

MORRIS MONTHLY



Volume 60

Number 2

February

2020



MAGAZINE OF THE MORRIS REGISTER
The Club for Morris vehicles designed before 1940
www.morrisregister.co.uk

SHORTLISTED



ADVANCED NOTICE!
DIAMOND JUBILEE NATIONAL RALLY
7/8/9 August 2020, Thoresby Park, Notts NG22 9EP



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CHAIRMAN **John Ford** writes:

The winter period gives us an opportunity to get a few essential things done to our cars, provided of course you have some sort of heating in the garage! I have long admired those mechanics who work away whilst temperatures fall well below freezing, I'm afraid I am more of a warm weather person, anything under 40°F that's it for me! You could of course do some work on the car at the NEC Restoration Show, under cover, heated room, captive audience of thousands. What's not to like? I still need another car, work in progress or barn find, so do let me know if you can help.



Jubilee car plaques are now available at cost from the club shop at £5.00 all inclusive of p&g, or from your noggin organiser (save on postage). These are a quality item with silver background (sample elsewhere in MM). It would be nice if we all had one on our car for this year, it also helps promote the club.

We are proposing to alter the boundaries of the Midland region, with Shropshire, Staffordshire, Derbyshire, and Nottinghamshire all becoming part of the Midlands umbrella. This will take place subject to committee approval after the April National Committee meeting. We shall be reviewing other regions in the future.

Congratulations and a big thank you are in order to David Allanson, our webmaster, for restructuring the club website. Our previous designers fell well short of our requirements. I think they underestimated the complexity of our site. David has rebuilt it from scratch with the help of midland member Matt Creak, and we now have a new server with unlimited access and data. David will continue to work and improve the site on a regular basis. We now have a website fit for the purpose and one we can all be proud of.

We were offered a free stand at Olympia for this year's London Classic car show at the end of the month, but sadly the lack of response from members meant we have had to let it pass this time, It was a little short notice. Maybe next year?

Our President Malcolm Dixon is off down under to a warmer climate,

Cover picture: Gary and Ann Keys brought their Morris Eight saloon to Marlborough from their home in France to take part in the Pre-War Minor Network's Rally on 7-9 June, at the invitation of organisers and hosts Ken and Kate Martin. Gary and Ken were at college together many years ago. [Photo: Jonathan Martin]

The Morris Register



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

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

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

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

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



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(much warmer!) I hope he can help with putting out those awful fires. Our thoughts are with our fellow members, indeed all Australians in what as become a major disaster. Keep safe Malcolm.

EDITOR Rob Symonds writes:

The look back at the early years of the club which Frank Ashley kicked off last month and continues this month, set me thinking back to my early membership years. I don't generally have great recall of much of my past life, which may or may not be a good thing, so it was a struggle to come up with much of any substance. I joined in 1969, having bought my Series 2 Eight two seater even before I had passed my test, and my earliest club memory was an ill-fated trip to a rally in Bournemouth, around about 1972. The journey down from the West Midlands, very early on a bright Sunday morning, went well enough, but after that it was downhill all the way. Bournemouth turned out to be very damp, either through rain or promenade sea mist, and the welcome from other members wasn't all that good either, I am reluctant to say. However, it was on the return journey that the real problem came. We had travelled down in convoy with a Series 1 Eight two seater, and it chose Salisbury plain to break a halfshaft. That meant four of us had to struggle back uncomfortably in one two seater, and, having left the stranded car in a garage, return the next weekend to effect a repair. We made it though! If you have any early club memories to share, we'd love to hear them!

**COVER PICTURE APPEAL**

There is an urgent need for good quality photographs for the front cover. Guidelines as to size and resolution were printed on page 49 of last month's magazine. Let's hear from you!

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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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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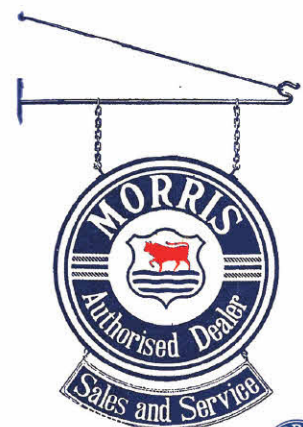
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er Spares Service

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.





2020 SUBSCRIPTIONS AND PAYMENTS

The National Committee has approved an increase in annual subscription rates mainly to cover the ever increasing cost of postage for the magazine. This will be the first increase in subscription rates since 2015.

It is understood that some members may wish to receive only an electronic (soft) copy of the magazine and so effective April 1st 2020 we are offering this option to any member. Previously this was available to non-UK members only.

The new annual rates are: UK £37.50 Non-UK £50.00 Electronic £24.00

Payment methods: Our preferred payment methods are:

- Direct debit (mandate forms available to download from the club web site)
- PayPal
- Bank transfer (name or membership number in reference field essential)

We do not have the facility to accept card payments over the phone.

Unfortunately it is becoming increasingly troublesome to process cheque payments because the banks can reject a cheque for such trivialities as the word "Limited" being omitted from the payee name. Rejection causes unnecessary additional work for the membership secretary to contact the payer in order to get a new cheque issued and delays renewal of your club membership. The number of cheque rejections has been significant in 2019.

Accordingly the National Committee has decided that from 2020 we will no longer accept cheque payments and members should use one of the payment methods listed above to renew their subscription. You should note that by using one of the above payment methods you avoid a £2 cheque surcharge.

If a member (or family member) does not have internet access they can go to their local bank branch and request that payment be made to:

Pre 1940 Morris Register Limited
Account number: 54993069
Sort code: 30-92-86

The member's name and membership number must be included in the reference field because otherwise it is not possible to identify from whom the payment has come.

NATIONAL COMMITTEE MEETING

10.30 start, Saturday 6th April 2020 - at The Angel Hotel, 37 High Street. Market Harborough. Leicestershire. LE16 7AF.



Bulletin Board



DATES FOR 2020

Friday 27th – Sunday 29th March: Practical Classics Classic Car & Restoration Show - NEC, Birmingham. See us in Hall 5 on Stand 5-670. This will feature the hand-over of our "younger members initiative loan car". See ticket offer advert elsewhere in this edition.

Friday 7th (evening), Saturday 8th & Sunday 9th August: Morris Register National Rally (including MVA Annual Rally) – Thoresby Park, nr Ollerton. See accommodation info below.

Saturday 3rd October: Annual General Meeting – at a venue to yet be decided.

BEAMISH INVITATION, 20th/21st June

All members from all regions are welcome to join us for this fabulous two day event at Beamish Living Museum. This is a excellent event that members get a free show and also free entry for your classic Morris and the opportunity to drive on the private estate that is early 1900s themed. These are private roads the only other traffic to share the roads with are the estate's classic buses, trams, and horse drawn vehicles. Camping on the site is also free and there are hotels and B&Bs available locally. For more information or for an application form please contact Roy Pidgeon on 01924 467 693 or roy_pidgeon@yahoo.co.uk. Mobile is 07932 928 966, but please note calls and text messages to this number are fine but I am unable to retrieve verbal messages from this phone.



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

The weekend of 7th/8th/9th August 2020 we will be celebrating 60 years of Morris Register so why not treat yourself to the comfort of the hotel? Discounted prices for the three nights are:

Standard room: £285 per person Signature room: £315 per person Historic room: £323 per person

Some single Standard rooms with no added single occupancy charge are available @ £285

The price includes Warners holiday insurance cover for all rooms.

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

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

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



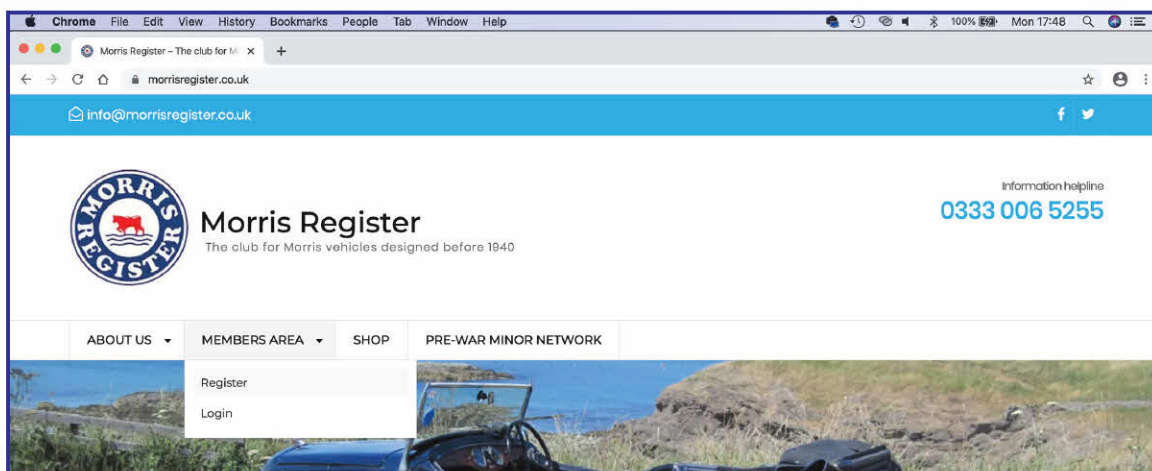


Over the last couple of months we have made major improvements to the Morris Register website this was due to the urgent requirement to transfer the hosting to another company as we had outgrown the our previous hosting company. Over the festive period we transferred the site and took the opportunity to carry out some major enhancements and layout. The feedback from our members about the previous website had been noted and this was incorporated into the new site.

If you have been having issues opening the website please delete any favourite links previously saved on your computer and type the web address www.morrisregister.co.uk back into your internet browser as shown below.



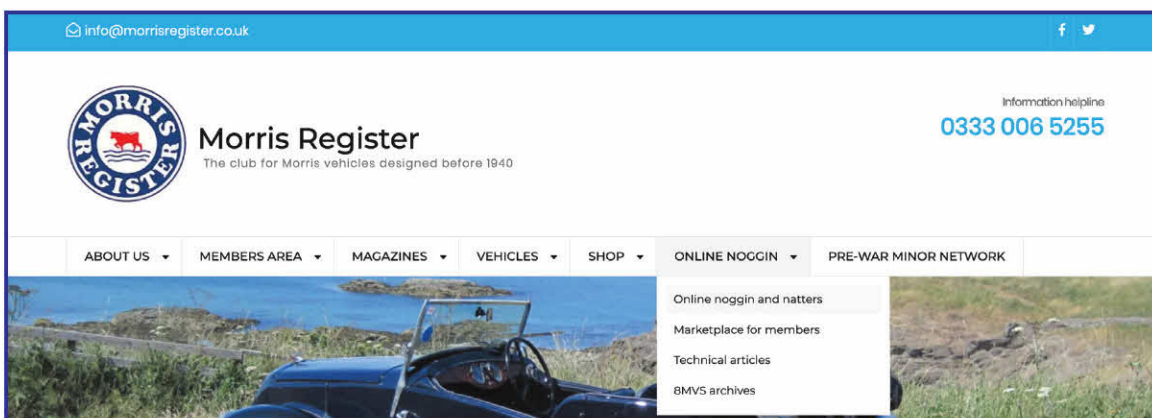
One of the many benefits of joining the Morris Register is the members area of the website, otherwise all you will see is the information about joining the club, our history and the club merchandising shop (see right). To access the Members Area of the website you



will need a **Username** and **Password**. If you have not signed up to the the website please click on Members Area and then Register. It will then ask for the **Username** you would like to be known as, your **First Name**, your **Last Name**, your **Email Address**, a **Password** you would like to use and your Morris Register **Membership Number**. This will then be emailed to the Webmaster and then approved normally within 24 to 48 hours.

