

MORRIS MONTHLY



Volume 59

Number 11

November

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

MAGAZINE OF THE MORRIS REGISTER

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PRESIDENT **Malcolm Dixon** writes:

Next year Morris Register will be celebrating sixty years of existence and at last month's meeting (AGM, National Executive and President's Conference), held in Crewe, various suggestions on how to mark the occasion were put forward. If any member wishes to submit ideas for consideration, please get in touch with your regional secretary.



Minutes of the above meetings will be published elsewhere but I would like to mention the following:

In 2020, our 60th year, entry to the National Rally at Thoresby Park will be free for members. This will apply only to members submitting entry forms prior to the event. Members arriving on spec will be charged the normal entry fee.

A warm welcome was extended to David Allanson, Robert Galloway and Richard Sellers-Smith who were attending for the first time. We do need new members to attend National meetings so they can continue the good work currently undertaken by existing members.

Ben Gadsby, our National Rally organiser, confirmed he is negotiating to rent Thoresby Park for 2022. Forget the rumour spread by some that Thoresby Park is not available for our use in future. The management at Thoresby consider us an excellent tenant for the weekend of the second Sunday in August. Unfortunately, they will not commit to a rental price more than two years ahead.

The Morris Vehicle Association (MVA) will be joining us over the whole weekend and Ben will ensure that their needs are fully catered for.

Please make a note in your diary for the National Rally 7/8/9 August 2020 at Thoresby Park, Notts, NG22 9EP.

Finally, may I thank all Morris Register members for their continued support of the Club. Long may it continue.

Cover picture: John Simpson's Ten and Dan Harp's Eight at a general classics day at Foxfield Railway, Stoke-on-Trent

[Photo: Cam Shaw]

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.



MORRIS REGISTER INFORMATION CENTRE:Pat and Barbara Farmer
(10 am to 7 pm UK time)☎ 0333 006 5255
info@morrisregister.co.uk**CHAIRMAN:**John Ford ☎ 01386 832 447
thechairman@morrisregister.co.uk**SECRETARY:**Jim Riglar ☎ 0333 006 5521
secretary@morrisregister.co.uk**MEMBERSHIP SECRETARY:****Office hours: 9 am - 5 pm, Monday to Friday**

Christine Haigh ☎ 0333 006 5256 membership@morrisregister.co.uk

The views and opinions expressed by the Editor and contributors to this magazine are theirs alone and do not necessarily reflect the views of The Pre 1940 Morris Register Limited. Any advice provided is not intended to be advice on which you should rely. You must obtain professional or specialist advice before taking or refraining from any action based on the content of this magazine. No liability is accepted for the consequences of following any advice provided in the magazine.

EDITOR Rob Symonds writes:

As I write this the clocks are about to go back and we are entering the era of lights on by 5 pm. I can't believe that the summer disappeared so quickly with Thoresby and the AGM already distant memories. I knew we couldn't match the record 64 pages of last month but this month's 52 is pretty decent for this time of the year.

Having said that, I must confess that the cupboard is looking very bare, so contributions from rank and file members are urgently sought, especially as we have seen, or are about to see, a few changes amongst the regional editors and their job (and mine) could be made so much easier if there was a good supply of mag material coming through at regular intervals. I deliberately used the phrase "rank and file" in the previous paragraph because I respectfully invite such members to spend a few minutes looking through this and other recent editions of Morris Monthly and make a note, mental or otherwise, of the names of the contributors. If the names of national and regional officers are then deleted from that list, you will see that not much remains! I have already threatened the Chairman that one month I will prepare the mag as usual and then actually delete any material from regular contributors/office holders to leave the blanks before sending off to the printers. You won't like it, but you will get the point!

Your car is probably going into hibernation for the winter very soon, so apart from one or two minor maintenance issues, you have much more of your "Morris time" available to put pen to paper/fingers to keyboards, etc., and put something together to entertain and sustain your fellow members before next season. Try it, you might like it. Please!



EDITOR: Rob Symonds,
21 Swallow Drive, Bingham
Notts NG13 8QA
theeditor@morrisregister.co.uk
☎ 0333 006 5498
Please leave a message and
I will get back to you

DEADLINE**14th of the month prior to publication****MAGAZINE NON-ARRIVAL:**Please contact the Membership Secretary
Contact details above**BACK ISSUES:** may be purchased
from the Club Shop**WEBSITE:** www.morrisregister.co.uk
Contact: David Allanson, Webmaster
webmaster@morrisregister.co.uk**SMALL ADS:** Post/email to:
The Editor (see above)Free for members (max 1 car per month)
Non-members: please contact for charges.**COMPLAINTS:** Any complaints
against any officer of the club, or about
the way the club is being administered
should be referred to the Secretary

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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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r Spares Service

POSTAL SALES

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.



**THE PRE 1940 MORRIS REGISTER LTD
MINUTES OF THE ANNUAL GENERAL MEETING
SATURDAY 8th OCTOBER 2019
WESTON, CREWE, CHESHIRE, CW2 5GP**

1 Welcome

The Chairman opened the meeting at 10.40 am. He welcomed those present, noted apologies for absence and asked that we remember fellow members no longer with us, including long standing members John Ford, Reg Wilson, Dave Lee, Ray Frampton and Dennis Fisher, by marking a minute's silence.

Those present:

Malcolm Dixon, John Ford, Jim Riglar, Stephen Gant, Christine Haigh, Rob Symonds, John Powell, Tom Bourne, Pat Farmer, Barbara Farmer, Tom Taylor, Neil Truslove, Trevor Willsden, Roger Clitheroe, Stephen Parkes, Roz Parkes, John Sargeant, Ben Gadsby, Dave Lawton, Roy Pidgeon, Anne Riglar, Stuart King, Richard Sellers-Smith, David Allanson, Roy Smith, Maurice Johnson, Robert Galloway, Michael Halls, Keith Haigh (part of meeting).

Apologies for Absence:

Mike Brears, Christine Truslove, Chris Lambert, Jeremy Matthews, John Howells, Phil Butland, Mick Roden, Sue Roden.

2 Presentation of Awards

The annual awards, to recognise outstanding contributions to the life of the Club, were awarded as follows:

- President's Choice Trophy. It was decided to award this during the Discussion Session of the National Committee Meeting immediately following the AGM.

Post Meeting Note: This was awarded and presented by the President to Ben Gadsby for the work undertaken in organising the National Rally at Thoresby.

- Writer's Chalice. This was awarded by the Editor to Simon Hadley, recognising 18 months of technical article contributions to the magazine. It will be presented at a later date.
- Mary Benfield Trophy. This was presented by the Chairman to Roy Pidgeon for organising the NE Region's events.
- Chairman's Award. This was awarded to Mick Roberts for the purchase for restoration of the 1931 Minor prototype. It will be presented at a later date.
- Calormeter Trophy. This was awarded to Terry Horn work on the club's lorry and in the North East Region. It will be presented at a later date.

3 Approval of the Minutes of the AGM held on 6th October 2018

The minutes of the previous AGM were published in the November 2018 edition of Morris Monthly. These were proposed, seconded and approved unanimously as a true record of the meeting.

4 Approval of the Minutes of the EGM held on 6th April 2019

The minutes of the EGM were proposed, seconded and approved unanimously as a true record of the meeting.

5 Pre 1940 Morris Register Ltd Director's Report & Financial Statements for the year ended 31st January 2019

The Treasurer presented the accounts for The Pre 1940 Morris Register Limited. There being no queries, the accounts were adopted with 95 votes in favour (69 postal/proxy votes and 26 in the meeting), 0 against and 1 postal/proxy vote abstention.

6 Appointment of the Accountants

The continued appointment of Plummer Parsons as the Club's accountants was approved with 94 votes in favour. (69 postal/proxy votes and 25 in the meeting), 0 against and 1 postal/proxy vote abstention.

Election of Officers

The chairman explained that under rule 5(a) six "Elected Officers" are to be elected. The post of Webmaster is vacant and there was no nomination.

Post Meeting Note: David Allanson was co-opted into the Webmaster post during the Business Session of the National Committee Meeting immediately following the AGM.

The following serving officers were re-elected by postal, proxy votes and votes in the meeting:

		For	Against	Abstain
• Chairman:	John Ford	96	0	0
• Secretary:	Jim Riglar	96	0	0
• Treasurer:	Steve Gant	96	0	0
• Membership Secretary:	Christine Haigh	96	0	0
• Editor:	Rob Symonds	96	0	0

(For each post, the 96 votes for comprised 70 postal/proxy votes and 26 in the meeting)

7 Resolutions

There were no resolutions.

8 Specialist Officers

The meeting noted that the following Specialist Officers have agreed to continue in post:

National Rally Organiser:	Ben Gadsby	Spares Secretary:	Dave Lawton
MSA Representative:	Tom Taylor	PWMN Affiliation:	Chris Lambert
Shopkeeper:	Barbara Farmer	Vehicle Registrar:	Mike Brears
Information Centre:	Pat & Barbara Farmer	Archivist:	John Powell
Overseas Secretary:	Tom Taylor	Historian:	Tom Bourne
Spares Officers:	David & Lindsay Smith	Assistant Treasurer:	Phil Butland
Federation Representative:	Stuart King	MVA Representative:	Ben Gadsby
Club Safeguarding Officer:	Lindsay Smith		

The meeting noted that the following Specialist Officer post was vacant:

DVLA Officer (Tom Bourne providing cover)

9 Chairman's Report

Covering some highlights from the past year, the Chairman reported that the club stand at the NEC Classic Car Show last November featured a GPO van, the Cotteswold Dairy's van, a Calshot Minor, Ben Jones' 10/4 coupé, a Series 2 10/4 saloon and the club's loan car. He thanked Pat and Barbara Farmer and others for their hard work which added to the success of the stand. At the April 2019 NEC Restoration Show, the club had been up for a couple of awards, but these were lost on the toss of a coin! The Register stand featured some great cars, including the Rover V8 engined Serious E and Ben Gadsby's Morris 8 tourer. That month there were successful EGM and National Committee meetings at Magnolia Park, despite the awful acoustics at the venue. Beamish and Bristol Classic Car Show were both good events, and the club was also represented at numerous shows across the country.

The NEC show in November 2018 saw the return of loan car from Deborah Fry and the NEC show in April 2019 saw the loan car's presentation to David Allanson, who has done a really good job in promoting both the loan car and scheme reporting regularly in the magazine and on his own specially created Facebook page.

The Chairman thanked members of the National Committee and the Management Team for their respective contributions to the operation and running of the club.

10 Date and Place of next Annual General Meeting:

Saturday 3rd October 2020, at a venue to be decided.

There being no further business, the Chairman thanked those present for attending, and closed the meeting at 11.38.



Presentation of Awards:

L to R: President to Ben Gadsby, Chairman to Roy Pidgeon, Chairman to Simon Hadley (collected by Steve Gant)





The period from September through to mid-October always represents a busy time for me and this year has been no exception. In terms of Morris Register secretarial duties there is the small matter of preparations for, and dealing with, actions arising from both the Annual General Meeting and one of the bi-annual National Committee Meetings. The preparations of these fall not so conveniently during a flurry of regular end of season motoring events and this year with the sale of our old house. Having undertaken a purchase of new house/move of home/sale of old house over a prolonged 14 month period rather than an anticipated couple of months, one of the final acts has been to move the Pre 1940 Morris Register Limited registered office address (see the bulletin board).

ANNUAL GENERAL MEETING (AGM)

The venue for this year's Annual General Meeting was the Wychwood Park Hotel, near Crewe. There is no doubt that it was a stunning location. Despite being in the midst of a £3.5 million upgrade, and with ongoing refurbishment work continued around us, we were made comfortable in our booked conference room. More importantly the location offered members in the North Staffordshire/East Cheshire area an opportunity to attend the AGM, and if they so wished to sit in on the following National Committee Meeting. The AGM minutes are included elsewhere in this issue of Morris Monthly.

THE NATIONAL COMMITTEE MEETING

The meeting was held on the 5th October immediately after the AGM. The committee agreed the budget for the coming year, which for the first time in quite a few years includes an increase in membership subscription rates. The increases for the 2020-21 membership year are necessary to cover the rising costs of printing, postage and for spares storage, all of which can no longer be absorbed in current budget levels. This will be the first rise in subscription rates for some time. It was a full, productive and long meeting. In consequence, and at the time of writing this article (mid-October), the meeting minutes are still only in early draft, but should be available late October/early November.

It was a pleasure to see David Allanson in attendance at the meeting. Many of you will be aware from his articles in Morris Monthly that he was this year's recipient of the younger member initiative loan car. What you will have been unaware of is that David also has skills appropriate to the role of Webmaster. Following an informal chat with some of the management team at Thoresby and subsequently having agreed to take on the role, David was formally co-opted as Webmaster at the meeting.

The National Rally continues to be a major issue that the committee is keeping under review. The attendance this year was better than last year. However attendance growth needs to continue. It is hoped to make the rally a major feature of the club's diamond jubilee celebrations next year.

Finally, as David Allanson's tenure of our loan car is nears its end, we will be looking for candidates for the 2020 loan period. Please feel free to publicise the loan, which is a strand of our young members' initiative, to anyone in the age range 25-40 with an interest in classic cars and classic car motoring.

60TH ANNIVERSARY CELEBRATIONS

To celebrate sixty years of successful Morris motoring since our inauguration as the Morris Eight Tourer Club (M8TC) in 1960, as well as organising an enhanced National Rally and running a number of articles/features in Morris Monthly, the club is keen to support events across the regions, so if you feel inspired to organise a celebratory event, then let us know so that we can advertise, support and/or promote it as appropriate. The management team considered a number of possible designs for a 60th anniversary logo for use from the start of 2020, and the one selected is shown here. Pdf and jpeg versions are available on request from the Editor for use throughout 2020.



EARLY REGISTER CARS

Although, sadly, many of the very earliest members are no longer with us, a reasonable number of the cars which featured at the first events and in the Journals of the early 1960s do survive, and a fair proportion of them are still in the hands of current members. If you know your car comes in this category, then pleased await developments!

However, some of those early M8TC cars though still on the DVLA list, do not belong to members. The following is a list of the relevant registration numbers, and we are appealing for any information as to their current whereabouts/ownership. All info to the Editor, please, 0333 006 5498, or theeditor@morrisregister.co.uk

ALL 806	BBO 218	BPX 734	CAO 844	CG 894	CLU 566
CVE 191	DOF 575	DPK 794	ET 6065	MT 3286	PN 8549
PN 9134	UB 4919	UD 5774			



CHANGE OF REGISTERED OFFICE ADDRESS

Effective since 14 October 2019, the registered office address of The Pre 1940 Morris Register Limited (Company number 07334633) changed to: 5 Burderop Close, Trowbridge, Wiltshire BA14 0UL.



This change was also applied to the club's dormant companies, Morris Register Limited (Company number 11020378) and to Moclub Limited (Company number 01246770)

WRITING TO THE MORRIS REGISTER

In circumstances when it is necessary to contact the Morris Register in writing, members should direct their correspondence to the appropriate club officer e.g. Membership Secretary, Treasurer, Spares Officer, Magazine Editor, Historian, DVLA Officer, Club Shop Officer, Club Safeguarding Officer, etc., and not to the registered office address. Misdirected mail only adds delay in obtaining a response from an appropriate officer and sometimes generates unnecessary costs for the club. Correspondence directed to the Registered Office should only be that either intended specifically for the Secretary or for The Pre 1940 Morris Register Limited related to any of its obligations under the Companies Act 2006 or the Data Protection Act 2018.

WEBMASTER

David Allanson has kindly agreed to take on the role of Webmaster. Your patience will be most appreciated as he gets "up to speed" and tackles some of the issues challenging website issues.

In addition to the day to day maintenance of the website content, David has the onerous task of getting our new website fully functional and fit for purpose, and all of this in his spare time outside of normal working hours!



NATIONAL RALLY ORGANISER
Ben Gadsby



Thoresby Thoughts



TIME FOR A DIAMOND JUBILEE PARTY AND IT'S FREE TO GET IN!

At the recent club AGM it was agreed that for ONE YEAR ONLY(!) and to mark the Diamond Jubilee, entry to the National Rally at Thoresby will be FREE(!) to Morris Register members who pre-book their rally entry.

We now have a dedicated Rally page on the website accessed through the link on the website homepage. The direct link is <http://morrisregister.co.uk/national-rally-2020/>

We will be updating this page regularly so keep checking back.

As you may guess from the style of the link we are going to travel back to when the club was formed. So it is time to dig out those '60's fashions from the back of the wardrobe and come and join the party.

New for 2020. Pat Farmer and Bob Williams have offered to organise a Q&A session in the marquee, so, if you have a question relating to keeping your Morris car on the road and running well, come along. Or why not pass on your own restoration and repair hints and tips to the rest of us? The more we share the knowledge the greater chance we have of keeping all our cars on the road for many years to come.

Friday night is Curry night – if you want to come along the menu is posted on the webpage. Please complete and email to thoresby@morrisregister.co.uk

Morris Register Gravity Racing – Friday night in the marquee. Download an entry form and regulations form the webpage or email thoresby@morrisregister.co.uk and I will send a copy to you.

If they are not all tucked away for winter, happy Morris motoring.

Until next month, Peace, Love, Music and Old Cars!



WEBMASTER
David Allanson



Web Wisdom



After having both of my arms twisted up my back by John our Chairman at Thoresby, I have taken over the vacant position of Webmaster. I know that the website has been in development for some time and there is still plenty of work to be done in the background to optimise the site to work on devices and different browsers. The new site is rather static and over the next few weeks and months I am looking at each page to enhance and maximise the content where possible. I would also like to add regular articles and future events to work in combination with the Morris Monthly. The new website needs to attract new readers hopefully enticing them to become members plus also be a source of information for our members. If you can please let me know if you spot any issues with the website (please be gentle). As with Editor Rob and the Morris Monthly, I cannot provide all the contents for the pages so I will need assistance to keep the website fresh and this can only come from the members to provide us regular updates, news and information for forthcoming events for each region.

One of the features of the site which I would like to utilise is the video blogging, so if anyone is willing to be the next Jeremy Clarkson or James May I would like a few short film about your Morris along with a road test. Also with the wet winter months about to be with us if you are carrying out any winter maintenance jobs could you please film some of the tasks so we can upload them to the website to help other members.

I can be contacted by email at webmaster@morrisregister.co.uk



Younger Members Initiative

The last few months have flown past and as I am now writing my penultimate article for the Younger Members Initiative, it does not seem like seven months ago that I started my adventures in the Morris Register Loan Vehicle.

The last month has been rather quiet with the car mainly due to the weather and also a holiday abroad got in the way. I was planning to attend a show at Shuttleworth, but it started to rain once again and stopped play. October has been busy otherwise as I attended the AGM up in Crewe and offered my services to the Morris Register as the new Webmaster, so I have been trying to sort out the teething issues of the new website, so any feedback would be appreciated.

Also, on Monday 7th October, Rob Symonds and I spent the day with a well known journalist (and club member!) for a popular magazine on a photoshoot modelling with the loan car (right). If all goes to plan there should be a 4 to 6 page article being published in said magazine in the next couple of months, after which we will also have more information to publish the behind the scenes version in the Morris Monthly.

Thank you all once again for this opportunity to look after and drive the Morris Register Loan Vehicle. With only one month left to go I am trying to plan, weather permitting, my last adventures before driving the vehicle back up to the NEC.

