

Out of overalls he follows the profession of fur broker, being a member of the family firm of Aiming & Cobb. To say that John is a fur broker understates the case — experts will tell you he is probably the fur broker of all Europe.

He was born at Beddington, Surrey, in 1899, educated at Eton and Cambridge, and formerly played rugby with zest. A kick in the back, however, made him practically an invalid for two years, and nowadays his No. 2 hobby is golf. One Sunday morning some years ago he played and won a freak golf match against ex-racing driver Kensington Moir around the Brooklands outer circuit. This was the only time on record that Cobb has driven over the top of the banking; no lives lost, only a ball.

Nuptial bonds are not for John Cobb — he lives in single bliss with his mother at Esher, Surrey. In reminiscent mood she will tell you the story of her son's first jaunt at the wheel of a car (his father's), undertaken at the age of ten. Nowadays he has little taste for motoring on the road and would rather be driven than drive. But let him loose on the Bonneville Salt Flats or the Brooklands outer circuit and he sips the cup of pure joy. For him, John confesses, nothing on earth compares with the sensation of flying speed. Racing days find him clad inconspicuously in grey flannel bags, a dun-coloured golf jacket and linen helmet to match, the latter replaced by gorblimey cap between races.

Cobb first came into prominence as a racing driver about seven years ago, when he acquired a big 10½ litre Delage. This car averaged over 126 m.p.h. to win the British Empire Trophy in 1933 (at that time the race was run on the Brooklands outer circuit, distance 100 miles), but as the result of a protest he was demoted to second place; then, after an appeal, the R.A.C. revised its decision and John got the trophy after all. The following year he appeared with the biggest and fastest car ever seen at Brooklands,

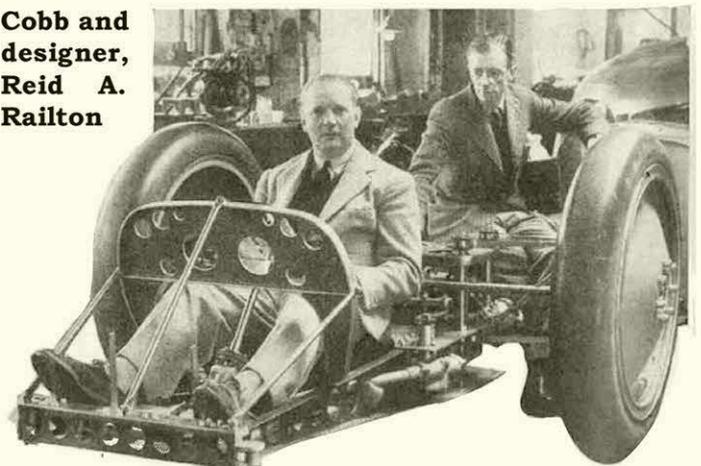
the aero-engined Napier Railton, and forthwith shattered the lap record. With only one interval that record has been in Cobb's keeping ever since — he holds it today at 143.44 m.p.h.

Other venues besides Brooklands have echoed to the muffled thunder of the Napier Railton. An intensive record breaking campaign at Montlhery, near Paris, terminated abruptly when co-driver Freddie Dixon lost his way at about 150 m.p.h., waltzed dizzily to the top and then to the bottom of the banking, demolished various supposedly permanent structures and stepped out. Neither driver nor owner turned a hair. John never does. In 1935, with diminutive Charlie Dodson and Tim Rose-Richards as co-pilots, he took the same car to Bonneville Salt Flats, Utah, for a further bout of records, when some extraordinary figures were set up, notably one thousand miles at 144.93 m.p.h.

Behind his celebrated imperturbability is an implicit faith in the genius of the man who has designed his two cars — Reid A. Railton. Cobb himself makes no claim to being an engineer, but when an alarmist faction predicted sudden death for anyone foolhardy enough to sit in the all-enclosed Railton at 350 m.p.h. (if indeed it would reach such a speed without taking off), John just smiled and let it go at that. Results showed, of course, that his confidence in Railton was justified: the car handled beautifully, maintained contact with the earth's surface and topped the 350 mark for the first time in history. If the reporters expected a fulsome and lyrical description of what it felt like to "pass the salt" at that speed, they were disappointed. "It felt quick", was Cobb's brief comment.

Born with what it takes to hold a huge car on its course at ultra-high velocities, he is not much drawn to road racing. Back in 1934 and around that period he made a few appearances in road events with a Monza-type Alfa Romeo, but since then his activities have been confined to record breaking and outer circuit racing at Brooklands. If and when somebody gets round the latter circuit at 150 m.p.h., the chances are that John R. Cobb will be the man to do it. Meanwhile his dearest ambition is to regain the title he won and lost in the space of a few short days last year — Fastest Man on Earth. Go to it, John!

**Cobb and
designer,
Reid A.
Railton**



CARAVACUATION

By O. B. KITSON

EVERY year more caravans are put on the road and the owners are going to congratulate themselves on their foresight if ever war should break out. For the man who owns a caravan owns a country house. The Government plans for evacuation are complete in many places, and those outside the danger zone have come forward nobly with offers of billets. Inevitably there will be great crowding, but you can pitch your caravan almost anywhere and be at home.

A well-built van will stand winter and summer, and if it be double-walled will never become unduly cold or hot. This "double-walling" gives a layer of air between the outer and inner walls, which acts as an insulator. The probability of private cars being commandeered or at least an acute petrol shortage during wartime may make it difficult to move the van once you have parked it and your family, and it is interesting to note the peacetime application of the Public Health Act, which was designed to remove clusters of insanitary, dilapidated dwellings such as Winifred Holtby depicts in South Riding.

Paragraph (iii) of sub-section 269 of this Act exempts any caravan "while it is not being used for human habitation and is being kept on premises, the occupier of which permits no moveable dwelling to be kept thereon except such as are for the time being not in use for human habitation."

All of which boils down to the fact that you can leave a van on an unoccupied site, provided that you do not use it for more than sixty days in one year.

If you move it a hundred yards, it is deemed to be on a new site.

So that even if you are without car, the farm horse can easily help you to comply with the law, and indeed some of the modern trailers are so light that a strong man could drag them that distance.

There is no tax on a trailer, and no charge for obtaining a licence for a site, so if you have one in mind that you think is perfect, it will cost you nothing to get this licence, and the possession will relieve you of all anxiety about a periodic move.

OFT IN THE STILLY NIGHT

IN these modern days, when most Morris Distributors and Dealers offer a full twenty-four hours service, a large army of workers are labouring through the night, and occasionally, to break the monotony of their task, exciting and even alarming experiences come their way. Here are a few things which have befallen the employees of Messrs. W. Watson & Co. (Liverpool) Ltd.

Befitting nocturnal happenings, a ghost story is surely appropriate to begin with. Happening to glance out of a window on a deserted and darkened street in the small hours of the morning and seeing a wraithlike figure clad all in white is liable to give the steadiest of nerves a momentary jump, but on closer investigation it proved to be a woman attired only in a nightgown. She had escaped from a nearby hospital and was attempting to find her way home. Here is another.

Time: 2 a.m. Telephone call for assistance to start up an engine. On arrival at the address given it proved to be an empty house with no car in evidence, only the howling of a dog which, in spite of a search, could not be found. Was it all a practical joke or something else...?

Thirsty Visitor

Even more exciting was the arrival of a rather undersized gentleman who, while his car was receiving attention, passed the time away producing innumerable bottles of beer and consuming the contents with monotonous regularity. On emptying the last bottle he started to produce other articles from the interior of the car, but the mechanic spectators thought it time to call "enough" when the customer brought to light two automatic pistols and a Mills bomb.

One night a man called in, selling toilet requisites at prices which could best be described as remarkable. Some of the men patronised the salesman, but their bargains did not appear so attractive the following evening when two detectives and explained that their friend of the night before was a burglar of no mean repute. The outcome was a visit to the assizes by the foreman and a sentence of penal servitude for the salesman. Somewhat similar was the case of a man hiring a car with a driver one evening to move some "shop fittings" which turned out to be wireless sets. Here again the police appeared, subsequently to request the foreman's attendance at court as a witness.

The hirer of the car had calmly

SOME EXPERIENCES OF ONE OF THE MORRIS DISTRIBUTORS

relieved his employer of the wireless sets in lieu of unpaid wages. Result, bound over.

Death on the Road

On completion of nearly all jobs a car is road tested, and even a trip around a prescribed route over deserted city streets in the small hours produces unexpected adventures. Imagine the tester's surprise on seeing the huddled figure of a man lying in the roadway. Naturally he pulled up to render assistance and then realised he might find himself in a nasty situation. Suppose he were accused of having knocked the man down? Anyway there was nothing else for it — find a policeman. Later on it transpired that the man had left work feeling ill and had collapsed on his way home and died where he was found.

Another roadway "find" was a solid copper bar measuring roughly 4 ft. 6 in. by 6 in. by 4 in. Treasure trove indeed, but on taking it to the nearest police station a very matter-of-fact sergeant told the tester to put it along with fourteen other bars which had already been found and brought in. Some driver would ultimately gasp on discovering a large hole in the bottom of his lorry and a sadly depleted load.



WINNER OF MILLIONTH MORRIS

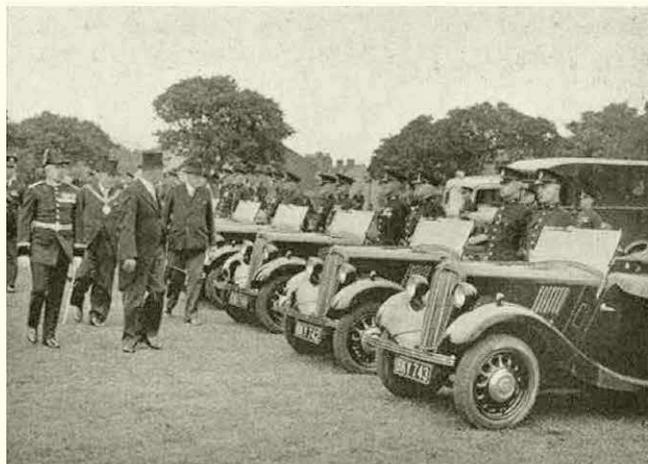
THE Appeal Secretary of Guy's Hospital announced recently that the competition for the millionth Morris, a Series III O.H.V. Fourteen-Six model, which was presented by Viscount Nuffield to the hospital, has been won by Mr. J. H. Wildman, 59 Vesta Road, Brockley, London, S.E.4. The competition consisted of filling in a form on which were tabulated fourteen outstanding points of the 14 h.p. Morris car. The competitors had to place these points in what they considered to be their correct order of importance, and Mr. Wildman's entry most closely approximated to the sealed solution.

Before the competition began, a committee of well-known motoring correspondents had determined the correct order, which was placed in a sealed envelope in the strong-room of the hospital.

ACROSS EUROPE AND BACK IN A TEN M

A REMARKABLE motoring feat has just been accomplished by a Rochdale clergyman and his three passengers, who have recently returned from a Rochdale — Istanbul — Bucharest — Rochdale trip in a Series "M" Morris Ten, in a driving time of only two weeks.

The clergyman drove the whole distance of nearly 5000 miles himself. His first day's run from Rochdale finished at Aachen, a distance of 532 miles, in sixteen and a half hours' travelling time excluding the Dover — Calais crossing, and passing over French, Belgian and German frontiers. He has promised us an account of the tour in forthcoming issues.



MORRIS MEANS MOBILITY — to the Bradford City Police, here seen being inspected at Peel Park, by Lieut. Col. F. Brook, Inspector of Constabulary. Mr. T. Rawson, Bradford's Chief Constable, is on Col. Brook's left. The Morris Eights are part of a fleet supplied by Eric S. Myers Ltd., who tell us that this city's police use Morris transport exclusively

CAR SALES IN BRITAIN

THE sales of new private cars for May, 1939, showed an increase of 15% over May, 1938, according to Board of Trade figures recently to hand. The total, however, has only just reached that of 1937.

The most significant figure is the enormous decrease in the sales of 17 h.p. and over class.

In April, 1938, the share held by this class was 11.6%, in May this year the share had dropped to 5.5% — a decrease of 45.3 per cent in the share held.

It is probable that even greater significance can be placed on this decrease when compared with the share held in April, 1939. In one month it has dropped from 7.1% to 5.5% — a 23% loss. There can be little doubt that this loss can be attributed to the threat of the increase in taxation to be imposed in 1940.

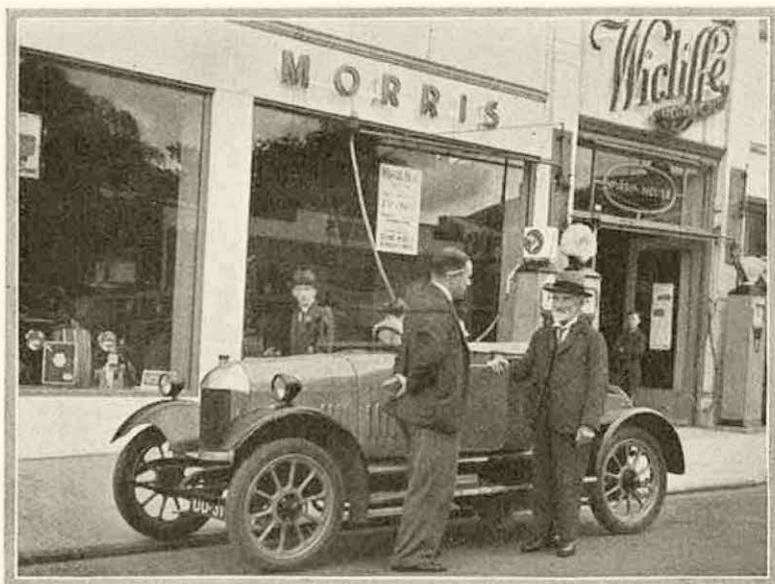
It is interesting to observe that for the first half of the year Morris cars attained a record sales figure.

A FREE MORRIS EIGHT

READERS who are interested in acquiring a Morris Eight saloon free of charge might consider the photographic competition organised by the Li-Lo people, for which such a car is first prize. A free entry form is sent out with every Li-Lo air bed, and the photographs will be judged by the Editor of the Kodak Magazine, in conjunction with the Managing Director of P. B. Cow & Co. Ltd., who manufacture the Li-Lo.

PETROL ABROAD

THE Anglo-American Oil Company Ltd. write to tell us that in Belgium, Denmark, Finland, France, Holland, Italy, Norway, Sweden and Switzerland, the regular grade for which we pay 1s. 5d. in this country is referred to as "Esso" and the premier grade — our 1s. 7d. spirit — in Belgium, France, Italy, Norway and Switzerland is available as "Super Esso".