Once your request has been approved or you already have access to the Members Area of the website you then see an extended menu option (below right). The main difference to the menu is that Forums have been renamed **Online Noggin** and the General Forum is now called **Online noggin and natters**. If you have an item you would like to sell please use **Marketplace for members**.

The top right hand corner has direct links into our social media pages on FaceBook and Twitter.



At the bottom of the home page you will see any urgent news or information.

Occasionally there will be a popup appear on the Home page this will also be used for news and information in addition to the Morris Monthly.

If you have any issues accessing the website or have any suggestions please email webmaster@morrismonthly.co.uk

The main layout and main menus have all been set, so you should start to be able to navigate around the site a lot easier. Sorry for the confusion over the last month whilst we set the new site up, trying to keep it all live for everyone to use at the same time but this has meant pages and menus have changed from one day to another.

Over the coming weeks we will be refreshing each page to ensure all information is up to date and converting the PDF brochures and magazines into an easy to read flip book.

If you have any suggestions or any issues please do not hesitate to email webmaster@morrisregister.co.uk





What's it Worth?

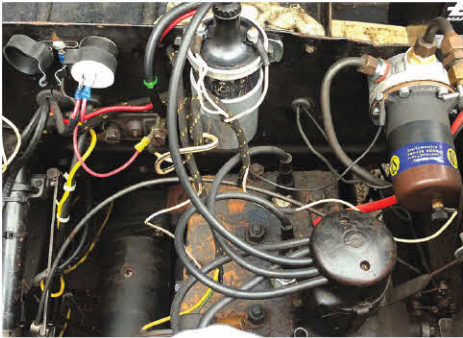


1939 Series E Saloon



Offered for sale on eBay. Hope you like the colour scheme! The vendor states:

"1939 Pre War Morris 8 Series E, body off restoration in 2011, lovely paintwork, nicely patinated leather, very good door cards, roof lining and Bakelite dash. Very strong underneath, great mechanics. Sliding sunroof. Absolutely any inspection welcome. Our asking price includes free delivery within 200 miles from IP22 4EU. Part exchange possible." **Answer on page 42**



Auction Action



Historics Auctioneers 23 November Mercedes Benz World



No Morris seen in upcoming auctions, but thanks to Brian Leversha for pointing out that the Cowley featured in December sold for £15848. well over the estimate.

If you spot any Morris coming up for auction, pleas let the editor know so that it can be featured.



Warm Welcome



New and returning members

NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS
14671	Anders Noren	Sweden	noren.anders@hotmail.com	1939 Eight Series E 2 Door saloon
14672	George Katz	Middlesex HA5	gbk777@tiscali.co.uk	1937 Eight Series 1 Saloon
14673	Peter Ashton & Desiree Bolt	Suffolk NR34	peterashton50@gmail.com	
14674	David & Pamela McCutcheon	Wigtownshire DG8	olddoonhamer@gmail.com	1936 Eight Series 1 Tourer
14675	Howard Kissack & Patricia Heesom	Isle of Man IM4	hakissack@outlook.com	1932 Commercial T2 Tonner Dropside truck
14678	Joacim Wik	33375 Sweden	jockeman56@hotmail.com	1938 Eight Series 2 2 Door Saloon
14679	Kevin & Elaine Roberts	Lancashire PR3	twostrokecharlie@hotmail.com	
14680	David Picking	Hertfordshire SG8	avkg53@dsl.pipex.com	1939 Commercial Series 2 10 cwt truck
14681	Peter Mace	West Sussex RH20	pdmace3@gmail.com	1935 Isis Tourer





SHOPKEEPER
Barbara Farmer



Club Shop

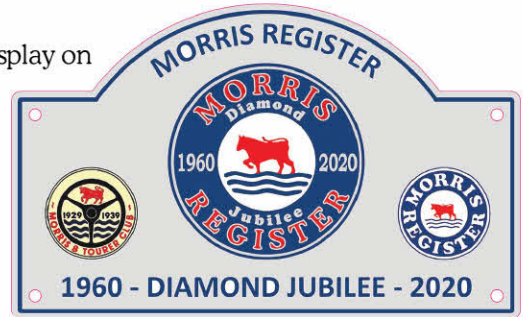


MORRIS REGISTER DIAMOND JUBILEE RALLY PLAQUES

The club has commissioned a limited edition rally plaque for members to display on their cars throughout the 2020 season.

Members can obtain one by two different methods:

- directly from the club shop at a cost of £5 each, including postage and packing. This can be done via the website by clicking through to the club shop or by post, sending a cheque (made payable to Morris Register) to MR Club Shop, 130 Glendon Road, Rothwell, Kettering, NN14 6BT
- via a noggin organiser who can place a bulk order from the club shop and distribute the plaques at a later noggin event.



NATIONAL RALLY ORGANISER
Ben Gadsby



Thoresby Thoughts



THORESBY DIAMOND THOUGHTS

By the time you are reading this the Christmas and New Year festivities will be all done and dusted and any sore heads will have subsided. Hopefully the weather has been good enough to wake the Morris from its slumber for a brisk New Year run.

Thoughts are no doubt turning to those pressing jobs needed on the Morris before the season starts properly and of course which events you will be attending. Top of the list should be the FREE Morris Register Diamond Jubilee Rally at Thoresby Park on 7th to 9th August. Full details and entry forms are available on the Morris Register website:

<http://morrisregister.co.uk/national-rally-2020/>

As I write this in mid-December, I have already received a few entries via the website including some that have not attended before which is great news. Invitations have gone out to MVA car clubs inviting them along to celebrate with us. Let's put on a really warm welcome and show them what a great club this is. If you have never been to Thoresby before, make attending in 2020 one of your New Year's resolutions and this is one not to be broken. It is far easier than dieting and much more enjoyable! The countdown is on. Only 8 months to go. Happy Morris Motoring!

25% DISCOUNT FOR MEMBERS OF THE MORRIS REGISTER.



To enjoy your club car membership discount and find out about other benefits call us on 01480 400 926. Our dedicated classics team will ensure you have the right insurance cover to keep your classic protected.

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ROYSTON DAWBER

8th June 1939 - 25th October 2019

Members of some years standing will be saddened to hear of the death of Royston Dawber after a short illness. Royston was born Stanley Royston Kilpatrick Dawber on a snowy day in June 1939. As a child, Royston suffered with asthma, and lost quite a lot of early schooling but this did not prevent him passing his 11 plus and being awarded a place at Moseley Hall School in Cheadle where his scientific leanings developed. Upon leaving school, Royston started working in the physical testing laboratory for the cotton industry at the Shirley Institute in Didsbury. There, he had the opportunity to do a day release course at the technical college in Salford, which led to a degree in textiles. During his time at the Shirley Institute, Royston met Jean, and on the 19th September 1964, they married at Gatley congregational church, making a wonderful team and partnership for the rest of Royston's life. They had two children, Howard and Mark, and last September celebrated their 55th wedding anniversary. The following year Royston and Jean bought their first car, a 1939 Series E tourer, reg no GWB 358, affectionately known as 'the boiler', paying £25 which was about the going rate at that time. Although it was their everyday car, several notes were left on the windscreen saying it was a bit rare, so Royston researched its history and discovered that it had seen service as a police car and originally had a huge radio in the back. Based near to Sheffield, one of its prime uses was to investigate thefts of explosives in the Pennine quarries. Around this time, they joined the Morris Eight Tourer Club as member no 805, and very quickly became involved in local events culminating in Royston becoming a member of the Midlands and North committee for a number of years. Royston and Jean were regular entrants to weekends organised by Kevin Saunders in the Lakes, Peak District and Ireland, and to quote Kevin, "Royston was the ideal man to have around for an on the road breakdown; totally unflappable and highly skilful and innovative, and often carrying the very bit you needed to get mobile such a an exhaust valve to replace a burnt out one on Geoff Lott's car in Scotland". Even after his stint as a committee member, Royston was still active in the region's affairs, organising hotels for the regions annual weekend and AGM in the Lake District, and providing films for local N & N evenings.

Eventually GWB 358 was sold, but despite this being local, they did not see the car again until 2010 at Thoresby Park in its fully restored state. A replacement Morris eventually joined the household, a Series 1 tourer, which like its predecessor was well used before it was sold to help out the family budget. After a spell owning an inherited 1929 Austin 7, they bought another Morris to share the garage with their 1984 Mercedes 280 SL, a 1936 Series 1 tourer in excellent condition, which still remains with Jean.

Eventually Royston left the Shirley Institute for a position at UMIST doing similar research, and also lecturing, changing from purely textiles to chemistry and polymer science and also becoming a visiting professor to the Delhi University. At heart he was an inventor as well as a scientist; he could walk into B&Q with an idea, walk out with a bucket load of stuff and build a working prototype before most of us could assemble the shopping list. During his time in India, Royston had been involved in making prosthetic feet for children, which consisted of a re-tempered car spring and rubber from car tyres. Over the years Royston received many letters detailing how the invention had changed people's lives in a huge way, allowing the children to walk barefoot and even climb trees. Another practical solution to a very real problem are the 'chicken fillets' he created for ladies who had undergone mastectomy operations, and as well as this, he came up with a polymer plastic that replaced the uncomfortable and often dangerous wires that previously went in ladies' bras.

Royston completed his academic career moving from UMIST to Bolton University, and also doing a lot of charitable work in off grid villages in India, miles away from anything. He was chairman of the Kanka-Gajendra Foundation, and along with his dear friend and founder, Professor Verma, undertook many important and hugely valuable projects in India and the UK for the benefit of underprivileged people. The solutions he came up with were eminently practical and often helped those who were in need, often at the fringes of society.

As well as his successful career, work with the Foundation and cars, Royston had many other interests; cooking, often in the style of Heston Blumenthal; family holidays in Austria and Comino; writing short stories and poetry, drawing and painting and making toys. He had a great sense of humour as witnessed in the picture on the right, used on the last page of the Order of Service for his funeral.

He was a great family man, devoted to Jean, sons Howard and Mark, daughters-in-law Laura and Angela and grandchildren Riley and Jamie and was fortunate to spend his last day with them. Our condolences go out to the family



Goodnight from him

Frank Ashley



M8TC/Morris Register Formation and Early Years

Part One



Frank Ashley

In January 1960, a letter appeared in 'Car Mechanics' and as a brief note in 'Motor Sport', announcing the possible formation of a club for owners of Morris Eight tourers, and anyone interested was invited to contact either Bev Hicks or Roy Chasmar (see right). Being an impecunious 22 year old with a Series II two seater, eager to learn how to maintain the car, I was an avid reader of Car Mechanics, spotted the letter, and wrote to Bev Hicks for details. I soon received a reply, along with others who had expressed interest, and an inaugural meeting was held early in 1960 at the Samuel Whitbread in Leicester Square, at which the foundations of the club were laid down. At the beginning, most of the interest was in the south east with the remainder scattered about the country. Communication was of necessity by duplicated circulars, but by early summer, a meeting had been organised in Leicester enabling people in more northerly areas to meet up. This was attended by about 30 people and after reports by the officers of the club, lively discussions took place on a variety of topics, one contentious one being the admission of saloons. An important point was that while there had been a lot of interest, not many people had actually paid their subscriptions, and the threat of no further communications subsequently translated interest into firm membership so that by September this stood at 51.