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 in the Morris Monthly.

David Allanson



**Loan Car Insurance
kindly donated by**

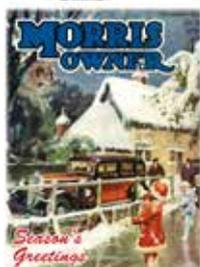
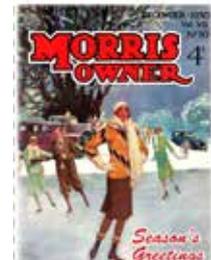


MORRIS REGISTER CHRISTMAS CARDS

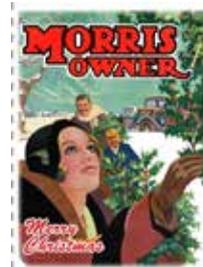


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<http://morrisregister.co.uk/club-shop/>
0333 006 5255

**£4 per pack of 8, with envelopes
(one of each design)
plus postage £1 per pack
(for 2+ pack postage please ring)**



Also available
on the Morris Register
stand at NEC Classic Car
Show, Birmingham
8-10 November





NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS		
07726	John Lowe	Kent TN14	jmlowe51@yahoo.co.uk	1934	Eight Series 1	Tourer
				1939	Eight Series E	Tourer
				1939	Eight Series E	Tourer
14608	Ian Keyser	Kent CT16	ian.g3roo@gmail.com	1938	Eight Series 2	Tourer
14610	Christopher Lovibond	London NW10	chris.lovibond@gmail.com			
14611	James Abbott	Isle of Wight PO30		1935	Ten Four Pre Series	4 Door saloon
14613	Frank Laska	Conwy LL22	frank.laska@talktalk.net	1937	Eight Series 2	4 Door sliding head
14620	Aart de Groot	Netherlands 4381 KD	degroot201@yahoo.com	1937	Eight Series 2	Tourer
14621	Denis & Debbie Kemp	Northants NN9	den.kemp2@icloud.com	1936	Eight Series 1	2 Door saloon
14622	Martin Holloway	Worcs DY9	doneflyin@gmail.com			
14623	Mark David & Lynne Harris	Northants NN6	bomberharris@hotmail.co.uk	1939	Eight Series E	
14624	Robin & Betty Sandra Churchill	Dorset DT10		1927	Cowley	3 Seater roadster
14625	Ian & Gail Deal	Kent ME18	ian.deal@btconnect.com	1947	Eight Series E	2 Door sliding head
14626	Ian & Marlene Duguid	Aberdeenshire AB10		1940	Eight Series E	4 Door sliding head
14627	Tom Poole	Lancs BB12	tom.poole2@btinternet.com	1934	Ten Four Pre Series	Sliding head
14628	John & Diane Clark	Lincs LN8	di.clark@tiscali.co.uk	1935	Eight Pre Series	2 Door saloon
14629	Charles Palmer	Perthshire PH11	stores@classicrestorations.co.uk	1934	Eight Pre Series	Tourer
14630	John & Elizabeth Holland	Berks RG4	jnhathome@btinternet.com	1925	Bullnose Oxford	Tourer
14631	Tim & Pam Pallot	Jersey JE2	tpallot@hotmail.co.uk	1935	10/4 Series 2	Saloon
14632	David Smith	W. Midlands B29	topknot2@sky.com	1947	Eight Series E	2 Door saloon



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UK Residents can order on-line via our e-shop facility or using the order form.

Non-UK enquiries/orders please contact the club shop manager.

If you need assistance, the club shop manager is available 10.00 am – 6.00 pm (GMT winter/
GMT+1 summer) Monday to Friday: tel. 0333 006 5255 (+44 333 006 5255)

You can contact Barbara Farmer at any time by email: clubshop@morrisregister.co.uk

ADDITIONS/p&p CHANGES IN RED

MEN'S POLO SHIRT

Sizes: S to XXXL
Colours: Navy
Royal
Bottle
Burgundy
White

£17.50 each
+ £3.25 p&p



WOMEN'S POLO SHIRT

Sizes: S to XXXL
Colours: Navy
Royal
Bottle
Burgundy
White

£16.50 each
+ £3.25 p&p



WATERPROOF JACKET

Sizes: S to XXXL
Colours: Navy

£40 each
+ £5 p&p



WORKCOAT

Sizes: S to XXL
Colours: Navy

£23.50 each
+ £4 p&p

MEN'S FLEECE

Sizes: S to XXXXL
Colours: Navy
Royal
Bottle
Classic Red
Burgundy

£22.50 each
+ £3.25 p&p



WOMEN'S FLEECE

Sizes: S to XXXXL
Colours: Navy
Royal
Bottle
Classic Red
Burgundy

£22.50 each
+ £3 p&p

OVERALLS

Sizes: S to
XXXXXL
Colours: Navy

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What's it Worth?



1936? Eight Tourer



Barn finds are rare these days, and this one is only for the brave! Offered on eBay where the vendor states:

"This little Morris has been barn stored for many years. It's very rough as you can see in the pics. Not sure what's missing but most of it seems to be there. I've only guessed the year of manufacture because there is no V5. It's the 4 seater convertible so quite rare and very desirable when restored. It's a



full restoration job or maybe good for spares which would be a shame. Delivery is possible. Cash on collection please."

Answer on page 50



Auction Action



SWVA Auction 25 October Dorset

The 1933 Morris 10/4 coupé (left) looks good value at a "come and get me" estimate of £6.5 to £7k. Great reg. no., too. It will be a surprise if it goes that cheaply!



"Always garaged and maintained irrespective of cost. It had a major mechanical overhaul in 2007 including a full body respray, photographic record of works carried out comes with car. The sunroof is in good working condition. Comes with a large history file, car manuals, starting handle and jack."



The auction house thought it worth mentioning that it has appeared in Morris Monthly. Your Editor is suitably flattered!



At estimate £2.5k to £2.95k, the 1939 Series E saloon (right) also looks a snip. The pre-war Es are quite rare and this one was registered just after war broke out.



"This Morris 8 has had a brake overhaul, new battery, dynamo, tyres and re-upholstery, under seals since the vendor has owned the car in 2016. It has some history in its file from previous owners."



We will report back on the prices achieved next month. Both the owners are MR members, but it seems the E did not sell after an ad in the mag last month.

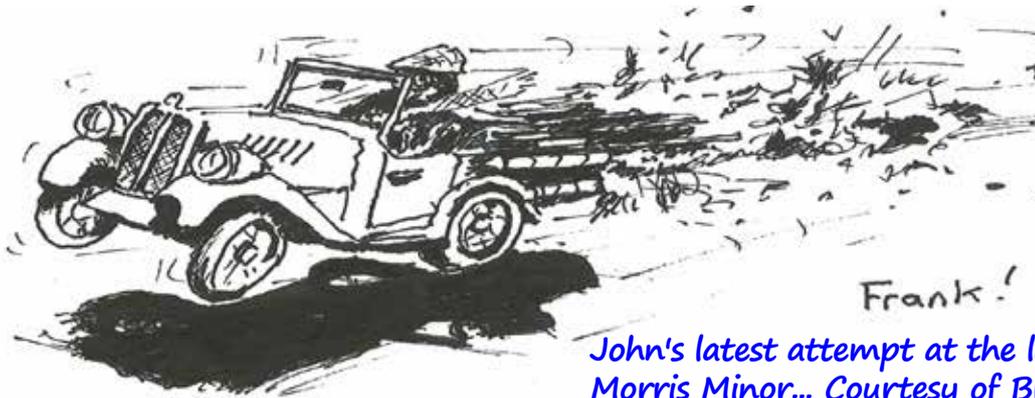


Guy Fawkes night put in the shade

It is Saturday the 12th of October as I write this, and I have just returned from buying a huge box of fireworks, but not for November the 5th!

But why, I hear you ask? Well like everybody, I am fed up to the teeth with the word B****T and I hope to celebrate the end of the episode on November the 1st with a party and my fireworks. The alternative, if the matter is not settled, is to copy Guy Fawkes and place the fireworks in the basement of the houses of Parliament! Wish me well, as I fear that should the latter prevail this may be the last John's Jottings!

When I mentioned my plan to Frank he just laughed and said he did not believe me and that I had other plans, as his cartoon shows!



John's latest attempt at the land speed record for a Morris Minor... Courtesy of Brock's Fireworks.

Editor's Note: (Other fireworks are available, but may be subject to post-Brexit tariffs)

Let's have a building party!

I have just been given permission from the management to purchase another car. What a triumph I hear you say. Was Josephine on the wine at the time, and will permission be withdrawn by the high court (just like B****T)? No, I am pleased to say the car is in my possession and is parked in front of the garage.

You will be disappointed to know that it not another Morris but a modern sports car in which I can re-live my mis-spent youth!

The only problem is that I now need another garage and have so far failed to get Cowley to supply one. I think it is a bit ripe for the adverts to lead you to believe that one big enough to house my two seater Minor is only £9.15s. (£9.75p) so I suppose I had better set to and build one myself at a price a shade higher than the Cowley version.

This reminded me of the happy band of members who helped me to build a replica of one of the Morris Motor Houses for our stand at the Classic Car Show some years ago. Perhaps there is a chance we could bring together the "Dream Team" to build a full size one! Dream on Nagle.

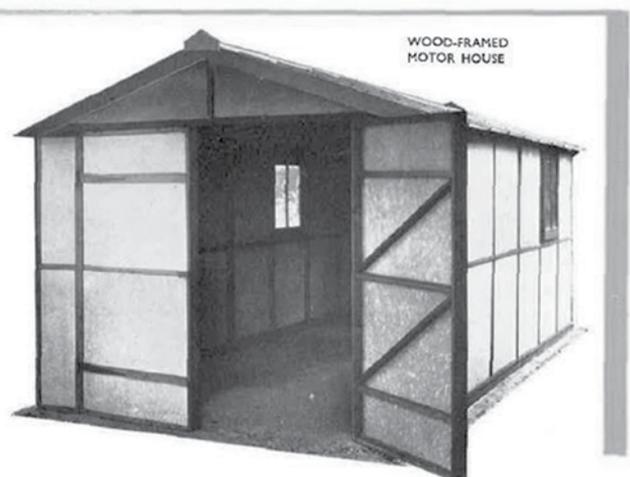


STEEL-FRAMED MOTOR HOUSES for concrete floors only

Type	Length	Width	Eaves Height	Door Opening Width	Price
KP	12 ft. 8 in.	6 ft. 5 in.	6 ft. 6 in.	5 ft. 11 in.	£12 15s.
KW	12 ft. 8 in.	8 ft. 5 in.	6 ft. 6 in.	7 ft. 11 in.	£15 5s.
KC	14 ft. 8 in.	8 ft. 5 in.	6 ft. 6 in.	7 ft. 11 in.	£16 10s.
KO	16 ft. 9 in.	8 ft. 5 in.	6 ft. 6 in.	7 ft. 11 in.	£17 15s.
KN	16 ft. 9 in.	10 ft. 6 in.	6 ft. 6 in.	10 ft.	£20 10s.
KR	18 ft. 9 in.	10 ft. 6 in.	6 ft. 6 in.	10 ft.	£22 15s.

WOOD-FRAMED MOTOR HOUSES for concrete or earth floors

Type	Length	Width	Eaves Height	Door Opening Width	Price
DP	11 ft. 7 in.	6 ft. 3 in.	6 ft. 3 in.	5 ft. 9 in.	£9 15s.
DW	11 ft. 10 in.	8 ft. 3 in.	6 ft. 6 in.	6 ft. 11 in.	£12 15s.
DC	13 ft. 11 in.	8 ft. 3 in.	6 ft. 6 in.	6 ft. 11 in.	£14 0s.
DO	16 ft.	8 ft. 3 in.	6 ft. 6 in.	6 ft. 11 in.	£15 5s.
DN	16 ft.	9 ft. 4 in.	6 ft. 6 in.	6 ft. 11 in.	£17 15s.
DR	19 ft. 2 in.	9 ft. 4 in.	6 ft. 6 in.	6 ft. 11 in.	£20 15s.





Many of us when we first acquire a Morris experience the same as **Peter: Pedals are close together**. "1937 M8 2 door. I'm very (very) pleased to say that I took BOU 497 for a run today. The first time the car has been out and about for many years. We did a nervous 4 miles together, without incident I'm glad to report. No apparent leaks apart from a minor, but fairly critical, seepage at the 4-way brake hydraulics union. Brakes pull to one side a little but I'll bed them in a bit more before doing anything. Petrol and water systems are gratifyingly and surprising leak free so far. Steering demands full attention. A winter project to rebuild the steering box is on the cards. The one issue I have is to get my size 9s to differentiate between the accelerator and the brake pedals. Boy, they're close together. Is that typical or do I have a "special"? Overall I'm very happy to have done the maiden run." (Photo of Peter's smart looking car also included with post)



Peter's 1937 Eight 2 door

Grumpyjohn: "You can get a bit of adjustment on the pedal tops by undoing the bolt that holds them onto the pedal shaft and moving the top to the other side of the hole in the shaft. Apart from that you just have to get used to the spacing. One thing I will say it's great for driving the heel and toe technique!" **Prometheus:** "And don't drive in wellies". **Geoff:** "I had the same problem with my 1935 Tourer. I've got size 12 feet and my son has 14. He's also 6'3" and can only drive with the hood down, looking over the wind screen! I have a pair of narrow plimsols when I drive, but my son could not operate the throttle without also pressing the brake, so I had to do some mods. I had a spare throttle bar assembly which I lengthened so the wheel is about 2 inches lower and slightly cranked in a curve to clear the right-hand side of the scuttle. Thus it is now lower than the brake pedal. He can now drive with care and narrow shoes. I've also had to fit MGA seat runners so we can get the seat back enough so that knees are not round our ears. I'm now considering making up a thin seat swab so he can drive with the hood up." **Simon:** "I did what Grump suggested and learnt to drive using the sides/blade/outer edge of the right foot for accelerator and brake. All part of the 'character' of our cars." **Richard F:** "The problem I have is not with the pedals but with trying to find good shoes to fit dainty size 6 feet!" **Prometheus** with more foot attire recommendations: "I find my ballet shoes work quite well, but yes, it's a struggle as these cars were designed for people smaller than the average build of, we better fed, and better health serviced people." **Richard S-S:** "On my 8 the previous owner fitted a foot blade hinged to the floor. It looks a bit like a gate hinge. The blade is tall enough to allow the roller on the accelerator pedal to run up the back of it as it is depressed. It allows you to press on the blade relatively clear and under the brake pedal." **George:** "The pedals on my M8 special are slightly closer than the standard set up. Luckily I have size 7 feet but it is still very tight... so I use a very old and well-worn pair of unlined racing motorcycle boots circa 1960 with fairly pointy toes (fashionable in the day!) and they are just the job." **Alan:** "Here's a picture of the pedals of my two seater. I did find it a bit awkward to start with but I have got used to it now and manage quite well with my size 8 feet." Will our editor put Alan's photo at the foot of the page? Useful(?) advice from **Simon:** "Use an angle grinder and take a bit of each foot!" **Chris:** "Self-driving shoes – whatever next?" Back to **Alan:** "It's ok they're only trainers." **Dave:** "I've always thought mid-thirties Morris range was not only rated on horsepower but on shoe size too... 8,10,12,14,16!" **Eddie:** "On my 8 I made a bracket that, when fitted, moved the Clutch Pad 1" to the left."

(This post certainly caused a bit of interest. Thinking back to when I had my first Morris in the 60s I cannot remember that it was a problem but I was only 17 and winkle picker shoes were the fashion.)



Alan's foot control on his M8, fittingly at the foot of page

Not all plain sailing for **Richard D: Latest USHM snag**. "I'm just about to fit the USHM engine I've been rebuilding and hit upon a wee snag. The coolant inlet pipe on the side of the block doesn't seem to want to fit. It appears that the earlier engine has a different pipe to the later one and I don't have one. I'm fairly sure that the one I have, I purchased new from the Register spares service a handful of years ago but can see no trace of them now. Does anyone either have one for the later engine or know where I can get one? Or perhaps there's a way of getting the earlier one to fit that I'm not aware of? I say doesn't fit, it does, but I have next to no space to get the hose on. There looks to be about an 1/8" gap between the pipe and the casting for the now redundant oil filler." **George:** "I would just make a spacer from 1/4" alloy plate to bring the cooling elbow out a bit more from the block." **Richard F:** "Yes, the Series E elbow is a slightly

different shape, giving more offset. You should be able to pick up one either from another member or Ian Harris or Dave Molyneux. Personally I wouldn't favour the spacer idea — unnecessary and just another joint for a potential leak." **Brian:** "1/8" gap is probably enough to slide the hose on. Use some of the radiator additive to lubricate as you slip it on." Back to **Richard D:** "I had considered a thin spacer but that pipe is already very close to the starter motor so didn't want to make it any closer. Regarding the 1/8 gap, not quite unfortunately. I did try, but if I could get it in there it would be pushing the elbow away from the block and with it being an alloy pipe I didn't want to put any load on it." **Dave:** "Could you slacken the outlet pipe to give a temporary larger clearance, fit the hose then tighten the outlet bolts back up?" Similar suggestion from **Mike:** "Have you tried fitting the hose to the pipe and then bolting the pipe to the engine to see if there is going to be an unacceptable stress placed on the pipe, if the retaining clip can be further back than the area of concern you may find it works." **Richard** replied: "I could indeed but I think there would be too much pressure on the pipe if I did that. But thanks for the suggestion." **Prometheus:** "Mine has the spacer between block and elbow, had no issues yet with the arrangement. Approx 5 mill thick, I had never considered why it was there before you posted this... admittedly I did put some nice sticky sealant on it when I last assembled. If I recall it was aluminium... It was already in place on the engine (E block) when I bought the car..." There were more posts but it concluded with **Richard D's** last two post: "Well, going against some good advice I knocked up a 3mm spacer for my water elbow today and it seems to do the job. Still clear of the starter motor and giving enough room to fit the hose. Hopefully this will be the last hiccup before fitting, which I plan to do in the morning. Thanks for all the replies." Next morning: "Well, it's in and I have a bucket load of oil pressure too!" **Richard** included a photo of car in current condition.



Richard D's bottom hose elbow, too close to the block for a hose to be connected



Richard D's car, hose now on

We can thank **Steve** for a bit of nostalgia in his post: **Pathe films**. "A man buys his daughter a Morris 10 motorcar and describes to her how it is made, lovely little film" Link:

<https://www.britishpathe.com/video/morris-gazettes-the-gift/query/morris+cars>

Chris: "Oh Happy Days..." **Peter:** "Anyone else wincing re the absence of protective clothing/systems? Lovely film, thanks for loading it." **Richard:** "I've long been amused by pictures from The Morris Owner showing men working on their cars in suit and tie, or ladies in high heels, dress and fancy hat tinkering under the car's bonnet. What were they thinking?" **Anil:** "Thanks for uploading this amazing bit of historic film. I never realised that that type of M10 did not have a chassis."

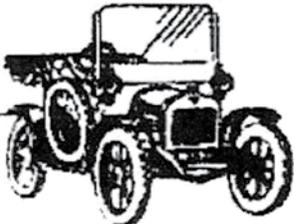
Bob Williams (bob@justwilliams.co.uk)

EDITOR'S NOTE:

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WITH the advent of the motor spirit rationing scheme the careful car owner will naturally give some thought to the methods he can individually apply towards increasing, wherever possible, his vehicle's usefulness interpreted in terms of m.p.g.