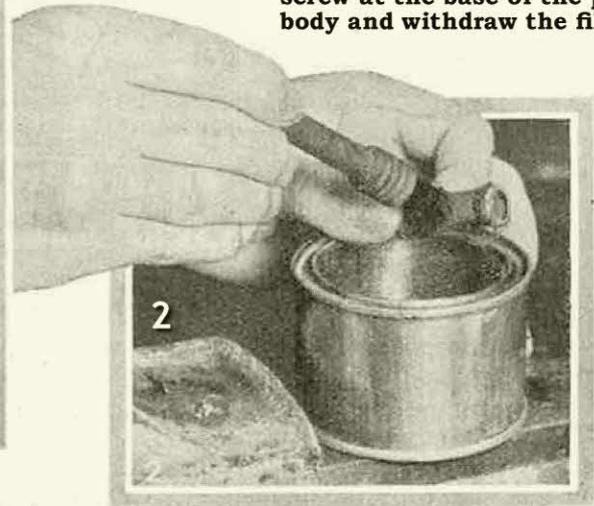
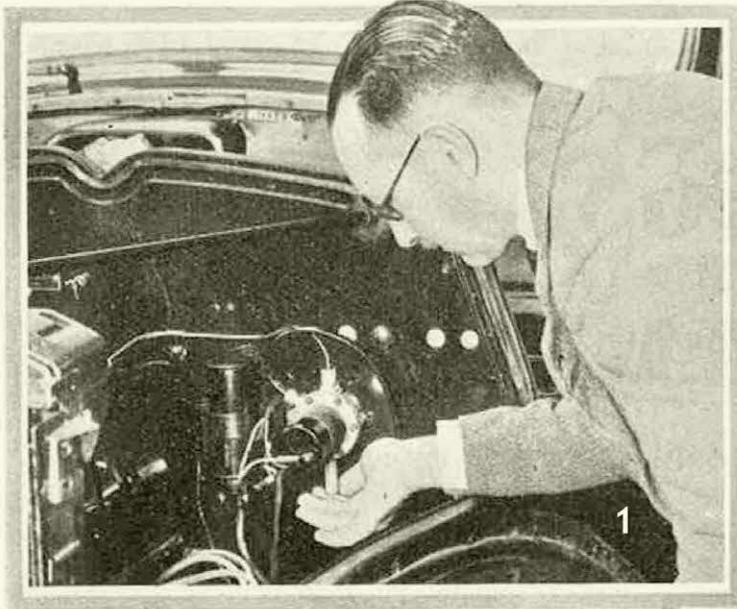
TWO VETERANS RETIRE — After more than a quarter of a century at the wheel, Mr. Stevens, of Cheltenham, 87-year-old Morris owner, is giving up motoring. He is here seen handing back to Wicliffe Motors the car he bought from them sixteen years ago; it is in perfect condition in every respect



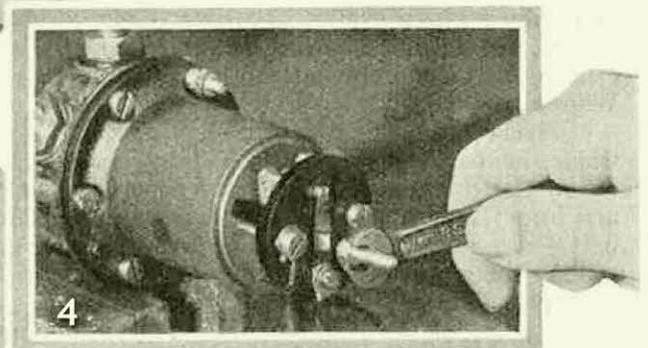
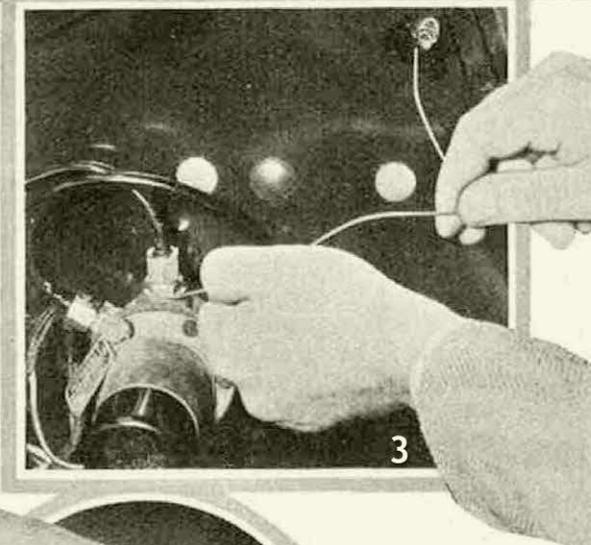
RUNNING HINTS IN PICTURES No. 89

Care of the SU Electric Pressure Type Petrol Pump

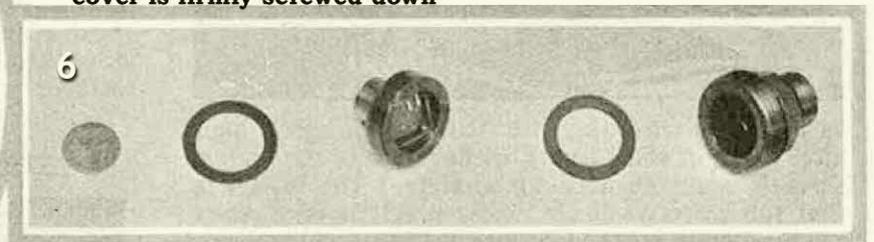
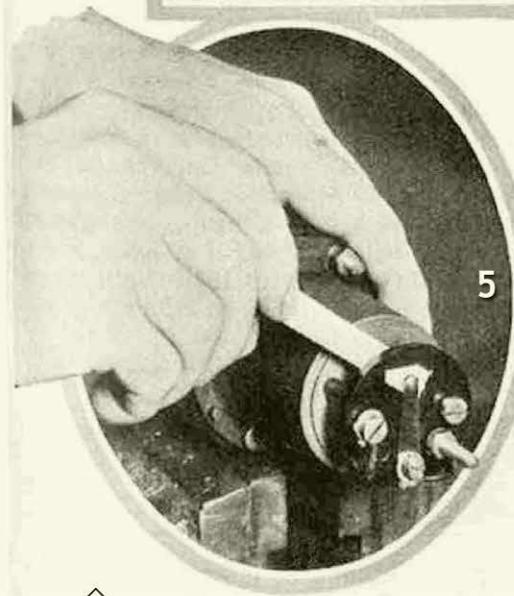
1. Unscrew the hexagon headed screw at the base of the pump body and withdraw the filter



2. — The latter should be cleaned in a little petrol, using a stiff, clean brush for the purpose. On no account should rag be employed



3. — If the pump works slowly, or ceases altogether, the earth return may be faulty. Test for this with a wire making connection between the pump body and the chassis: if this effects improvement the existing earth connection should be cleaned and remade
4. — Make sure that the terminal nut inside the contact breaker cover is firmly screwed down



5. — The contact points may occasionally require cleaning, when a piece of thin card should be passed between them whilst they are pressed together
6. — If the pump beats without delivering fuel, there may be dirt under one of the valves. The remedy is to dismantle the latter (shown here with their component parts in order), clean in petrol, and reassemble

The complete edition of The Morris Owner for September 1939 is available as a pdf on the website. Other items of interest include:

- Deserted Roads
- Alpine Holiday
- Motoring for Mushrooms

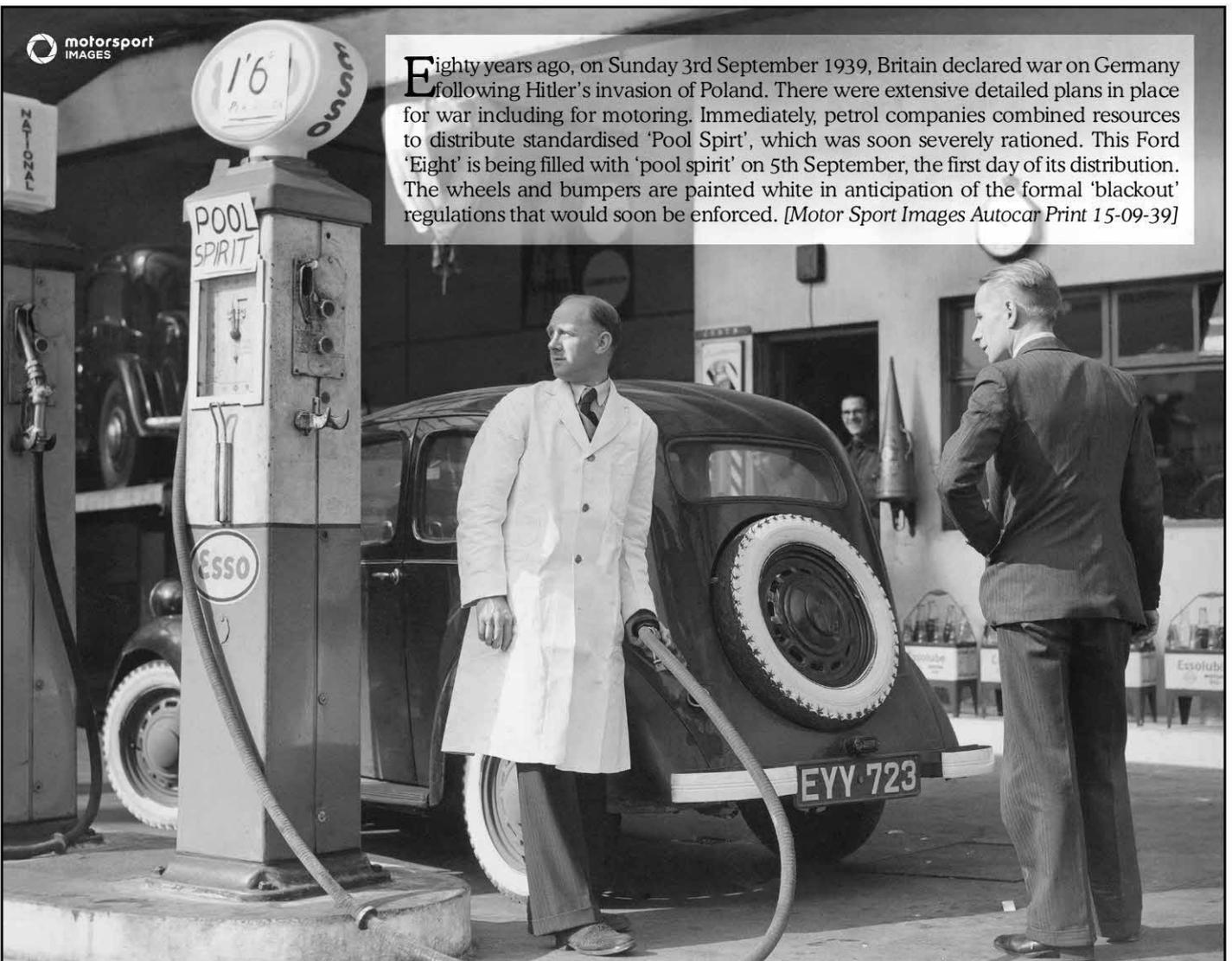
Pictures from the Past

Presented by Ken Martin



motorsport
IMAGES

Sir Malcolm Campbell in his Sunbeam at Brooklands on 10th September 1932 during the Mountain Championship Race, which he won easily. The car was built in 1925 based on previous Grand Prix Sunbeam designs and it has a 4-litre V-12 engine with twin-superchargers. Henry Seagrave drove it at 152.33 mph taking the World Land Speed Record. It was then raced by Kaye Don. There were two such cars named 'Tiger' and Tigress' and after purchasing them, Campbell had both extensively redesigned by Thomson & Taylor. The rebuild of each car included a new chassis, body, front axle, hydraulic brakes and an Armstrong Siddeley pre-selector gearbox making them Campbell-Sunbeam Specials. [Motor Sport Images Plate 707_3]



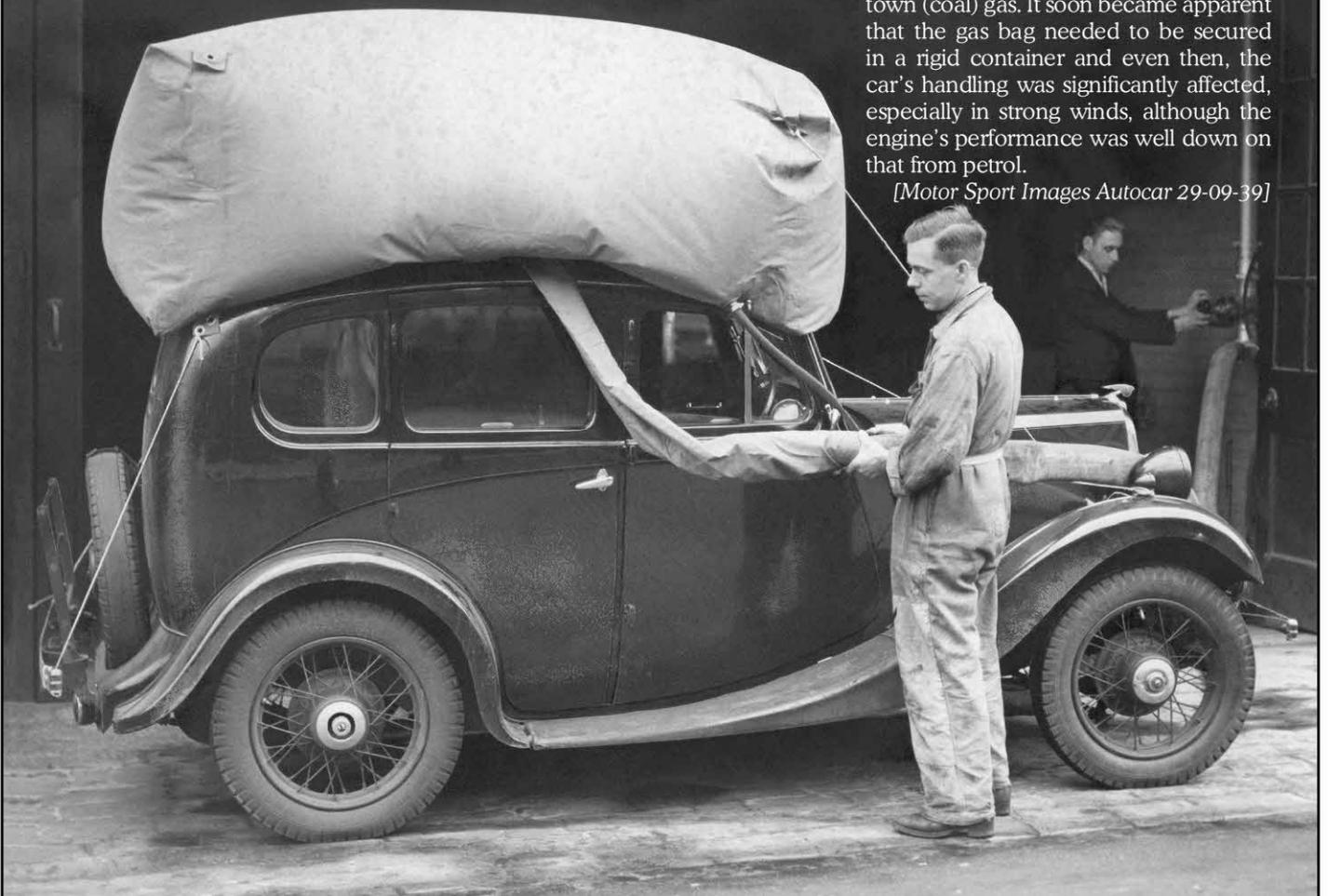
motorsport
IMAGES

Eighty years ago, on Sunday 3rd September 1939, Britain declared war on Germany following Hitler's invasion of Poland. There were extensive detailed plans in place for war including for motoring. Immediately, petrol companies combined resources to distribute standardised 'Pool Spirit', which was soon severely rationed. This Ford 'Eight' is being filled with 'pool spirit' on 5th September, the first day of its distribution. The wheels and bumpers are painted white in anticipation of the formal 'blackout' regulations that would soon be enforced. [Motor Sport Images Autocar Print 15-09-39]



The hapless crew of this c1924 Morris Cowley smile for the photographer during the floods in Pickering, Yorkshire on 4th September 1931, after 20 hours of rainfall. The deployment of a lifeboat to rescue people trapped in their houses was not very successful; it ran into a telegraph pole and one of the crew fell overboard and was seriously injured, and after knocking down a long length of wooden fencing a smaller boat was launched and this was much more successful. [Ken Martin's Collection]

motorsport
IMAGES



In September 1939, alternatives to petrol became a necessity and this Morris Eight has a crude set-up to use town (coal) gas. It soon became apparent that the gas bag needed to be secured in a rigid container and even then, the car's handling was significantly affected, especially in strong winds, although the engine's performance was well down on that from petrol.