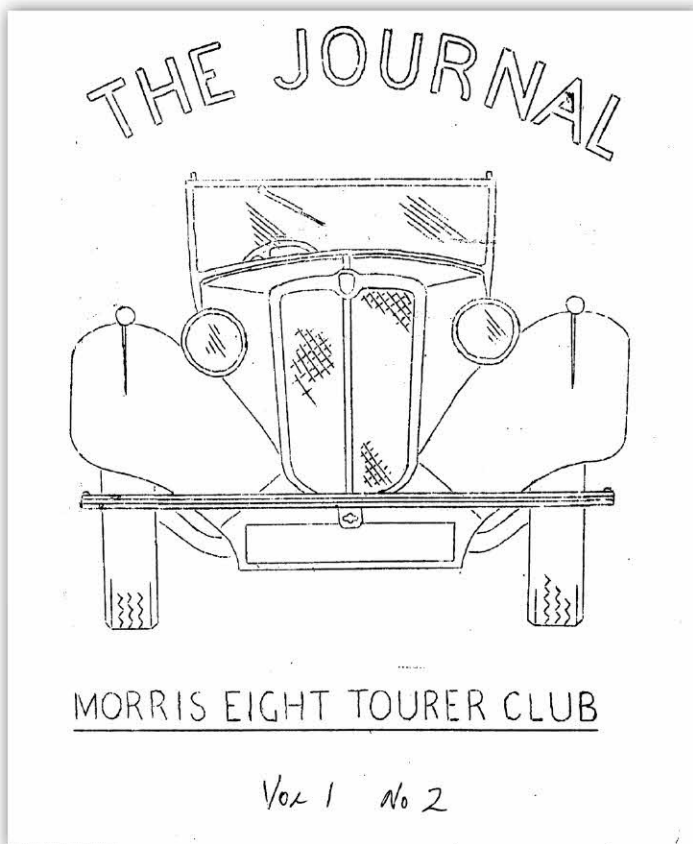
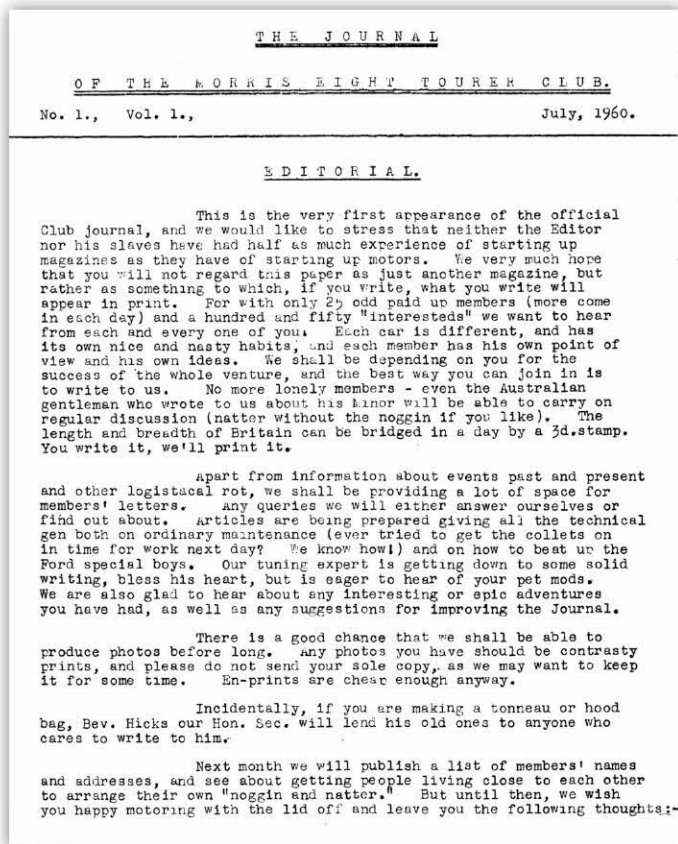
Another Club is in the process of being formed for Morris Eight owners up to 1939. Interested owners please contact R. Chasmar, 50, Ingrebourne Gardens, Upminster, Essex, or B. Hicks, 14, Bramerton Road, Beckenham, Kent.

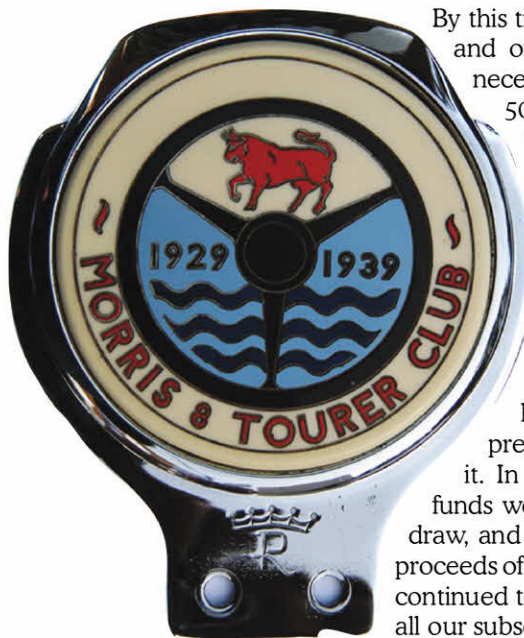
In July, the first issue of the Journal of The Morris Eight Tourer Club appeared, edited by Brian Dermott. This slim magazine was typed onto stencils by Harry Edwards' wife Barbara, and run off by Bev Hicks on his employers duplicator in his lunch hour.



The five single sided sheets were stapled together, folded into 3, sealed with tape, addressed and posted without the need for envelopes, thus saving on the meagre club funds (see bottom left).

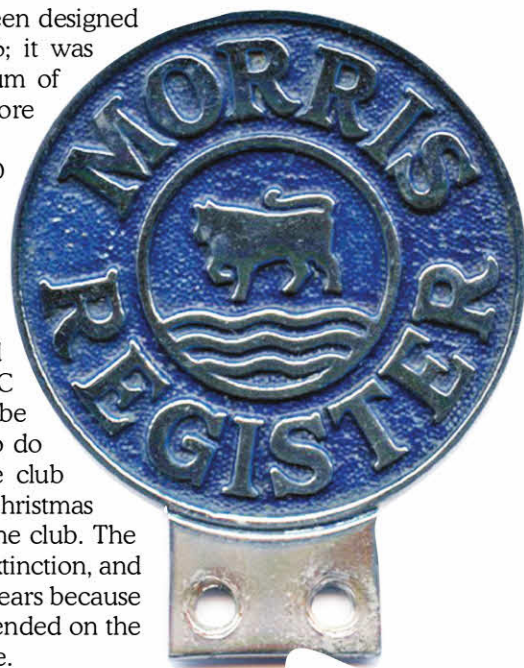
The second issue appeared in September and now consisted of 7 double sided sheets and even had some photographs. The front cover carried a drawing by Harry Edwards of a Morris Eight tourer, thus starting a feature that was on all subsequent duplicated Journals (below right).





By this time, a club badge (left) had been designed and orders invited at a cost of 12/6; it was necessary to commission a minimum of 50, so it was a few months before these became available.

During the latter half of 1960 more events were organised, these being a couple of navigation rallies by Chas, and a driving test meeting by Bev Hicks. It was also during this period that I learned an important fact of M8TC life; if you suggest something, be prepared that you will be asked to do it. In this respect, knowing that the club funds were very shaky, I suggested a Christmas draw, and so acquired my first job with the club. The proceeds of this saved the club from early extinction, and continued to do so for the next couple of years because all our subscription income was being expended on the Journal, other communications and postage.



By the AGM in April 1961, membership had increase to over 80, there had been 4 issues of the Journal, and 4 competitive events. The AGM saw election of a committee consisting of Cliff Pratt, Harry Edwards and myself to represent the Midlands and North area of the club. The initial happening for the region was a monthly N & N in Stoke-on-Trent starting in July, and a successful driving test meeting in September followed by a navigational rally in December. The first unofficial region outside the South East was underway and by 1962, we were an official region with myself as secretary. At the AGM the club was divided into 3 regions, London and South, Midlands and North, and South West.

1967 saw the formation of the Morris 10/25 Register to cater for the larger Morris vehicles as a subsidiary of the M8TC but by

the end of 1968, there was a major and long lasting change to the club name to that of The Morris Register, and very quickly a new club badge was designed and made available to members (above right).

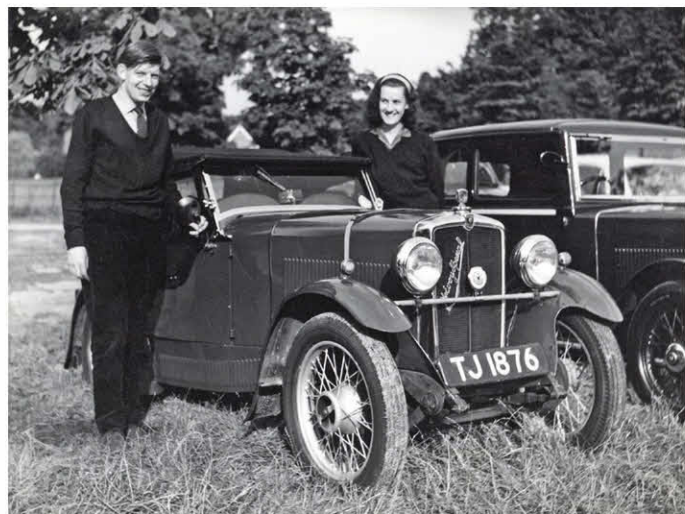
1968 saw the enrolment of member 1000 and this was suitably celebrated with a small gathering at the Cowley works, where a presentation was made to the new member, Stuart Turner. The occasion allowed the small party to meet with Lord Nuffield's former long term secretary Miss Edna Berry, and to be shown around Morris's office by the company PRO Ken Revis (see photo left).



Morris Works Cowley - 7th February 1968 on the occasion of the signing to the Morris 8 Tourer Club - Morris Register of member 1000th - Stuart Turner - far right. Host was Ken Revis Morris Publicity Officer - out of picture. From left - Roy Chasmar - Chairman; Miss Edna Berry - formerly Lord Nuffield's secretary; Bev Hicks - Secretary; Mike Turner - Competition secretary; Harry Edwards - editor and historian; Cliff Helps and Stuart Turner.

Club events

During the 60's, the number of club events continued to increase; the competitive rallies and driving tests were now augmented by social events.





The first Brighton run was in January 1962, followed by the first Midlands and North "Easter Run" to Ellesmere Lake and Oulton Park, and in July, the first of what was to become the clubs National Event was held at Beaulieu.

Competitive events continued to be popular, with another rally in Bucks and driving tests at Upminster, Matlock airfield and Cromford Meadows in Derbyshire, and at the Beaulieu events (see photos bottom of previous page and on this page).