For the benefit of those owners to whom practical economy is an art but imperfectly understood the following hints have been collated.

One of the more obvious ways of making the gallon do a gallon's work is by the exercise of more than usual care in driving. If we start with the assumption that the car is in perfect mechanical order this is practically the only avenue of approach to anything in the way of further economy, for cars of today leave their makers' hands properly adjusted for the road in every respect. Let us suppose, therefore, that the car itself is beyond reproach and concentrate on overhauling our driving methods.

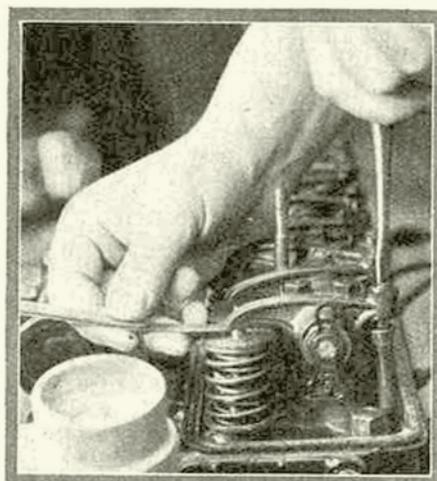
The first thing that will naturally come to mind is speed. One should avoid as far as possible any excess of what, in the maker's view, is the most economical running speed of the particular model, always bearing in mind that consumption goes up with a bound in proportion to one's hurry. For most Morris models 40 m.p.h. is the datum line. In this connection, however, it should be borne in mind that throttle opening is vitally important, a low speed when pulling uphill with a generous amount of throttle being considerably more expensive than an actually higher road speed. Change up as early as ever the engine will pick up the load sweetly and evenly, and avoid the temptation to indulge in those spectacular and snappy getaways in the lower ratios.

Easy with the Brakes

Similarly, when stopping or slowing for an obstruction or a bend, try and anticipate the need for a slow but smooth reduction in speed. Remember every application of the brakes implies a dissipation of the car's momentum that has already been paid for in petrol used — as well as your precious coupons and £. s. d. The rolling stop with the brakes off, whenever possible, is the thing to be aimed for. Another point where the owner of a modern car can score can score is in coasting down hills of reasonable length. Synchronesh gearboxes will help here, for any experienced driver should, with the minimum of practice, find no difficulty in slipping into neutral and switching off the engine, restarting again at the bottom of the hill by declutching and slowly engaging top, and — after switching on again, of course — letting in the clutch again gently and so restarting the dead engine. A word of warning is expedient here:

coasting will be found extravagant rather than otherwise unless care be taken to restart again before the car's speed has fallen below 25 or 30 m.p.h. Note also that if the descent is followed immediately by a steep rise, it would be better to keep the speed up to 35 or 40 m.p.h.

Owners of older type Morris cars, however, must be careful not to try to carry out the practice just recommended, at any rate in so far as restarting is concerned. The possession of a synchronesh gearbox is essential to the carrying out of the manoeuvre unless one is very skilful in judging the speed of the top gear pinions.



Adjusting valve clearance on a Morris o.h.v. engine, using screwdriver and gauge

Cars No Longer Young

When we come to consider this problem of ultimate economy in running from the standpoint of the possessor of a vehicle which is somewhat past its first freshness, the foregoing advice must necessarily be supplemented by a careful overhaul of the car itself, and bearing in mind what has just been said about the restricted use of the brakes, one is reminded that these themselves may with advantage be inspected first. If the brake shoes are binding or rubbing ever so slightly, petrol is obviously being wasted all the time. The remedy is to jack up all four wheels if any with the brakes off, and spin the wheels. If any brake is not fully clear of its drum a distinct rubbing noise will be heard. Reset the offending shoes just clear of the drums.

If there is reason to suspect that any brake or brakes are rubbing when you are actually on the road, allow the car to come to rest without using the pedal or hand-lever — on a level road, of course.

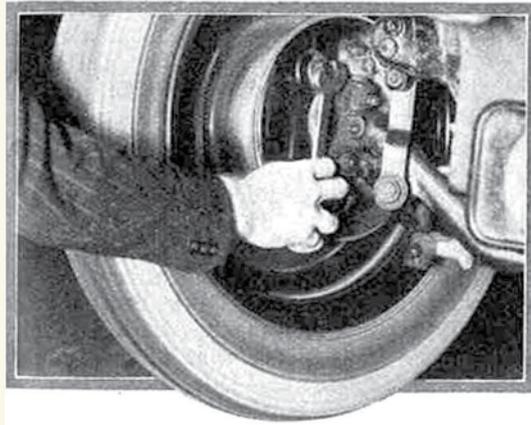
Feeling each drum in turn will speedily reveal whether any one is hot and so causing loss of power. The appropriate adjustment should then be made as recommended in the Manual for the particular model.

In any instance where m.p.g. is under consideration, the carburetter naturally falls under suspicion. For many years now Morris cars have been fitted with the S.U. instrument, which is both simple in operation and requires the minimum of adjustment.

When this instrument leaves the Works in the first place it may be taken that it is correctly set, but in course of time it may be found that a slight but definite improvement in the consumption may be effected by giving the large adjusting nut at the base of the jet a half turn up. It is possible, also, to obtain from the makers "weak" (i.e. slightly oversize) needles, and effect a further economy of petrol; but it must be emphasised that if this is resorted to, some performance will be sacrificed and any resulting temptation towards larger throttle openings must be sternly repressed.

This will result in a weaker mixture, and provided the treatment is not overdone, no harm should result; but it should be stressed again that tuning of this nature should only be attempted with due regard to the recommendations of the Instruction Manual.

One of the ills that carburetters are less prone to in these days, but one which it is well worth being on the look-out for while we are seeking improved mileage figures, is a leaking float. If you remove this from



Brake shoe clearances should be set with the wheel revolving, the car being jacked up for the purpose



Brake shoe clearances should be set with the wheel revolving, the car being jacked up for the purpose

the float-chamber and shake it, you can hear if any spirit has found its way inside and, if it has, it must be extracted and its point of ingress sealed up. A good and easy way of doing this is to immerse the float in boiling water, when bubbles will be seen to rise from a pin-hole where the puncture is located. Any petrol inside will soon pass out in the form of vapour and the float puncture can then be sealed with the merest spot of solder.

Scarcely any item of the car's make-up exercises a stronger influence over the petrol bill than

the ignition system. By reason of the fact that parts of it are constantly in motion at very high speeds, time can profitably be spent in looking over the distributor and making sure that, in the first place, its lubrication has not been neglected, and, what is of more importance still for the present purpose, that the distributing and contact breaker points are clean and, in the case of the latter, operating with the correct gap setting.

Keep the distributor scrupulously clean, occasionally wiping the inside of the moulded top with a clean dry cloth. Also clean the metal electrodes inside the moulding and the rotating electrode on the distributor arm with a cloth moistened with a little petrol. If there should be signs of "tracking" between the electrodes, or small cracks, a new distributor head would be an economy.

Tungsten Points

The contact breaker points must not only be free from any trace of grease or oil, but if they should be found to be burnt or blackened, clean them with a slip of carborundum stone or, if that is not available, a piece of very fine emery cloth. Again finish off with a slightly petrol-moistened cloth.

If the actuating cam which operates the rocker-arm has not been kept properly greased, wear may have taken place on the heel of the arm. This, of course, alters the gap setting, so the latter may advantageously be checked over with the gauge on the ignition screwdriver, and reset if necessary according to the Instruction Manual advice.

Give the automatic timing control mechanism a spot of good engine oil if this has not been done for 3000 miles. Access to this governor is obtained by first removing the distributor arm, which simply lifts out on all modern models, and then taking off the contact breaker base moulding after undoing its two countersunk securing screws.

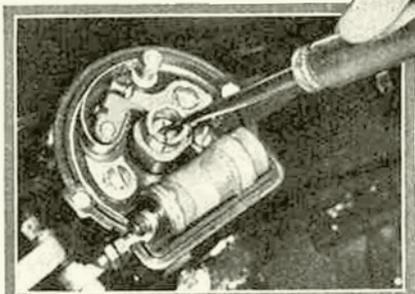
Plugs, of course, should not be forgotten in our intensive hunt for high percentage efficiency. If they have been run for upwards of 10,000 miles it may be well to scrap them out of hand and put in a

new set.

If, however, they are in good condition, clean them thoroughly, reset the gaps to makers' recommendation, and then, if there is the slightest sign in their appearance to warrant it, have them tested at one of the many service stations where there is equipment for this purpose.

The Valves

And finally, one of the most obvious things to look to when out after fuel saving — the valves. Carefully



The cam bearings should be given a very small quantity of thin machine oil at 3000 mile intervals

check over all tappet clearances, and if you have any reason to suppose that the valves may not be well and truly gas-tight, grind them in before you start on the tappet setting job. Then be even more particular than usual about the clearances, and do, as you value your fuel allowance, go over all head holding-down nuts again after you have warmed up the engine on the completion of its reassembly.

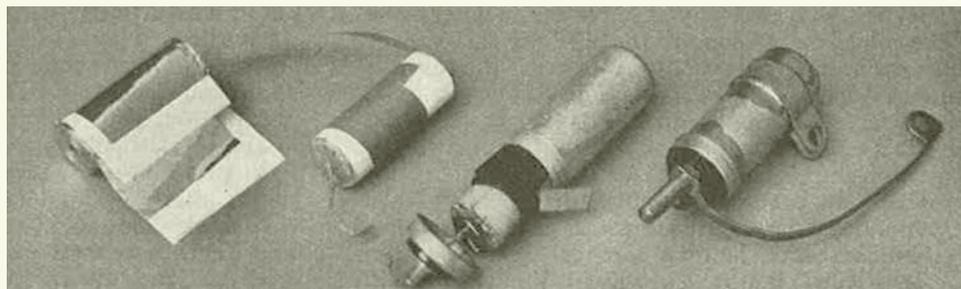
And speaking of warming up, it is important to bear in mind that engines should always be at the correct temperature to get best results. A cold unit will invariably be wasteful, both in fuel and power, and in cases where it is known that it is prone to operate on the cool side, it may be prudent to blank off the lower portion of the radiator, more especially now that we are approaching the cold months. A radiator thermometer might also be a worthwhile fitting for the man who has a cold-running engine. See also that the air cleaner, if fitted, is clean.

One last word: keep all your tyres right up to recommended pressures.

CONCERNING CONDENSERS

◇
How much do you know about the little fitting which renders the spark at the plug points sufficiently intense to be serviceable?

By
C. R. LUCATO



The condenser consists essentially of two rolls of tinfoil separated by paper. On the left it is seen just as it comes from the winding machine. In the next stage it has its securing wrapping and connections soldered in position. Then comes the case and external fillings, and finally the sealed condenser as it is found on the car

◇
ONE of the reasons why the average motorist knows so little about the condenser is because there is so little to know. Another is that it performs its function so well that a man might possess cars for a lifetime and never come into contact with condenser trouble. The condenser used on Morris cars is, of course, of Lucas manufacture, and is constructed with the meticulous care we have all learned to expect. Its function is to absorb the first surge of electrical current when the contact breaker points close and store it for a momentary period to add to the current across the plug points. It not only gives us a much more intense and hotter spark at the plug, but also prevents pitting of the contact breaker points.

During experiments at the Lucas Works they discovered that at every break in the contact breaker a tiny splash of molten metal is transferred from one contact to the other, even though the condenser is functioning. If, however, the condenser is faulty the splurge of metal is increased tremendously and rapidly corrugates the points.

Surface Area

Everybody will know that a condenser must possess a large metallic surface area, and for reasons of convenience has to occupy a very small space. In the condensers on the contact breaker these considerations are obtained by spooling together two long thin strips of tinfoil, separated by two thin sheets of paper.

Electrically-minded readers may ask: "Why the two sheets of paper instead of one?" and we might anticipate this obvious question by explaining that a small defect — a pinhole, perhaps — in a sheet of paper conceivably might escape the scrutiny of the Lucas inspectors from time to time, but the chances of two such spots coming opposite one another are so many millions to one as to be regarded virtually as impossible.

Each roll of tinfoil is clear of the ends by some 3/16 in., so that when opposite ends of the condenser are soldered to a connection each spool of foil is insulated from the other; and the whole business of constructing a successful condenser depends upon

maintaining this insulation efficiently.

A very large number of condensers are suspected unnecessarily, although the condenser is the component in the ignition system least likely to give any trouble. There is a tendency sometimes, even among the smaller service stations, to decide that the condenser is at fault when they have been unable to discover anything else amiss with the ignition system; not infrequently it is the diagnosis which has been faulty and not the condenser.

It may be interesting to interpolate that about 75 per cent. of the condensers returned to Lucas's for replacement, upon testing, are found to be in perfect order, which means that somebody has been put to the expense of a new condenser quite unnecessarily and the Lucas people involved in a thankless task.

There are three, and only three, indications and concomitants of condenser trouble. The first is badly pitted contacts. If it is found that the points on the contact breaker require constant attention, even though the car runs satisfactorily, the condenser should be tested.

As the RevsMount

The second symptom is misfiring, or complete cutting-out at high speeds. A car will be found to start perfectly and run satisfactorily up to about forty miles an hour, but as soon as this speed is exceeded bad running will be manifest.

In the third instance we can, of course, write down complete failure to start; as the car obviously will not run with a broken-down condenser. It is most unlikely, however, that a condenser would suddenly go out of business completely. It is much more likely that the other two signs would have been observable for some time preceding a comp stoppage.

The easiest way, and we might even say the only way, for the ordinary private owner to know whether his condenser is, or is not, functioning properly, is to borrow or buy a spare condenser, and see if the car will run satisfactorily when it is substituted for the suspected one. If the new condenser cures the trouble we can at once assume that its predecessor was at fault. Incidentally, all Lucas service stations, and most Morris Dealers, have, or can obtain, testing condensers. These are painted red, and although they do not differ from the standard condenser in construction they are handled extra carefully during their service life, and periodically tested, in order that a mechanic may be positively certain he is substituting a sound article which cannot possibly have become damaged through careless handling.

We ought to add that too

much reliance cannot always be placed upon low-priced testing units to be found on garage premises. Many of them merely register leakage, which, in effect, matters very little.

It is not too much to say that a condenser actually functions rather better if there is a slight leak, and it may give satisfactory service for years in such a condition.

Many of these test plants are responsible for the rejected condensers which find their way back to the makers unnecessarily.

In order to substitute the test condenser it is merely necessary to undo the small screw on the contact breaker, marked with an arrow in the illustration, and the one under the rotor referred to in the caption. It must be realised that the contact breaker as a whole is a somewhat delicate piece of mechanism and, as with any other electrical component, it should be treated with respect; that is to say, don't use an old, blunt, over-size screwdriver, and when the new condenser is installed, see that the screws are not over-tightened, although, of course, they must be sufficiently tight to ensure security.

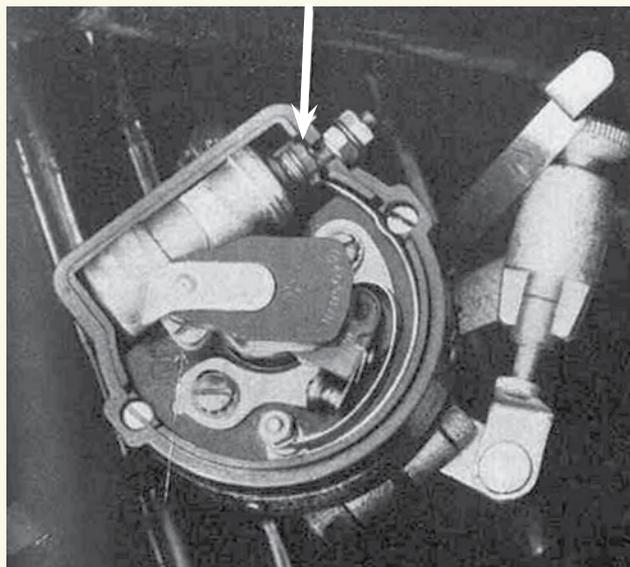
In the case of a complete breakdown in the insulation it would be possible to light a lamp through a battery in series with the condenser terminals. If such a state of affairs should exist, the condenser clearly is useless, but it is most unlikely that in ordinary running so complete a breakdown would occur.

Get-you-home Scheme

Should a condenser fail some distance from a Morris Dealer or Lucas service station, one could substitute in many instances an alien condenser, of the same number of microfarads, or, in effect, of the same size. In buying such a condenser, however, it is most essential that one should see that the cap of the container is soldered and not merely pressed into position if it is to run for some time. If you examine the Lucas condenser you will see that this part of

the container, shown in the photograph, is soldered into position, a most essential consideration if the article is to have a useful life.

In extremis we could wire in circuit a wireless condenser of 0.2 microfarads, or even up to 1 microfarad, if, for instance, we were overtaken by condenser trouble at night in an isolated village where a local motor mechanic could not provide a standard condenser, but where a wireless component was forthcoming — a not unlikely state of affairs in the countryside, where wireless accessories can be bought in all sorts of places, including, in a village so sophisticated as Cowley, a grocer's shop.



To detach the condenser on this type of distributor, the two nuts to the right of the arrow are first undone, the nut (or screw) Just visible under the rotor removed, when the condenser can be lifted upward and the nut under the arrow taken off. Needless to add, the rotor must be removed: it is merely pulled upward, and has a "feather" which ensures correct replacement



RUNNING OUT OF PETROL

THE introduction of petrol rationing has increased considerably the risk of car owners and motorcyclists running out of petrol, and thus being stranded on the road.

In order to assist any of its members who may thus inadvertently be stranded from this cause, the Royal Automobile Club is extending its "Get You Home" Service to cover such cases.

Should a member run short of petrol and still have current coupons in his possession, the R.A.C. will pay for the cost of conveying petrol to him from the nearest garage, but not, of course, for the petrol.

In cases where a member runs out of petrol and has no coupons left with which to purchase a new supply, the R.A.C. will pay the cost of towing the car home or to a garage. Where it is not necessary to tow the car, then the Club will pay for a conveyance to the nearest station or the member's home.

It should be appreciated that if a car owner or motorcyclist has used all his current coupons and has run out of petrol it will not be possible for him to buy even a gallon to get him home, and he will have to arrange for his vehicle to be towed in and garaged until his next month's allowance of petrol is available.

In all cases the maximum distance, either for towing, carriage of petrol or conveyance, is five miles each way, it being felt by the Club that when members are stranded because of shortage of petrol the stoppage is almost certainly to be within a mile or two of the motorist's destination.

THE PETROL RATIONING POSITION

THE postponing of the petrol rationing arrangements immediately after their first announcement naturally led to misunderstanding as to the exact periods for which the coupons were to be taken to apply. The Ministry of Mines has now given its ruling on the matter, and we understand that the first book of ration coupons covered the period 23rd September to 22nd October, and the second book the following four weeks, i.e. 23rd October to 22nd November.