[Motor Sport Images Autocar 29-09-39]

Some photographs appear with thanks to MOTOR SPORT IMAGES. For further information concerning copies or the reproduction of any images thus attributed, please send an email enquiry to info@motorsportimages.com mentioning Morris Monthly with the image reference number.

Important notice: Images may have been cropped and subject to digital enhancement here and hence differ from those supplied by Motor Sport Images.

An Eventful Journey - The saving of JO 764



A pre-launch, December 1930 publicity image

[Author's collection]

On 2nd July 2012 the Pre-war Minor Network website home page proclaimed the re-discovery of JO 764, the prototype for the side valve Morris Minor Two-seater. (This is the model that went on to be known as the 'One hundred pounder' as it was the first non-cyclecar to sell for just £100, being launched immediately prior to Christmas 1930). In late June 2012 an image of a dilapidated Morris Minor Two-seater displaying the JO 764 number plate was spotted on the internet by the author, its caption confirming that it was on display at a North Devon theme park. A penny dropped, as just a few weeks previously the writer had re-published on the Network's website a 1992 Harry Edward's Morris Register Journal article, in which he described how he travelled to Devon to examine what turned out to be the side valve Morris Minor development car. As a result of Harry's article and the discovery of the internet image the writer then exchanged a series of emails with the car's owner. He was perfectly aware of what he owned and confirmed that it was his intention to restore the car when his personal circumstances permitted.

During the following seven years, occasional reports from Network members confirmed that the car remained on view at The Milky Way Adventure Park, Higher Clovelly and that being less than a mile from the sea, the car's condition was continuing to deteriorate. During this period, various attempts were made to galvanise interest both on the PWMN website and via magazine articles, sadly to little effect.

In the spring of this year, an afterthought in a non-related post on the Network's forum enquired as to the current status of JO 764. Being unable to answer with any degree of certainty was motivation enough to pick-up the cudgels once again. The outcome was that in April this year the original Harry Edwards 1992 article was re-printed in-full, in this column. The magazine's editor also published a letter in that same edition carrying an appeal for club officials and members alike, to consider agreeing upon a plan of action in a further attempt to save the car.

As a result of these representations, the club committee discussed the topic and a case was proposed and accepted for the potential purchase of the vehicle. This of course was subject to the club's offer being accepted by the owner. Indeed,

the car had not been advertised for sale and there was no knowing if that outcome was even a possibility. Contact was re-established with the owner and an early June date was set for a visit by the club chairman, John Ford along with the writer, to North Devon. Trevor Stanbury, the car's owner and adventure park founder was both courteous and hospitable to his visitors, although the trip eventually proved to be a fruitless one, in that the club's offer was deemed unacceptable. While this feeling of disappointment was to be felt a for the next week or so, a chance remark by a Morris parts supplier just a few days later to one of his regular customers, instigated a sequence of events that concluded with an extremely satisfactory outcome.

The catalyst was a phone call, made by North East London resident Mick Roberts to Ian Harris in connection with some Morris parts he required. It transpired that both had read the earlier re-run of the Harry Edwards JO 764 article, Ian updating Mick on the recent Devon meeting. At this point it was not known if the Register's offer had been accepted or otherwise. Subsequently, the writer received a call from Mick in which he generously offered his services should the Register be successful with its bid for the car. (It should be noted here that Mick has already completed two highly acclaimed restorations of pre-war Morris cars, one of these being an award winning complete rebuild of a 1932 Minor Two-seater - RB 6357.) Mick's offer of assistance was passed on to the club's chairman at which juncture the disappointing news of the failed Register bid was made known.

Out of courtesy, the news was passed on to Mick who did no more than request the theme park's contact details. What followed can best be told in the images that accompany this item. As can be seen, JO 764 is now a resident of South Woodford and is in the process of being assessed prior to its long-awaited restoration. It would be difficult to find a pair of more capable hands in which to entrust such an important project. Mick has committed to using as much of the original fabric of the car as is viable, but will no doubt need to replace difficult to find parts over the coming months. Let's hope the register's membership can express their gratitude to Mick for rescuing this important piece of British motoring history, by delving deep into their spares hoard and seeking out that hard to source part, should the need arise!



PRE-WAR MINOR NETWORK

The online magazine for enthusiasts of the vintage Morris Minor 1928 - 1934...

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JO 764 on 1st July 2012: This latest image of JO 764 was taken over the course of the past weekend and shows the car sitting on four flat tyres and in need of much TLC. However it is in secure dry storage and will eventually receive a sympathetic restoration with support from the PWMN and its members. **Nether Wallop:** This superb shot of Toby Sear's 1932 Minor Two-seater PJ 5155 was taken by Kate Martin during the afternoon of Saturday 16th June. By the time the convoy of assorted Minors, an MG or two and an Austin had passed through the ford it was almost dry as the water had been liberally sprayed over Dorset and West Sussex as well as most of Hampshire! A further batch of New Forest images will be added shortly to the Rally Gallery page.

Network News...

30th June: The chance sighting of an image on the internet and a 20 year old Harry Edwards article has led to the rediscovery of arguably the most important Morris Minor of them all. The £100 development car, JO 764, featured in all of the early S.V. Minor press releases and which also famously made its public debut at the Stewart & Ardern 1930 New Years Eve party, has re-surfaced in Devon. Further information will follow as it becomes available. (The left hand image is

PWMN UPDATES

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[1930 Austin Seven Sports](#)
[OHC Oil Filter](#)
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[1934 Saloon - Hon. Mrs Victor Bruce](#)
[2012 Rally Page](#)



Left: Mick Roberts and Trevor Stanbury seal their deal!
Right: Mick with his new acquisition in his workshop.



The start of a long process – JO 764, body removal. Judith Roberts steadies the tub

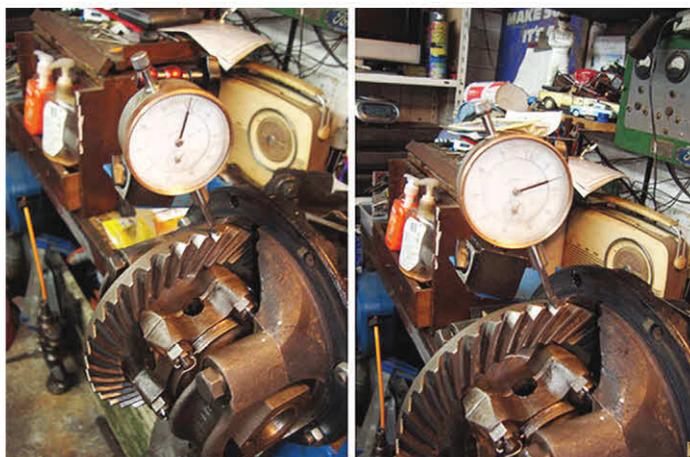
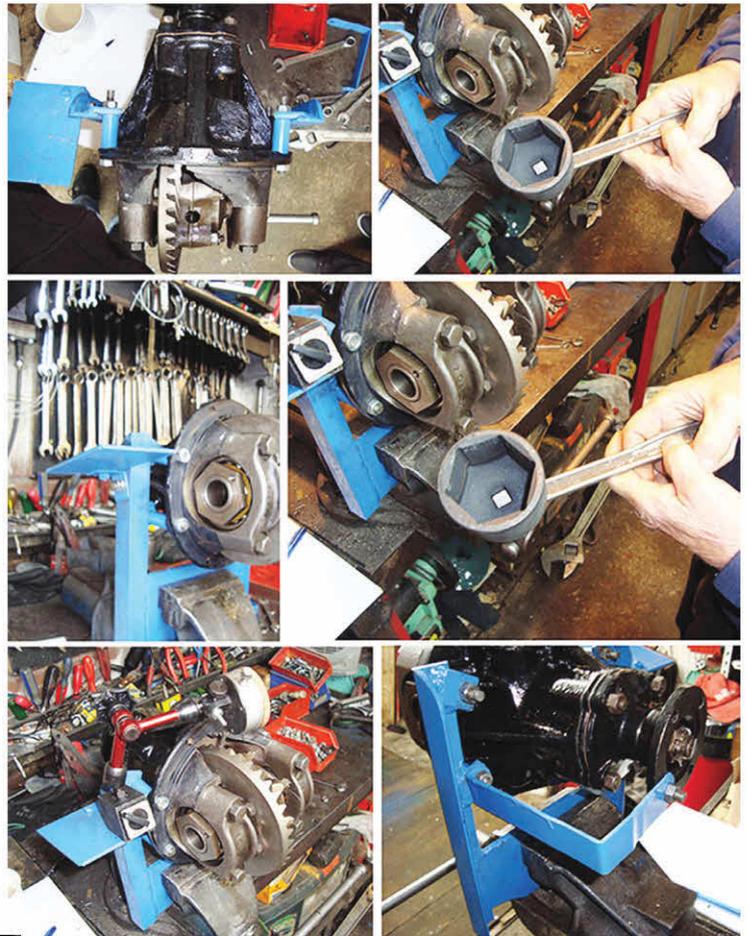
Morris Eight Differential Rebuild (Part 7)

Simon Hadley

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

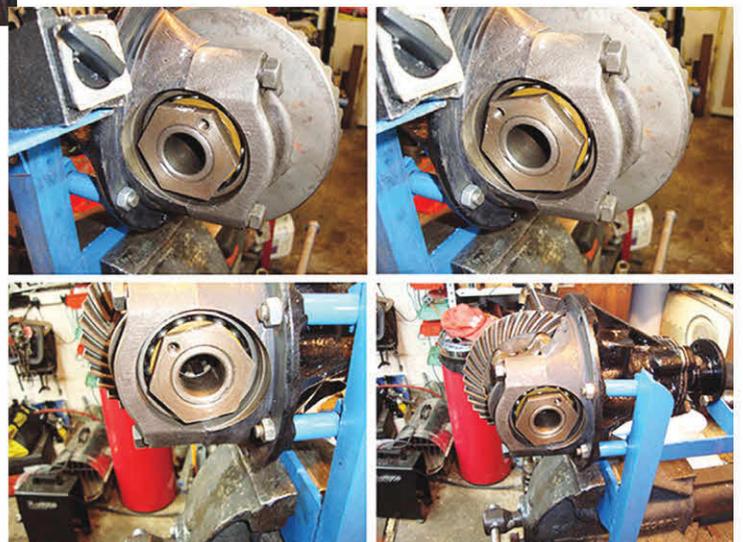
10. Setting the backlash

To set the backlash and adjust the crown wheel carrier bearings properly it best to fit some small spacer tubes between the mounting jig and the differential. This is simply to allow for better access with a 52mm socket on the large bearing nuts. You will also note that a right-angled bracket was bolted between the pinion shaft flange and the jig. This bracket locks the pinion so that the only movement is in the crown wheel when measuring the backlash. An additional flat plate was also bolted to the jig on the left hand side, which allowed for the magnetic base of the dial test indicator to be positioned for measuring the backlash. The sequence of images below shows these brackets and plates fitted and the dial test indicator positioned.



Rocking the crown wheel back and forth you will feel a very small amount of movement. The Morris manual states that a movement of 0.008" to 0.010" is acceptable. Any more and you will have a very noisy unit that will bang and clank during operation and damage itself. Set the dial test indicator at the top centre on a single tooth on the crown wheel and zero the dial. Rocking the crown wheel on this unit it showed 0.016" movement.

This indicated that the crown wheel assembly needed to move in towards the pinion. This was done by loosening the large lock nut on the crown wheel side and tightening its opposite number on the other side, pulling the whole crown wheel assembly in towards the pinion. In order to do this gradually and incrementally, each 52mm lock nut was loosened on the crown wheel side by only one flat (1/6 turn) and tightened on the differential gear side by the same amount. The images right show the adjustment before and after loosening the nut on the left hand side and tightening on the right hand side (note position of the small lock bolt hole in each nut).



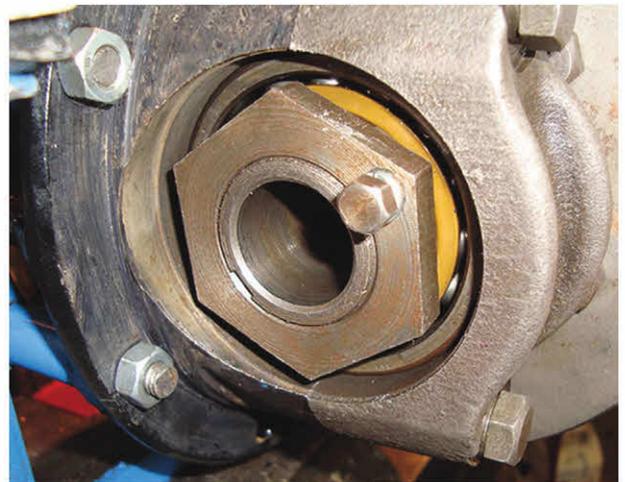
After this small adjustment the test dial indicator is zeroed again and used to recheck movement of the crown wheel. This showed that our first adjustment reduced crown wheel movement by 0.005"—now showing 0.011" of movement.



This process is repeated, and the test dial zeroed each time, to incrementally move the assembly in whichever direction results in crown wheel movement within the 0.008" to 0.010" tolerances specified in the Morris manual. On this rebuild it took four attempts to achieve the correct setting.

New components would be harder to set up and some bedding-in would occur, in which case aim for 0.008", which would allow for some settling-in.

With 0.008" set the two large locknuts can be tightened. This might alter the backlash setting, so it's necessary to keep checking with the test dial until both 52mm nuts are fully tightened. It's also worth noting that this process is done with the bearings cleaned in paraffin and coated with WD40 (NOT diff oil). Using diff oil could add as much as 0.002" to the readings. Once the lock nuts are tight the small lock bolts must be fitted and tightened. It can be difficult fitting the lock bolts as they have to line up with the spaces in the tab washers that sit behind. To tighten these fully you may have to make some small adjustments to the 52mm nuts. Once done, check again with the test dial that 0.008" backlash has been maintained.



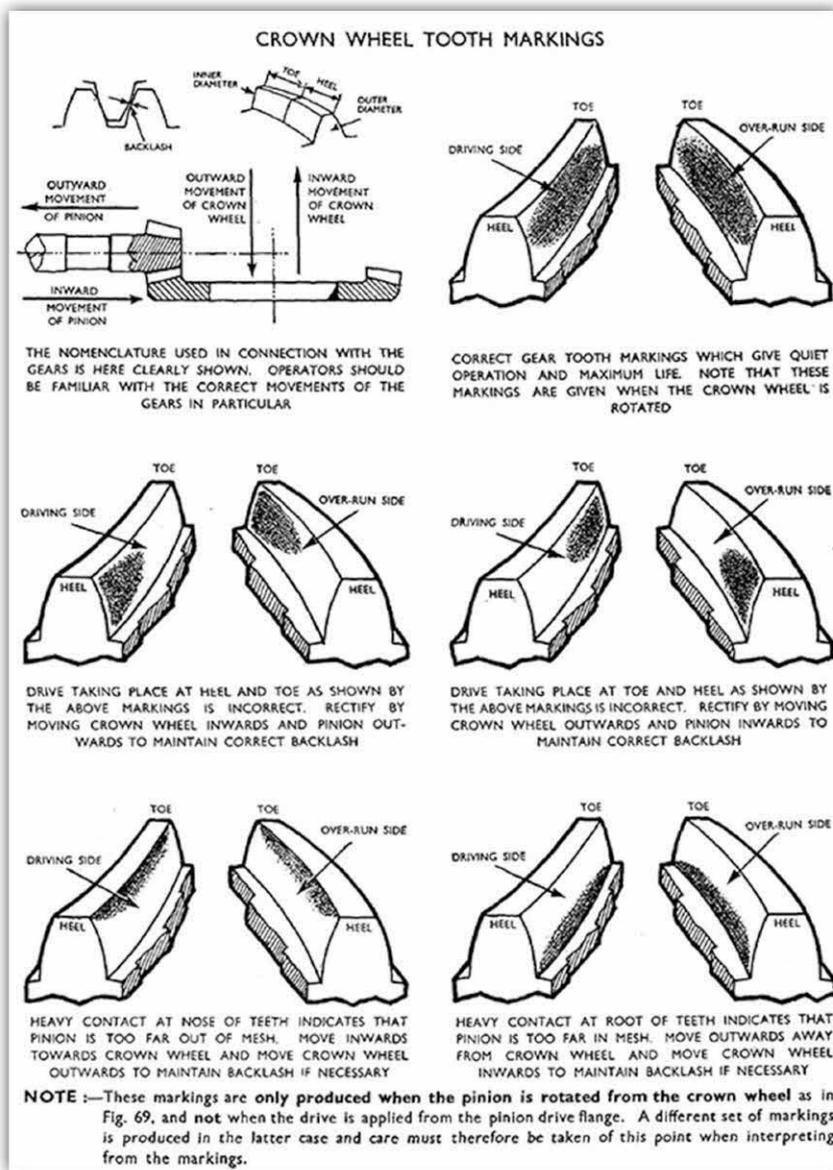
11. Setting the pinion to the crownwheel

Having removed the pinion flange locking bracket from the jig the crown wheel and the pinion can be moved freely. Using engineer's blue, paint half a dozen or so crown wheel teeth as right.