Brighton Runs became a firm fixture in the rain, sometimes in the sun but generally cold (bottom four photos).
to be continued





Having searched the Forum, Charles but was unable to find what he was looking for so posted **Engine test rig**: "I seem to remember someone posting photos of an engine test rig for running up an engine before fitting in the car. I have searched the forum for hours trying to find it. I seem to remember it had a radiator, coil, fuel canister and battery all on the rig. Does anyone know where I can find it on the forum." **John** advised: "That is an engine test rig built by member Edwin Tregunno (a brilliant engineer) and was posted by Simon on 9/1/2017 under the heading 'Eddie's Engine Test Bed & Parts Washer'. Hope this helps you find it." The man himself – **Eddie**: "It is my test rig that I built some while ago. I am not very good with computers so Simon sends any pictures of mine to any member of our club. By all means contact Simon and he will send you some pictures. The rig has strobe timing, water temp. gauge, oil press. gauge. Also a clock to show how long the Engine has been running. There is also a Battery Charging System." **Simon** attached photos: "A few more pics of Eddies test rig in addition to Peters link." **Charles** thanked all and was in contact with Simon. Sometime a post would merit a separate article in Morris Monthly on its own. I have included part of two such posts this month in the Forum Review. **Harris** first introduced himself and his Morris 8 Saloon project earlier in 2019. On Christmas Eve his new post, **Operation custom/hotrod Morris Eight** included 40 separate posts each with one to many photos, 105 in total.



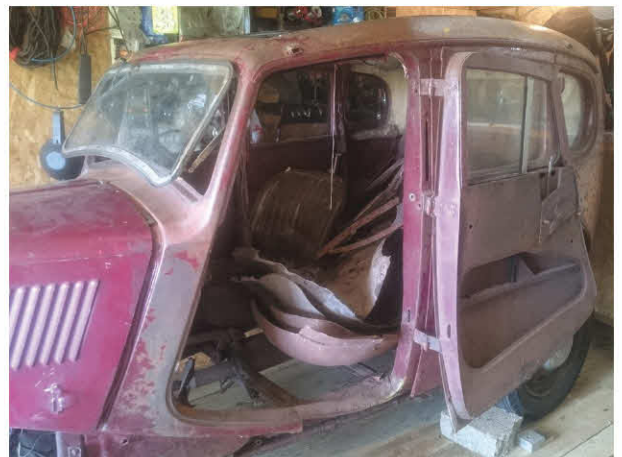
Eddie's Engine Test Rig



Harris and the Eight in the new workshop

spent the next weekend stripping the interior, etc., out. I had one seat which was basically just mould, mouse nests and not a lot else. Steel frame just crumbled to touch. Every bit of wood inside the shell either crumbled between fingers or was almost liquid black sludge it was so rotten. Rather disgusting weekend but my wife's a fighter. Every screw and bolt had to be cut with grinder as just orange blobs. I was pretty devastated at the extent of the rust once it was all

uncovered and assessed. Could push my fingers through a lot of places the metal was so thin and crumbling. This thing probably sat outside for longer than I've been alive." "I came close to saying 'this is too far gone' but something about it was calling me to not give up and just get stuck in. I started by cutting out the worst of the crumbling areas so I could see what was left. Body mount sections were barely there. Whole shell was held on by 3 bolts and metal attached to them was in short supply..." The post continued detailing progress on the car and concluded: "So, yeah, that's where I'm up to as of a couple days ago. Up to £637 spent so far not counting the cost of welder or grinder discs or anything as I use them for multiple projects. That



Work starts on the Eight



Workshops can get a little cluttered



William's Grandad's 10/4 as received and when completed

does include another 8x4 sheet of steel I have sitting also for the rest of the bodyshell repairs. Good side of shell against other wall of shed now. Same again essentially. What I thought was a good sill on this side is actually a bit of garden



gate or something cut to shape, painted and nailed through the bodyshell with 2" nails. Nice... Doesn't surprise me with the ½ ton of chicken wire, house wall plaster, newspapers, fibreglass, etc., that was holding the rest of the shell together quite literally." "Sorry for loads of posts at once, but catching people up to where I am with it. Xmas day tomorrow and then back to forming the cill on this side on boxing day probably. Few days off work to get a start on it."

The second post is from **William: Introducing myself and some questions**. "I've just joined the Register and thought I should take a moment to introduce myself and my family's vehicles. A few of you may recognise me and my story from the Morris 10 and 8 Facebook pages so my apologies to those who have seen all this before. My name is William, I'm 35, and I live near Stranraer, a small town in south-west Scotland. Just over two years ago my dearly loved grandfather John Glover sadly passed away. John left the family his collection of five self-restored post-vintage vehicles, two of which are Morrises. These are a 1934 Morris 10/4 two-seat tourer and a 1936 Morris 8 two-seat tourer. These cars were restored from wreck status. The Morris 10 was found in December 1981 under sheets of corrugated iron in a barn in Cumbria. It was for scrappage until my grandad heard of it through a work acquaintance and asked if he could have it. The owners agreed, they just wanted rid of it. Here are some pictures of the car the day it arrived at its new home." "Whilst working on the 10, my grandad became aware of a Morris 8 tourer that had suffered accidental extensive fire damage whilst appearing in the ITV drama "The Jewel in the Crown" (episode 1). The owner at the time wanted nothing more to do with it after a payoff and was only too happy to let my grandad have it for £5. It arrived with us in 1984 and was not a pretty sight." William attached many photos, asked many questions and was given many answers as well as being advised on the correct terminology for a two seater.

If you want a good read, log onto the Forum and go to the relevant posts. Each has loads and loads of photos

Bob Williams (bob@justwilliams.co.uk)

EDITOR'S NOTE:

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

William's Grandad's Morris 8 two seater as received and when completed



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STEERING GEAR MAINTENANCE

*GENERAL HINTS ON
SIMPLE CARE THAT
CAN BE GIVEN BY
THE PRIVATE OWNER*



BY ..

STATON ABBEY



IT is true to say that the designers of Morris cars have devoted as much care and consideration to the steering gear as to obtaining smoothness and performance from the engine and transmission. Controllability is at a premium today, and increase performance or more comfortable coachwork must not be allowed to prejudice light and accurate steering control. It can safely be assumed, therefore, that if steering troubles should develop, such as a tendency to wheel wobble, or, conversely, unduly heavy steering, the fault can usually be attributed to neglect of lubrication, or, after a long period of use, to the outcome of wear at certain points in the steering layout.

The best method of tracing the cause of steering troubles is to adopt a systematic series of tests. Needless to say, the tyres must be inflated to the correct pressure, and this applies equally to the rear wheels. Next, jack up one front wheel, and spin it while holding a pencil or a piece of chalk close to it, with the hand steadied by a support such as a box. Any buckling of the wheel can be quickly detected; if chalk is used, it will leave a mark on the tyre or rim at the point at which the "run out", as mechanics term it, is greatest.

Wheels

A modern pressed steel wheel should not show signs of buckling, even as a result of minor kerb collision, but a wire wheel which has seen considerable service may perhaps need truing up by an expert.

Now grasp the tyre at top and bottom, and try to rock the wheel horizontally. Any appreciable slackness may be due either to worn wheel bearings, or to wear on the steering swivel pin and bushes. The latter fault can be detected by closely watching the point at which the wheel is pivoted to the axle. Rectification of either of these faults should normally be left to a Morris Dealer, since a good deal of dismantling is required, especially when fitting new king pins and bushes. The cost of the work and new parts, on the other hand, is very moderate, and attention to these points will often cure persistent steering troubles.

The next step is to grasp the wheel with the hands opposite one another on a level with the hub; attempt to

rock the wheel around the steering swivel. As the other wheel is on the ground, any appreciable movement can usually be attributed to looseness of the joints in the track rod. By jacking up both wheels at the same time and asking an assistant to hold the drop arm attached to the steering gearbox, the amount of play throughout the steering joints as far as the steering gearbox can be accurately judged.

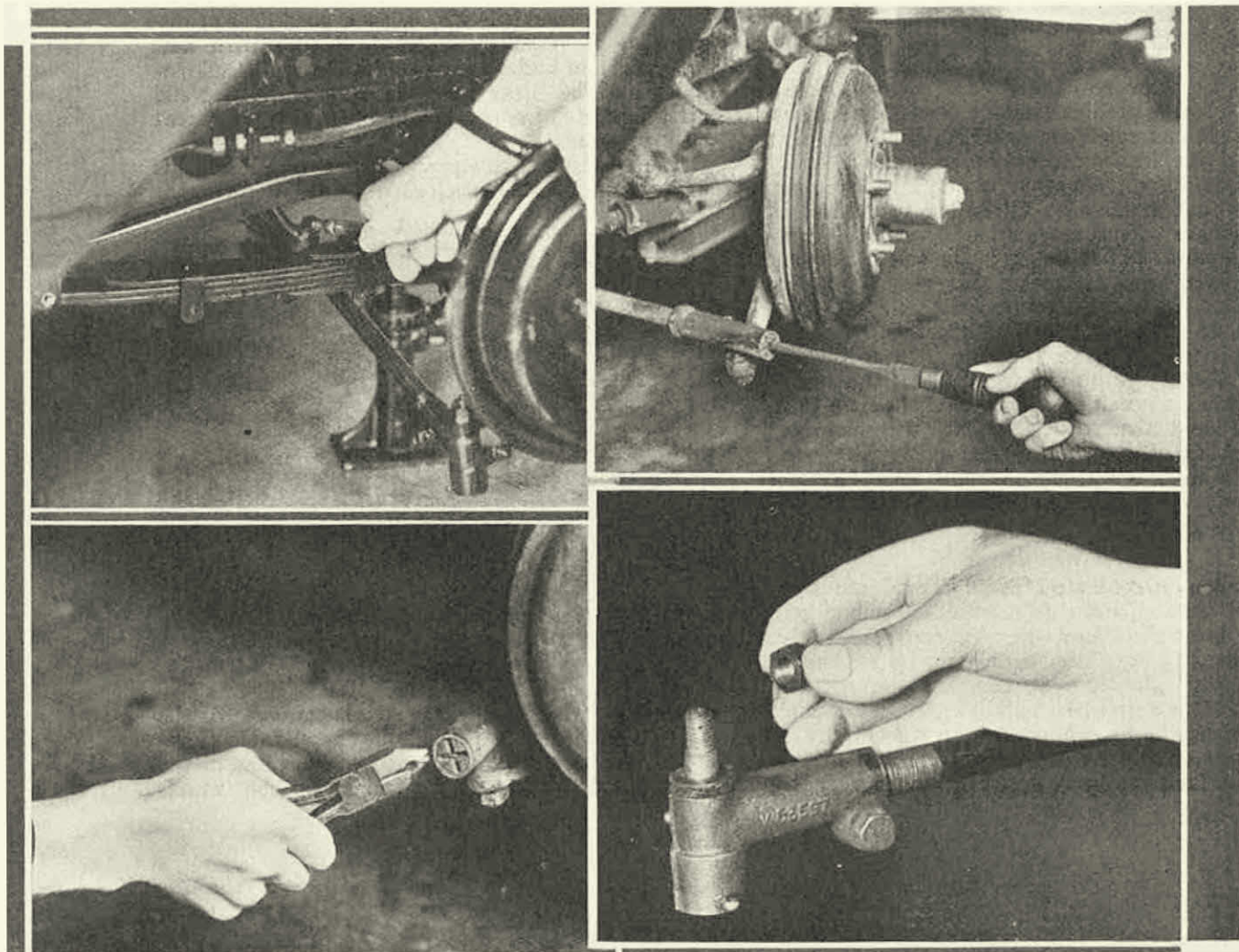
Steering Joints

Quite a small amount of slackness in each of the steering joints can be responsible for an appreciable degree of free movement or backlash at the steering wheel. Some practically-minded owners are rather prone to overlook the importance of the ball joints in the linkage between the steering gearbox and the front wheels. Admittedly there is some justification for this attitude on recent Morris models, since self-adjusting joints are provided for the majority of the linkage points. Provided that the joints receive lubrication at 500 mile intervals with transmission oil, no trouble should ordinarily be experienced.