MECHANICS IN THE MAKING — Air cadets, of Askis Boys' School, New Cross, S.E., learning with the aid of a Morris engine



NOT NOW! — A Wolseley Twelve driver studies a roadside map of Berlin's suburbia to find out if the route lies through Potsdam

RUNNING VEHICLES ON GAS

A GAS producer plant, capable of operating internal combustion engines which have previously been run on petrol, was demonstrated on 5th October by the Gas Producer Department of the Eastern Manufacturing Co., Arbroath. Commercial vehicle users, private motorists and garage proprietors travelled from over a wide area to inspect the plant. The demonstration was given on a light lorry on which were mounted the three components of the plant — namely the gas producer, gas cooling tubes and the gas filter or scrubber. The producer, when fully charged, contains 1½ cwt. of anthracite, and on this charge a two-ton vehicle under normal running is capable of travelling 140 miles.

To start the apparatus it is necessary to set the engine working on petrol, and then light the anthracite in the producer by means of a torch containing asbestos string soaked in paraffin. The gas throttle is provided with an automatic air valve which ensures the mixture of the correct proportion of air with gas. The manufacturers claim that in cases where it would be necessary to change gear in a petrol-driven vehicle due to "knocking", there would be no occasion to do so on a gas-driven vehicle as it cannot "knock". They also state that the engine can be stopped for periods up to fifteen minutes, and can then be restarted without petrol, provided care is taken. The position for mounting the apparatus, they state, depends largely on the type of body. A private car equipment, they suggest, should be mounted on a trailer.

THE ROAD OF DEATH

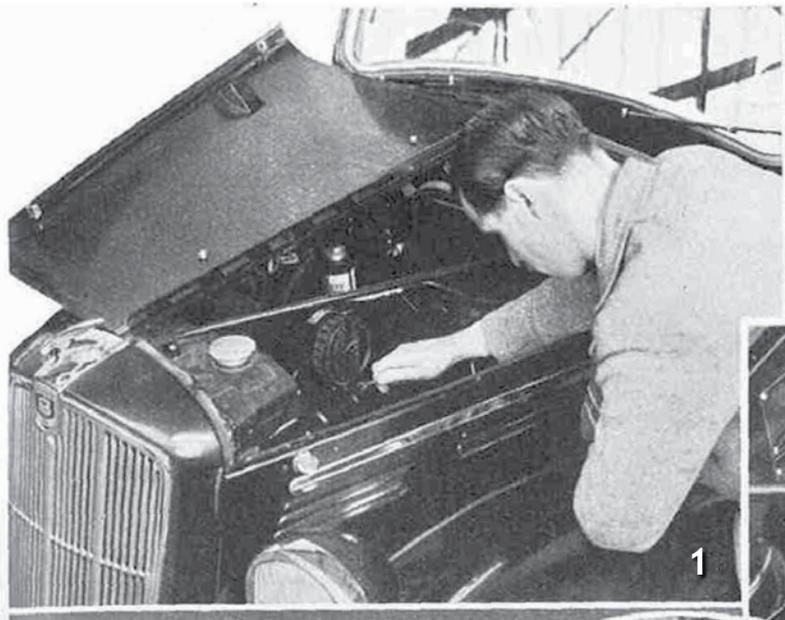
HARROWING tales are told of Chungkin's wonder Road now being built by the Government in the newly-created provinces between Szechwan and Tibet to connect Calcutta and Sining, which is to be completed by next Spring.

Over 130,000 labourers have been constantly at work hacking away at the impregnable Erhianshan Mountain pass, which superstition declares can never be conquered. Stories are told of men labouring hour after hour and making no impression and then suddenly being swallowed up for ever in strange caverns.

It is reported that already two thousand workers have sacrificed their lives to the road.

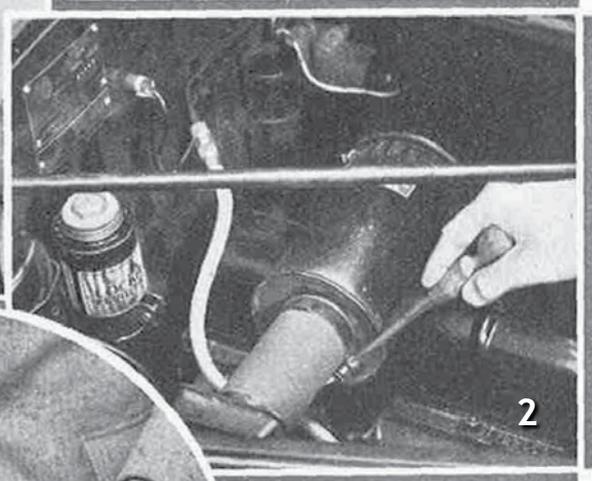
RUNNING HINTS IN PICTURES No. 90

Cleaning and relubricating the air-cleaner-silencer on the Series "M" Ten
(The procedure is similar for all current Morris air cleaners)



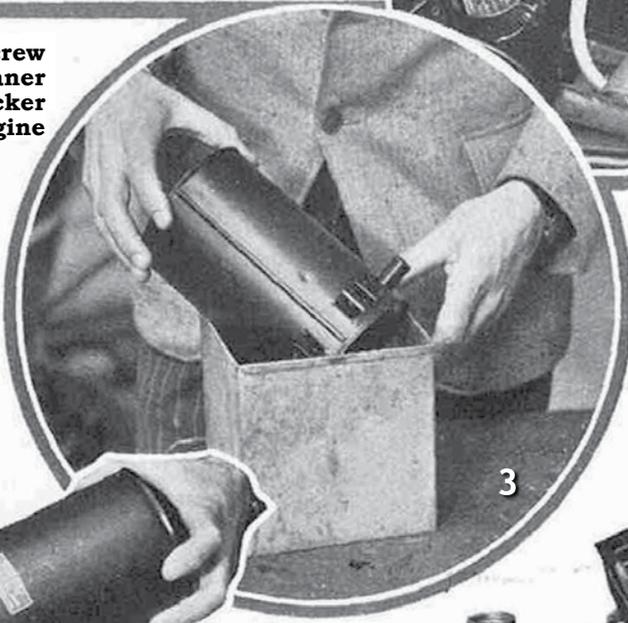
1

NOTE. Now that rigid economy of fuel is important, it is advisable to ensure that the air filter is clean enough to offer no undue obstruction to the passage of air.



2

1. — Remove the small screw securing the air cleaner bracket to the valve rocker cover on the top of the engine
2. — Then slacken off the clip on the other end of the component which fixes it to the short length of rubber hose. The unit can then be detached



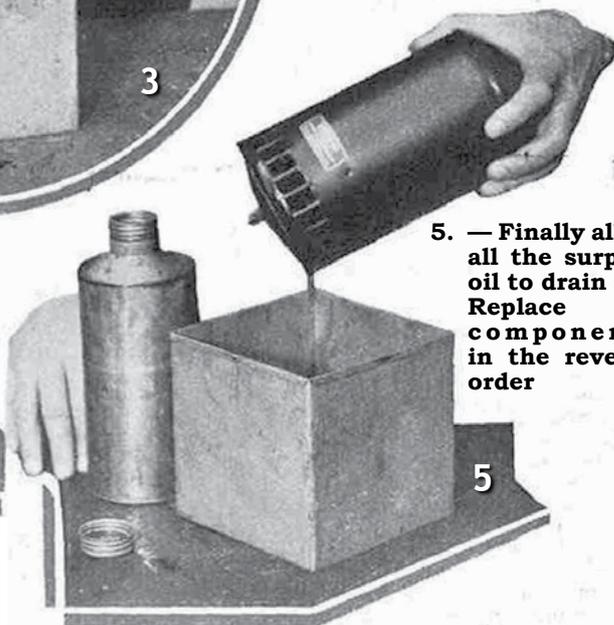
3

3. (Centre) — Swill the louvred end of the cleaner in a shallow pan of petrol or paraffin to remove all dirt



4

4. — Allow the unit to dry, after which the filtering mesh must be re-oiled with clean engine oil



5

5. — Finally allow all the surplus oil to drain off. Replace the components in the reverse order

N.B. Quite apart from the present pressing necessity for economy of running generally, this process is recommended to be undertaken every 5000 milrs

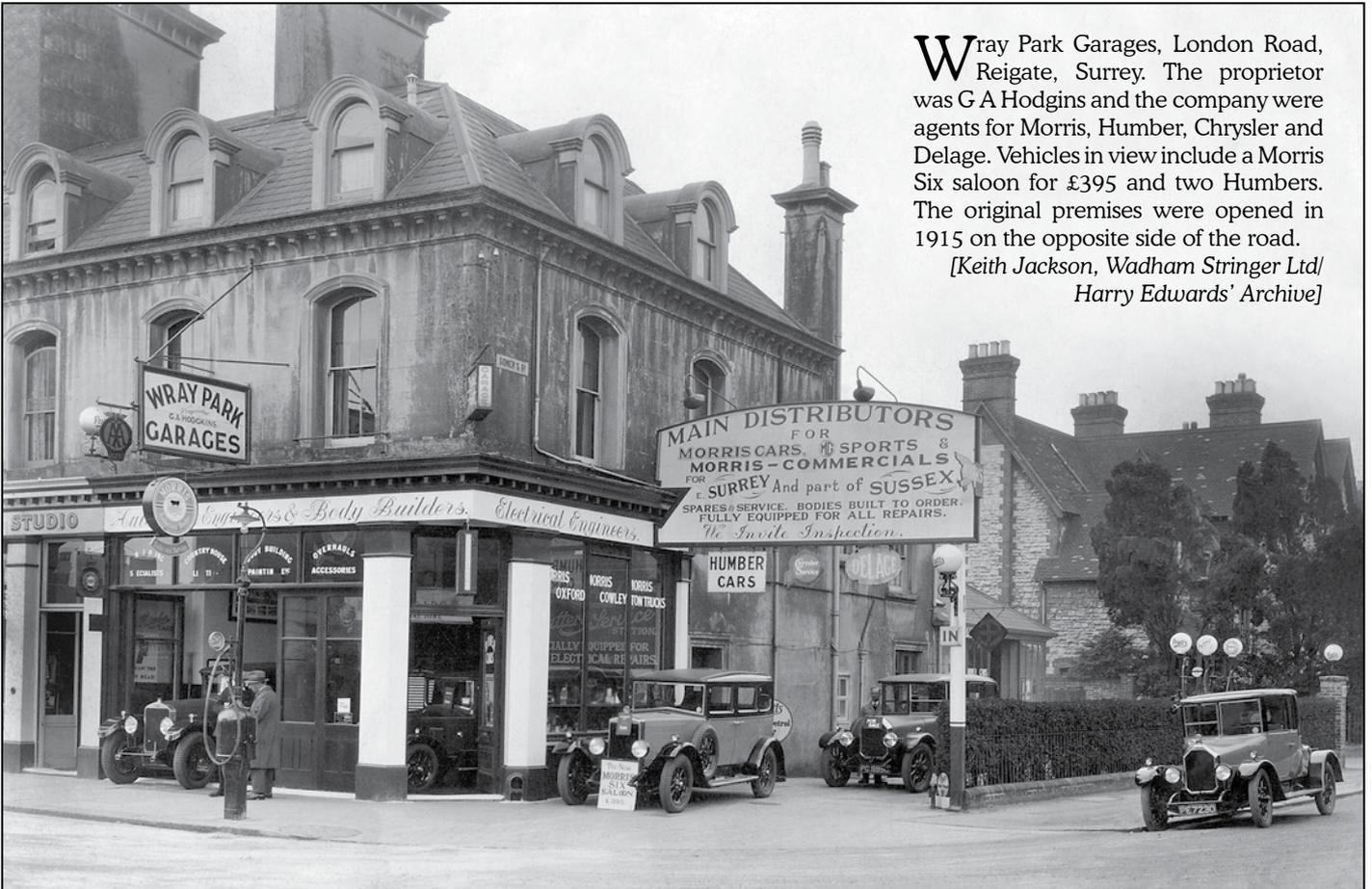
The complete edition of The Morris Owner for November 1939 is available as a pdf on the website.

Other items of interest include:

- The Science of Running-in
- There is a Channel Tunnel
- More Snowy Winters Coming

Pictures from the Past

Presented by Ken Martin



Wray Park Garages, London Road, Reigate, Surrey. The proprietor was G A Hodgkins and the company were agents for Morris, Humber, Chrysler and Delage. Vehicles in view include a Morris Six saloon for £395 and two Humbers. The original premises were opened in 1915 on the opposite side of the road.

[Keith Jackson, Wadham Stringer Ltd/
Harry Edwards' Archive]



A c1933 Morris Ten being tested on a rolling road. [motorsport IMAGES: Motor 781-19]



A picture of youthful late 1920's prosperity: a handsome man sits in a c1926 Alvis 12/50 four-seat tourer as his beautiful fashionably dressed wife leaves a splendid house with a portable radio to join him for a leisurely tour into the countryside. The Alvis had a robust 4-cylinder ohv 1645cc engine which gave it good sprightly performance. The Alvis Hare radiator cap mascot and the Red Triangle name badge are clearly visible.

[motorsport IMAGES: PlateRed 2704]

motorsport
IMAGES

Light Car & Cycle Car dated 16th December 1932 reported that Mr Haworth-Booth built this car, with a 'Parallite Body', on a Wolseley Hornet Special chassis, 'in accordance with his ideas of streamlining and utility and without any regard whatever for what are commonly held to be aesthetic lines'. Haworth-Booth claimed minimum wind resistance, mud-guarding that almost eliminated car washing and a strong steel structure giving safety from collision. The absence of running boards allowed wider seats and two storage compartments behind the front wheels in addition to one in the tail compartment. Eustice Watkins Ltd of London and Caffyns from Eastbourne were lined up to produce the car, but it is not known if any more were made.

[motorsport IMAGES: Autocar Print 12-32]



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The Morris Minor at Brooklands

For those interested in pre-war cars, the word Brooklands will no doubt evoke images of open-wheeled racing cars bouncing over the notoriously bumpy banked circuit. While primarily a racetrack for both motorcycles and cars, by the thirties it was already a British institution and a source of great national pride. At that time, it represented something much more than just a racetrack to the British public. It symbolised 'Empire' and British engineering achievement and endeavour.

It was here during the Twenties that national heroes and perennial record breakers, the likes of Campbell, Seagrave and Parry-Thomas, along with many others smashed lap records while driving mighty aero-engined cars with evocative names. From 1931 on, Campbell's world land speed record breaking 'Bluebird' cars were assembled and tested at Thomson & Taylor's shed adjacent to the paddock, while Sydney Camm's Hawker Hurricane made its first flight from the airfield in November 1935. The aerodrome was regarded as the cradle of British aviation with A.V. Roe first taking to the air here in 1908 while the names of Sopwith and Hawker are also inextricably linked with the site. Vickers Ltd, located opposite 'The Fork', built transport and bomber aircraft for the RAF in that famous assembly hall adjacent to the track, upon which was boldly emblazoned the firm's name for all to see.

During this inter-war period, Brooklands was one of the world's premier motor racing venues. Its 2.76-mile banked outer circuit staged numerous race meetings each year, the national and international events attended by crowds numbering tens of thousands. Smaller events were also regularly staged by the popular car clubs of the period, utilising the remaining spare capacity between the big set piece events. During the Thirties decade, two further courses were built on the site, namely The Campbell and Mountain circuits. These tracks utilised parts of the large open areas of the infield, while still incorporating sections of the original outer circuit.

It was also a place to be seen. It was in the Brooklands paddock that the era's Home Counties based, 'young and upwardly mobile' crowd gathered, mixing with household names such as Whitney-Straight, Earl Howe, Campbell, Cobb and Eyston. On race days the paddock perimeter was lined with bookmakers who were delighted to take their money as the wealthy punters queued and gambled on the outcome of the next handicap race. The larger Brooklands events, such as the 500 Mile Race or the Double Twelve were attended by those in 'society', in much the same way that this element were to be seen at Ascot for the Gold Cup or at Wimbledon on Men's' final days. These were important social occasions and dates would be inked into diaries months in advance. On warm



August 10th, 1931 – With Adolphe Van der Becke at the wheel and positioned low on Brooklands banking, the supercharged Morris Minor Special is about to undertake a fast run.

[(Author's collection)]



Ford commercial vehicle exhibition – mid Thirties

[(Author's collection)]



Ellis Motors of Slough assembly of 50 Morris models (including this Minor fire tender) for the Maharaja Bahadu of Jhalawar on 22nd November 1930

[(LAT photostan)]

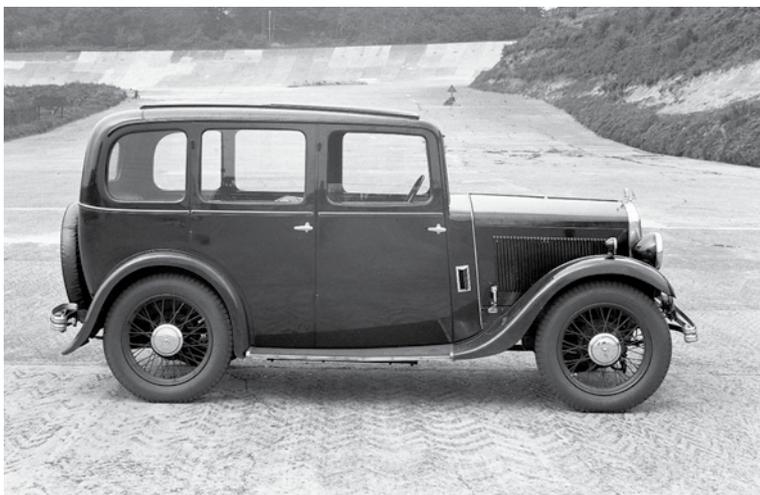
sunny bank holiday weekends, the hillside alongside the start and finish straight would be thronged with picnickers', some of the 'spreads' not going amiss at Glyndebourne.

During the venue's winter shutdown and other race-free periods, the circuit's fame and prestige meant it became a focal point for commerce. Occasionally, large vehicle manufacturers, such as the Ford Motor Company hired the circuit's facilities to hold trade fairs and take publicity shots of their products. In November 1930 a dealer (Ellis Motors of Slough), famously assembled the entire Morris range of cars in the paddock to enable an Indian maharaja and his entourage to test the cars prior to purchase. As can be seen in the accompanying photo, a Minor Fire Tender was among the vehicles being demonstrated and tested that day.

The automotive press were also regular users of the circuit. Here they carried out many of their performance related tests on new models, the circuit's long straights enabling the cars to be run at their limit, while also utilising the 325-foot-long test hill (average gradient 1 in 5) to determine their hill climbing capabilities. The cars tested ranged from expensive sporting exotica to sedate, staid saloons and even commercial vehicles. The photographs that accompanied these test reports invariably show their subject with the circuit's steep banking or clubhouse as a backdrop, perhaps attempting to glamorise those of a more mundane appearance.

From 1907 until the very early thirties, the circuit was regularly used for record breaking attempts, although by the early Thirties the French circuit at Montlhéry, south of Paris had become the favoured venue for this activity. Its preference was due in part to a better surface and stretches of very steep banking. However, Brooklands wasn't forgotten. As can be seen in the accompanying photo, it was at the British circuit in December 1930 that EX 120 the first 'Magic Midget', a 750 cc highly modified MG M Type, which in turn was a derivative of the Morris Minor, was tested by Eyston prior to departing for Montlhéry for an attempt on a series of Group H records, many of which were then held by an Austin Seven.