Once painted, turning the crown wheel a couple of full rotations in the correct direction of travel (clockwise if looking at the crown wheel teeth) leaves a pattern in the engineer's blue that shows how well the pinion engages with the crown wheel.

If the wear pattern is on the toe (the inner edge of the crown wheel teeth), the pinion is too far into mesh with the crown wheel. Conversely, if the wear is on the heel (outer edge of the crown wheel teeth), this indicates that the pinion is insufficiently in mesh with the crown wheel. This adjustment is controlled by the shims between the pinion assembly and the differential housing. For wear on the toe (pinion too far back), shims at the pinion and diff housing need to be added to obtain the correct mesh; conversely for wear on the heel (pinion too far forward) then one or more shims need to be removed.





As this was a simple strip down and rebuild we were fortunate that this adjustment was correct and the engineer's blue showed equal pressure and wear across the faces of the teeth, weighted neither to the toe nor the heel. In the above image it is difficult to see the pressure marking in the engineer's blue, but it can be seen easily when actually performing the task.

Had we needed to add or remove shims here to get a good contact between crown wheel and pinion we would have had to check the backlash on the crown wheel again. Therefore setting up a differential unit from scratch could be a very lengthy process of alternately adjusting backlash and gear mesh until both are optimum.

The image left from the Morris workshop manual illustrates the toe and heel of the teeth and what to look for.



Thankfully in this case no adjustment was needed for the pinion shaft shims.

The differential is now finished, adjusted and ready to install in the axle.

12. Conclusion

If you were fitting new crown wheel carrier bearings this should not affect the crown wheel to pinion toe and heel gaps. As mentioned, since this was a simple strip down and rebuild the number of shims used did not change. Even so, good practice is still always to use engineer's blue and check to see how the assembly is loading and wearing.

This final backlash, bearing adjustment and pinion to crown wheel setting and checking is time consuming and a task that requires much patience. If you have time on your hands it would be therapeutic and rewarding. If you rush or are impatient you're in for a frustrating time!

What takes this task beyond a DIY weekend job is the introduction of engineering tools, namely the magnetic test dial indicator and the need for a good jig with the two brackets. The task would be rather more difficult in my opinion doing all this just clamped in a vice, as suggested in the Morris manual. The jig and the brackets make the job so much easier. . If you need to fit new crown wheel carrier bearings, this is doable at home if you have time and are not expecting to complete it in a single weekend on your first attempt.

Personally I would give this task a difficulty rating of 6.5 out of ten. It is good to add to the list of tasks learned and jobs concluded, as well as adding a nice new piece of kit to the tool cupboard, namely the magnetic dial test indicator.

If you plan on attempting this, my advice would be to follow notes like these, use the workshop manual, take photographs, make notes for yourself as you go, be patient and get a jig made to mount the differential.

GJO 58, A Well-travelled Morris 8

Tom Bourne

Morris Motors Ltd registered two Morris Eight Series E saloons with Oxford CBC in November 1938. They were GJO 58, a 2-door saloon, and GJO 59, a 4-door saloon. Both of these were used for road tests and appeared in many of the popular car magazines both pre-war and immediately post war.

GJO 59 seems to have been used mainly for road tests, and other publicity purposes. It was tested by "Light Car" magazine in the issue dated 16 December 1938, and was the cover picture for the same magazine issue dated 2 June 1939. It was also used in other publicity shots, one of which is shown on the front cover of the Morris Register Journal dated Winter 2003.

GJO 58 on the other hand had a far more active career. It was the Works entry for the Monte Carlo Rally, which took place from 17–25 January 1939. Driven by M.N. Mavrogordato and W A McKenzie, the little Morris came 14th in class and 60th overall. Starting from John O'Groats, the Morris was the smallest car in the rally. The team kept a clean sheet until they lost points for arriving in Monte Carlo too early! They blamed a sticking speedometer drive for this. The car was also awarded 4th place in the Car Comfort Competition under 1,500cc class. McKenzie wrote an article about the Monte Carlo Rally in the Morris Owner magazine for March 1939. He was also co-driver with D. Tofield for a Works Morris 10 in the RAC Rally later that year.

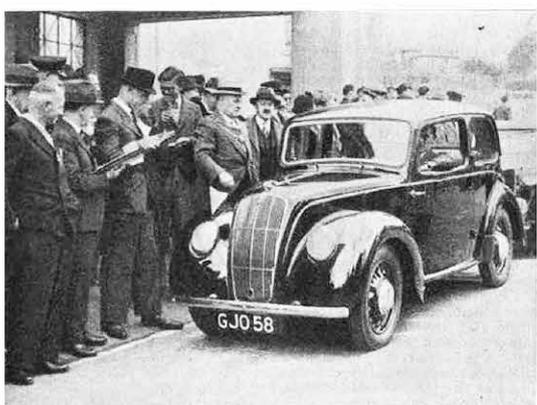
Morris Motors Ltd took delivery of a D.H. 85 Leopard Moth aeroplane (G – ACTG) in 1934 for the use of Harry Seaward, the sales director, and his assistant Andrew Fuller Organ, as a means of keeping in touch with Morris distributors. Flying officer M.N. Mavrogordato was the pilot employed by Morris Motors; he also flew his own personal vintage Bristol Fighter. He also owned a 1914 GP Opel, which he ran as normal road transport, and had a 4½ litre ex-team blower Bentley. "Mavro", as his many friends knew him, as well as being an extremely capable pilot, raced motorcycles, was a competent yachtsman and a vintage-car enthusiast, so was well suited to be the works rally driver for Morris Motors!

The next outing for GJO 58 was to be the RAC Rally, held from 25 to 28 April 1939, again driven by Mavrogordato with co-driver Dixon Cade. This three-day event with 200 entrants passed through Scarborough and Buxton, to terminate at Brighton, where speed trials, a quick starting test, and two more eliminating tests took place. The Morris 8 gained 14th place in its class.

After a quick turn-around, GJO 58 was off to the south of France, where the Morris Motors Cine Department at Cowley used the car as the star player in a promotional film. This film, with the simple title "The Pyrenees", is now available on a compilation DVD, "Morris Ahead Again", from the British Motor Museum. It was filmed in "Dufaycolor", an early British additive colour photographic film process, introduced for motion picture use in 1932 and for still photography in 1935. Although less expensive than other colour films, Dufaycolor was still expensive compared to black-and-white film. The colours on this film have faded over the years, and the film now has a very dark appearance. It does however show the Morris 8 to be maroon in colour.

The film takes the form of a travelogue, with some heavy Morris marketing towards the end. Starting with a visit to the mediaeval citadel at Carcassonne, and then via Lourdes, the car climbs to the summit of the 5,600 ft Col d'Aubisque. The narrator observes that to manage a climb like this the driver needs to have complete confidence in the ability of the car. "The Morris is so easy to handle" he says, "it reduces the most difficult of motoring to simplicity itself". After a visit to the Pic du Midi observatory, at 9000 feet (via cable car), the car is driven on to Andorra, the tiny independent principality situated between France and Spain. "The road is a trial of endurance for the Morris 8, indeed the roads are a severe test for any car". The narrator concludes that with a Morris you can travel where you want to in maximum comfort and with absolute reliability. "For motoring efficiency, Morris is supreme!"

Judging by the condition of the landscape, this excursion must have been in June or July 1939. With war clouds already brewing over Europe, this must have been the last big adventure for GJO 58, with more mundane tasks lying ahead of it.





Photos:

1. Publicity shot of GJO 58, Morris 8 Series E 2-door saloon (author's collection)
2. Flying Officer M.N. Mavrogordato, left, and W A McKenzie, right, with the Morris 8 GJO 58, entered for the Monte Carlo rally. In the light suit is A F Organ, general sales manager of Morris Motors. (2 – 5, Morris Register collection)
3. Mavrogordato and McKenzie setting off on the 1939 Monte Carlo rally
4. GJO 58 checking in at the Aylesbury control of the 1939 RAC Rally. Dixon Cade is co-driver to Mavrogordato.
5. GJO 58 outside Porte Narbonnaise, the gateway to the medieval citadel at Carcassonne. The car to the right of the Morris 8 is a Morris 25 saloon, which presumably was the support car for the filming expedition. Photo source unknown, Morris Register collection
6. GJO 58 in a scenic Pyrenean valley during the filming of the Morris film "The Pyrenees". Photo G Barnes, Morris Register collection.
7. GJO 58 being pushed to the limit at the hairpin bend on Madeira Drive, Brighton
8. Single frame from the Morris Motors film "The Pyrenees", showing the Morris 8, GJO 58, entering the medieval streets of Carcassonne. © British Motor Industry Heritage Trust. Reproduced with permission.

Editor's Note:

With such an unusual surname it has proved very straightforward to trace the descendants of Mavro, who died aged 80 in 1984. Unfortunately, despite polite emails and a free copy of Morris Monthly, no response has been forthcoming. Southampton University and Hampshire in general seem to be their stamping grounds, so, if you have any knowledge of son or grandson in this region, please let me know. It would be nice to hear if they have any memorabilia from Mavro's involvement with W.M. as he was also the Nuffield Organisation's personal pilot.

THE RED ROSE

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

EDITOR: Tom Taylor, 01772 316 598, tomtaylo57@gmail.com

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The summer months seem to be flying past, but the North West Region weekend visit to the Black Country Living Museum in late July seems to have gone off very well, if rather wet.

Martin Roters writes: "The weather forecast was true for once as we set off from home at 9 am in torrential rain. Within minutes, the cloths were out mopping up the inevitable drips seeping into our 84 years old Morris 25 coupé, 'Big Horris'. We travelled the M6 to Knutsford in order to avoid Warrington and arrived early at Seven Sisters Farm café to meet organisers Peter and Dawn Freeman and the rest of the entourage: Ken and Angie Oram, Mel and Millie Ashcroft, Neil and Christine Truslove, Martin and Anne McClarence, Dave and Margaret Molyneux, and Trish and Harold Blair. The last two couples had earlier trailed their Morrisises from Cumbria to Peter and Dawn's Cheshire home. All arrived wet but happy and we enjoyed coffee and cake before setting off together for our lunch-stop destination at Audlem between Crewe and Market Drayton. The picturesque route was superb, through quiet country lanes beautifully suited to our old cars – with only a little imagination we could have been driving in the 30s/40s era. After a welcome lunch stop at The Shroppie Fly pub alongside the Shropshire Union canal, we set off again for the Ramada Park Hotel in Dudley. Once more, we were driving in torrential rain.

Peter had organised a comfort stop for tea and coffee at The Red Lion in Great Chatwell but the rain had stopped by now and the sun was shining as we made the last leg of our journey to our hotel for the weekend. We were made most welcome at the lovely hotel where several beautiful wedding parties were taking place over the weekend with all the girls and ladies wearing traditional Indian saris in the most vivid of colours and lavishly embroidered with gold thread, certainly a sight to behold.

Saturday started with a large breakfast that set us all up for our short drive to the Black Country Living Museum. Peter's pre-planning once again paid off with the staff there ready to greet us and book us in together with security staff keeping a watchful eye on our cars that were attracting a lot of attention from the public. We were met in the car park by Stephen and Rosalind Parkes from the Shenstone Noggin who joined us for the day and the evening meal. The museum showed a fascinating history of our industrial and domestic past and was well worth the long journey. Shopkeepers described some unusual items for sale (some were quite familiar to those of a certain age). Clothes, dry goods, sweets and cakes could all be bought from the shops as well as beer from the pub and traditional fish and chips cooked in beef dripping – these proved very popular as there was a queue of about 50 people outside the 'chippy' waiting to be served. Getting round the museum takes a full day and there were some tired feet making their way back to the hotel for a welcome rest and evening meal followed by our usual raffle games – this time with a Peter and Dawn 'Higher or Lower' twist.

We awoke on Sunday morning to a glorious day that made our drive home very pleasant indeed. We stopped again at The Red Lion for a comfort break before arriving at Hodnet Hall and Gardens where we had cream teas, cakes and afternoon tea before exploring the extensive gardens. Our cars attracted the attention of Sir Algernon and Lady Heber-Percy who were delighted to see them parked outside their 16th century hall.

Before setting off for home, Peter and Dawn invited everyone to call back at their farm to break the journey and enjoy a cup of tea. Dave and Margaret and Harold and Trish re-trailered their cars and made for home in the Lake District – quite a journey for them! As always, there were a few minor hiccups with our beloved cars on the trip, but with minor adjustments and help from one and all, there were no dramas and our weekend has left everyone looking forward to another outing. Morris cars have travelled thousands of miles in the past and can still do so today with a little care and forethought. If you have never joined us on our trips, please think about doing so in 2020, the Register's 60th Anniversary.



Drinks at The Ramada



Hodnet Hall

With many thanks to Peter and Dawn for a lovely weekend. They put much time and effort into making sure we all had a great time".

Chester Noggin Concours Night

There was an excellent turnout of six cars, two of which were still warm from the Black Country weekend, and eleven members and guests (see picture right). On a very warm evening at The Shrewsbury Arms, the contest was hotly fought! Self-judging was tight but no disputes, and first place went to Barry Steadman with his four door Series E. Joint runners-up were Paul and Gina Graham's SII Twelve/Four and Barbara Whitton's Series M Ten. (No points lost for a faulty brake light!) Third place went to Ken and Angie Oram's SII Eight saloon.

Hebden Bridge Vintage Weekend

For quite a few years now, Kate and I have joined other Register members in spending the first weekend in August at Hebden Bridge. Organised by the local Rotary Club and with different entry

criteria for Saturday and Sunday it is one of the nicest events in the North of England. This year, John and Kathleen Littler took the places of the unavailable Graham and June Naylor and met up with Martin and Mary Roters and Tim and Nicky Wright for our stay at The Robin Hood Inn high above the town. Tom and Diana Hollingworth were already at the motorhome campsite just up the road and Mark and Sara James came over on the Sunday.

Kathleen has been bravely battling a serious illness for the last few years and despite feeling unwell at times due to the clammy weather, she persevered until mid-afternoon on Sunday before she and John made an early start for home. The Sunday weather forecast was for torrential rain but we all made it home with hardly a drop falling on any of us. Very fortunate!