If play in the joint can be detected it must be assumed that the adjusting device is binding, due to neglected lubrication, and a liberal quantity of penetrating



Looseness in track-rod joints will be betrayed by rocking the wheel round the steering swivel



oil should be injected with an oilgun through the lubrication nipple. Preferably, the steering rod carrying the faulty joints should be detached by removing the split pin from the castellated nut securing the ball joint at each end, unscrewing the nut, and if necessary tapping the shank of the bolt exposed lightly with a lead hammer, or with a block of wood interposed between the head of an ordinary hammer and the threaded shank. Great care must be taken, of course, not to damage the threads on the shank. Additionally, do not forget the split pin when the time comes for reassembly — and fit a fresh one.

Freeing the Ball Pin

With the steering rod detached, the ball pin can be worked around by hand in order to free it. It will probably be found that when the penetrating oil has done its work, the self-adjusting action of the joint will be restored. If not, do not try to dismantle the joint, as it is intended that these should be replaced as complete units, and if there is any doubt as to the efficiency of the joint, the wisest plan is to obtain replacements from the nearest Morris Dealer.

On some models, self-adjusting joints are used on the track rod, while joints of the adjustable type are employed on the draglink coupled to the steering drop arm. On earlier models adjustable joints are used for all the steering connections. At intervals of about 10,000 miles the split pin should be removed from the slotted end plug of each joint, and this plug should be screwed

.....
 • **Stiffness in the Morris Eight steering (Series I and II) can be traced to its source after undoing the nut on top of the lower end of the draglink (upper left picture) and then disconnecting the draglink from the arm (lower right). Any slackness can be taken up (Cowley models) by removing the split pin from the screwed end of the ball joint of the track rod (bottom left) and then screwing up the slotted head a quarter turn at a time (top right)**
 •

in as far as possible and then slackened back a quarter of a turn. It should now be locked in position by fitting a fresh split pin through the nearest slot.

After carrying out any of the adjustments just described, the alignment of the front

wheels should always be checked. They must toe-in slightly, to the extent of $\frac{1}{8}$ in., measured on the wheel rim at the level of the hub. An exception is the Series III Twelve, where the wheel track is set parallel. Although this may seem a very small measurement, it is vitally important to tyre wear and steering. No owner would ever consider placing a front wheel at right angles to the chassis, so that it could be kept spinning in that position for nine yards in every mile travelled. Nevertheless, as far as tyre wear is concerned, that is precisely the effect of an error in alignment of only $\frac{1}{8}$ in.

It will be appreciated that adjustment of the toe-in is a critical matter, and is best left in the hands of a Morris Dealer, who possesses a sufficiently accurate trammel for measuring the distance between the wheel rims.

If it is necessary to carry out the work at home, however, measurement between the front and rear of the wheel rims must be taken with the greatest care at hub level, and each front wheel should first be checked for truth, as already described, arranging the chalk mark showing the point of greatest run-out at the top or bottom of the wheel to minimise the chances of error in the measurements. If adjustment is required, jack up the front wheels, and slacken the clamping nuts at each

end of the track rod. The track rod can then be rotated, and since it has a left-hand thread at one end, and a right-hand thread at the other, the effect is to screw it farther into or out of the sockets at each end, thus altering its length and varying the toe-in.

The Gearbox

Considering the steering gearbox next, wear in this component will be very slow, provided that it is topped up with transmission oil at Soo-mile intervals. In order to determine whether wear has developed in the steering gearbox itself, detach the draglink from the drop arm, and get an assistant to hold the steering wheel firmly while you rock the drop arm. If appreciable backlash exists it may be due either to excessive clearance between the cam and the hardened end of the rocker-shaft, or to end play.

End play can easily be detected by attempting to lift the steering wheel in line with the column. Any appreciable slackness must be rectified by "attention inside the steering gearbox, and as this involves a good deal of dismantling it is best left to a Morris Dealer.

Generally, however, the slackness is due to lost motion between the cam and the end of the rocker-shaft, and this means that the cover-plate must be removed from the steering gearbox. This is fairly straightforward on most models, although, as the cover-plate usually faces the engine, a little care may be required. Beneath the cover-plate will be found a number of thin brass shims. One or more of these should be removed, and the cover-

plate replaced. The object is to adjust the gear so that there is no appreciable backlash at the bottom of the drop arm when the gear is in the midway position. There will then be a varying degree of backlash as the wheels are turned towards either lock, but this is quite in order.

Larger Types

On the larger models a similar type of Bishop steering gear is used, the chief difference lying in the fact that the load on the pin engaging with the cam is taken by an adjustable ball thrust. The adjustment protrudes through the side cover-plate, and is provided with a lock nut. If backlash is due to lost motion between the cam and the end of the rocker-shaft, the lock nut should be slackened and the adjusting nut screwed in until there is no play with the arm in the midway position. Do not forget to tighten the lock nut securely after adjustment. On earlier models, such as the Morris Minor, a different form of steering gearbox is used. In this case the best method of eliminating backlash at the steering wheel is to detach the drop arm from the steering gearbox and to rotate the steering wheel so that the drop arm shaft turns through half a revolution. This brings a fresh set of teeth into mesh, and the drop arm can be refitted. A somewhat similar adjustment is possible on the early Cowley models, the drop arm being removed from the squared shaft and the steering wheel rotated to turn the drop arm through half a revolution in a similar manner.

Mixing Paraffin and Petrol AND THE LEGAL ASPECT OF DOING SO

AMONG the sheaf of wartime regulations is one bearing the inspiring title of "The Emeigency Powers (Defence) Petroleum (No. 1) Order, 1939". This lays it down that "no person shall use in a mechanically propelled vehicle for supplying motive power thereto, or sell or supply for such use, any hydrocarbon oil having a closed flash point of 73°F. or over and not higher than 150°F. either alone or admixed in any proportion with any other hydrocarbon oils".

Now a hydrocarbon oil with a flash point less than 73° is what you and I (but not our legislators) call motor spirit or petrol, and the principal effect of this regulation is to make it illegal to use paraffin to drive a car, either neat or mixed with petrol.

The Pre-war Position

You may have had some idea that it was equally illegal to do this before the war. To all intents and purposes it was.

The position was that unless you paid extra duty on paraffin it was defrauding the revenue to use it in a car. The customs duty on petrol

was 8d. Theoretically the duty on paraffin was the same, but a rebate of 7d. was allowed, leaving the duty on paraffin in fact at 1d. But this rebate was not allowable for paraffin "if intended to be used for mechanically propelled vehicles constructed or adapted for use on roads".

It was a criminal offence to run your car on paraffin which had only paid 1d. duty, and it was also an offence to mix cheap paraffin with petrol. There was a case in 1934 which caused some excitement in legal circles because the authorities put into force a penal provision in the customs laws dating from 1876. A petrol dealer took seventy-five gallons of petrol out of a motor tank waggon containing 750 gallons, and replaced it by seventy-five gallons of paraffin. The preventive officers found this out and seized the tank waggon. The King's Bench ultimately held that they had power under the old Act to confiscate a vehicle used to transport uncustomed material. So don't put paraffin in your petrol tank: not only will you commit a

crime if you do, but you are liable to have your car confiscated.

The Present Position

The pre-war law is still in force today, with the new regulations, as it were, superadded to it. For whatever purpose you want to use it, you cannot mix petrol and paraffin except under licence from the Commissioners of Excise. You can, however, use paraffin in any internal combustion engine which does not come under either the old law or the new. The old law forbade it (unless extra duty was paid) in road vehicles. The new law forbids it (whether or not extra duty is paid) in any vehicles. Farm tractors and lawn mowers would seem to come under the new law although escaping the old. But stationary engines, for lighting plants and so on, and motor boats, are not within the prohibition, not being vehicles, and they could and still may be run on paraffin. But don't mix petrol with it — unless you have taken the trouble to obtain the Commissioners' consent.

Getting the Better of Nuts and Bolts

HOW often does one hear a car owner complain of the difficulty he encounters when attempting to carry out minor repairs in dealing with refractory nuts? There is really no justification for any apprehension on this score, equipped with little more than the tools supplied with the car, if a definite method is adopted. Most important, perhaps, of all is the type of spanner. So many people cling to the adjustable pattern, which is quite satisfactory providing it fits the nut or bolt head correctly, but even the best on the market are liable to yield somewhat when applied to an abnormally tight nut. The effect then is to round off the corners of the nut, sometimes to such an extent as to

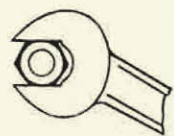


render the use of a set spanner quite ineffective at a later date. (See Fig. "A") Furthermore, the fault is often made of not placing the spanner far enough on the nut. It should be as in Fig. "B" In consequence, the use of an adjustable spanner

should be restricted to those occasions when a fixed spanner of the size to fit the nut or bolt concerned is unavailable. Incidentally, it is hoped that no Morris owner would dream of using that favourite of the plumber — the toothed wrench, whose rightful sphere is a pipe.

The illustration adjoining shows why a set spanner is preferable; it fits exactly, unless, of course, the jaws have been distorted by misuse at some time, when the same position would arise as in the case of damage by a shifting spanner.

To obtain a little extra leverage in undoing a nut, a piece of tubing can be slipped over the end of the spanner; on the other hand, this should not be done when tightening, for, as a rule, the length of a fixed spanner is proportional to the strength of the bolt or stud on which it is supposed to operate, providing just sufficient leverage to enable the user to obtain the required tension without risk of fracture. Thus, in addition to giving the best purchase, the set spanner enables you to gauge the force applied. No doubt the tubular or box type of spanner is the most favourable of all, as it fits on all sides of the nut, and



Outlining the approved methods of dealing with cases where these have proved obstinate

whenever possible its employment is to be strongly recommended.

In this connection it might be remarked that one spanner placed inside the next size — thus making an extension — will often facilitate undoing an inaccessible nut, as the length of the spanner will be almost doubled.

Should a nut seem very hard to unscrew, examination may reveal that the bolt or stud is burred over at the end, and if so it should be carefully filed, otherwise applying force is likely to lead to ruining the nut if not scrapping the bolt as well.

When a thread is so rusted that the nut is practically immovable by a spanner, an application of paraffin is frequently successful, but a little time must be allowed to elapse in order to permit this to penetrate into the threads. A tip worth remembering is that sometimes when a nut refuses to come off it is possible to get a slight movement in the opposite direction and thus by working to and fro, overcome the obstinacy.