On Monday August 10th 1931 a streamlined and supercharged 847cc SV Morris Minor Special made an appearance at Brooklands in the very capable hands of Adolphe (Bill) Van der Becke, a driver renowned for his skilful exploits at Shelsley Walsh and elsewhere. The rationale behind this Morris Motors backed visit was ostensibly to publicise a new lubricant for Morris cars although this masked its true purpose which was to raise the SV Minor's profile in the eyes of the public. Eight months previously the company had launched the first £100 car, the utilitarian Morris Minor two-seater. Despite an extensive advertising campaign, sales were poor, the buying public not enamoured by the model's downmarket status and appearance. The Morris team's objective that August day was for the Minor Special to break the 100 mph barrier over the flying kilometre and mile, in the belief that the subsequent publicity would re-ignite interest and help counter the buying public's apathy toward the model. The hoped-for outcome being a much-needed boost to sales of the range. Whether by design or simply bad fortune, two days earlier Leon Cushman had driven his 747cc streamlined Austin Seven special around Brooklands breaking both target speeds set for the Morris attempt, thus seriously undermining anything that Van der Becke would go on to achieve in the Minor. As is well documented, the team behind the Morris attempt did achieve their objectives that day, while any celebration that followed would surely have been muted in view of Cushman's earlier runs. Positive



A publicity photo for the 1932 Wolseley Hornet saloon – Start-Finish straight Brooklands incorporating the Member's Banking as a backdrop. [LATplate E1190]

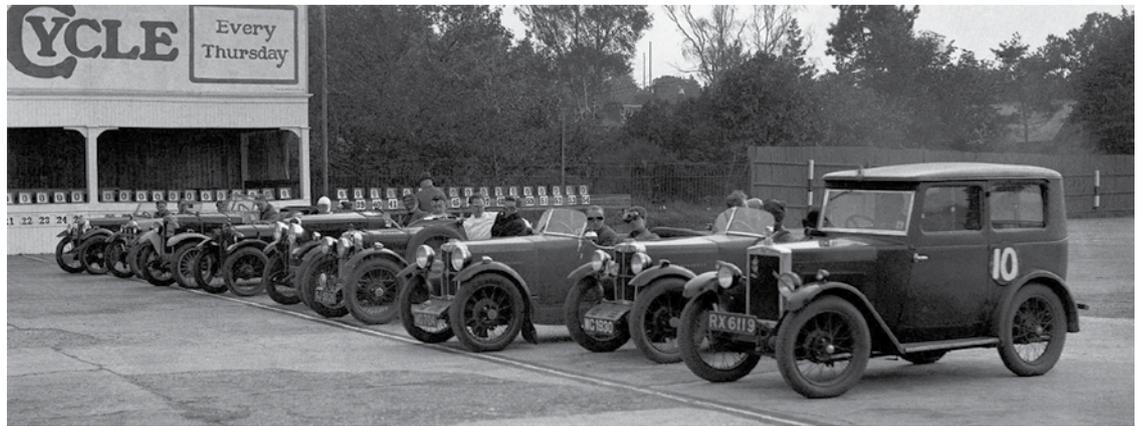


Captain George Eyston at Brooklands with EX 120, the first Magic Midget. [LATplate Motor 777-27]

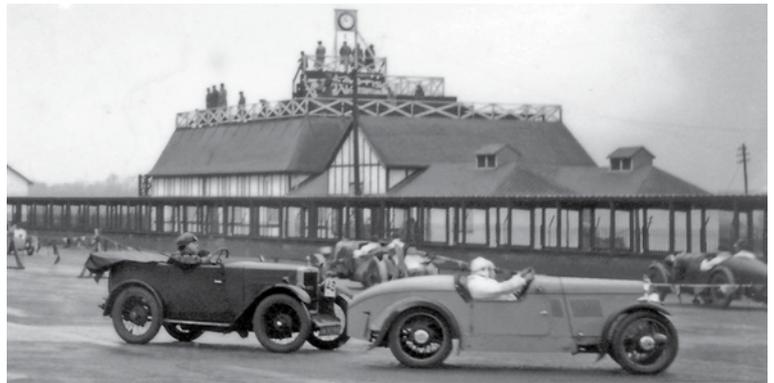


Leon Cushman's Austin Seven record breaker at Brooklands August 1931 [Author's collection]

Morris Minor Fabric Saloon RX 6119 (entrant unknown) lining up for the start of the September 1930 MCC High Speed Trial [LATplate B5027]



reports of the happenings at Brooklands on the 10th August did follow, with items appearing in both the national and motoring press, as did the subsequent achievement by the same car of covering over 100 miles on a single gallon of fuel. Coincidentally, the 1932 season Minors, launched that very month, went on to become best sellers (more 1932 season Minors were sold than in any other year of production). Did the £100/100 mph/100 mpg car influence this? Perhaps, although it's far more likely that the introduction of chrome embellishments and a choice of body colour were the more significant factors in the upturn of the model's popularity.



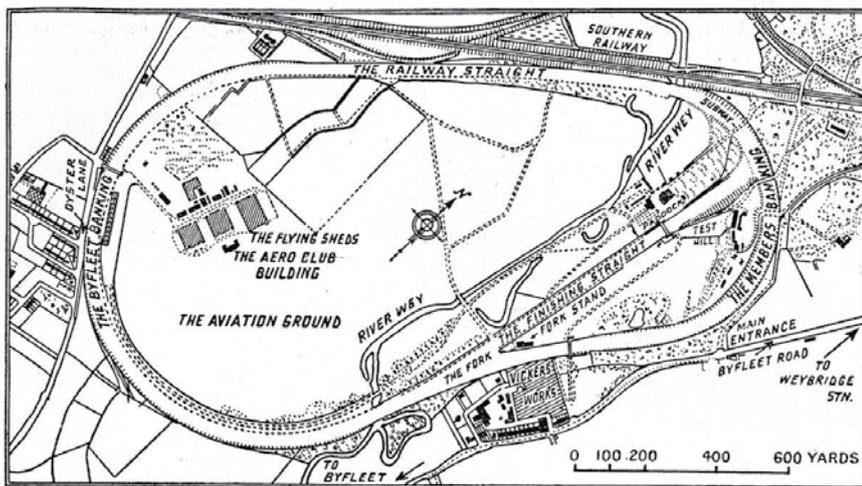
Morris Minor Tourer C. Anthony JCC Member's Day 12th April 1932 High Speed Trial [LATplate B7957]



A Brooklands picnic. Whitsun 1933 meeting. [LAT photostan]



F.W.J. Bolton in his Morris Minor Page Special - HX 8106, Brooklands September 1931 [Author's collection]



A map of the circuit from 1932

Brooklands Racing Track, Weybridge, Surrey. Its length is 2 3/4 miles, 36 laps making nearly 100 miles.

It's known that a handful of other Minors have competed at Brooklands. The first reported reference appeared in a Light Car snippet in September 1929 which was followed up in a Morris Motors advertisement in the form of a reproduced testimonial letter from C.J. Linzell. In that letter dated 9th October 1929 Linzell writes that his five-month old Minor had taken part in the recent MCC High Speed Trial, reaching 70 mph along the Railway Straight and averaging almost 60 mph over the duration of the one-hour trial. There were other appearances, the most notable of these being the OHC Minor Page Special (HX 8106) driven by F.W.J. Bolton, which during the MCC High Speed Trial on 26th September 1931 covered 63.48 miles in the hour, a remarkable achievement. (See Ken Martin's Minor Musings articles, November and December 2016) On the same day, in the second such trial run, G.H. Symonds in another Minor (version unknown) covered 55.89 miles in the allotted 60 minutes, gaining an MCC Gold Award, as of course did Bolton. This wasn't Bolton's first attempt at this event, having taken part in his Minor Saloon (PG 5374) the previous year when a notable 55.03 miles in the hour was recorded against his name. There was a second Minor Saloon taking part that day (RX 6119) although how it fared is not mentioned in the results. It is also known (see photo) that a Minor Tourer driven by a Mr C. Anthony took part in a Junior Car Club High Speed Trial in April 1932, while it's also claimed that WL 9353, a surviving 1930 Minor Special has Brooklands history, although this has yet to be verified. It's unlikely that many Morris Minors competed at this famous circuit, but further investigation is ongoing.

While the Morris Minor may possess a very short Brooklands roll of honour when matched against the achievements of the MG Midgets and Austin Sevens of the period, it did leave a small indelible mark on that circuit's illustrious history and who knows, there may yet be more to discover.

June 12, 1930. THE LIGHT CAR AND CYCLECAR 27

Satisfaction!

"Lodore,"
Waterfall Road,
New Southgate,
N.11.
9th Oct., 1929

Messrs. Morris Motors Ltd.,
Cowley,
Oxford.

Dear Sirs,
I should like to express my satisfaction with my "Minor" which I bought from you in April this year. It has now done 7000 miles and has given no trouble at all. I bought this car specially for reliability trials and up to the present it has not failed in any trial it's been entered for. The recent M.C.C. High Speed Trial at Brooklands was a revelation of speed both to myself and many others, the car doing 70 m.p.h. on the railway straight and averaging 59.76 for one hour. In spite of this gruelling test the car has since done another 1000 miles and is going as well as ever.

Yours faithfully,
(Sgd.) C. J. Linzell.

The original of this letter may be seen on request.

another owner's tribute to the MORRIS MINOR

PRICES (ex Works)
TOURER, coachbuilt - - £130
SALOON, fabric (as illustrated) £140
SALOON, coachbuilt (with folding head) £149

Triple glass, chromium finish. Damping tyres standard.

Motor Horses from £10 10s. curr. fuel. With slide-side doors, £12 15s. curr. fuel.

MORRIS MOTORS LTD. COWLEY : : OXFORD

BUY BRITISH AND BE PROUD OF IT

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

Linzell's testimonial ad – Light Car June 1930

Morris Minors known to have made a Brooklands appearance

Veh. reg	Minor variant	Driver	Event name	Date
Unknown	Fabric Saloon	C.J. Linzell	MCC High Speed Trial	14-9-29
PG 5374	Coachbuilt Saloon	F.W. Bolton	MCC High Speed Trial	September 1930
RX 6119	Fabric saloon	Unknown	MCC High Speed Trial	September 1930
None	100 MPH car	Van der Becke	Record attempt	10-8-31
HX 8106	Page Special	F.W. Bolton	MCC High Speed Trial	26-9-31
Unknown	Unknown	G.H. Symonds	MCC High Speed Trial	26-9-31
Unknown	Tourer	C. Anthony	JCC High Speed Trial	12-4-32

If you are aware of other authenticated pre-war Morris Minor appearances at Brooklands or can fill-in some of the gaps above, please email the author at: chris@prewarminor.com

Sources:

Fifty years of Brooklands-Charles Gardner, Heinemann 1956.

Brooklands - The Complete Motor Racing History-William Boddy MBE, MRP Publishing Ltd. ISBN 1-899870-56-3.

Motor Sport magazine volumes 7-10 & other motoring magazines of the period.

Special thanks to Motorsport Images Ltd for the use of the LAT Archive photographs.

The Morris Mirror, May 1947

Tom Bourne

The caption for this month's cover photograph is "Tranquillity", showing an old thatched cottage, taken by Cyril Hodgkins of the Experimental Dept, and the overall mood of the Morris in-house magazine this month suggests that tranquillity has returned to the Cowley factory after the gloom and doom of the winter weather and the White Paper on economic problems reported in the February 1947 issue.

The country, though, was clearly still in the grip of a major economic crisis, and the editor reports on the National Savings Campaign which will be held from the 19th to the 23rd May. "This provides an excellent opportunity for all of us to help in our own small way to balance the country's present precarious financial position", he says. A savings form will be included in the wages packets on Friday 23rd May, and, the editor goes on to say, "this will help to bring nearer the time when we shall have no more queues and coupons, and a packet of cigarettes and a pint of beer will not cost nearly half a day's pay." He concludes that it is the small regular saving which counts. "It is the odd shilling or half-a-crown each week which will make up the bulk of the nation's savings".

Claude, the canteen cat, in his regular column of general chat, comments on the fact that the price of cigarettes had been increased in the recent budget. "Being just a cat, of course, I am not very interested in budgets and such things, but nevertheless there has been so much said about smoking lately that I have been compelled to take notice. Everywhere I go people are talking about how many cigarettes and pipes of tobacco they haven't smoked during the past month or so. During the week following the increase, I heard some very kind things said about Mr Wilkinson, the canteen manager, because he sold so many cigarettes at pre-budget cost."

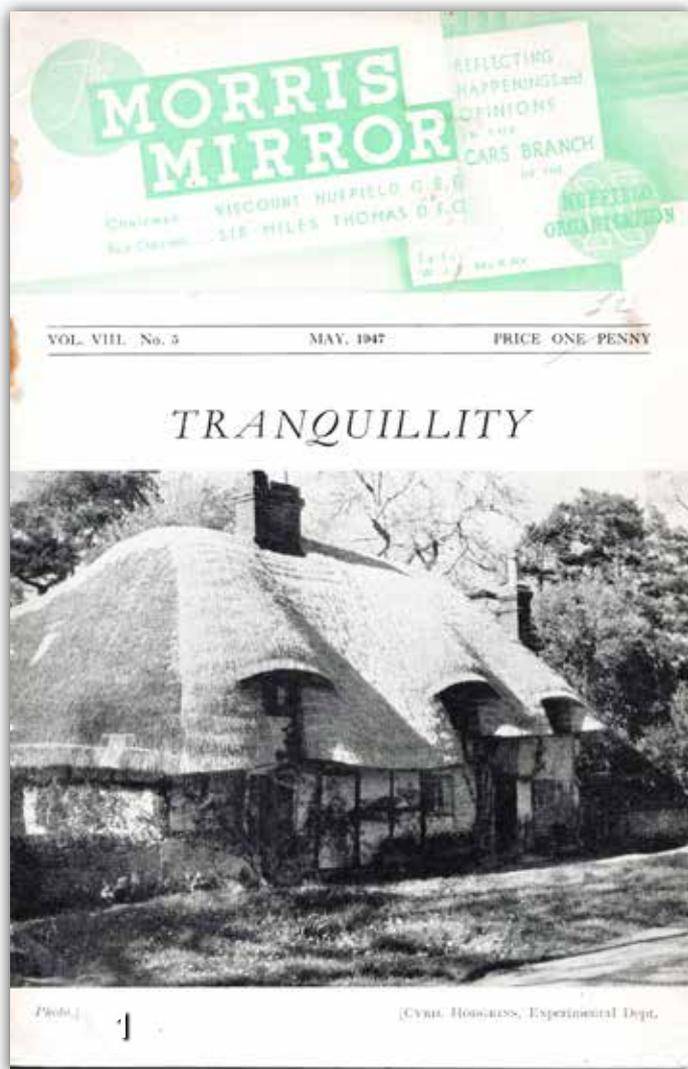
Readers of the Morris Mirror had been invited to suggest ideas as to how production methods could be improved, and two token awards of one guinea each to 2 employees were made. Mr A Proctor (Paint Dept) made three proposals:

1. The jet of air used for dispersing water from 10 hp bodies before they receive their final coat should be heated to 200° F to dry surplus water
2. Could fan driving shafts on adjacent ovens or booths be linked up and both fans be driven by one motor?
3. In the rubbing down process, a large amount of paint is washed from the bodies and drains away. If the fluid was filtered and reclaimed, would the resultant substance be of any value?

Mr G Wyatt (Sub-Assembly) made four proposals:

1. Greasers with pressed-in nipples should be changed to greasers made in one piece, as many of the nipples usually come out during production
2. Lockheed banjos and bolts could be omitted from the 10 hp front axle to lengthen the hose to be fitted direct to the wheel cylinder
3. As the 10 hp cars are not now fitted with jacks, I suggest that the rear axle spring clips should be shortened. The long threads of the clips spoil the look of the car on the road, and are exposed to damage and corrosion.
4. If a blank washer was fitted to the top of the steering knuckles on the 10 hp car instead of the bolt and felt retainer washers, it would give more spanner clearance for tightening the Lockheed hose and give the knuckles a cleaner appearance.

All of the suggestions were carefully considered, but upon investigation were found to be impracticable. The response to each proposal seems, to us in this day and age, to be slightly dismissive. Nevertheless, the management decided to make the awards because it was obvious that both Mr Proctor and Mr Wyatt had given considerable thought to the problems.





The remainder of the 24 pages are given over to general interest articles, a children's page, by Uncle David, which reports on the extensive sports and social activities, and a page of jokes, many of which would not get past today's censor! Sporting activities include cricket, golf, hockey, soccer, rifles, darts, chess and rugby. The draw for the works' own Ryder cup competition was made on the 28th April, and it has been suggested that the rifle section could include ladies in its membership. The brass band section had organised the Fourth Annual Brass Quartet Championship of Great Britain in the clubhouse on the 19th April. Twenty-five quartets competed from all parts of the country, and the winner was the Black Dyke Mills band.



Footnote:

In my first article in this series, I assumed that the Morris Mirror had been introduced in January 1940 as a morale-booster for the workforce during the coming years of wartime austerity. However, that seems now not to be the case. One of the letters in the issue we considered last month states "Soon after the rebirth of the Morris Mirror in 1944...". From this, we might assume that the "Mirror" actually started publication around 1935, and was suspended during the war years. Apart from the 4 copies in my collection, the only others I have seen are in the Morris Motors Museum at Long Hanborough. If you can shed any more light on this, I would be pleased to hear from you.

Photos:

1. "Tranquility" - Front Cover of the May 1947 issue of Morris Mirror
2. Douglas Buckingham, selected as the most promising young soccer player in the works team, is 16 years old, and is now in his second season with the club. He works in the Repair Shop Office, and is looking forward to his military training.
3. Barbara Buckingham, also of Repairs Office, recently became engaged to Mr Colin Walter.
4. The members of the Black Dyke Mills Band, winners of the Annual Brass Quartet Championship of Great Britain, arriving for the contest which was held in the clubhouse.



VINTAGE CARRIAGES - Coach Builders
 Specialising in MORRIS 8 2 & 4 seater tourers
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Spanish Trip 2019 (Part 2)

Trip to Picos de Europa: A Spanish Adventure

Roz Parkes

Today was John Rushworth's birthday and Marilyn treated us all to champagne before dinner. Lynne organised "Cake and candle" for the celebration, but best of all, Giovanni and Lynne treated us all to sweet, succulent strawberries fresh from the market as part of the celebrations. (These cost them dear as a super-keen rookie policeman marched Giovanni to Campóo Police Station for a 40€ fine when he parked near the market.)

There was deep frost on most cars outside the hotel but ours were parked in a protective shelter. As there was no promised information from Brittany Ferries by 11.00, we set off for Santillana.

We headed for Campóo and took the N611 to Reinosa where we had to drag John Rushworth out of an enormous ironmonger's crammed with every imaginable item of paraphernalia but the rubber wedges he'd been seeking all trip! We sat in cool, bright sunshine watching the morning shoppers and cyclists cross the bridge over the River Ebro. David and Susie had indulged a passion for exotic cake shops and carried a large, attractively wrapped greaseproof parcel.

Stephen and I headed north on the 611 again, but Marilyn and John took the mountain route.

Soon, we came upon John and Sue; Viv and Paul; Dawn and Peter and Susie and David at a roadside diner where we enjoyed bocadillos and drinks for around 5€ a head.

When we reached Corrales de Buena the 611 petered out and we joined A67. The satnav took us into Santillana del Mar from a different direction but we had visited this world heritage site before and remembered our way through the narrow, cobbled medieval streets.