The National Rally at Thoresby is just two days away as I write this and the weather forecast is awful. A full report usually appears in October's Morris Monthly, so let's see what actually happens.



Tim and Nicki Wright's Cowley at Hebden Bridge



Hebden Bridge Vintage Weekend



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



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SECRETARY'S SPOT

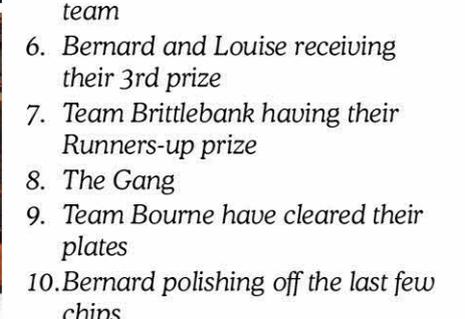
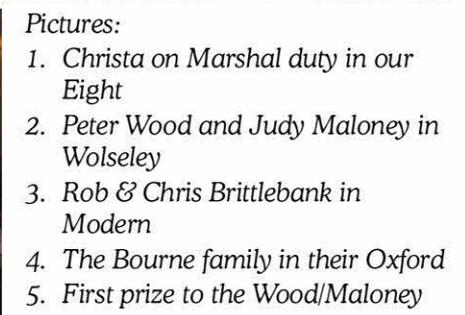
A warm welcome to new member Derek Burnell from Whitland in Pembrokeshire. Thanks very much for the phone call, Derek. I would also like to thank Tom Bourne for the very good report on the May Weekend Break. It made great reading Tom, and I'm glad that you and Catherine enjoyed the runs, visits and hotel.

SOUTH WALES NEWS

Treasure Hunt: July was Treasure Hunt month again at the Noggin and Natter. We only had three old Morris and an old Wolseley unfortunately, but this was due to short notice. Bernard Cotty and Louise's Morris isn't quite ready for the road, so they came in a modern, and so did Rob and Chris Brittlebank, due to distance, weather and timing. Oh, and one of the Morris was ours, so wasn't actually taking part as we were the organisers. (See pictures on next page.)



Team Bourne came in second place, but due to their car's lighting, they had their prize and they left early. The Rusty Spanner award "was lost and now is found". This will be presented to Team Brittlebank at a future Noggin. Before the prizegiving however, we all tucked in to sandwiches and sides, competently arranged by Louise. Thanks Louise. Now we're looking forward to next year's hunt.



Pictures:

1. Christa on Marshal duty in our Eight
2. Peter Wood and Judy Maloney in Wolseley
3. Rob & Chris Brittlebank in Modern
4. The Bourne family in their Oxford
5. First prize to the Wood/Maloney team
6. Bernard and Louise receiving their 3rd prize
7. Team Brittlebank having their Runners-up prize
8. The Gang
9. Team Bourne have cleared their plates
10. Bernard polishing off the last few chips

NORTH/MID WALES NEWS

As I write this, Rhiannon and I have made the final preparations for this year's August Llangollen Rally. We have worked out the routes for the Mid Wales section, and hotels for North and Mid Wales. The car plaques have been organised, and I picked up the route books from the printers this morning.

The Llangollen Rali is a week-long tour which has run in Wales for 39 years and was originally started by Ted Broadhurst of Llangollen Motor Museum fame. After Ted died, the museum passed to his son, also known as Ted, (or Young Ted). He eventually sold the museum to Gwilym and Anne Owen, but Ted carried on organising the rallies until the 25th one. When he found that he could no longer spend time on the rallies, due to the poor health of his wife, he said that the 25th would be the last one.

All of the rally-goers were greatly saddened by this news, as many had attended year after year, enjoying both the runs and camaraderie, meeting friends of long standing and new. Then one of the friends asked me if there was anywhere we could rally in South Wales, where Rhiannon and I live. Rhiannon and I ran our first 'Llangollen Rali' from Oxwich, on the Gower Peninsular, and then we moved it on to Mid Wales for several years, after which it moved back to Llangollen in North Wales, with Charles Brotherton organising the more northerly routes.

Still, many of the same die-hard rallyists returned year after year for more of the lovely varied runs and visits via quiet roads and the superb scenery which Wales has to offer.

This August, the Rally (called the Friends of Llangollen Motor Museum Rali) is split between Llandrindod Wells in Mid Wales and Llangollen in North Wales; half a week in each, staying in nice hotels.

Don't, for one minute, think that this rally is for those living in Wales. In fact, the majority of our rally-goers come from all other parts of Britain, many of whom we consider amongst our best friends.

Unfortunately Young Ted passed away earlier this year, but when I spoke to him last, he said that he felt very pleased that the Rally is continuing. We will miss his input and encouragement.

These days, the museum is managed by Anne's son Jeff and wife, and is still open most days of the week with the help of a volunteer. During our week, we shall visit the museum, examining the exhibits and purchasing some bits or oil for our cars. The Rally runs from August 26th to 29th at the Chainbridge Hotel, Llangollen, and then from the 29th to the 31st at the Metropole Hotel Llandrindod Wells. If you are in the area in your Morris, Rolls, Humber, etc., or modern, why not call in for a chat one evening?

We will strive to put a report on the rally in the next MM.

John Howells

WALES EVENTS

- 7 Sep:** New Inn Classic Car Show, New Inn, nr Pontypool. No further details available to confirm
- 7/8 Sep:** Beaulieu International Autojumble. "The biggest outdoor sale of motoring items this side of the Atlantic"
- 8/10 Nov:** NEC Classic Motor Show. The Morris Register will have a stand, and your Chairman is looking for five or six Morris Cars to display. They don't need to be concours, but should be in very good order. Contact John Ford – details in MM
- 19 Sep:** Wales Region Noggin & Natter at the Aubrey Arms on the A48 just south of Cowbridge. 7.00pm, or whenever you can arrive. All members/wives/friends/cousins, etc. welcome
Contact: John Howells 07976 301 723 for more information. Please come if you can



The Yellow Pages

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EDITOR: mdadams1969@hotmail.com



FROM THE CHAIR

I know the October magazine will focus on the National Rally at Thoresby, but I would still like to thank Ben Gadsby and his team now for such a great weekend. It was thoroughly enjoyable from Friday to Monday despite the great British weather!

I suspect that by the time you read this the North Cambs Noggin will have happened, if not please support Dudley if you can.

The Essex Noggin has a new venue this month: The Horse and Groom on Galleywood Common, near Chelmsford, which is run by David and Lynn Lovejoy. Thanks to all who tirelessly surveyed a large number of prospective venues across the county.

Don't forget to put the date of the Christmas Noggin on your calendar; this year it will be on Saturday 7th December at Great Leighs Village Hall, from 7 pm onwards.

Apart from the National Rally, the big news of the summer in our region was Mick and Judith Roberts' new project – they have acquired the prototype £100 minor JO 764 from the Devon museum where it seemed neglected and unloved. Knowing Mick, it will now be restored meticulously to the highest standard. Hopefully you will be able to follow progress on the wonderful Pre War Minor Network website.

"Every day is a school day" apparently. Well, I am a teacher. Eldest daughter Pippa (15) and I have been helping Laurie Cook delve into the wrecked clutch on his 1937 L2 15cwt van after it came to grief on the way back to Chelmsford from Brighton. We have had a lot of help from some wonderful people and I have now learnt a lot about the engine and clutch which is a derivation of the venerable 13.9hp "Oxford", but has beefed up Morris Commercial clutch plates and springs. Laurie still needs some replacement springs; they are ¼" square section, 8 and a half turns, much bigger than normal Cowley/Oxford springs. Please let me know if you can help – mdadams1969@hotmail.com



Mike Adams

ROOKE'S RAMBLES

We lost a stalwart of the region recently when David Lee died. He was a true enthusiast of the classic car movement and had served on the East Anglian Region committee alongside Pam for many years. The attendance at his funeral indicated the level of esteem in which he was held and he will be missed by all those that knew him. Our thoughts are with Pam at this sad time. Our thoughts are also with Ann Ford as I was very sorry to learn that John Ford of Oulton

Broad passed away in March. John and Ann were regular attendees at the regions camping weekends, other events and likewise the club National event in their Morris 10 Special coupé.

The weather forecast for a Thursday afternoon classic car meet was not good. However, on the day the weather proved to be excellent. We duly collected the two seater from Melton near Woodbridge and set off for the fifteen or so miles drive to Friston near Aldeburgh. The official event started at 3 pm but when we arrived about a half an hour later than that we found the 'village green' almost full. Not too many Morris present but local members Harold and Doreen Landin were. The number of post war machines far exceeded those of prewar build but there were as usual some rarities including this French one (pictured top right). The radiator sported the name Automobiles Sigma Paris.

Mind you I was also attracted to this small fabric bodied Austin (see picture middle right). I am not sure whether the owner was testing the smoothness of the engine or whether it was just being used as a bar!

The popularity of this come and go as you wish event seems to increase each year and although the timing is a little unusual it seems to work well and it is always extremely well coordinated.

I appreciate surprises and coincidences often occur but how about this one. Our son Duncan and partner Cerys decided to visit a garden centre some fifteen miles from their home using the two seater Cowley. To avoid the main A12 road they chose a route which took them very much across country via pretty empty minor roads and they got lost. Stopping to check the map, much to their surprise two ladies in a car pulled up beside them. One of the ladies said 'we owned one of these cars and my husband sold it to a chap in Ipswich'. It was of course the same car and the lady was Mrs Caroline Smith, widow of the late Mr Nick Smith, very well known in Bullnose Morris circles, from whom I acquired the car a few years back. If that wasn't the surprise of the day parking at the garden centre a short while later Duncan spotted a gentleman looking at the Morris. It transpired the wife of this gentleman just happened to be the great niece of that great man himself, Lord Nuffield.

It was very kind of her to agree to a photograph (bottom right). It is probably something of a rarity in this day and age to bring car and a relative of the manufacturer together.

Ivan Rooke



GPO Z VAN AT EXCEL

GPO Telephones Z Van Type 2, GGY 20, was at the Excel Conference Centre London, Thursday 13 June. The London Region of Openreach were holding a convention for their workforce at Docklands Excel Centre. Their plan was to display four utility vans to represent the changing styles and livery of the vehicle fleet over time. GGY was invited. The van needed to be at the Excel for setup on the Wednesday evening until break down after 10 pm on Thursday.

An Openreach manager met us at our hotel on Wednesday evening to escort us to the Excel. It wasn't far, not much more than a mile. But the road was circuitous and an Openreach employee needed to be with us to book in the van at the Centre's Traffic Office. The office was part way up Excel's North Lorryway ramp. We continued the slow ascent up the ramp and found ourselves turning into the West Loading Bay on Level 2 of the building. A few more yards and we arrived at a lift to take the van to the next floor. A mechanic drained the petrol tank to comply with the Centre's health and safety regulations. Several men helped to push the van backwards into the lift. We slowly clanked, groaned and rattled (the lift, not the van, or us) up to Level 3, to the rear of the Platinum Suite, where the function was taking place. This was when the fun really started. Excel staff had furnished Openreach with some wooden boards. These were to protect the floor of the Conference Hall as the van was pushed into place. I steered while a small group of managers and men pushed. GGY was to be exhibited on the far side of the stage, diagonally opposite to where we were, about 40 yards away. Some of the men laid one board at a time in front of the van as others pushed the vehicle forward. As GGY inched onwards, boards were taken from the rear of the van and placed at the front. Progress was painstakingly slow. Especially as those directing operations seemed to have difference methods of working.

Between us and the stage were 50 large round tables with chairs arranged beautifully. Unfortunately, it became obvious that a path needed to be cleared if the GGY was to reach its allotted exhibition spot. That done, the van began its weary way again. As we neared the stage, the men discovered that the Z van needed be facing in the opposite direction. To everyone's dismay, this meant that the van had to be rotated 180 degrees, or should I say make a 180 point turn! It was hard going but after much manoeuvring and manhandling the lads eventually managed to re-orientate GGY. The whole process took well over an hour. It was the highlight of our trip! I must say though, that everyone involved in the task took it with good heart. They were obviously enthusiastic about the event and wanted it to be a big success with the workforce. The other utility vehicles on display were a 1969 Morris Minor and Openreach's latest all electric van. The owner of a late fifties Morris J2 had to cancel because of bad weather.

We took a little time to explore the stalls being assembled along the rear of the hall. These were to give teams a better understanding of the kind of work done by groups with different specialisms. I recognised each area from my working days,



although updated and improved: laying cables, jointing, fibre optics, erecting poles, drop wires, etc. The conference was to celebrate Openreach's first year of independence from BT, give the London workforce an overview of business, promote future plans, recognise achievement and long service, and provide an opportunity for some team building. There were three separate sessions each



accommodating 350 employees due to take place the next day. We had decided to stand by the Z van during the morning and evening sessions.

At the convention next day, the engineers were very interested in the three vans on display. From my point of view, when the workforce was there, we spoke the same language. I tried to catch them out with some of the old equipment in the back of GGY. While the younger ones may have been puzzled, one or two of the longer serving employees, were familiar with most of the tools.

The item that did flummox them was one of the more unusual pieces of telephone service equipment. It was the Post Office Penny. The pennies were issued to linesmen to use in coin-operated telephones when they needed to test the line. The engineers were not going to use their own money! The penny was also a check on whether the job had been done. The numbers on the coins collected from pay phones were checked against the work order for the job. My penny was given to me a few years ago by an old Post Office engineer. I had never used them. By my time, early sixties, we dialled the operator and requested a service call.

One of the engineers tried on my old leather pole-climbing belt, comparing it to the individual safety harnesses of today. There were no personal belts back then – we used whatever belt was available. Within 5 minutes of wearing the belt up the pole, you would have a raging backache. They were the good old days! As young fellas, walking down the road to the job, the belt would chink. We used to feel like Wyatt Earp and enjoyed the girls turning to look.

At the evening session we took a closer look at the Morris Minor. The owner had travelled from north Wales during the night. He had set out a display of vintage telephones. When he worked for the GPO his main expertise had been in telephone exchanges. He had some old exchange equipment at home which he hired out for films and television programmes.

The conference closed at 9.30 pm. The hall had to be completely cleared by midnight. We waited until the Morris Minor had been pushed out. The Minor was closest to the exit for the vehicle lift, and had the furthest to travel home that night. When it came to GGY's turn, progress across the floor was much quicker than the previous evening. Tables and chairs had been removed and we were already facing towards the lift. On Level 2 the mechanic refilled the petrol tank and we motored back to the hotel. Overall, an invitation not to be missed.

Laurie and Norma Cook



BACK TO THE FUTURE!



WHERE ARE YOU NOW?

Below right:

This picture of a Morris Eight Series E was taken in about 1950 and shows the car with my aunts, Rene and Maud. The car belonged to my uncle Fred. It may have been brand new and looked resplendent in spotless black and maroon finish. What was so remarkable was that it was so silent. This was in the days when few people owned cars and those vehicles that were being used were mainly pre-war Morris Eights, sporty Rileys which had a distinctive rasping exhaust and a reputation for rotting wooden body frames. Strangely, I never ever saw Austin Sevens and very few Fords, although some new V8 Pilots and some Ford Populars were beginning to appear. However, it was the days of "Export or Die"!

Left:

Peter Sanders gets a helping hand – oops – as he sets forth on an eco friendly machine in his fight to save the planet from pollution and imminent fuel shortages.