Heat Treatment

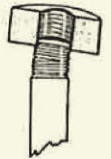
The application of heat by means of a blow-lamp can also be resorted to as a stringent measure. Such heat should be sufficient to allow expansion of the nut, but care must be exercised not to heat the bolt to the same extent. Another method of expanding a nut is to strike a blow at one of the flats by means of a drift (preferably brass or copper) and hammer.

Finally, if a nut defies all the usual methods to loosen such as have been described, evidently it is a case where the nut has become severely rusted up on its thread, and the only result of applying brute force would be to twist the bolt and probably break it off.

The proper course is the rather drastic one of splitting the nut on one side, thus springing it open, when it can be removed easily. This is accomplished by drilling one or two holes with a hand brace down from the upper face of the nut, and so close together that, by means of a cold chisel, they can be cut through. Providing one can conveniently manipulate the drill, the operation should not take more than a few minutes to perform. The bolt, of course, is not injured in the process. In the case of nuts securing mudguards, owing to exposure, rusting is almost certain to have occurred, and it is hardly worth spending time trying to

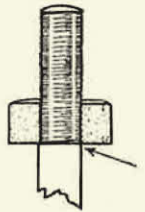
undo them, so do not hesitate to sever the bolt with a chisel.

Whilst dealing with the tightness of nuts, it is opportune to mention a few of the common mishaps which may occur to nuts and bolts. The first and most prolific is that of a nut getting cross-threaded, and the finer the pitch of the thread the more liable it is to happen. This is caused by the nut not being started properly and, in consequence, the nut has got slightly on the skew. (The illustration shows what happens.) No nut should be so tight a fit on its bolt or stud that it cannot



be turned once or twice with the fingers to make it engage on the thread. Suppose a nut cannot be made to start as it should do, it will probably be found that the first thread on the bolt has become burred. (See illustration).

This is very likely to occur if the bolt has been hit with a hammer, a practice which cannot be too much condemned in engineering. A tap with the hammer is permissible to move a bolt if the nut is either slackened or put back again, as the case may be, as then it would suffer no harm. The defect can be remedied by filing off the burr and cleaning the start of the thread with the edge of a smooth half-round file. One of the worst accidents that can happen is to twist off a bolt or stud. The common cause of such a breakage is trying to force a nut up against the shoulder or dead end of the thread. (See illustration).

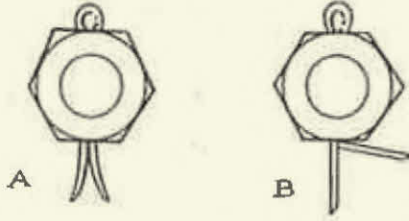


A washer slipped under the nut would prevent such a predicament. A badly damaged thread can only be effectively dealt with by running down a cutting die; such a tool might be borrowed, otherwise it means a new nut and bolt, unless a visit is paid to the local garage. On the other hand a thread which is simply tight, and in no way damaged, can be eased successfully by introducing a little emery paste on the threads, screwing up and down. Now it is not impossible for one to be unthinkingly applying force to turn a nut the wrong way, i.e. the thread is a left-handed one, but there are only a few such threads used generally on motorcars.

Owing to the vibration to which nuts used on the mechanism of a car are subjected, it is usual to provide means to prevent the nuts accidentally working loose. Spring washers or lock



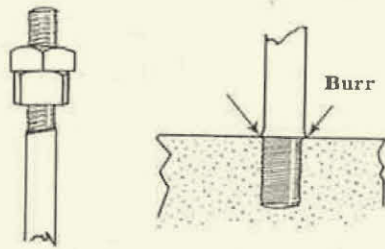
nuts are commonly employed, but on the most vital parts a castellated nut is adopted. Through this passes a split pin and, strange as it may seem, the removal of this appears to cause considerable trouble to some car owners. A split pin is either opened out equally, or one leg only is bent at right angles. (See sketch.)



If a little care is taken, the pin can be closed up without the slightest difficulty and re-used, the bent legs in the case of "A" being gripped in the nose of a pair of pliers, and the same action taken with "B," after the bent portion has been first of all tapped with a hammer. Badly fitted split pins may cause irritation in removal, as they will break up in the process; although a distorted pin, if of odd size, making a replacement difficult to obtain, can be reshaped with a little patience, using a smooth file. A tap on the head with a hammer whilst the pin is held vertically will tend to

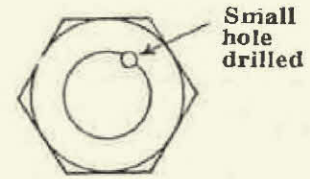
straighten the legs. Not infrequently it will be found that when a nut is dead tight, the split pin hole in the bolt does not register properly with the nearest castellation of the nut. Do not slacken back the nut, leaving it loose, but unscrew the nut and file a little off the back, holding the file absolutely horizontal to ensure a flat surface.

To remove a stud may appear a puzzle to the uninitiated, but it is quite easily accomplished, not by using a pair of grips, which would only be permissible if the stud was to be scrapped, but by utilising two nuts, the original and another of the same size, locking one against the other.



The same method is employed for screwing in a stud. When fitting a stud, avoid driving it so far that a burr is formed at the base, thus preventing a proper fit of the surface of the nut which comes in

contact with it. In the event of a nut partially stripping on a stud, for instance on a cylinder head, it will be next to impossible to remove in the orthodox fashion, but success frequently attends the method of drilling a hole between the stud and the nut as shown in the illustration, and then driving in a short piece of round section steel.



A broken stud can sometimes be turned by using a centre punch, but it is usually too tight. Nevertheless, the amateur need not necessarily be defeated if he is prepared to invest in an ingenious little inexpensive tool known as the "Ezy-out". A hole is drilled through the centre of the broken stud, the tapered end of the extractor placed in the hole and given a tap downwards. A spanner is then placed on the squared portion of the "Ezy-out" and turned to the left, when it will grip the stud, screwing it out with ease.

FROST DAMAGE —

LAST Winter the excessive cold "snap" during December and January left a trail of cracked cylinder blocks, radiators and other vulnerable parts of the internal combustion engine.

Many motorists are ignorant that a "comprehensive" insurance policy covers frost damage, yet insurance companies paid out 'thousands of pounds last Winter because of the damage caused by the excessive and unexpected cold.

Frost damage hardly appears allied with accidental damage, which is, of course, covered by a "comprehensive" policy, and this is probably the reason why owners overlook the additional cover granted. It is as well to be acquainted with the policy conditions, however, before the time to make a claim arrives.

There is a condition in every insurance policy which reads something like this: "The insured shall take all reasonable precautions to safeguard the vehicle described in the schedule from loss or damage."

A Reasonable Proviso

The insurance companies, therefore, are quite entitled to make enquiries to find out whether the vehicle has been properly and reasonably protected against frost damage.

But what constitutes "reasonable" precautions? Is it essential for an



And its place amongst accidental damage as defined by the insurance policy

By RALPH OSBORNE

anti-freeze mixture to be used in the radiator, and, failing such a precaution, will an insurance claim be turned down?

It is perhaps dangerous to dogmatise, and attention must be paid to the district in which the car has been used. In the south of England frost damage is not so likely and the owner is absolved from taking the precautions which would be demanded of an owner in the north, where severe frost is a normal Winter condition.

The next point which the insurance companies consider is the time between the date of the commencement of the cold spell and the date on which the damage is actually caused. If frost

conditions have been prevalent for several days, then owners have had fair warning and should have taken some of the common steps to prevent their engines being frozen.

If frost has existed for several days during which a car has been left out of doors for lengthy periods without protection, or a car has been left standing for a long period in an unheated garage without the water being drained off and without anti-freeze mixture, then only the owner himself is to blame if he is refused compensation.

Act at Once

The careful owner takes immediate steps on the occurrence of frost to protect his engine, so that if, in spite of this protection, damage is caused he has no fear that his claim will not be met. Where a new radiator block is necessary, the owner may be asked to make some contribution to cover the wear and tear on the old block.

Last Winter's supplies of anti-freeze mixture were entirely exhausted owing to the sudden demand. This year the position will be worse if there is another cold spell, because one of the ingredients of all antifreeze mixtures is used in the manufacture of munitions.

The prudent owner will have made arrangements to meet Jack Frost before he knocks at the door.



SAFETY IN THE BLACK-OUT

EVEN before the war, when there was no restriction on headlamps or pedestrians on country roads where there were no footpaths were a source of anxiety to motorists. The Highway Code advised that in such circumstances it was safer to walk on the right of the carriageway, so as to face oncoming traffic.

Restricted war-time lighting has naturally aggravated this danger, and the Royal Automobile Club pleads most urgently that any person compelled to walk on the roadway after dark should keep to the right and so meet all oncoming vehicles face to face. This applies particularly to soldiers and airmen using the roads in country districts. The neutral colour of their uniforms renders them hard to see if they have their backs to overtaking traffic.

ROBOT PETROL SERVER

THE latest invention from Washington is an automatic petrol station requiring no attendants.

The motorist just slips a coin in the pump, which promptly delivers the proper amount of oil or petrol. At the same time water and air pipes are made operative to fill the radiator and check the air in tyres. And just in case the motorist needs to effect small repairs, the tools are all there — but chained up so that they can be used without being taken away!



ROYAL ENGINEERS AT WORK — A pontoon raft coming ashore after ferrying a mechanised transport unit across a river, and (right) method of loading lorries aboard a tracked raft for ferrying



WRM AT WAR — As most readers will be aware, Lord Nuffield is now in control of the Repairs and Maintenance Section of the R.A.F. He is seen in the photograph discussing his duties with Sir Kingsley Wood at the Air Ministry

TRAMS IN THE BLACKOUT

IT has never been obligatory in this country for drivers of motor vehicles to stop whilst trains are setting down or taking up passengers, save with the exception of one or two towns which have local by-laws dealing with the matter. It has, however, always been a matter of courtesy that motorists should so stop, and the Highway Code also emphasises the need for caution on such occasions.

The black-out has made the observance of this tolerance on the part of motorists essential. That the vast majority of drivers do stop when a tram is loading or unloading is beyond question. But one man in a hurry, who attempts to force his way past a tram on the near-side when it at rest, and when passengers are likely to be in the roadway, creates a situation of grave danger.

The Royal Automobile Club, in a recent circular, appeals to all drivers of motor vehicles and also to cyclists to stop well short of any tram when it is taking up or setting down passengers and to give them absolutely free and uninterrupted passage between the tram and the pathway.

ILLICIT PETROL

IT is an open secret that the Petroleum Board are anxious to stop leakages of unauthorised petrol. In some instances garage proprietors have been disposed to sell a few extra gallons without coupons to favoured customers, making up their loss by coupons from customers who cannot use the whole of their ration.