Suances cliff top

The Parador has no dining facilities or bar which is a slight disadvantage to the long-standing Morris member, but we indulged in excellent food and drink at Gil Blas Parador 500m away. Many took umbrellas: ours were in the garage at home.

Luckily, there were only a few spots and after the rush to erect hoods and place tonneaux, we shared a delicious dinner. After a tiring day one group of us went to explore the topography while another group retired to bed...

5th May was warm, bright and sunny. I sat outside reading and watching Stephen (and one or two advisors) investigate the

reason for brassy/gold coloured powder in Gracie's engine compartment. I hoped it was gold to recompense us for the last forty years' care! No such luck! It was from the magneto drive which Stephen identified and cured in record time! After a substantial Sunday lunch, it was good to indulge in reading, polishing, walking, or drinking. In the bar at Gil Blas, was a group of motorcyclists who had to travel an unexpected 1,000 miles in order to get an alternative ferry. They were having great fun.

This was the last night planned before the trip home and Stephen expressed profuse thanks from everyone to John Hine for his great organisation skills, strong nerves and aplomb in negotiating our successful tour followed by the a further hotel stay of five nights before our planned rescue.

Next day, there was no rush to drive the six miles to our hotel in Suances, a little closer to Santander. As it was difficult to spot from the road, Peter Buttle (who was first to arrive with Maureen) stood on the raised front terrace waving a welcome and directing us to the car park. Soon, most of us were sitting in the bright sunshine beneath a benevolent blue sky.

Meanwhile, some of us visited the Pharmacy to replenish our stock of prescription drugs: an expensive necessity!

Later, many of us visited Suances itself to explore the sea front, bars and restaurants. There were at least ten of us: Peter and Maureen; Susie and David; Viv and Paul; Giovanni and Lyne and ourselves. We ate Italian ice-creams on the sea wall and walked along the front to explore the marina and admire the yachts and fishing boats. It was early in the season, but we enjoyed a beer with Peter and Maureen and a sandwich with Giovanni and Lynne.

At the hotel, a very large table was reserved for our party and we appreciated an excellent meal including wine. Everyone was sad that Maureen had to return to GB by air due to previous commitments relating to her horses and this was her last dinner with the group.

Tuesday was overcast and Stephen decided to carry out some work on Gracie as she was moving oil in the wrong direction. He soon drained it and replaced that which had migrated.

Now that Gracie was in fine fettle, we decided to explore the North Coast in a Westerly direction. We marvelled at the superb sea views and the beautiful churches, including the spectacular Cistercian Monastery and Abbey at Canoces. Now we were nineteen: sounding like an Agatha Christie plot!

It rained on 8th May: it is the Costa Verde! Later, we set off along the coastal route again with Marilyn and John, to explore some of the towns we'd passed the previous day.

First stop was Comillas, a small scenic sea-side resort. We sat in the warm sunshine outside a friendly café where locals (and English holiday-makers) were fascinated by our vehicles. Soon, we arrived at smart San Vicente where it was more difficult to park and lunched at a fish restaurant. We took the Southern route back to Suances, following more local roads which criss-crossed main roads and dual carriageways. When satnav guided us a different way, we realised that this was a short-cut, lost our nerve, turned around



Waiting to leave the last hotel

and spotted Marilyn and John quite correctly heading in the opposite direction!

At dinner, Giovanni presented John and Sue with two bottles of scotch and one of gin from us all as a "thank you" for organising the trip and coping so well with every problem.

The following morning we visited the World Heritage Alta Mira Caves to see examples of prehistoric Spanish Palaeolithic Cave Art. The drawings are some 14,000 years old and show bison, deer, boar and horses. They are painted using natural, red-coloured ochre and outlined in black. Due to conservation, few people are allowed to visit the actual paintings and we marvelled at superb reconstructions. A worth-while visit, with free entry for OAPs!

The end of our enforced holiday in sight, we went to Comillas which was so pleasant the previous day. This time there was no sunshine and the restaurants were full. We walked around the harbour and spotted most of the group at one time or another. Ian's car suffered a puncture which he dealt with quickly and efficiently. In the town, everyone was impressed with El Capricho, a house designed by Gaudi as a fantasy combining a contemporary vision of architecture with traditional Moorish style. That evening, John and Liz; Ian and Carol; Giovanni and Lynne and Peter ate a la carte in a waterside restaurant and enjoyed a great a la carte meal while those who didn't relish a walk in the dark stayed behind.



A Spanish lunch

Friday, the last full day in Suances, was spent taking a final look at the tiny fishing boats bringing in shell fish.

We decided to experience a route we'd missed and Marilyn and John led us South into the mountains heading towards Reinoso. The long drive along the mountain road was tortuous and steep with a continuous unguarded sheer drop to the ravine.

They led us to a large roadside hostelry in a deserted place. The extensive menu included Marilyn's favourite lamb chops, a local delicacy. We sat by the roaring fire in the cosy restaurant eating our delicious traditional meal but sadly had to retrace our steps for our final night in Cantabria.

On the last morning, we were in no hurry to leave the hotel as we were taking the evening ferry and our vehicles would soon cover the last 30 miles. We drove up to the viewing point next to the hotel to watch surfers many metres below on Playa de los Locos before adjourning to the café.

Now our satnav disgraced itself by taking us across all manner of private property before sending us into a farmyard. We turned around and became hopelessly lost. Dawn to the rescue! Using her well-developed map reading skills, she guided us through tiny villages and hamlets.

We stopped for lunch in Oruña with narrow streets decorated for fiesta and local families flocking into the centre for every sort of entertainment imaginable. A roadside brasserie served us a three course culinary masterpiece worthy of a Michelin starred chef complete with wine for seventeen Euros each!

Sadly, we headed for nearby Santander and the busy streets around the port.

Gradually, the group assembled with just enough time for a beer in the City Centre before embarking the Cap Finisterre, sister ferry to the Pont Aven. John Rushworth was being followed... Pierre, the Brittany Ferries entertainment bear, had taken to him and wouldn't rest until we had a photo of them together!

Twenty-four hours after embarking, we were delighted to reach British soil. Although it had been a Spanish Adventure, we were happy to be home!



Regional Round Up



THE RED ROSE

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

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

SECRETARY: Neil Truslove, 01204 598 526, christinetruslove@btinternet.com

I am afraid, dear readers, that this is my last Red Rose. It has been a pleasure and privilege to write these pages for you over the last seventeen years or so in various forms for several different editors. Do continue to enjoy lots of Happy Morris Motoring.

PESTOS AUTUMN LUNCH, APPLEY BRIDGE, 29 SEPTEMBER

This lunch run was the second one ably organised by Mark and Sara James. This spring's was such a success that members had been asking for a repeat this autumn. In all, 19 members arrived in a variety of vehicles – none of which could be classed as vintage or pre-war.

Due to the heavy rain and flood warnings issued by the Met Office, Mark sent out a last minute email advising members to come in their modern cars. Even so, one intrepid couple Alan and Jean Johnson did set off in their Morris Z Van only to turn back to change their vehicle when Jean announced that the water was half way up her door and her leg was getting wet!

The format for the Pestos run is to travel to the venue in Appley Bridge from our respective homes, have a leisurely and very tasty lunch, a catch up with old friends and a good natter before all setting off for home again. The informality of the day seems to be very popular and the key to its success.

In all we had nineteen diners, including Tim and Nicky Wright's two young adult offspring and Dave and Lynne Hogg with young Mia. It was lovely to see the youngsters; hopefully they will be future members of the Morris Register.

If you would like to join us on our next outing, keep an eye on your monthly newsletter and of course the Morris Monthly magazine for any future events.

Mary Roters

POST CHRISTMAS DINNER – SATURDAY 11 JANUARY 2020

For this year's Post Christmas Dinner we will be trying a new venue, using the same format as Millie and Mel Ashcroft have so successfully used for many years.

The Wrightington Hotel & Health Club, Moss Lane, Wrightington, WN6 9PB is situated approximately half a mile from junction 27 of the M6 (Parbold), which seems ideal for quite a few of our members, especially those travelling from as far away as Cumbria, Chester, Manchester and the Midlands.

The menu has a comprehensive choice at a cost of £28.50 per head including tea/coffee. If you would like an overnight stay, rooms are available (discounted from £110 to a very reasonable £85 for bed and breakfast). Single occupancy £65. Rooms must be booked direct with the hotel before 11 December 2019.

The Group Code for booking meals, with rooms if required is: GA03464 and please mention NW Morris Register.

Tel no: 01257 425 803, website: <http://www.wrightingtonhotel.co.uk>

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Call 07519 930 318
email: russ.farnell@hotmail.com
Morris Register Member*



NW REGION EVENTS

Christmas monthly noggins will be held on the following dates. We shall have mince pies, xmas crackers, a raffle and possibly a quiz! All noggins from about 8 pm

25 Nov: The Shrewsbury Arms, Warrington Road, Mickle Trafford, Chester CH2 4EB
Contact Peter Freeman 01565 722 372

2 Dec: The Anchor Inn, Croston Rd, Lostock Hall, Preston PR5 5LA. Tom Taylor 01772 316 598

16 Dec: Marple Conservative club, 19 Church Lane, Marple, Stockport SK6 7AY
Contact Martin McClarence 0161 427 1237

NB There will be NO Chester Noggin in December as it falls on the 23rd this year

2020

27 Feb: Stockport brewery tour Contact Martin & Anne McClarence. Details to follow in a future Morris Monthly

3/4 Apr: Spring weekend break, Condor Green, Lancaster. Contact Neil & Christine Truslove. Details to follow



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



*EDITOR AND SECRETARY: John Howells, "Bronllys", Vicarage Road,
Penygraig, Rhondda, CF40 1HR
01443 432 542 bronllysvicarage867@gmail.com*

SECRETARY'S SPOT

Christmas dinner: Please note that this is on 30th November – not 30th October as in Diary Dates last month. If you haven't done so already, please phone John Belgion as soon as possible, if not before, on 01446 793 038 to book your preferences for the meal. The full menu was in last month's MM Wales Pages, but Melon has been added, and free teas or coffees afterwards are included too.

Don't forget, guests of members are also welcome, and so are members from other regions.

Hurry if you want to join in with an evening of friendship and enjoyment at The Aubrey Arms.

LLANGOLLEN RALLY (Part 2)

As usual in Wales, the day came up trumps, being lovely and sunny. We were in for a longish day, and left the Chainbridge Hotel by about 9 am.

The rally had a scenic drive to Denbigh, via the Horseshoe Pass and the Clwydian mountains. We had an opportunity for a mid-morning stop in Ruthin, and the aim was to arrive in Denbigh in time for lunch. The first notable point was passing Valle Crucis Abbey ruins at a local farm, but we pressed on and followed the route book instructions faithfully.

Eventually we reached Ruthin, a country town, where there were several opportunities to have a light snack/coffee. This is, of course, a very important aspect of the Llangollen Rally nowadays. Indeed, some coffee/lunch stops are pre paid during the week.

We left by 10.45 am and proceeded past the prison and picked up the Mold road (A494). Past Ruthin School and then entered the Area of Outstanding Natural Beauty. Then via Llanbedr, Gellifor, and eventually Denbigh. We turned left into the car park and found a very small cafe with a delightful menu of homemade goodies for lunch.

We were not very far from Denbigh Castle, which was the home of Humphrey LLwyd in 1563. He became an MP and, I understand, was instrumental in obtaining an Act of Parliament authorising the translation of The Bible and Book of Common Prayer into Welsh.

Proceeding, we came to Cae Dai 1950s Museum, where we reminisced on times of old when we were much younger than we are now! They even have the lorry used in the Great Train Robbery. We had been here before, but a fire had necessitated the rebuilding of the museum, and it seems even better now. On we went, sometimes along roads with grass in the middle, and enjoyed fantastic views and forestry.

At last our cars passed the Horseshoe Falls, with its very old church, and views across the valley to the Llangollen Steam Railway in the distance. Knowing that we were nearly home now, we carefully crossed the hump-backed stone canal bridge onto the tow path. This is the tarmac drive to our hotel. At the far end it widens out into the Chainbridge car park. There was just time for a snooze and change before meeting the other rallyists for a chat and our evening meal.

John Howells

WALES EVENTS

8/10 Nov: NEC Classic Motor Show. Don't forget to call in at the Morris Register stand.

13 Nov: 2nd Wednesday of each month. Coffee and Cars at The Aubrey Arms, Bonvilston.

If you have a car of interest, Kelvin Price and the group will be overjoyed if you would drop in for a coffee/tea and a chat. From 11.00am onwards. Stay on for lunch too if you wish.

21 Nov: 3rd Thursday of each month. From 7 pm onwards.

Morris Register Noggin & Natter at The Aubrey Arms, Bonvilston.

30 Nov: Wales Region Christmas Dinner. Menu last month. Phone John Belgion on 01446 793 038 to book.





The Yellow Pages

No. 501



EDITOR: mdadams1969@hotmail.com

FROM THE CHAIR

By the time you read this Christmas will around the corner, which does seem odd as I type this in early October. However, all East Anglian members and their guests are very welcome at are Christmas Noggin, which will be held on Saturday 7th November at our usual venue of Great Leighs Village Hall. Festivities will begin at 7:00 pm and I believe Santa may pay us a visit.

Speaking of festivities, Pam Lee was lucky enough to receive an invitation to Peter and Jenny Brown's Diamond Anniversary celebrations and took this wonderful photo. Many congratulations!



NORTH CAMBS NOGGIN

By the time you read this the next North Cambridgeshire Noggin will be imminent. Please support Dudley Hedge on Wednesday 13th November. See the events for more details.

IWM DUXFORD

Way back one Friday in August I took three generations of the Adams family to the Imperial War Museum Duxford for the day. We had an amazing day there, watching many aircraft flying (although it wasn't an airshow day) and taking in as many of the exhibitions as possible in a day. As well as all the aircraft they also have the Land Warfare Hall and as you may expect there are three Morris Commercials on display.

The first one (below left) is a 15cwt R type truck from the 1930s. This is a rare survivor, as most were lost at Dunkirk. The next to be seen (below middle) is a 1941 Morris CS8 15cwt compressor truck, with a six cylinder petrol engine. Lastly (below right), there is a Morris C8 Field Artillery Tractor, known as a Quad. Designed to tow a 25 pounder field gun, with a driver, 5 gun crew and a considerable amount of ammunition.

Mike Adams



SOUTHEND, 15th SEPTEMBER

Tony Nathan attended "Classic Cars on the Beach" down at Southend-on-Sea back on Sunday 15th September. Then only pre-war Morris to be found was the lovely 1936 8 tourer belonging to Ian and Marlene Hollowbread (right).



Tony's excuse for not taking his 8 saloon was a lack of floorboards. As you can see (left) he has been busy trying to eliminate an annoying vibration somewhere in the drivetrain, possibly linked to the gearbox, clutch, flywheel or propshaft. I hope he finds it without rebuilding the whole car.



ROOKE'S RAMBLES

Barrie and his Daimler Dart, or probably more correctly his SP 250, have been very near neighbours of ours for many years. I believe he bought the 1963 car in the late 1960s. For a very long time the body has languished under a car port beside his house. Apparently the engine was being worked on in the garage. I occasionally spoke to Barrie and he indicated restoration was slow. I recently noticed the car had been moved into the garage so I guessed a concerted effort was being made to bring the car back to life, although I personally wondered if he would ever get it back on the road. So it was something of a surprise when I drove past recently and saw him working on it. Well, I continued home and got the camera. The photo on the right is the power unit and it sounded beautiful. I now understand he has booked it in for a respray and he has promised me a ride. Perseverance seems to have paid off and I will be delighted if a photograph of one of the dream cars of my youth can feature in a future article.



We visited the Classic and Sports Car by the Lake event near Bury St Edmunds recently. Apart from the interest factor there was a slight second reason for going, as one of the main sponsors was my old employer. I admit the exhibitors were predominately classic and sports car but I did spot three Morrises, one of which was sporting a Morris Register badge. Unfortunately, none of the owners were with their cars and neither were names of vehicle owners shown in the very professional programme, or, as far as I could see, on the car. The photo below left is of a 1936 Morris 10/4.

It was, however, good to bump into regional member Bill Williams from Essex who was exhibiting his Daimler instead of the Eight. I intended taking a photograph of his car but forgot!



I decided to visit the North Cambs Noggin in September and ventured over to Jude's Ferry in the Rover 75. This vehicle does not get a great deal of use these days so it was good to put almost one hundred miles on the clock. It was also good having a bit of banter over a meal then listen to a

short talk on the testing of military engines by Nigel Chapman and eventually a nice drive home via some delightful countryside. I was pleased to catch up with John Dewar from Kings Lynn who I had not seen for some time.

Herewith (middle right) a photograph of period cars attending together with (below right) a more melancholy shot of Alan Adams and his friend Sue taken in the pub gardens. It is a delightful spot by the river and after all life is not all about cars!



Ivan Rooke

EA REGION EVENTS

- 13 Nov:** North Cambs Noggin at Jude's Ferry, Ferry Lane, West Row, IP28 8PT from midday onwards.
- 14 Nov:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 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 White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 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 CHATTER



EDITOR: Geoff Campbell, 01494 875 783, g.campbell937@btinternet.com
SECRETARY: John Powell, 01895 672 706, flatnosejp@gmail.com

EDITORIAL

As summer and another season of Morris motoring draw to a close, it's appropriate to reflect on some of the highlights of the preceding months and some excellent shows that haven't yet been reported in these pages thanks, in part, to the many contributions received by members. For me, the highlight of the rally season was, once again, the wonderful Prestwood Steam Rally back in July. Our long standing Sherbuck's Noggin member Den Jarrott does a sterling job in organising the vintage and classic car display which has become an essential element of what is principally a steam rally.

Later in the same month was the Chiltern Open Air Museum Classic Car Show which has also become an important event in the classic car show calendar although poor weather on the Saturday resulted in poor attendance both of vehicles and visitors. More favourable conditions on the Sunday, however, compensated for this and the line-up included such rare beauties as a rare AC open tourer, a Frazer Nash and a 1925 Crossley Manchester tourer.

Thanks are due to Chris Andrew for his report on and photos of the one hundred and fifty ninth Hazlemere Fete which took place on August Bank Holiday Monday. And to Terry Ponting for his write up on the excellent 1940s weekend at Hughenden Manor even though he neglected to mention my van in the line-up!

The photos (right) are from the Prestwood Steam Rally.



CHILTERN OPEN AIR MUSEUM CLASSIC CAR SHOW



CODE NAMED HILLSIDE (HUGHENDON MANOR) 2019

Hughenden Manor, which is just outside High Wycombe, was the home of Queen Victoria's Prime Minister Benjamin Disraeli. Requisitioned by the Air Ministry in 1941, it became a top secret map – making operation for the RAF. Over 3500 maps were produced for nearby Bomber Command HQ including maps for Operation Chastise (Dambuster) and Eagle nest raids.

On Disraeli's death the Property passed to a fourteen year old nephew, Coningsby Disraeli. He predeceased his wife who, in 1937, sold the estate to W H Abbey. Abbey vested the house, contents and 189 acres to the Disraelian Society. In 1947 the Abbey family and the Society passed it to the National Trust.