EA REGION EVENTS

- 4 Sep:** North Cambs Noggin at Jude's Ferry, Ferry Lane, West Row, IP28 8PT from midday onwards.
8 Sep: Capel Manor Rally
 High Easter Car Meet & Bus Rally, 9.30 am-4.30 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 01245 231 262
- 12 Sep:** Essex Noggin at The Horse and Groom, The Common, Galleywood, CM2 8PJ
22 Sep: Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
26 Sep: Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
29 Sep: The Whitewebbs Museum Morris Minor Day
- 10 Oct:** Essex Noggin at The Horse and Groom, The Common, Galleywood, CM2 8PJ
20 Oct: High Easter Car Meet & Auto Jumble, 10 am-2 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 01245 231 262
- 27 Oct:** Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
31 Oct: Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 14 Nov:** Essex Noggin at The Horse and Groom, The Common, Galleywood, CM2 8PJ
24 Nov: Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
28 Nov: Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 7 Dec:** East Anglian Region Christmas Noggin at Great Leighs Village Hall, Boreham Road, Great Leighs, CM3 1NH
- 12 Dec:** Essex Noggin at The Horse and Groom, The Common, Galleywood, CM2 8PJ
22 Dec: Coffee & Cars at The Museum of Power, 9am-1pm, Hatfield Road, Langford, Maldon, CM9 6QA
26 Dec: High Easter Vintage, Classic & Supercar Meet, 10 am-2 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 01245 231 262
- 30 Dec:** Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT



CHILTERN'S MATTER



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EDITORIAL

July and August have been, as usual, busy months in the vintage motoring year and there have been numerous shows in the Chilterns Region. I am grateful for Steve Gant and Terry Ponting for their contributions this month and there is just sufficient space to include a few pictures from the Watford and District Classic Vehicle Trust's show at Bushey on 30th June.



AN INVITATION TO A CLASSIC CAR MEET IN FINLAND

I was recently invited to drive to a Finnish classic car meet. I was taken there in a Volga and was fortunate enough to be able to drive it home again. With a 2.4 litre engine hills were no problem, but a three speed column gear change took some getting used to. The meet was in the village of Hämeenkyrö, not too far from Tampere. The Finns like their old cars and many of them were in good condition and the meet is a social event for people in the area, as witnessed by the number of families attending and many small groups nattering.

Of the cars there were the usual ubiquitous Volvos, but there were also very many large American cars, plus tractors, motor bikes and lorries. My favourite was a 1929 Fiat that the owner had bought from England a few years ago. There was a Ford Eight that reminded me of my first car. However, being an export model it had a dashboard from a Ford Prefect and the interior was better than I remember from my Ford Pop. The Borgward truck was a rarity. I thought they only made cars, but it seems I was wrong. No Morrisies were on display, not even a Minor. They probably did not sell so well in Finland, at least before WW 2.

Many car owners have wonderful facilities to attend to their cars. I visited what looked like an ordinary barn, only to find two 2-post lifts inside and a lot of equipment. Many owners are farmers so a barn can easily be converted into a garage. Besides, they have to look after their farm equipment so the investment is worthwhile.

Article & photos: Steve Gant



A VISIT TO THE HAYNES INTERNATIONAL MOTOR MUSEUM

The last time we visited was a good few years ago. As we were in Somerset for a week in early June (the ostensive reason was to) see Bath and visit the Jane Austen exhibition there (very good). I hoped we would have time (a day) to get to Haynes. The gods were on my side. The weather for the couple of days spent in Bath was very good – open top bus tours a wow. Weather on the next day was decidedly worse so we went NT to Lytes Cary Manor. Quite a good decision. This place is very old. It was built by the Lytes family way back in the 13th / 14th century and they lived there until the family died out and the house was abandoned. In 1907 the Jenner family purchased it and restored it to a 17th century style, filling it with furniture, hangings, carpets etc for the period. The house passed to the NT in 1948 because Esme Jenner (daughter) died at age 37 of pneumonia and there were no more Jenners.

The weather did not get any better so a visit to Haynes got the nod. For me the most interesting vehicle was the Manchester. Put a 1950s Meteor tank engine (based on the Merlin) on a 1928 Crossley lorry chassis and a Manchester is the result. (Crossley was a Manchester make). Put together in the 2000s and with an unknown top speed, what a beast!

The place is very well laid out. Starting with the dawn of motoring, early steam pioneers get a mention and I was surprised to find out that Robert Hooke built the first universal joint in 1676. I trust the design progressed. The 18th century produced internal combustion pioneers in ball bearing production and electric spark experiments and in 1853/4 Barsanti &





Matteucci produced the first practical internal combustion engine. There is a Foundation in their names in Lucca Italy, we've seen it. All these developments are way before Otto in 1878 and Benz in 1885. Bertha Benz was the first person to take a long distance car trip. Levassor, Panhard, Olds and Ford get a mention. The exhibits roll on through veteran and vintage, themes of Wheels around



the world which includes a quite OTT decorated Hindustan. Minis and Micros, great British marques with all the usual suspects. The custom and kit car section is interesting particularly with a 1958 ex PO split screen Minor van which an artist had covered on every surface with artwork. Loads of American vehicles, Duesenberg, Cadillac, Chevrolet, Ford, and Pontiac - they are all there plus more. There is a motorcycle section of British and world bikes and a quite stunning display of the Forshaw speedway collection. It took me back to the Oxford Cheetahs and Swindon Robins - happy days. There were supercars, motorsport, luxury cars and a hall full of red cars leading to memory lane - cars of the 50s and 60s which we all knew, owned or swore about once.

The best bit for me (apart from the Manchester) is the Morris Story section. Quite a few models across all the Morris years are here, including the first car John Haynes acquired for the collection - an Oxford.

I should mention that John Haynes passed away earlier this year. As the collection is an independent charitable trust his work goes on. The vehicles are kept in a useable condition and there is a test circuit which enables the museum to keep vehicles running without the inconvenience of MoT and tax requirements.

Article and Photos: Terry Ponting

MORRIS IN HOLLAND, Part 3

Day 3 (Wednesday) was another museum excursion. This time to the DAF museum in Eindhoven. This time we elected to travel by train because parking close to the museum is rather difficult. Our tour organiser Roy had arranged for taxis to take us from the hotel to Gouda station. But before we set off the cars were lined up for a photo shoot.



So tickets bought we waited patiently for the train to arrive. The journey involved a change in Utrecht but we all managed to find the right platform and climb aboard. This train was a double decker and we could get a good view of the scenery from top deck. It was an electric train and it ran so smoothly that it was possible to take a quick nap before arriving at Eindhoven. The museum was not

too far from the station so most of us elected to walk. However, building work on one street meant we had to take a detour as the straight route was closed. But it was a nice warm, dry day so the extra distance was not a problem.

The DAF museum was quite different to the Louwman and unsurprisingly a large area was devoted to trucks. Upstairs were cars, but DAF cars or a Volvo derivative tend to look a bit the same perhaps with the exception of David Coulthard's Williams F1 car that used DAF transmission. This was just a project car so it never raced in anger.

Two Register members met us at the museum. They had travelled quite a way from Maastricht and were pleased to see some fellow Morris enthusiasts. In view of the distance they had left their Morris at home and used more modern transport.

The sun shone as we headed back to the station, but as we had plenty of time we stopped for a cool Heineken before getting the train back to Gouda. That evening some of us were tempted to try a Chinese restaurant that was within easy walking distance from the hotel. For €31 you could eat and drink as much as you liked from the buffet style counters. The restaurant was enormous and could seat 800 people! Mid-week, things were quiet and so we concentrated on finding the most delicious food. There was plenty of it and to say that we were full up afterwards is an understatement. The short





walk back to the hotel was a bit of a struggle with such a heavy load!

After so much travelling around Thursday was a welcome rest day for us to see the cheese market in Gouda and to play tourist in the town centre. Some of us decided that we needed some exercise after so much sitting about, so a group of us set off to walk into town. Outside of town there are only cycle tracks and no footpaths. There are a lot of bikes in Holland and they can come up behind you quite quickly. Not all cyclists use a bell to warn pedestrians, so even walking can be a hazardous occupation. On the way into town we passed a used car dealership. Inside the showroom were 2 BMC 1100s – an Austin and an MG. These were no to be missed so some of us went into the showroom to have a look. The cars were for sale on commission for a private owner but as the salesman was not at work that day we could not find out much more. Perhaps this was just as well because the logistics of getting them back to the UK would have been challenging.



Anyway we managed to avoid being run over by a bike and after about 45 minutes arrived in the centre of Gouda where the market was in full swing.

A coffee and a sit down to watch the world go by was the order of the day before inspecting the market place. If one did not know that Gouda is the centre of cheese making then it did not take long to find out. There was cheese everywhere – plain, with herbs, small and large cheeses. There were a few samples for tasting too and these just increased the temptation to buy.

The town of Gouda itself was full of small, charming streets and well worth exploring. It was also much quieter away from the busy market place. Of course there are canals everywhere because the water levels are high. These just add to the charm of the place.

Perhaps rather foolishly I elected to walk back to the hotel in the afternoon. The sun was hot and the journey back seemed to be much longer than in the morning, even though it was the same route. By the time I got back my faced was lobster coloured and I had to put face cream on it for the rest of the week. Needless to say a cool Heineken was very welcome.

Friday was another more leisurely day, with a bus trip planned to the village of Volendam before taking a boat trip to the village of Marken. This was formerly an island in the Zuiderzee before drainage and extensive land reclamation took place. It is now connected to the mainland by a causeway. Our bus driver was very friendly and gave a running commentary of things to see as we drove along. Much of the land around Amsterdam is reclaimed and there were many new roads, bridges and houses under construction. The driver drew our attention to one bridge that had two arches. He called it the Dolly Parton Bridge as its shape resembles Miss Parton's profile.



The town of Volendam hid behind a sea dike. Our bus driver said that if ever the dikes gave way then everything for miles around would be submerged. Not a pleasant thought, but it seems the Dutch have got used to the idea and life continues.

The approach to the boat terminal was along the top of the dike. In some ways it resembled an English seaside resort because there were plenty of fish and chip shops and cafes. I sampled a delicious fish sandwich which kept the hunger pangs away. There did also appear to be fish and chips being served.

The boat trip across to Marken was a pleasant relaxation and took about 45 minutes. Fortunately the water was calm because I am a very bad sailor and did not want any upsets. Even though it was mid week there were a few leisure

boats out on the water. I think there would have been many more at the weekend.



Our bus was waiting for us at Marken, only a short stroll away from the harbour. Then it was on towards the village of Zaanse Schans – try pronouncing that if you can. It has a sort of open air museum with restored





buildings and windmills. We had a couple of hours to wander round at will. It was interesting to learn that each windmill had a separate functions. Some pumped water, others were saw mills to cut wood or corn crushers. In fact before the age of steam this area was a hive of industrial activity supplying goods for domestic and export consumption.

There were of course many cheeses to sample and purchase sold by girls in traditional dress – well it is a tourist site after all. We were told that the windmills were rescued from dereliction by a group of enthusiasts. Apparently they were saved at the last moment because if left for much longer they could not have been restored.

Of course there were tourist shops selling anything from post cards and cheeses to antiques. Dave Molyneux could not resist buying an old sledge with a seat on that his wife said would be good to use as a pot plant display. However, as Dave lives in Cumbria don't be surprised if it gets used for a bit of exciting downhill winter sport. Hope he finds out where the brakes are! Getting it back to the UK would be by the Willsden transport service in his Morris pick up. Otherwise it would have been a bit of a squeeze to fit into a Series E tourer.

We visited the Chinese food emporium again in the evening. Believe it or not it was almost completely full – all 800 seats – so the locals in Gouda obviously like to go out on Fridays. Fortunately there was plenty of food left so we could indulge ourselves. We left later, very “fed up”.

(To be continued)



Article and photos: Steve Gant

CHILTERN EVENTS

- 7 Sep:** (Redbourn Classic Motor Show 12.noon – 5 pm
- 8 Sep:** Amersham Heritage Day (Car Show in Old Town)
Capel Manor Classic & Vintage Car Show
Blenheim Palace Classic & Supercar Show - www.blenheimclassicsupercar.com
- 14–15 Sep:** 1940s week-end at Hughenden Manor – contact Den Jarrott
- 15 Sep:** Classics on Croxley Green with Carter's Steam Fair
- 21–22 Sep:** Kop Hill Climb
- 26 Oct:** Steam-up at Honours' Yard - contact Den Jarrott
- 3 Nov:** VCC London to Brighton Veteran Car Run
Herbert Austin's birthday - Red Lion Little Missenden
- 26 Dec:** Boxing Day meet, Sarratt



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION

EDITOR: June Sargeant, 01905 840 155, sarg37@outlook.com
SECRETARY: Barbara Farmer, 01536 711 620, patbarfar@gmail.com



LEICS AND NORTHANTS NOGGIN

Harborough at War was an inaugural event held at the Showground in Market Harborough and as we had missed out on our annual visit to Wicksteed at War this year, some ten vehicles, including the club's van, attended from our noggin. There was even a vintage fashion show and lots of stalls of interest to the ladies which made a change from the usual autojumbles! It turned out to be a very relaxing informal gathering blessed with some lovely sunshine and, as the organisers said, our cars always added a touch of class to their event!





Our monthly noggin was, once again, well attended and we were delighted to welcome new Register member, Lloyd Bestwick and his daughter, Megan, who were actively seeking a Morris 8 having previously owned a Morris 1000 but now wanted to explore ownership of an earlier Morris. We discussed future events, the big one being the National Rally at Thoresby this coming weekend and then I went on to tell the story of the restoration of my Isis which I purchased in January 2016. We were told upon purchase of the car that it had been restored by a Rolls Royce engineer from Bristol and we made several attempts to locate him even to the extent of driving around several addresses in the Bristol area without luck. Having more or less given up on finding him, in May 2018 an email came into the Information Office from someone trying to trace the owner of HS 6873! I, and he, couldn't believe our fortune and so contact was made

and eventually in May 2019, he came up to Northamptonshire to see us. It was an emotional visit for him as the Isis had taken over his life for a period of 11 years restoring it from 1984 to getting it finished in 1995 at a cost of £9,000 and a divorce!! He also provided me with a memory stick of photos showing every step of the restoration with no detail left unturned – what a difference from the car he purchased in 1984 from Gideon Booth!

Hot off the press is our visit to Thoresby which was extremely well attended by members of our noggin who always give us unfailing support. Sadly our journey on the Friday didn't get off to a good start – the car



kept overheating so we felt it wise to turn back, transfer

everything from the classic to the modern and get there in good time – only to be held up by an accident on the A1! Best laid plans and all that! However, despite Saturday's wind and rain, Sunday turned out to be a much better day and attendance was good, although there is always room for more. We are delighted to say that from our noggin, three members were awarded runner-up prizes in their classes – Peter Yates, Stuart King and Chris Baker and Bob Williams won first place in the Superclass category although no-one was more surprised than him. Well done to them all and thank you for bringing themselves and their cars along to the event.



Pat Farmer

HEREFORDS & WORCS NOGGIN

We were pleased to welcome Des and James Lewis to our August meeting. Des is now making a good recovery from his recent health problems and is back to working on his Morris to try to cure an oil leak, ready to take it to forthcoming shows.

Steve Shied gave a presentation on building a concept car which he worked on following his retirement from the Design Department of the Ford Motor Company.

John and I, Bob Bryan and Mark Lander went to the Alcester Car Show on 21st July. This was held along the High Street (see photos taken by Mark of his and our Morris). Bob's car did not come to this one as it had decided to have a rest! Bob came along as a passenger with Mark. This was an enjoyable show with a good variety of cars.

On 4th August we went to the Cotswolds Festival of Motoring at Bourton on the Water held in the Cotswold School Grounds.



There were approximately 200 cars but only one other Morris in addition to ours. This is only the second time that this event has been run which is organised by the Rotary Club of the North Cotswolds and benefits the various charities which they support. We found that travelling to the venue via the notorious Fish Hill quite an experience in the Morris.

June Sargeant



LICHFIELD SHENSTONE NOGGIN

The newly refurbished Bulls Head attracted a good table full of Morris enthusiasts: it was good to see both stalwart Bobs and Alan. Simon entertained everyone with the story of his broken "diff" and his exploits when tracking down a replacement which he hopes to purchase before too long.