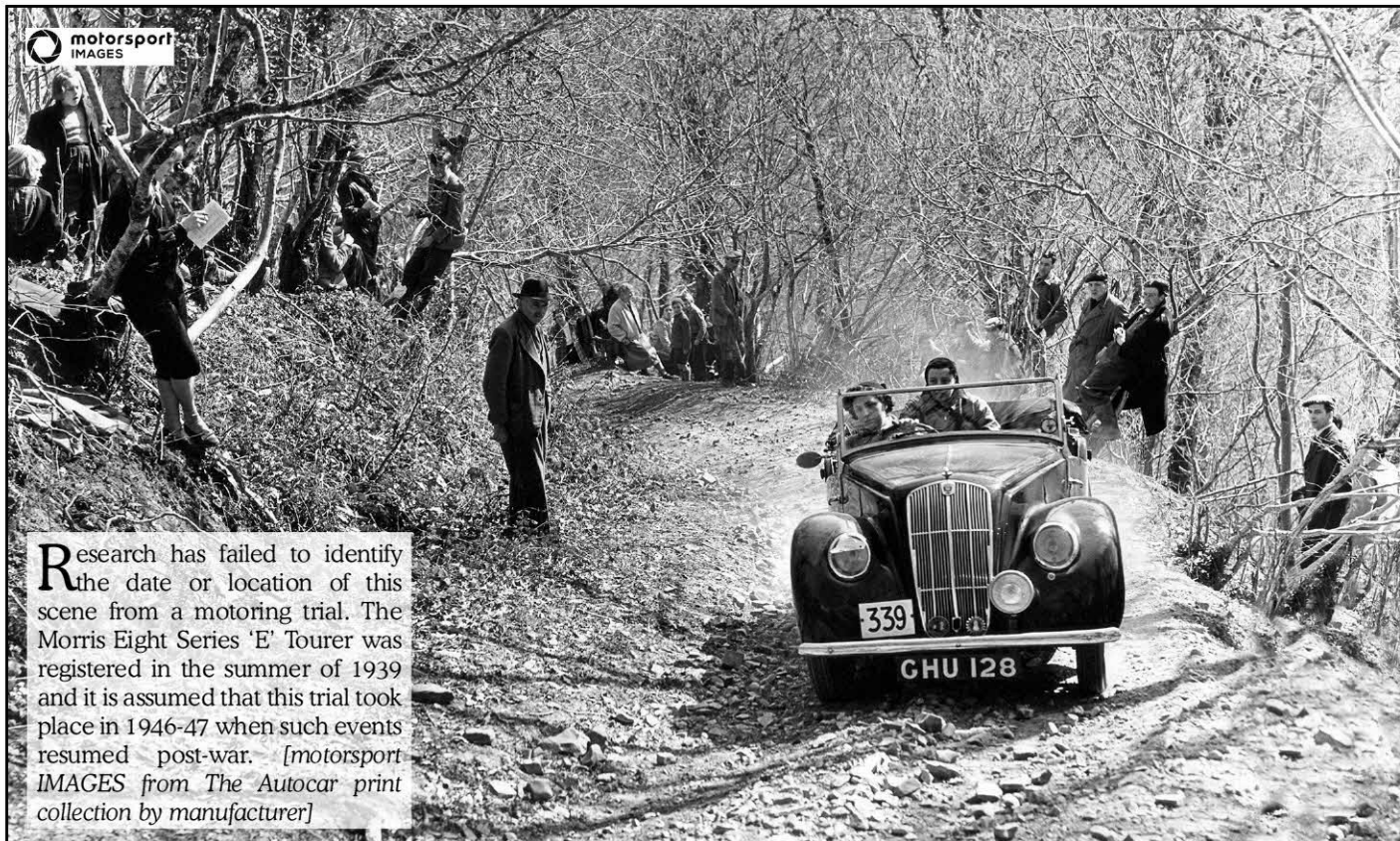
The complete edition of The Morris Owner for February 1940 is available as a pdf on the website.

Other items of interest include:

- Britain's Mechanised Forces
- Gated Roads are a Nuisance
- War Industry in the Woods

Pictures from the Past

Presented by Ken Martin



Research has failed to identify the date or location of this scene from a motoring trial. The Morris Eight Series 'E' Tourer was registered in the summer of 1939 and it is assumed that this trial took place in 1946-47 when such events resumed post-war. [motorsport IMAGES from The Autocar print collection by manufacturer]



A Morris Commercial Mark. 2 8cwt Type PU military vehicle in the paint shop shortly after war had been declared in September 1939. Many of these vehicles were used to carry elaborate wireless transmitters. They had a 3.5 litre 6-cylinder s.v engine developing 60bhp. About 11,500 PUs were built between 1936-1941 and they reputedly performed very well in some early campaigns of the War including in North Africa. [motorsport IMAGES Autocar Print 25-12-39]



Marlborough High Street on the London to Bath road on a bleak mid-winter day in 1928 with a few Morris cars parked. In the days of stage-coach travel, inns provided stabling for 'stage' horses and accommodation for travellers. In 1840 the new railway through Swindon killed the coaching trade and the largest inn became the new Marlborough College. Nowadays although many of the buildings survive, the scene is almost always dominated by motor cars. *[motorsport IMAGES Plate – Red 4074]*



Mr C H Barrow and his 1936 Austin Ruby were licensed by the Ministry of Transport to carry three fare paying passengers for the Station Bus Service which he ran in Margate. The car was reputed to be the smallest public service vehicle in the country. This Austin cost £125 when the more suitable and generally better 4-door Morris Eight car was £130. *[Ken Martin's Collection]*

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

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MINOR MUSINGS

by Chris Lambert of prewarminor.com | info@prewarminor.com



From Sheep Shearing to Motor Cars by Martin Gregory

The Story of Frederick Wolseley, Herbert Austin, William Morris and the Birth of the Morris Minor

This tale describes the origins of the Morris Minor and explains why the original car of 1928 had an advanced overhead cam-shaft engine when all other Morris engines of the time were simple side valve designs. It is a story that shows how three of the most famous names in British automobile engineering were woven together as the industry developed in the early twentieth century.

The story starts with Frederick Wolseley who was born in Ireland in 1837 the son of a Major General in The King's Own Scottish Borderers and whose brother became Field Marshal Wolseley and 1st Viscount Wolseley. After Frederick's father died in 1850 he finished his education in Ireland and then emigrated to his brother-in-law's sheep farm in NSW, aged 17.

In about 1868 Frederick started to develop a mechanical sheep shearing machine and by 1872 he had his first prototype. The machine was an improvement over hand shears as it removed the wool as a fleece rather than cutting it into small pieces and with the wool at its full length its value was greatly increased. He continued development with the help of the engineering business Richard Park & Co in Melbourne, whose works manager was the uncle of Herbert Austin who was later to join the firm as an apprentice. Wolseley was granted a patent for his machine in 1874, but this first machine was not a success. More development with Richard Park resulted in another patent in 1884 for an 'Improved Shearing Apparatus'. In 1877 the Wolseley Sheep Shearing Machine Company Limited (WSSMC), incorporated in Sydney, was set up with Herbert Austin as chief engineer and linked to Richard Park & Co who would make the machines.

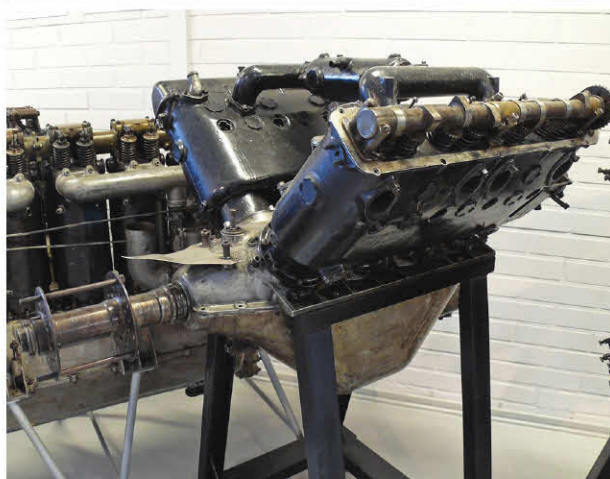
Demonstrations were held in eastern Australia and New Zealand during 1887 and 1888, and the first woolshed was set up that could complete a shearing using machines. By 1888 eighteen more sheds were equipped with Wolseley's machines and in that year the Australian business was wound up and transferred to London in 1899 as the Wolseley Sheep Shearing Machine Company Ltd. with £200,000 of capital and Frederick Wolseley as Managing Director. Manufacturing remained in Australia with Austin in charge and he continued to make improvements to the shearing machines.

In 1893 the company faced a setback when they distributed some faulty handsets, so Austin came to England and with Wolseley they set up a workshop in Broad Street, Birmingham to manufacture with tighter quality controls under Austin's management.

By this time Wolseley was an ill man and in 1894 he resigned from his company and returned to England where he died in 1899 at the age of only 61 having revolutionised the wool industry with his machinery, but he never manufactured an automobile.

In 1894 Austin bought new larger premises in Aston, Birmingham. The sales of sheep shearing machinery were very seasonal so he started to build bicycles to even out production volumes and in his own time he also began to develop cars. His first attempts were three wheelers but, although offered for sale, none were sold. By 1900 he had a four wheel 'voiturette' design that was offered for sale by the WSSMC. That year he entered this car in a 1000 mile trial. This car was modified in 1901 and launched as the 'New Voiturette' with a steering wheel rather than tiller steering.

However, the board of the WSSMC could see no profitable future for the motor industry and in 1901 they sold their car interests to



Top: A sheep shearing competition
Middle: Herbert Austin driving the 1900 Wolseley No. 3 that competed in the 1000 mile trial
Bottom: The Hispano-Suiza V8 engine showing the overhead camshaft





Left: SE5A from the Shuttleworth Collection

the Vickers armaments organisation with Austin as Managing Director. The new business was called the Wolseley Tool & Motor Company and operated from premises in Adderley Park, Birmingham.

Manufacture of the Austin designed Wolseley cars developed rapidly aided by the resources of the Vickers organisation. These cars had low revving (750 rpm) engines with horizontally opposed cylinders. A design that Austin maintained gave greater longevity and better lubrication when most of the industry had vertical engines running at typically 1000 to 1200 rpm. The nature of his designs caused some conflict with the board which resulted in Austin resigning in 1905 to set up the Austin Car Company and interestingly he then produced cars with vertical engines. He

was replaced at Wolseley by John Siddeley as General Manager and soon sales of new vertical engine Wolseley-Siddeley cars overtook those of the 'old fashioned' horizontal engine models.

By 1908 the company was having financial troubles and they rationalised the range (ceasing production of taxis and commercial vehicles) and moved all operations to Birmingham. These changes forced the resignation of Siddeley but not before a 10 hp taxicab made in 1908 had been sold to a Mr. W. R. Morris of Holywell Street, Oxford who ran a garage and hire car business there as well as making bicycles.

By 1913 Wolseley was Britain's largest car manufacturer selling 3,000 cars. (About three times as many as Austin). The company was renamed Wolseley Motors Limited in 1914 by which time they had operations in Canada and probably the largest car plant in the UK occupying 17 acres.

All was well with Wolseley as they entered the first war with huge contracts for motor vehicles. During the war, Wolseley's manufacturing capacity had rapidly expanded and they began to manufacture aero engines. In particular the Hispano-Suiza designed V8 built by Wolseley under licence and their own derivative known as the 'Viper'. These were advanced 1100CC designs, with SOHC cylinder heads developing 200hp that powered the SE5A fighter / reconnaissance plane.

All of Wolseley's car engines after the war would be of this single overhead camshaft type based on the design of the aero engines with the camshaft driven by a vertical shaft from the crankshaft.

After the war Wolseley's fortune began to decline. In 1920 they reported a loss of £83,000 which was due to several factors.