It was not until 2004 that a house steward overheard a man telling his grandson that he was revisiting the place where he had worked during the war. The man would not disclose any more information due to the Official Secrets Act. The NT obtained dispensation from the MOD for the wartime activity to be revealed. Until then it was totally unknown.

So to this year's September 14th and 15th, step back into wartime Britain. The house with its Disraeli contents and map making exhibits were revisited anew. A packed programme of displays of 1940s radio, parachute defence, Punch and Judy – with a wartime twist, fire power display and battlefield skirmish which my twelve year old grandson (and his 'Pappy') absolutely loved. On the Parterre, talks entitled Day of Days, Engines & Espionage and The Greatest Raid given by Alex and Abs – The History Story Tellers - were so popular that it seemed every visitor was there to hear them.



If you were a ducky shin cracker or a dead hooper you could sashay to period songs delivered by The Polka Dots, Fiona Harrison and Paul Marsden. Paul served with the RAF. The programme informed us he had a fine soprano voice, this turned out to be incorrect. My grandson wasn't at all interested in the music aspect but we both agreed to give the Dance Workshop a miss.



We, the Morris Register, were back by popular demand, which shows how well our own Den Jarrott organised us. Over the two days, we had Morris 8s (Series I, II and E), 12/4, 18, Flatnose, 'Orstin', a rare early MG, an Arrol Johnston Empire Tourer. But my car of the event was a 1944 Ford WOA2 (see photos). Must admit I would put up with twelve mpg with that side valve V8, but might have to widen the garage a tad.



Article and photos: Terry Ponting

HAZLEMERE FÊTE

The one hundred and fifty ninth Annual Hazlemere Fete took place on Monday 26 August, the late Summer Bank Holiday. The fine weather this year meant that the 'Classic Car' area was reasonably well attended and we were pleased to provide four cars from the Sherbucks Noggin. These were Den and Barbara Jarrott, 1939 Morris 8 Series 'E' Saloon, James and Lindsay Wyper, 1954 Minor, Terry and Pauline Ponting, Wolseley 2200 and Chris and Marion Andrew, 1939 Morris 8 Series E tourer.

The Fête was very well organised with over one hundred stalls around the perimeter featuring charities, private enterprise and local community activities. In addition there were two sound stages and three other arenas, two of which were dedicated to dogs. Due to the really hot weather the Dog Agility display had to be cancelled, but the Fun Dog Show went ahead; copious quantities of drinking water being provided. Music on the main sound stage was provided by the Chiltern Hills Brass Band and the Speen Feet Warmers (Jazz), while on the other stage a crooner and Band provided entertainment. The highlight of the afternoon was meant to be a fly past by a Dakota from the Battle of Britain Memorial Flight (BBMF), but in the event this was grounded and in its place the BBMF kindly provided a Hurricane which made three passes over the Fete.

Although the hot weather kept some people away the Fête was very well supported by the locals; over five thousand were clocked going through the entrance.

Article and photos: Terry Ponting



CHILTERN EVENTS

- 3 Nov:** VCC London to Brighton Veteran Car Run
Herbert Austin's birthday - Red Lion Little Missenden
- 26 Dec:** Boxing Day meet, Sarratt

The North East Region Local News



EDITOR: Roy Smith, 01937 581 793,
rspostbox@ntlworld.com
SECRETARY: Roy Pidgeon
roy_pidgeon@yahoo.co.uk



THE FAMOUS OTLEY EXTRAVAGANZA

On a warm sunny morning in September five members of the Morris Register North East region assembled to attend the famous Otley Extravaganza!

The area where the show is held annually is on a large field just outside the town of Otley and in addition to all the usual attractions such as bouncy castles, children's gymnastic displays, Scottish pipe band and various other activities. It is a very popular family outing show day.



The vehicle part of the event included five vehicles from the Morris Register along with numerous other clubs who were located in their own individual sections around the field. We had quite a few interested parties visiting us who enquired generally about the year and details of the cars which we had on display. On a positive note, two potential new members took membership details. In total there was probably 200 cars of all makes and models, half of which belonged to individual clubs and the balance being independent visitors with their own vehicles.



Also included were around 30 commercial vehicles of very different types, including military vehicles, recovery vehicles, fire engines, ambulances etc. A really interesting combination of heavy vehicles. Other attractions included steam engines and stationary engines, The fairground organ providing music throughout the day.

The weather stayed fine for the whole day resulting in a very enjoyable and successful event.

Roy Smith



N.E. CHRISTMAS DINNER
at The Reindeer Inn,
204 Old Road, Overton,
Wakefield WF4 4RL

£16.95 per person
To book, contact Trevor Willsden,
07760 942 502 or
trevor-hillcrest@yahoo.co.uk asap
(please state if gluten free is required)



Starters

Minestrone or vegetable soup
Prawn cocktail
Breaded brie wedges
Pâté
Fruit juice

Main Course

Roast Turkey, Yorkshire pudding, chipolata sausage, stuffing and cranberry sauce
Roast of the day with Yorkshire pudding (gluten free version available)
Salmon fillet with prawn and tarragon sauce
Chicken fillet with white wine and mushroom sauce (gluten free available)
Vegetarian meal (lasagne or cheese and broccoli bake or sweet potato and chickpea curry)
All mains served with carrots, sprouts and broccoli)

Desserts

Christmas pudding with rum sauce (gluten free version available)
Other desserts available on the day





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

Our noggin took place on the 1st October, being the first Tuesday of the month, so it produced a quick turnaround from September's noggin with not a lot going on other than the fact that Barbara and I went to Tenerife for a week's break but I'm sure you won't want to hear about that – there was not a single Morris in sight!

Thirty people gathered at The Angel Hotel, Market Harborough, and we were very pleased to welcome the Register's newest member, Den Kemp, who had joined that day having just purchased a 1936 Morris Eight saloon which had been fully restored and he was anxious to find out just how reliable members thought his car would be! How long is a piece of string but everyone generally felt that the Eights are extremely reliable and as long as you treat her like a lady, she will perform perfectly!

We discussed the possibility of a Sunday lunch run, possibly in the 1952 Bedford Duple coach we have used before and enquiries would be made as to the viability of such a run – watch this space!

Members discussed various motoring queries and the availability of obtaining spares and from where and generally there was lots of chatter going on after Bob Williams' had done a photographic quiz on makes and models which were on display at Bentley Wildfowl and Motor Museum in Lewes. It was the rest of us versus Bob, who, of course, had the answers, but as Stuart King had been banned from answering, Bob had an unfair advantage so we gave up on the scoring! Still an enlightening quiz!

Why not come and join us - our monthly noggins are always held at The Angel Hotel, Market Harborough, on the 1st Tuesday of the month and all motoring enthusiasts are welcome!

Pat Farmer

WARWICKSHIRE NOGGIN

The Warwickshire Noggin met at The Crown, Claverdon on 8th October. There were over a dozen Morris Register members present and it was a lively evening.

We welcomed Mark back from his travels in China and he had ordered spares from the Club for his Morris Eight project. Steve had provided his perfect, photogenic four-seater Oxford Bullnose Tourer for a friend's wedding. Gillian reported that "Popeye" her green Family Eight now sounded better following the clutch bearing repair, but more attention would be needed.

Alwyn had visited Cornwall where he had seen a hundred year-old working traction engine and observed a new tractor running from methane gas from the farm. John B had a rear brake hose failure but the Club replacement had proved too long due to a part identification error. He was waiting for a replacement after returning it.

Another member had fitted new wooden framed doors to his 1932 Morris Minor and was now teaching himself panel-beating in order to skin them with steel. We were all impressed at this progress and admired the photographs he showed us.

Yet another needed to remove all spark plugs from his Series E but only succeeded in removing three and there was discussion about the best way of removing the fourth. Easing fluid and a deeper socket seemed to be the answer. John Bates kindly offered to assist and advise by email.

John Ford, National Chairman gave a brief report of the successful National AGM held at Crewe. All key posts were currently filled. He had provisionally booked a 2020 Midlands Rally in the Solihull area. The Classic Motor Show would take place from 8th-10th November at NEC. Members volunteered for construction, show and dismantling days: most cars had already been chosen.

Next Noggin will be held at the Crown, Claverdon on 12th November at 7.30 for 8.00 when it is hoped to show CD films including "History of Motor Racing" and other old Morris films. Please bring interesting Motoring CDs.

Stephen & Roz Parkes

LICHFIELD SHENSTONE NOGGIN

The Lichfield Shenstone Noggin welcomed Martin, Chairman of North West Region and his wife, Ann, to the lively group of a dozen enthusiasts which met on the 15th October at the Bull's Head.

The group debated at length the problem of removing a cylinder head with a blown gasket that would not budge from the studs despite the use of heat, mallets, freeing oil, diesel, knives, screw-drivers and cold chisels being mentioned in the half-hour discussion. The final solution appeared to be to remove the sump and attempt the operation from beneath! Another member had been following the progress of attention to the differential of a Morris Eight which was covered in recent editions of "Morris Monthly". Furthermore, he had been lucky enough to find a suitable "new old stock" crown wheel and pinion and was now working on the brakes.

Alan was impressed with the availability of suitable replacement door locks from "Vintage Car Spares" and learned that they were still in production at "Albert Jagger" of Walsall.



Martin explained that he used his car all year round and had it MoTd annually in order to deal with any underlying "invisible" faults.

It was good to see Bob again, but he reported that his vehicle had been given a respray over five or six years and this had resulted in a spotty appearance: could this be Morris Measles? What had caused spots to emerge beneath the paint? This was probably because it was painted on a cold day and put straight into a hot oven! He was now being helped by friends who had promised to provide a good finish in far less time!

Another Bob (popular Staffordshire name) had been unfortunate enough to have booked and paid for a holiday with Thomas Cook who had failed one week before his departure date. The government had repatriated stranded passengers but it had been weeks before he could apply for re-imbusement which he hoped to receive by the end of the year!

A visit to a Wheaton Aston Care Home at Ivetsey Bank was suggested in order to bring joy to a resident who had enjoyed Morris cars earlier in his life. It was planned to assemble at the home by noon the following Saturday.

It was decided to hold a Sunday Lunch in the New Year: this is likely to be in the Burntwood area on 19th of January 2020: more details at the next meeting.

Meanwhile... the next Lichfield Shenstone noggin is planned for 19th November at The Bull's Head, Shenstone, Lichfield at 7.30. We always look forward to seeing Morris Register members old and new: you will be made most welcome by this friendly group.

Stephen Parkes & Mick Roden

HEREFORDS & WORCS NOGGIN

As we were a few minutes late getting to the meeting we could hardly find a space to squeeze into a seat. There were twenty-seven people in all, the most we have had in our meeting room.

David Sargeant gave a very interesting audio, visual presentation on electric and hybrid cars. This was very well received and a Q & A session followed. David was warmly thanked for doing this.

John and Michael Halls attended the Morris Register AGM at Crewe. Regarding our region, the main committee was re-voted on for next year and we were told that the new Morris Register website was now up and running.

I have decided, after many, many enjoyable years, that I will be resigning at the end of November from the Editorship for our region of the Morris Register. I now feel it is time for a change and also due to my ongoing health problems.

Please see the notice below.

Please note that we will be having our informal Christmas Buffet and accompanying quiz at our December meeting. Our New Year meal in January will take place on 12th January at The Fountain,

June Sargeant

Volunteer Needed:

Please consider taking on the Editorship for our region of the Morris Monthly. John and I are happy to send any items of interest to anyone who takes this role over as I am sure other members would also do.

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.

Contact Barbara Farmer for further details: 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

TO ALL MORRIS REGISTER MEMBERS

As many of you will be aware, our late friend and treasurer Ray Frampton was also Chairman of Horsham Historics. They are organising a memorial afternoon in Ray's honour, details of which are set out below. It is hoped that many people who knew Ray over many years will be able to attend this event and celebrate his life and contributions to both clubs.

HH Memorial afternoon for Ray Frampton Wednesday 20th November

Horsham Historics will be holding an afternoon event in memory of our late Club Chairman Ray. It will start at 3 pm and merge into our evening event, a talk by Ian Everest on a Sussex Farm during the 1950s.

All are welcome to attend and the event will include a photographic display and the sharing fond memories. Food and drink will be served, so if you wish to attend and stay for the evening talk you will be well catered for!

**Lower Beeding Village Hall, Leechpond Hill, Lower Beeding,
Horsham, West Sussex, RH13 6NR 3 pm onwards
Evening talk starting earlier at 7 pm,
all welcome and refreshments available throughout the evening.**

SOUTH EAST ROVING NOGGIN CHRISTMAS MEAL

After much discussion between various committee members it has been decided to hold our annual Christmas meal at the Kentish Horse once again. We hope that as many of you as possible will be able to attend this year's Christmas celebration. Below are details of the venue and date. South-East members should have received menu choices by email by the time this is printed. If not please contact me by email or phone (details at the top of this page).

Jenny Smithson

**Saturday 14th December
at Kentish Horse
Cow Lane
Markbeech
Edenbridge TN8 5NT**

12.00 for 12.30 pm sit down.

**Cost: £20 for 2 courses or £25.50 for 3 courses,
both options to include coffee or tea and
mints at the end of the meal.**



AUTUMN 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

NEWS FROM THE GROUPS

Hants (New Forest): We had an "exciting" run up to our September noggin when our pub not only decided that a booking for 30 people on noggin night was more important than our monthly trade but also failed to let us know of that until the day before the noggin!

We were offered a table in the bar as long as we were seated and ordered food by 6.30pm; so it was easier in the long run for us to move elsewhere. I understand a pub needs as much custom as possible, but feel that if we are already booked in then they should turn down other bookings if they can't fit them in, rather than assuming we will always alter our booking or go somewhere else as necessary.

By chance a week before whilst at the Friends of Beaulieu Motor Museum noggin I met the ex-manager of the Royal Oak at a nearby pub she is now running. When I told her of last month's debacle she said she would love our custom. Since managing the Royal Oak, she had moved to a pub in Dorset but it didn't work out and she ended up coming back to the area.



The upshot was that at very short notice we tried the Red Shoot Inn for our 17th September noggin and made a decision to permanently relocate the noggin for the foreseeable future.

It's difficult with timings for Morris Monthly and the need to be consistent for visitors to work round a pub that can either not open or not be able to accommodate you reliably. The Red Shoot offers cheaper food, a bigger venue close to our old venue and a promise they will always be open and welcome us. They clearly valued our trade and were keen to put us in their booking book for the rest of 2019! I am not sure how it will work at Christmas but I advise booking via me as per previous years if you are coming to our December noggin.

We had a good run out to the pub as the Indian Summer was here but with the hints of Autumn starting to show. The change of venue brought out a bumper crop of noggineers in the shape of Andy Selwood, Paul and Viv Burt, Geoff and Christine, Vera and John, Reg and Lynn, Malcolm in his new Toyota MR2 trials car, Rachel was also freshly arrived from Goodwood and brought Poppy and Bernard her friends from Australia for an evening out. A big enough menu for everyone and the gluten free fish and chips are apparently superb as well as them having beer brewed on the premises. *Toby Sears*

North & West Devon: Our October noggin was as usual well attended at the Hunters Inn although slightly depleted with apologies from Ian and Sally, John Garrod and Theresa Dupuy. With the news that Sally and Theresa are unwell we all wholeheartedly wished them a speedy recovery and thanks to Stephanie get well cards were signed by all and duly sent. We once again thanked Christine and Russell for the marvellous motor museum visit they arranged for us all and they advised that the owners were delighted with our attendance so much so that a return visit could be on the cards next year.

We had a lively debate on future noggin venues and also with the weather deteriorating and winter fast approaching, the Christmas lunch. It was decided by majority that the November noggin would remain as is and the Christmas lunch would also be held at the Hunters Inn, Newton Tracey on our regular December noggin day (2nd Thursday) at the later time of midday instead of 11 am. Christmas lunch menus were circulated and it was agreed that those wishing to attend would make payment in full at the November noggin. There were no items raised for the forthcoming Regional meeting except for our thanks to the regional committee for providing N&WD with show equipment and banners etc which has been put to good use at many west Country shows, generating a lot of interest in the Morris Register and new members enlisting. As a reminder of warmer summer days, photos from two of our summer outings are pictured below. For any further information on N&W Devon events and noggins, please contact Jim Callachan at jamescallachan@btinternet.com or 07873 132 344. *Jim Callachan*

East & South Devon: The settled weather in September encouraged David Palmer to organise a run on 18th September. An assortment of cars which included two MGs, a Series E tourer, a Morris 1000 estate car, Austin pickup and our friendly Citroens met at the Hare and Hounds, Sidmouth Road for coffee. We then drove to Dunkerswell where we stopped to look at Graham Edmonds collection of cars which included an unusual Ford special. *(Note by Jim Riglar – The Ford is fitted with four-seater Siva Edwardian body. Siva Engineering of Dorset produced two fibreglass tourer body variants in kit form from 1969 until the mid-1970s, designed to fit onto a “sit up and beg” Ford Popular 103E. The same body was used for the Dr Who (Jon Pertwee incarnation) car. Siva also produced a two-seater “Roadster” version.)*

We then headed to The Aviator café at the airfield and 14 of us sat down to lunch. As the café is on the edge of the runway and the weather was fine we saw numerous planes taking off and landing and lots of parachutists. Everyone enjoyed the day so much that we plan to visit again next year.

The 3rd October noggin was held at The Halfway Inn, Aylesbeare. This was a last minute change of venue as The Blue Ball was closed for the day due to a change of landlord. Despite the short notice of our visit the pub produced lunch for 16 of us with very little delay.



"All Things Morris" organised by Ilfracombe Town Council with the Ilfracombe town crier



On the lawn at Hartland Abbey during a break from filming of Netflix's remake of Daphne Du Maurier's "Rebecca"



For our next Noggin we will be back at Blue Ball, Sidford at 12.30 on Thursday 7th November, with our Christmas Lunch on Thursday 5th December. 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: Once again about 30 of us met at the Highwayman at Cannard's Grave for the October noggin. With the active season pretty much done and dusted, there was some discussion on the last event a few of us had attended, which was the Somerset Festival of Transport on the Frome Showground at the end of September. As in 2018, that show was again blighted with rough autumn weather and those of us who did brave the weather only did so for the Saturday when there were longer spells without rain.

A few members were making enquiries about the Cotswolds break next May, which Anne Riglar has confirmed will use the Hilton Puckrup Hall, Tewkesbury as a base for a 5 night stay. The monthly noggin raffle raised another £42 for local funds. Chris Murray mentioned a recent discussion with an Austin owner (yes we even talk to them – occasionally) who would be happy to give a talk on his experience organising and driving from Peking (Beijing) to Paris (or was it Paris to Peking?) in an Austin. Jim Riglar is following this suggestion up, with an illustrated talk potentially at the February 2020 noggin.

Colin Baker confirmed that once again he would co-ordinate post-Christmas meal at the January noggin. This will be two courses for £15 or 3 courses for £18. Starters - Soup or Breaded Brie Wedges. Mains - Roast Turkey or Mushroom Wellington, Desserts – Cheesecake, Christmas Pudding or Chocolate Fudge Cake. Colin will take orders/deposits at the November noggin. The meal date will be Tuesday 14th January 2020.