A lot of time was spent discussing the successful Thoresby Park National Morris Register Rally. Some had camped and battled the wind and rain on Friday and Saturday, whereas others had enjoyed the luxury of a Travel Lodge bed and pub meals. The various finds at Autojumble proved useful and good value and the Saturday run was interesting and enjoyable. (Some felt a stop or two for tea and exploring would have added interest to the picturesque route we were given.)

Four or five of our cars, drivers and partners had visited the Lupin Farm "Charity drive in", north of Lichfield, when over 1,000 old and classic vehicles had been admitted thanks to their owners' charity donation.

Mick had arrived extremely early in the day with his grandson in order to find a good site for us all and organised corporate "Morris Register togetherness". The summer is drawing to a close and the rally season is almost at an end so there was a short discussion regarding a short Sunday morning run followed by a lunch in the Autumn.

We look forward to seeing you all again on 17th September at the Bulls Head Shenstone, Lichfield at 7.30 for 8.

Stephen and Roz Parkes

WARWICKSHIRE NOGGIN

A large number of the Noggin members braved the persistent Warwickshire rain to come to the Crown on Tuesday 13th August, though we secretly envied Jackie and Steve who were still on holiday in France.

John Ford, Roger, Darryl, Stephen and Roz had been to Thoresby Park which seemed well-attended despite the rain on Saturday. Sunday had been a good day, but there were fewer vehicles in some classes. The National Rally looked set to continue at this venue for the foreseeable future.

Unfortunately, John Ford was unable to attend due to a variety of hitches not of his making but we look forward to discussing arrangements for Classic Car Show at NEC (8-10th November) at the September Noggin. The stand was already booked and a theme would be needed. It was likely that a new storage location would be needed in the not-too distant future but the support of the Ollis family had been much appreciated.

Everyone was keen to give updates regarding their vehicles as autumn, the season of maintenance and repair, is fast approaching.

Alwyn has had two serious operations and lost a great deal of weight: we almost didn't recognise the slim and youthful member who appeared! Newly rejuvenated, he had sorted the sun visor on his Morris 8. The car started easily and once the tyres were reflat and brakes re-adjusted he would be off!

Roger was preparing to sell his 1923 Bullnose Cowley two-seater tourer with dickie to concentrate on working on his TD. His 10/4 engine problems were resolved and the vehicle had been in a Show. Most of his time was spent working on the MG.

Graham was progressing towards full registration of his 1938 S3 and intended to approach Tom Bourne for advice. The front of the car was in good order and he was getting quotations from experienced electricians regarding rebuilding the loom. Len Dixon was now installed in Leamington Spa with his Series E as his daily car. He intended to check the condition of the brakes and Register Spares replacement shoes came highly recommended. (He would wear a mask when removing old shoes as these would probably contain asbestos.)

"Popeye" was running, thanks to a great deal of help from Steve which was greatly appreciated: the engine had gone in during the previous week and the fly wheel and Steve had adjusted the thrust bearing. The car may need a new thrust bearing and it was suggested the reference number be used to ensure an equivalent part be obtained.

Mark reported that he had finished painting the body of his 1933 Cowley (which he has owned for forty years) in black and the correct glass was installed in windows and windscreen.

Stephen related how he discovered that an apparently bent rear offside wheel was in fact a half-shaft which had not been sufficiently dressed. He was relieved that he replaced his front tyres which were split and partially delaminated despite being only three years old.

Stephen and Roz Parkes



Right:

Warwickshire Noggin Burton Dassett picnic

[photos: Len Dixon]

MIDLAND REGION AGM
Sunday 24th November 2019 at 2.00 pm
at Stonehurst Family Farm and Motor Museum, Bond Lane,
Mountsorrel, Loughborough, LE12 7AA

This attraction is open from 9.30 am to 5.00 pm which allows plenty of time to take in the unique museum. An optional lunch will be available at approximately 12.00 followed by a leisurely look around the 1930s period garage and motor museum preceding the AGM at 2.00 pm where there will be tea/coffee and cake. This year's Agenda will be available soon.

You should arrive in good time to make the most of this interesting day! Come along and meet and greet old and new Morris Motoring friends; enjoy warm surroundings and chat about any club issues you may have. This is the once-a-year event when you can meet members from across the entire Midlands Area! Stephen (Chairman), Barbara (Secretary), Pat (Treasurer) and June (Editor) are always looking for new people to serve on the committee and if you would like to join them please let Barbara know!

There will be a raffle in aid of club funds: if you wish to donate a prize, it would be gratefully received. Barbara would greatly appreciate it if you could let her know in advance that you are joining us as the Museum needs confirmed numbers.

Barbara Farmer is happy to supply further details if needed – patbarfar@gmail.com or 01536 711 620.



SOUTHEASTERN NEWSLETTER

Editor: Jenny Smithson

01959 525 265, willowfarm22@gmail.com

Secretary: Phil Butland

01323 843 080, philipbutland@yahoo.co.uk

WEST SUSSEX NEWS

Earlier in the month, our group travelled further afield to the Filching Manor Motor Museum, Polegate. On arrival, we were invited to assemble in the



grounds of the Manor for a picnic on the lawn before being given a conducted tour around the Manor house and museum. The Manor is a splendid medieval timber-framed building dating back to 1450 having been built on the remains of an earlier house. It is reported that the heavy wooden



front door is an original and one of the oldest in the country still

in use. The motor museum included a 1907 Corbin Racer, several Bugatti cars, a fantastic 1904 chain driven Mercedes racing car and many other motoring curios. The entire collection is based around the record-breaking Campbell family's achievements. Included in the collection is Sir Malcolm Campbell's Bluebird K3 world record-breaking boat, along with other famous Campbell cars, boats and memorabilia.

At the extreme left of the line-up of cars outside the Manor is a 1970 Morris Minor 1000 Light Commercial Pick-Up owned by John Stevens. It is the type of small commercial produced from 1954 in Series II form, that was extensively used by



jobbing builders, farmers and agricultural service engineers. John purchased this vehicle in 2013 as a van having had five previous owners – the last for many years being a local lawnmower service agent. After purchase, the vehicle was mounted on a new chassis with rebuilt engine and gearbox. John then made the decision to convert the van into a pick-up followed by a bare metal respray in it's original colour –



Everglade Green. This splendid example was put back on the road with new MoT earlier this year. As seen in the picture John is still looking for a set of hub caps. Another view of the pick-up shows John (in checked shirt) standing by his possession.

Keith & Isabel Salmon





LATE SUMMER MOTORING

WESTWORDS



THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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

EDITORIAL

Well, there is no doubt that global weather patterns are changing. Returning fresh from a long weekend away at the club's national rally, in early August, it already feels like autumn and wet weather outings in the Morris seem likely to dominate the rest of the classic car motoring season, but let's hope not and we get some decent September sunshine! The West Region Committee is due to meet on Saturday 26 October 2019. If you have any issue or proposal that you would like discussed at the meeting, now is an ideal time to raise them. You can either contact your local noggin committee member or send details to Jeremy Matthews, the West Region Secretary (jeremymatthews@live.co.uk or 01458 445 175) by the end September.

Jim Riglar

FLOWER SHOW AND FETE, 13th JULY

Dogmersfield, Winchfield & Crookham Village Flower Show and Fete, The 66th show and fete was a huge success with the weather fine and sunny. The tea tent was very busy selling the home made cakes, teas and cold drinks.

We had the return of the Morris Men (not cars) who encouraged members of the public to join in which added to the fun. Many of the attractions including the Punch and Judy, donkeys, Mill Cottage Farm Animals, the birds of prey and ferrets. We had "0" gauge steam trains for the first time and this was enjoyed by the big boys. Thanks to the weather we had a large turnout of enthusiasts' cars of many different types and ages. There were 48 collectors' cars including John Minty and Reg G in their Morris Eight tourers. One missing car was the Morris Eight owned by Derek Redfern which I believe is still "in dock". The motorbikes ended up at our fete after having completed their run round the countryside and made more than £1200 for the Phillis Tuckwell Hospice. One motor bike was a pre First World War military Douglas which attracted much attention.

Next year's Flower Show and Fete will be held on the 18th July 2020 and we hope to increase the number of Morris Register Members attendance figures.

Brian Leversha



NEWS FROM THE GROUPS

Somerset (13th August): Apologies were received from Alan and Shirley Hawkins (Shirley was suffering from a broken wrist, which had had to be reset the previous day – ouch!) and Steve and Cath Knight (on an emergency mission to deepest Devon to assist family members involved in a car accident earlier in the day). Despite only 26 members at the noggin, the ever popular raffle raised another £29 pounds towards local funds. A number of attendees had been at Thoresby the preceding weekend for the club's national rally and although none came home bearing trophy's a few had acquired sought after parts and spares from the autojumble stands. John Goodland has recently acquired a Morris 8 tourer from "up north" and has started work to re-commission the car which had been little used in the last couple of years. Roy Bowden continues to make steady progress with his restoration projects; with both his M8 Special and his M8 Van nearing completion, Roy is already sourcing parts for his next M8 tourer project. Simon Colledge was finalising arrangements for his Autumn Amble run in early September. Chris Murray's M8 tourer was the sole representative of the Morris marque in the car park. Jim Riglar

New Forest (16th July): On the night of the last partial lunar eclipse I travelled across a deserted forest! Perhaps the impending school holidays means many are away at the last chance before higher prices kick in? As usual the topics were varied and there was plenty of laughter. Present regulars were John and Vera, Reg and Lyn, Malcolm, Rachel, Gerald and myself. Linda stayed at home due to us having rescued John, a Spanish greyhound or "Galgo", at the weekend (google galgo if you want to know more about these poor animals and the desperate plight of 50,000 plus every year). Also it



was lovely to see Paul and Viv Burt returning; Paul had just got a bullnose speedo rebuilt at excellent cost thanks to a recommendation at the noggin and was pleased with the results. Another returnee was Malcolm Hayes and it was nice to see him too, as well as learning that not content with a Morris 8 rebuild he had taken on an early MM Minor too! Present in the car park was Malcolm's replica MG based on a Minor, my Minor 2 seater and to make a change for the noggin picture a nice Jaguar XK140; sadly not part of our group. Smoke alarms and dog drama called me home early but with good timing to see the eclipse developing as I headed home across the moors. It was nice to catch up with everyone and have a superb meal even if it was cut shorter than normal.

Toby Sears



North & West Devon (8th August): July in Devon has proved to be as busy as last year, with splendid weather we all seem to have been out somewhere. 14th July was Ilfracombe's annual "All Things Morris Event" this year, there were six Morris cars from our Noggin, plus many more from another Morris club in North Devon. As this event is organised by Ilfracombe's tourist department, the formal gardens and pathways are opened up for our cars to be displayed, the garden area is close to the sea and cliff walks, making it the perfect location and a splendid day out for us all. This year's best in show winners were Rick and Theresa with their delightful Morris 8 Tourer.



Fund Raising Event: Following on from Ilfracombe was a Vintage and Classic fund raising day in aid of Hospice Care. Exeter. The event was hosted by Derek and Jane Vertenten, and held in the grounds of their home, which is also home to Derek's workshop, on display was an Bentley being restored with wings



and panels being hand made by Derek. The afternoon went with a real swing thanks to the "Humming birds" keeping us entertained, with £700 being raised. When Frank Leach returned to his car, there they were, the three Humming birds, sitting on the running board waiting for him.

With apologies from Tony Sparrow, Robert Yandle, Andrew and Sarah, John, Jim, Frank and Diana, Martin Aldridge, we had 13 members attend our noggin meeting. Next Month's Noggin on 12th September will NOT be at the "Hunters Inn"; we will be on a run out. For further information please contact: Ian Rayment 01805 804 094 or rayment888@btinternet.com

Ian Rayment

East & South Devon (1st August): A very pleasant lunch was held at the Blue Ball, Sidford on 1st August and we were pleased to welcome Graham Edmond with his Series 1 saloon and Alex Leger who has a 1938 Series 2 two seater tourer. A run is being organised for 15th August starting at East Hill Pride Farm Shop, Sidmouth and making our way to visit Walford Bruen's Citroen collection and then on to Coldharbour Farm Shop and Café, Ottery St Mary, for brunch.

Phil Armour has contact with the Mayor of Thury Harcourt (South of Caen) which is twinned with Seaton and is investigating the possibility of a run to France in May next year. We would travel via the Poole to Cherbourg ferry. There was a lot of interest from those present at the lunch and if there are others interested, who live outside our area, please let me know. Our next Noggin will be at Blue Ball, Sidford, at 12.30 on Thursday 5th September. Visitors always welcome but please check to confirm on the venue by contacting me: dcjp@hotmail.co.uk or 07770 235 518. *David Palmer*

SOMERSET STEAM & COUNTRY SHOW, 20th/21st JULY

This show, at Low Ham, continues to attract a large classic vehicle contingent to complement the numbers of steam traction engines and tractors that form the mainstay of the show. With a family holiday to Canada imminent, this year I was only able to attend for the first day of the show. I am sure there would have been members attending on the Sunday who were absent on the Saturday – sorry, I couldn't arrange for anyone to capture photos of your car! *Jim Riglar*



*John & Celia Goodland's
1939 M8 SE Saloon*



*Jim & Anne Riglar's
1936 M10 S2 Saloon*



1934 Minor 2 seater (non-member)



*Sandra Brockway's
1935 M8 Pre S Tourer*



Dan Brockway's 1932 Minor Saloon



Alan Hawkins' 1939 M8 SE Saloon

WEST REGION EVENTS

- 5 Sep:** **Somerset:** Autumn Amble –Meet at Cartgate (A303) 11:30 am for a 12 noon start. Contact Simon Colledge, 01460 75815 or email: simoncolledge@hotmail.co.uk
- 6-8 Sep:** **Dorset:** Classic Steam & Vehicle Show, Harman's Cross, Swanage BH19 EB
Contact BPPC: <http://bppcltd.com>
- 7-8 Sep:** **Hants:** Beaulieu International Autojumble
- 12 Sep:** **Devon:** North Devon Noggin Run contact: Ian Rayment 01805 804 094
or rayment888@btinternet.com
- 28/29 Sep:** **Somerset:** Somerset's Festival of Transport, Frome Showground, West Woodlands
Contact: Tina & Tony Carter, 07900 695 620
- 2/3 Nov:** **Somerset:** Classic Vehicle Restoration Show - The Royal Bath & West Showground, Shepton Mallet.
Adult tickets £9 in advance (£11 on the door) <https://cvrs.bristolclassiccarshows.com/>

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CREAK PROBLEM SOLVED BY OLD, FORGOTTEN METHOD

Dear Editor

I have a 1934 Morris saloon that has been garaged all its life and has never had an off-body restoration. In fact, it hasn't had any bodywork restoration except for a lick of paint from time to time with brushing enamel and rebuilt rear wings using the old ones with some amateur welding and rather too much body filler. Despite all that, the car passes the 10 yard test.

I was free of bodywork creaks when I lived in Bedfordshire but upon moving to the heavily wooded areas of Surrey/West Sussex I found the roads nowhere near smooth enough to prevent numerous noises. The worst was the creaking of the driver's door.

It seemed that the hinges were moving on the door post and I jumped to the conclusion that the ash frame had finally given up the ghost. With a hot air gun and some nervousness on my part I softened the paint on the head of a screw and gradually turned it. Out came a drawing pin. The ash frame was solid. The steel screw had rusted to nothing. No wonder the door creaked.

Countersunk, slotted head, stainless steel screws are available in small lots from various suppliers on eBay. These were fitted and hidden from view with a drop of paint. Result: fabulous improvement at first but after a few journeys a slight creaking re-occurred. Not that bad but disappointing nevertheless.

A few weeks later I was sorting through my books with a view to a clear out. Glancing through one candidate for disposal, a 1934-35 edition of "Stadium" Necessities for the Modern Motorist, I noticed six different styles of Bakelite ash tray before coming to the Stadium Door Silencer (see picture top right). Indispensable for new cars it said. It didn't mention 85 year old ones. I found pretty much the ideal grommet on eBay (again) from Messrs Agri Parts UK Ltd of New Radnor, Presteigne. It's a Throttle Rubber Grommet, Part Number 19408, for a tractor of some sort.

With a small bit of 1 mm mild steel sheet I found it easy to make the part and it really works very well indeed. The grommet needs to be sliced down on the thick side to get the correct height. If too high, I found that the silencer shifted the door during a trip to such an extent that it became very difficult to open the door on arrival. So it needs to be pared down slowly and tested until perfect.

Michael Kent
02497/5
Surrey

Many thanks, Michael, another useful tip.



RELIABLE OR NOT?

Dear Editor

I wonder how many others noticed the attached in the Daily Telegraph recently? (See right).

Whilst agreeing with his sentiments re warranties, and excusing his poor mathematics, I wonder the truth in the statement that the Morris 8 "was never very reliable, even when it was new".

Do we have any evidence on the reliability, or lack of it, of our cars, then and now? And what are the main areas of failure - if any.

If there were reliability issues, was it down to poor design, materials or maintenance? Have today's lubricants, electrical components, tyres, batteries, etc., gone some way to eliminating the sins of the past?

And can I congratulate you on giving me the best laugh I've had from the magazine? I refer of course to the article entitled "The Biggest Morris" in the July issue. The emphasis on the superb gearbox which will hardly ever be needed, the ability to drop the speed to 3 mph, get out of the car and walk alongside, and then to pull away in top was hilarious. Or was it?

Did you really expect to do things like that in those days with a gearbox with synchromesh on second and top? I do, on occasion, drive an Austin K2 truck with a 6 cylinder petrol engine and 4 speed crash box, and yes, if you can keep moving at roundabouts, you can avoid changing down, but at a bit more than 3 mph.

I know you can't judge the past by today's standards, but do sometimes wonder...

Bob Fleming
13407/2
Leics

Thanks for this, Bob. Not sure anybody bothered with reliability data back then, but it would make interesting reading. If that is the case, Honest John won't have any data, either, but when did that last prevent a journalist from sounding off?

HONEST JOHN

EXPERT ADVICE

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OXFORD BLUES
Can you suggest warranty providers for a 1935 Morris 8 that I might buy unseen? TP

I can't begin to imagine how you would get a proper warranty for a 61-year-old car that was never very reliable even when it was new. With a classic car, you buy the potential for breakdowns and unreliability. And it's never a good idea to buy any car, no matter its age, without seeing it or driving it.

HARRY EDWARDS' ARTICLES

Dear Editor

It occurs to me that a large proportion of today's club membership were not members when former club historian, Harry Edwards, was writing his regular articles for 'The Journal', the forerunner to 'Morris Monthly'. Harry's articles were well researched and informative and deserve an airing for the club's newer members. I'm aware of course that his articles can be found among the scanned Journal copies held in the archive on the club's website but the quality of reproduction, particularly pre-1990, leaves much to be desired, while of course there are still members who are not computer savvy. With OCR, surely reproducing these articles for inclusion in future editions of Morris Monthly would not be too much of a chore to achieve, albeit the early magazine illustrations may prove troublesome? Even these illustrations and photos are surely accessible and can be found in the Harry Edwards archive?

Chris Lambert
12600/4
Suffolkun

Thanks, Chris. You have a very good point, and as well as the published material I understand that HWE's archive, now in the hands of Ken Martin, has some interesting unpublished stuff. As a result of your suggestion, Tom Bourne (historian), John Powell (archivist), Ken Martin and I have been in conversation and some new approaches have been discussed. A series of articles on Harry's archive from Ken Martin will begin in October's edition.

DAD'S CAR IDENTIFIED

Dear Editor

In response to Roy Welch's request for information on the car his father is seen driving in the photograph published in August's Morris Monthly, I can tell you that the car is a 10/12 Coventry Humber of about 1912-14, a more exact date could be confirmed if I could read the number plate, which is quite indistinct in the picture.

Roger Armstrong
6076/5
Surrey

Dear Editor

As a member of the Humber Register, I can say that Roy Welch's father's car is a 1910 Humber.

Neil Truslove
2086/7
Lancashire



Thanks, gents. I knew we could nail that one!

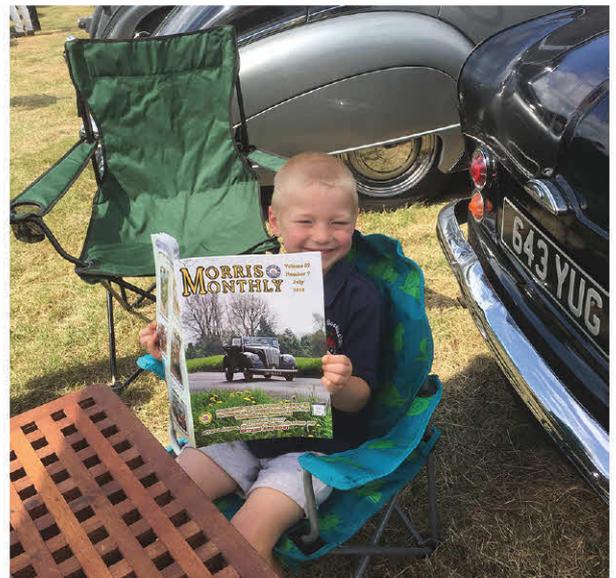
CHANGE THE LOAN CAR?

Dear Editor

I enclose a picture (right) of my grandson Zak at Friston Cars on the Green as he contemplates the possible changes to the younger members loan car to a J40 pedal car in the future! He has test driven one at an auction but grandad's bank would not allow it to go home with us. As he is my right hand man in the restoration of a 1927 Flatnose Oxford I thought the younger mechanic/drivers and future Morris owners views would be of interest.

Ivor Durrant
14288/4
Suffolk

An interesting idea, Ivor, but I'm not sure the Register could afford a J40 either!



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ELECTRIC CARS

Dear Editor

Just a (hopefully) brief note to support John Bates' response to Tony Nathan's somewhat negative thoughts on electric cars.

Last year I bought a five-year-old Nissan Leaf freshly imported from Japan. In my 54 years of motoring it has been the most rewarding car to own and drive, perhaps the more so because here in NZ 85% of electricity generation is from renewable sources (hydro, geothermal, and wind). Batteries no longer fit for service in cars are to be "re-purposed" as storage capacity for domestic solar installations.

The Leaf is well-built, with a gratifyingly solid feel, and is ridiculously cheap to run. While only now is the government belatedly talking about cash incentives to purchase electric vehicles, owners currently enjoy the advantage of no road user charges and of course no fuel taxes (now over \$1 per litre on petrol). About half of the public charging facilities are free to use, though I won't go out of my way to do so. However, when visiting the Auckland MR parts shed a 20-minute free charge in Pukekohe enables me to make the 135km round trip for less than \$1.50 (75p, or about 700ml of petrol). Try to match that with your 19th-century technology! Cost of maintenance and repairs after 13 months? Zero.

Contrary to John's experience, those charging stations that are not free do charge back to a credit or debit card. Just in case I ever need one I have an electronic key fob that gives access to those chargers and automatically debits my credit card.

As if this were not enough, the car is a joy to drive: effortless, silk-smooth and silent. In Auckland's endless congestion it really shines best. It doesn't waste fuel while stationary and there's very little need to resort to the brakes. Every time you brake in an ICE vehicle you're wasting fuel; whenever I slow down or descend a hill I'm making electricity to recharge the battery.

Unless I were suddenly to need to travel long distances or tow a trailer I wouldn't give a "thank you" for an ICE vehicle. It will be an interesting contrast when the Tourer is finally back on the road!

Richard Fuller
09744/W
Auckland, NZ

Thanks for this Richard. I think we have aired both sides of the discussion now, so let's consider this particular topic of correspondence finished, and get back to pre war Morris. I reckon it is only a matter of time before a battery powered Eight turns up at the National Rally!

HENRY'S MINOR PICS

Dear Editor

We have just returned from 10 days in N Wales. Poppit (1932 MM) was trailed behind our motor home from Dartmouth and over 5 days we toured around Snowdonia and the Towyn area covering 190 miles (see bottom right picture). Not only were we lucky with the weather, only one day did we have the hood up in heavy rain, but we enjoyed the quiet excellent roads without pot holes. As soon as we crossed the border back into England we were back to the pot holes.

Henry Harvey
12829/3
Devon

Thanks, Henry. I have also included two photos you sent earlier in the year. Below left is your wife driving in the Dart valley, and your Minor amongst the bluebells is shown middle bottom. You offered these as potential covers but unfortunately the picture resolution was not good enough. Ideally cover pics should be 29.7 cm x 21 cm, at 300 dpi resolution.



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Ann Ford
01502 563 862 (Suffolk)

Car for Sale

1937 Morris 8 Series 2 four door saloon



Fitted with a reconditioned Series E engine and matching four speed gear box for much improved performance. Recently resprayed. The remainder of the car is original, steering, brakes and springs have all been overhauled, the interior is in pretty good condition.

£7,000 ono.
Brian Vincent
07743 085 159 (Kent)

Car for Sale

1933 Morris 10/4 Fixed head Special Coupé



Good condition. Runs well. Major mechanical overhaul in 2005 and not used much since. Detailed history comes with car. Now becoming rare. £9,950 ono.

Micheal Meehan
07721 672 936 (E.Sussex)
Meehan.qs@gmail.com

1/2

Parts for Sale

For Morris 8 Series 1 tourer, hood, burgundy colour, complete with side screens. New, still in the box, it's for the 4 seater.

Sean O'Brien
0035 3862 696 585 (Co.Sligo, Ireland)
obriensean62@gmail.com

Items for Sale

All my fibre glass moulds: wings, valances, running boards, two-seater body, etc, etc. Cost £15,500 will accept offers around £4,000.
Gideon Booth
01931 714 624 (Cumbria)

Parts Wanted

Clutch plates with splined centres from vintage Morris Isis or MG 18/80. Condition of plates immaterial so long as splined centres are useable. Please contact if you think you can help.

Keith Herkes
01234 771 769 (Beds)
keith.herkes@btinternet.com

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What's it Worth? (See p8): Asking price is £12950



Car for Sale

1935 Morris 8 Pre Series 4 door sliding head



In gwo and very tidy but not concours. Present owner since 1988 when fully restored. More than 20 appearances at Thoresby National Rally, New MoT, and work in the last year includes 4 new Avon tyres, steering box rebushed, new track rod ends, full s.s. exhaust. Brakes were checked all round with new shoes, and cylinders serviced as necessary. Speedo replaced. Generally regularly well maintained. Converted to 12v with excellent headlights, flashing indicators and radio/tape added. Interior fair with good headlining and door cards. However the seats are original and tatty but made presentable with loose covers. Bodywork is very good with only a few minor blemishes after 8 years since professional 2-pack respray. Reasonably priced at £5200. Also very many spares available at low prices to private members.
Neville Morley
01553 84707
nevillefmorley@gmail.com

Car for Sale

1936 Morris 8 Saloon



Restored example in very good condition. Little use since restoration as has formed part of a museum collection. £7,000 ono.
Frank Loft (curator, non-member)
07773 554 257 (Devon)

Car for Sale

1936 Morris 12 Series 2



Full running order, utterly reliable, holds very good oil pressure, 2 new rear springs, reconditioned dynamo and modern voltage control unit, 5good tyres, starts on the button and runs well. £6,500 ono.

Jim McEwan
01290 332 650 (East Ayrshire)
jim.mcewan2@gmail.com

Parts for Sale

Works hard top for Sunbeam Alpine Mk V, excellent condition, red, with all fittings. Twin cylinder compressor, Clarke air, single phase, 3 hp, little used since new, water trap, air line connections. Offer invited.

Lawrence McGahan
01275 878 343 (Somerset)
oakbranch@btinternet.com

Car Wanted

Morris Minor, 1929-1934, in good condition.
John Anderson
07740 815 829
jp.anderson@btinternet.com

Items for Sale

Morris 10 hp: engine £100, gearbox £75, buyer collects.

Morris 8: metal radiator frame assembly, requires new radiator core, offers, buyer collects (quite heavy). 2x new old stock centre steering columns, rusty shaft but gGear end well greased & wrapped, offers. 1x spare chrome windscreen locking slide, excellent condition, £10. Dynamo bracket, £5. Pitmans Book of the Morris 10 hp 1933 to 1948, cover slightly marked, £5. Pitmans Book of Morris 8 & Minor to 1954, £5. Morris J2 Light Van, Pick Up and Minius genuine drivers handbook, £5. Pitmans Book of The Morris 8 & Minor up to 1956, very clean condition, £7.50. Wiper motor 6V in good working order With fittings, studs, apacers & brackets, £55. 2x fan blades, £4 each. Con rods, £10. Dynamo pulley £5. Lake & Elliot screw jack, part no S423, very much like the Shelley Jack no 38265 for Morris 8 hp), 7¼" lowered, 11" raised, with handle & wooden cross piece, £35. Lake & eElliot twin screw jack, 5½" lowered, 11" raised, with handle & cross piece, £35. With the jacks you have a choice of 24" or 30" long metal handles with wooden cross piece. Stripped rear axle casing, offers, buyer collects. Grease gun as in Dec 15 Journal part no 35695, £12. All items Plus postage.

Early Minor 1000: distributor, £5. Starting handle, £5. 2x rear shock absorbers, £20. Good Morris centre steering wheel horn button, £15. Jack ratchet, £5. 1x long, 1x short gear lever, £5 each. Bonnet motif, boot door lock & handle, £5 1x thermostat housing, 1x front hub, £5. Box of lots of nuts & bolts all used, £2.50. Brand new Morris motif, still in new wrapping, part no ADA 2871, £30 Small Morris motif used but good, with clips, £10. All plus postage.

Alan Filby
07976 353 953 (Beds)

Car for Sale

1933 Pre Series Morris 10/4



Engine rebuilt, new clutch, exhaust, battery. Electrics overhauled. Five new tyres, tubes and hubcaps on powder coated wheels. Refurbished brake cylinders. Much re-chromed. New carpet, rest of interior original. Old buff log books, instruction books and current V5C. Original registration number. £8,250 ono.

Harry Kirk
01743 790 747 (Shropshire)
kirkfarm1@gmail.com

Body Parts for Sale

Aluminium skinned body for Morris 10/6 Special



Needing repair but quite good, with doors and bulkhead, etc., £750. Front wings in good condition, £525 each. Rear wings in good condition, £425 each. Bonnet in good condition, £750. Would accept a reasonable offer for the lot.

Gideon Booth
01931 714 624 (Cumbria)

Morris Car Spares

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spares available

Enquiries welcome

Happy to assist

For more information,
contact

graham440@
btinternet.com

or

07506 309 281

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used parts supplied

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01229 584 972 or
07715 059 280 or
dmmem@tiscali.co.uk

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Please submit pictures of interest to the Editor

YATTENDON CLASSIC VEHICLE DAY, 23rd JUNE



If you missed the show this year make a note to attend next year's show. Vehicles, classic motor cars, military vehicles, agricultural machines and motor cycles from all eras were on show in the lovely West Berkshire village of Yattendon part of the Yattendon estate with all proceeds from the show going to the Thames Valley Air Ambulance. With the village hall and church providing refreshments and the local garage, who are known for their restoration work on motor vehicles, open, there was plenty to see. Well worth a day out.

Reg Granados