Jim Riglar

CLASSIC TRANSPORT GALA W/E HARMAN'S CROSS, 6-8 SEPT



1935 M8 S1 2str
(Gerald Chainey)



1935 M8 S1 tourer
(not on vehicle register)

Although a bit breezy on the opening Friday, sunny weather ensured a good event and which attracted a number of Morrises over the course of the weekend. Of the Morrises spotted, three belonged to members and another is known to the Register, but three are unknown. For those also interested in steam (that from railway engines, not from overheated Morris car engines), two steam engines were working a fairly intensive day-time service on the Swanage Railway. Sharing the work-load this year were BR standard class 4MT 80104 and BR built Bullied light pacific 34072 257 Squadron. Seven pre-war design Morrises were spotted at the event, one M10 and six M8s. If you are within driving distance of Harman's Cross, this event, usually held on the first weekend in September is well worth a visit.

(More photos at top of next page)



1946 M8 SE saloon
(not on vehicle register)



1951 M8 SZ Van
(Robert Large)



1936 M10 S2 saloon
(Jim & Anne Riglar)



1938 M8 S1
(not on vehicle register)



1936 M8 S1 tourer
(known to the Register)



1955 BR 2-6-4T
Class 4MT 80104

SOMERSET FESTIVAL OF TRANSPORT, FROME, 27-29 SEPT

Held a week later than in recent years, the eight iteration of this annual event and its third on the Frome Showground, was impacted by the weather. Despite the poor forecast, most of Saturday was clear of rain and the very strong winds were doing an excellent job of drying the site out.

Members spotted at the show on the Saturday were: Brian Doggrell, with his family's petrol can display; Chris Murray, M8 S1 Tourer; Celia and John Goodland, M8 SE Saloon; Anne and Jim Riglar, M10 S2 Saloon; Sandra and Derek Brockway, M8 S1 tourer; Roy Bowden and Shirley Martin with Roy's M8 S1 2 seater and Robert Large, M8 SZ Van. Also seen was West End Garage's Quad.



Christmas / Post Christmas Noggins meals



A number of West Region noggins are planning festive meals either in the run up to Christmas or early in the New Year.

Whether or not you are a regular at any of the region's noggins, these provide ideal opportunities to meet up with members from across the region.

For further details contact one of the noggins organisers:

East & South Devon - 05 DEC 2019 (Lunchtime) - TBC (Blue Ball Inn, Sidford, Sidmouth EX10 9QL)

Contact: David Palmer e-mail: dcjp@hotmail.co.uk tel: 07770 235518

North & West Devon - 12 DEC 2019 (Lunchtime) - Hunters Inn, Newton Tracey, Barnstaple EX31 3PL

Contact: Jim Callachan e-mail: jamescallachan@btinternet.com tel: 07873 132344

New Forest (Hants) - 17 DEC 2019 (Evening) The Red Shoot Inn, Toms Lane, Linmore, BH24 3QT

Contact: Toby Sears - e-mail: themings@yahoo.co.uk

Somerset - 14 JAN 2020 (Evening) - The Highwayman, Cannard's Grave Road, Shepton Mall et BA4 4LY

Contact: Colin Baker - e-mail: colin.baker@mypostoffice.co.uk tel: 01749 344115

The Harry Edwards Archive as donated to the Morris Register (Pt 2)

Ken Martin

An introductory explanation about the Harry Edwards Archive and the first of the document schedules, was provided in Part 1. The following schedules are a continuation of the first ones and they list documents that are either clearly labelled 'Property of the Morris Register' or were known by me to have been donated to the club; or they were generously given to the Club by Barbara Edwards.

Morris Commercial Cars Ltd Publications and Documents

1. Morris Commercial Cars Ltd [sic]; The Morris Minor (OHV models) and Morris Family Eight, Illustrated List of Spare Parts; September 1943
2. Morris Commercial Cars Ltd; LD Models, Service Parts List; July 1955
3. Morris Commercial Cars Ltd; Spare Parts List T and T2 Types Chassis; February 1931
4. Morris Commercial Cars Ltd; Spare Parts List L1 and T3 Types; October 1938 (very worn)
5. Morris Commercial Cars Ltd; Spare Parts List L2 and T2 Types; October 1938
6. Morris Commercial Cars Ltd; Spare Parts Identification, J Type Range; December 1951
7. Morris Commercial Cars Ltd; Spare Parts List, R Type Chassis; Issued July 1929. (Photocopy)
8. Morris Commercial Cars Ltd; Spare Parts List, R Type Chassis; Issued December 1929. (Photocopy)
9. Morris Commercial Cars Ltd; Spare Parts List, R Type Chassis; – Supplementary List No. 1 for 3rd Edition dated October 1931, Issued November 1931. (Photocopy)
10. Morris Commercial Cars Ltd; Spare Parts List, RD Type Chassis; Issued February 1931. (Photocopy)
11. Morris Commercial Cars Ltd; Illustrated Spare Parts List, Trucks, 15cwt, 4x4; GS Wireless, Light Warning and Air Compressor. (Photocopy)
12. Morris Commercial Cars Ltd; Trucks -Spare Parts List, CV Type, 30cwt models; April 1944
13. Morris Commercial Cars Ltd; Trucks -Spare Parts List, LC Type, 25-30cwt Models; June 1939
14. Morris Commercial Cars Ltd; The 30cwt Truck, Spare Parts List; 1st July 1928
15. Morris Commercial Cars Ltd; The PB4 Leader Type Chassis [Truck], Spare Parts List; May 1931
16. Morris Commercial Cars Ltd; Heavy Duty 1 Ton truck, Spare Parts List – Separate Price List of Spare Parts inserted. Issued 2nd July 1928
17. Morris Commercial Cars Ltd; The 1927 Morris 25 & 30cwt Truck Manual; 1926 Edition [sic]
18. Morris Commercial Cars Ltd; CV Range Workshop Manual, Book No. MC. II/I
19. Morris Commercial Cars Ltd; Maintenance Manual & Instruction Book for Amphibian 4 Ton 8x8 GS Terrapin 1. Book No. 101/ML4
20. Morris Commercial Cars Ltd; Instruction Book C8 and C9 FWD
21. Morris Commercial Cars Ltd; Instruction Book Six Cylinder Junior Taxicab. January 1935
22. Morris Commercial Cars Ltd; Technical Handbook for MRA/1,4x4, 1Ton, GS trucks. Issued May 1954
23. Morris Commercial Cars Ltd; The 4x4 Light reconnaissance Vehicle; Illustrated Parts List (Photocopy in card covers)
24. Morris Commercial Cars Ltd; repair Aids for Service Vehicles; Issued September `1940. (Photocopy in bound card covers)
25. Morris Commercial Cars Ltd; Repair Aids for Service Vehicles; Issued September 1940
26. Morris Commercial Cars Ltd; Circular Letters [Post-World War 2 - in folder]
27. Morris Commercial Cars Ltd; Circular Letters (Technical) [Post-World War 2 - in folder]
28. Morris Commercial Cars Ltd; Circular Letters Technical [1950s - in folder]

BMC Publications

1. BMC; Morris-Commercial, Service Parts List, LD Models; July 1955
2. BMC; The Morris Half-Ton Van (Series MCV), Workshop Manual, Issue 4 Publication AKD 527A, 1955
Morris Register Publications

Morris Register Publications

1. Morris Register Publication; 'Morris Cars - The First Thirty Five Years' – marked 'Club Copy'
2. Morris Register Publication; 'Morris Cars – The First Thirty Five Years – New Revised Edition' – marked 'Club Copy'
3. Morris Register Publication; 'Morris Commercials The First Years' – marked 'Club Copy'
4. Morris Register Publication; The First 21 Years – A History of the Morris Register two copies – one with inserts and marked 'Club Copy'
5. Morris Register Publication; Sixty Years of Morris, published 1973 – marked 'Club Copy'
6. Morris Register Publication; Information Manual, Morris Minor SV & OHV Models 1929-1934 – marked 'Club Copy' – with many loose inserts
7. Morris Register Publication; Information Manual, Morris Eight Series I, II.E and Z, 1935-1953 – 2nd Edition 1975 - marked 'Club Copy' – with many loose inserts
8. Morris Register Publication; Information Manual, Morris Eight Series I, II.E and Z, 1935-1953 [Ring Binder with CD

attached] – marked 'Club Copy' Morris Register Publication; Morris Road Tests and Reports, 1913 to 1930 – Cowley, Oxford, Isis, Minor – marked 'Club Copy'

9. Morris Register Publication; Practical Motorist Road Tests – marked 'Club Copy' Morris Register Publication; Information Manual, Morris Ten 4 & 6 Cylinder Models, 1933-1948 – marked 'Club Copy' – with many loose inserts

Joseph Lucas Publications and Documents

1. Joseph Lucas Ltd; Folder containing separate (unbound) parts lists for various Morris cars and commercial vehicles entitled 'Spare Parts and Complete Units'. The folder includes a few lists for other makes.
2. Joseph Lucas Ltd; Master Catalogue Publication 400D 'Equipment and Spare Parts'.
3. Joseph Lucas Ltd - CAV; Publication No. 400/1961-66 'Equipment Specifications 1961-66 for cars and Commercial Vehicles
4. Joseph Lucas Ltd; Booklet entitled 'Fast Movers' (Parts, Batteries, Accessories etc) [for] Cars and Light Commercial Vehicles 1960-1969.
5. Joseph Lucas Ltd; Publication No. XCB431 'Ignition Parts for Older Vehicles 1930 – 1970'
6. Joseph Lucas Ltd; Publication No. 444/5 booklet entitled 'Electricalities'
7. Joseph Lucas Ltd; 'Running Instructions for the Magdyno Lighting and Ignition Set & Separate Dynamo Lighting Set for Light Cars'; small booklet
8. Joseph Lucas Ltd; 'Running Instructions for the Electric Lighting and Starting and Lighting Equipment'; small booklet
9. Joseph Lucas Ltd; 'Running Instructions for the Lucas Starting and Lighting Set'; small booklet without cover with a picture of airship R34 on front page

Miscellaneous Publication and Documents

1. Edwards, Harry; The Morris Motor Car 1913-1983; Moorland Publishing Co Ltd; ISBN 0 86190 098 7. Marked 'Club Copy' and containing the author's numerous notes and loose papers.
2. Euston Ignition Co Ltd; small booklet entitled 'Electricity for the Car'
3. 'Morris Commercials' – folder of loose-leaf reference items
4. The Bullnose Morris Club 1913-1930; 'Early Morris Cars, A Register of Surviving Bullnose and 'Flatnose' Models' Copyright: Margaret Goding 1998
5. Bushnell, Graham; 'Ninety Years of Morris Motor Cars 1913-2003 – The Current Status of Premises Associated with Morris in Oxford'; Published in 2008.

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MORRIS CRATING



Dear Editor
 I was sent these four pictures by a member of an on-line group that I communicate with. They are of the crating, loading and unloading of a Bullnose. The sender lives in New Zealand. I thought they may be of interest to members.
 Anil Koshti
 04171/3
 Devon



Thanks, Anil. This was obviously the transport of complete cars before Morris switched to CKD (complete knocked down) as a method of transporting cars overseas. I am sure our historian might be able to shed light on the switch from CBU (completely built up) to CKD!



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BEAUTIFUL BORIS?

Dear Editor

No, I'm not even contemplating talking politics, it's far too controversial these days! But here's a couple of items I thought might be of interest - something a little different. Whilst not in any serious way being mechanically capable Morris-wise, I do keep an eye open for anything of Morris interest. Let's get the Boris bit over first.

In the last week of August, we went on holiday to the Isles of Scilly. Nothing to do with Boris, but the day we were due to come home, the engines of the Scillonian, the only ship servicing the islands, broke down, so all holiday makers other than those booked on flights, were stranded on the Island of St Mary. We did get home eventually, managing to get transferred to a flight. But that's not what I wanted to write about. One of the sights of the Island was Boris - a lovely Morris V Van, called Boris the Morris. It belonged to a hotel, and seemed to be used to ferry luggage to and from the quay. Although well painted, one could see faintly that it had once belonged to a car parts supplier/repairers. But whatever, it was very well preserved, and still properly active, seemingly to pop up anywhere on the island!

Secondly, without really trying very hard, I have over time gradually built up a bit of a collection of little Morris models. The other day, looking round an antique shop in Leamington Spa, I came across two Carlton ceramic cars, a Bull-nose Morris and MG No.1. of 1925. Apparently, about 2,500 were made for BMC, presumably for advertising purposes. The MG was made in 1974; some Bull-noses were made for BMC, I believe about the same time, but the one I have now acquired was probably made a little earlier. It only has a Morris logo, not the BMC one. Obviously, I couldn't let them stay on their own in the shop! They now grace my mantelpiece.

Len Dixon

13364/2

Warwickshire

Thanks, Len. Some might say that your Boris looks a lot more trustworthy than some others, but I couldn't possibly comment!



THEY REALLY DID TAKE THE HIGH ROAD

Dear Editor

I thought these photos might be of interest. They were taken August 1950 when three mates from school and I went on a camping holiday in the 1939 Series E Eight pictured. One picture shows us coming off the Erskine Ferry and another shows a stop somewhere in the Highlands, whilst the third shows the car parked at John O'Groats. We were away for a week, travelled from Cheshire and covered about 1500 miles. There wasn't much traffic in Scotland where, in the Highlands, many roads were unsurfaced. The only problem we had was when the wiper stopped working but it had a knob which you could turn, so I did. The family owned that little car from 1939 until 1957. It served me in the army and my sister used it for a time in London.

It was a great friend!

Geoff Boston

11249/7

Cheshire

Thanks for sharing these, Geoff. What a contrast to today, where, at times, they are nose to tail behind caravans up there on single track (but surfaced!) roads.



**DAVID MOLYNEUX
MORRIS PISTONS
for all models**

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used parts supplied**

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bought for
spares or repair**

01229 584 972 or

07715 059 280 or

dmmem@tiscali.co.uk

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



Morris Mart



Car for Sale

1932 Season SV Morris Minor sliding head saloon



Restoration project. Original engine and interiors. Wooden frame requires to be replaced. Bodywork and interior trim in need of significant attention. Engine turns on handle and the brown continuation log book and the Vehicle Registration document are available. Original Edinburgh registration. Further photos available on request. £1800 ono.

Iain Mackay
07762 708 187 (Inverness)
iainmackay133@hotmail.co.uk

Car for Sale

1936 Morris Eight 4 door saloon



Black and blue. Fully restored in 2014. In good running order, complete with tools, Information Manual and log book. £7500 ono.

John Martin
01420 588 456 (Hants)
John.martin2002@outlook.com

Car for Sale

1938 Morris Eight Series 2 two door saloon



White over brown with blue leather upholstery. Starts on the button every time. This reliable car in good solid condition. Must sell due to housing move. £3500.

Eddie Costello
07984 721 324 (Wilts)
eddiecostello4@gmail.com

Parts Offered

For Morris 16/18, FREE to a good home. Buyer collects. 2x front doors and 1x rear O/S door complete but no door cards. Glass winders. some handles. Restorable. Also a head gasket and a wooden dash panel. Wooden sun roof trims. I can't store these any longer but I am sure no one wants me to scrap these items.

John Harrison
07901 670 690 (Cheshire)
jeh56@hotmail.co.uk

Car for Sale

1938 Morris 8 series 2, two door sliding head



Vehicle acquired 2009 for complete strip down and rebuild, full chassis rebuild, full body restoration with new floor. Engine, gearbox, rear axle, steering, suspension rebuild. Springs retempered reset and oilite bushes fitted. Converted to 12 volt with electronic ignition and new alternator. New wiring harness, fuse boxes, battery, fuel pump, twin electric cooling fans. New brakes and tyres. Reupholstered seats, door panels and roof lining. New sliding roof and luggage rack. Valued by insurance underwriter £10,000, certificate of proof. 8 CDs of restoration photos. File of history and invoices. Only 50 miles from rebuild. £5950. Neil Spalding 01772 615 004 or 07913 874 989 spaldingn@talktalk.net (Lancashire)

Car for Sale

1948 Morris 8 Series 4 door saloon



Restored approximately fourteen years ago with a full nut and bolt recorded rebuild including the interior. Still in very good condition. Believed to have been an Embassy car with a special box under the passenger seat for storing a pistol. The car is well known at local shows and has won the Gold Rosette for "cars up to 1940 models". Also well known on the "Daffodil Run" to Christchurch from High Wycombe. £8000.

Den Jarrott
01494 712 540 (Bucks)

Parts Wanted

For 1939 Series 3 Morris Twelve: 1x road spring for front axle - must have seven leaves.

Dudley Hedge
01223 882 057 (Cams)
dudleyhedge@gmail.com

Parts for Sale

For Eight Series 1: 3 speed g/box, excellent working order, £140. Engine block, complete with pistons, crankshaft, £130. 1x wheel, excellent condition, £30. Cylinder head (2 very small fractures), no charge. All nearest offer.

Ted Hendy
0131 336 2284 (Edinburgh)

Car Wanted

1940s Morris Ten, approx £6000.
Ted Hendy
0131 336 2284 (Edinburgh)

Car for Sale

1932 Morris Minor



Good condition. Car and original registration plate, offers over £4000. Car without original Registration, offers over £2500. Contact by email.

Lionel Lewellyn
lewlllewellyn@btinternet.com
01225 723 850 (Somerset)

Car for Sale

1935 Morris Eight Pre Series 2 seater



Green and black. On the road continuously apart from 1977 rebuild, low mileage since. 4 speed g/box conversion. Taxed until June 2020. Documents, Mots, etc. available. £10,000.

John Walden
01245 422 024 (Essex)

Parts Wanted

For 1934 Morris 10/6: inlet/exhaust manifold in any condition.

Richard Palmer
07888 730 250 (Berkshire)
richardxpalmer@hotmail.com

Morris Car Spares

**New and used
spares available**

Enquiries welcome

Happy to assist

**For more information,
contact**

**graham440@
btinternet.com**

**or
07506 309 281**



EXOTIC ESTONIAN EXHIBITS

You won't have seen too many of these before! They come courtesy of Steve Gant's recent visit to the Estonian Auto Museum at Halina



1931 Chevrolet AE Independence Coach

Engine: 3,180 cc, 6 cylinder inline
Output: 50 hp, 37 kW
Max speed: 85 kmph
Transmission: 3-speed manual
Curb weight: 1,032-1,263 kg
Rear wheel drive
Manufacturer: Chevrolet, GM
Production years: 1930 to 1932
Production: 619,554 units

1939 Adler Trumpf Junior 1E

Engine: 995 cc, 4 cylinder inline with side valves
Output: 25 hp, 18,4 kW
Max speed: 90 kmph
Transmission: 4 speed manual, no synchromesh
Front wheel drive
Manufacturer: Adler, Frankfurt am Main
Production years: 1934 to 1941
Production: 78,287 units



1960 GAZ 21K, Series 2

Engine: 2,400 cc, 4 cylinder inline
Output: 80 hp, 51 kW
Fuel consumption: 12 l/100 km
Transmission: 3-speed manual
Max speed: 130 kmph
Curb weight: 1,360 kg
Rear wheel drive
Manufacturer: Gorki Car Factory
Production years: 1958-1962

1956 Moskvich-401

Engine: 1,074 cc, 4 cylinder inline
Output: 26 hp, 19 kW
Fuel consumption: 9 l/100 km
Transmission: 3-speed manual
Max speed: 90 kmph
Curb weight: 845 kg
Manufacturer: MZMA, Moscow
Production years: 1954 to 1956