They had spent over £250,000 (equivalent to twice the profit of 1919) on their new 'Wolseley House' in London. Then their government contracts came to an end and the government brought in a special tax on "excess wartime profits". There was a strike in their foundry in the spring of 1920, but despite this the manufacture of other parts continued thus building up costly stocks. A short, sharp general trade slump peaked in July 1920 resulting in cancelled orders.

Further pressure was put on Wolseley in October 1922 when William Morris substantially reduced the price of his cars and by 1924 Wolseley's annual loss was £364,000. Their situation continued to worsen until, in 1926 the company was declared bankrupt and receivers were appointed. It was described at the time as one of the most spectacular failures in the motor industry.

Wolseley was auctioned by the receivers in February 1927

and purchased by William Morris for £730,000 using his own money. He wanted his Morris range to include a light six-cylinder car and he was attracted by Wolseley's 2-litre six-cylinder OHC engine. Among the other bidders were General Motors and the Austin Motor Company. Herbert Austin, Wolseley's founder, was said to have been very distressed that he was unable to buy it.

Morris retained the Wolseley name as a luxury car brand reversing the Wolseley marketing policy to produce high numbers of low cost cars. He also retained the OHC engines in the Wolseley range and developed the 847cc four cylinder engine that he used in his small car the "Morris Minor" that was launched at the Olympia Motor Show in 1928 as either a fabric covered saloon or open four seat tourer.

Thus was born the OHC Morris Minor with connections to each of these three great names of the early automobile age. Wolseley who were responsible for the advanced engine design, Austin who had designed the first the Wolseley car and was by now market leader in the small car sector with the Austin 7 launched in 1922 and William Morris with his desire to challenge Austin on this ground with his Morris Minor powered by the Wolseley designed OHC engine.

The rest, as they say is history.



The Morris Minor

The Morris Minor fabric saloon, from Morris Motors 1929 brochure

**2020 PRE-WAR MINOR NETWORK RALLY
HEREFORDSHIRE, 5th – 7th JUNE**

As of early January 2020, there are still a few remaining rally entries available for the Pre-war Minor Network's Marches Rally. If you are interested in joining us over the weekend of 5th-7th June, then visit <https://www.prewarminor.com/2020-pwmn-rally> and complete a booking form. If you require a little more information prior to doing so, then please contact either Tony Adlard at janda4142@gmail.com or Chris Lambert at chris@prewarminor.com



Right: A scene from the 2019 Pre-war Minor Network rally in Marlborough, Wilts



DVLA Delvings



**DVLA OFFICER
Tom Bourne**



REGISTRATION, LICENSING, AND CONTINUOUS INSURANCE

There was a question recently on the club's "On-line Noggin & Natter" (as the Forum is now called): "My V5C shows the Taxation Class for my car as 'Not Licensed', how can I change that to 'Historic Vehicle?'". The answer to this question is "don't bother, until you are ready to license the car for the road". This is particularly important now in the context of Continuous Licensing and Continuous Insurance.

Registration and Licencing:

Before proceeding further, it might be worthwhile to be clear on the meaning of the terminology. The process of entering a vehicle onto the DVLA record and issuing a registration number is known as **Registration**. The process of obtaining the right to use the vehicle on the public road and paying the appropriate VED is known as **Licensing**. (For our Morris the VED payable is nil but the process remains the same.)

By the same token, if your Morris is not on record with the DVLA, it is **Not Registered**. The purpose of the Club's V765 Scheme is to assist with the **Registration** of your car, either under its original number (if the correct evidence can be provided) or with an "Age Related" number.

If your Morris was **Registered** (entered onto the DVLA record) prior to the introduction of the **SORN** process (see below), and has never been **Licensed** since then, the "Taxation Class" will show as "**Not Licensed**". There is no need to change this until you are ready to **License** the car for use on the road.

Continuous Licensing and Continuous Insurance

This is now complicated somewhat by the system of **continuous vehicle licensing** and of **continuous insurance** introduced some years ago by the Department for Transport. The entirely praiseworthy objective was to reduce the number of unlicensed and/or uninsured vehicles in use. Inevitably the system was designed for the majority of road users with modern vehicles and, equally inevitably, there are some particular aspects for our minority of historic vehicles.

The basic principle of **continuous licensing** is that every registered vehicle must be either **licensed (taxed)** or on **SORN**. However, this is where the first of the historic vehicle quirks appears. Vehicles which were not licensed when the SORN procedure was introduced in 1998 and have not been licensed since are not part of this system and are not subject to the continuous licensing regime. This group is often referred to as **pre-SORN**.

Once such a vehicle is **licensed** it immediately becomes subject to the **continuous licensing** requirements. Following on from these continuous licensing arrangements was a further requirement that every licensed vehicle must be insured, whether or not it was actually in use. This is policed by a process known as **Continuous Insurance Enforcement (CIE)**. Regular and frequent comparisons are made between the DVLA database of licensed vehicles and the MID (Motor Insurance Database) of vehicles which are insured. The registered keeper of any vehicle shown to be licensed but not insured will receive a standard **Insurance Advisory Letter (IAL)** which warns that the vehicle is not insured, and it offers a number of options. If no action is taken the registered keeper will receive a fixed penalty notice. If your car is on SORN, it does not have to be insured.

The provisions described above are long-standing and should be well understood by most vehicle owners, but there is a more recent development which unfortunately does appear to be catching people out. DVLA now state that the act of **registering** a vehicle is inseparably linked to **licensing** it. This link is not made clear in the published guidance, either on gov.uk or on the forms involved. Thus, a **first registration** of a vehicle will automatically cause it to be licensed. Additionally, and crucially for us, a change of **Taxation Class** (typically to 'historic') is treated as a **re-registration** and



will also cause the vehicle to be **licensed**. As most historic vehicles do not require an MoT and insurance is no longer checked at the time of licensing there are instances where a vehicle has been licensed without the keeper being aware. The vehicle in question then becomes subject to the continuous insurance requirements and the keeper will receive an IAL. It is worth repeating, if a suitable response is not provided to the IAL the keeper will receive a fixed penalty notice. You can check the Taxation Class and whether your car is licensed or not on the DVLA web site - <https://www.gov.uk/get-vehicle-information-from-dvla>.

What this means in practice, and in answer to the question that started this off, is that if your V5C currently shows your car as **"Not Licensed"**, you don't have to change anything until you are ready to license it for the road. Then apply at a post office for change to "Historic Vehicle" class at the same time as applying for a licence. You will also need form V112 to certify exemption from MoT. See <https://www.gov.uk/historic-vehicles/apply-for-vehicle-tax-exemption>.

If you have recently been successful in a V765 or Age-Related application, then you should assume that your car has also been licensed automatically, and if you don't want this to happen, then you should apply for SORN.

Finally, there is sometimes confusion over the **Date of First Registration** shown on page 2 of the V5C. For vehicle records that were created by DVLC in the early days (1979-83) from the old log book, the Date of First Registration will probably show the date that the car was first registered when new. However the DVLA seem to have changed this practice, and if your car has been registered more recently, for example following a successful V765 or Age-Related application, the **Date of First Registration** on page 2 of the V5C will probably show the date that the vehicle record was created by DVLA. To be clear, this is **not** the date that the car was first registered when new. If sufficient evidence of the date of manufacture and original registration is provided to DVLA at the time of Registration, an entry under "Special Notes" at the bottom of page 1 of the V5C will state **"Was registered and/or used. Declared manufactured (year)"**. These details on the V5C cannot be changed.

With acknowledgement to the FBHVC for the excellent article on this topic in their December 2019 Newsletter.



VEHICLE REGISTRAR
Mike Brears



Registrar's Ramblings



And a very Happy New Year to you all. Regrettably I had no luck from my request for information in September last year but hey-ho, we'll keep on trying.

To start off this year I've prepared an updated Vehicle Register for the website and this should be on your screens by the time you get this magazine. As usual I ask all members to check their car details. You will have to look for your registration number as there are no membership details shown. If there anything missing, and there are lots of gaps please do let me know. Email me on the usual vehicleregistrar@morrisregister.co.uk, or give me a ring on 07973 384 291.

Mike Brears

CLASSIC CAR INSURANCE



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A Pub With No Beer!

There can be no denying that the work that has been done on the club website has been a resounding success, especially the rapid progress made by our resident Webmaster, David Allanson. Well done to all those who have and are bringing forth this massive positive change.

I for one hope it will encourage all members to use the facility, and also encourage both National and Regional committees to make more use of it.



I like the idea of re-naming the Forum "THE ONLINE NOGGIN AND NATTER". The only snag is that there is

no button to order a pint! I suppose we will have to make do with the taste of a virtual pint instead. This does have the advantage of being able to have a few "pints" before driving to the pub for a real one!

As I started to write this article on the 13th of January, I remembered two things: tomorrow the 14th is the copy date for the magazine and the 14th of next

month is St Valentine's Day, and I had forgotten to ask Frank for a cartoon!

I contacted him on bended knee (difficult over the telephone) and requested a cartoon. After a few moments silence, "OK" was the reply, shortly followed by an email with Frank being held up by me and Al Capone. Brilliant I thought, perhaps I should always leave it to the last minute!



A few months ago I wrote about the potential demise of the motor car powered by an internal combustion engine.

Well, since then I have noticed quite a lot of press coverage about the motor car manufacturers bemoaning the fact that they will have to invest billions of pounds to develop new electric cars. What have they been doing all these years? Apart from a few comparatively recent hybrid cars (an unbelievably complicated and expensive contraption designed to maintain the status quo of the IC engine and get round emission legislation) we have not had a NEW motor car (apart from the few "ground up" models from the likes of Tesla) for over a hundred years!

If you strip away the gismos, your modern car is very little changed from William Morris's first car built in 1913.

I really hope that what few motor car plants we do have left in the UK will get behind electric traction, and follow the initiative of the likes of William Morris into a pollution free 21st century, and at the same time our politicians and civil servants do not throw the baby out with the bathwater and will continue to encourage us to maintain the heritage of our old cars.



William Morris in 1928 with the prototype Minor

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Regional Round Up



NORTH WEST REGION NEWSLETTER

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

EDITOR: Martin McClarence, 0161 427 1237, mcsathomeuk@yahoo.co.uk

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EDITORIAL

Welcome to February's edition of the Northwest Region Newsletter. We hope your New Year has started well and you survived the festive season intact. I took my Morris 12/4 and my Panhard 17b out for a run on New Year's Day, separately you understand!

Is your Morris behaving itself? Have you any repair tales to share? Let me know your news! Any of the 23 members in Northern Ireland care to share a story about their Morris?

The cooler weather doesn't seem to have deterred some NW members from working on their cars:

Alan Baxendale continues with the restoration of his rare 1934(?) 18/6 drophead model designed by Vehicle Developments.

Tim Wright: "Yes, got the engine back in last weekend, just need to connect everything up and cross fingers, etc., when I try and start it...! However, there's the small issue of re-doing our bathroom which I'm told is a higher priority."

Tom Poole is progressing with the reconditioning of his 10/4.

John Greenhalgh, and pal Jack, are a making progress on the Cowley Six, with a carburettor part donated by Tom Taylor.

Scott Brown: engine on the Oxford is now stripped and he awaits the full report from the reconditioner.

You can't help but have noticed that the weather is a little colder now. (see above). To warm you up here are a couple of photos (right) from Paul Studdart's excellent BBQ, held on Sunday 1st September for members and friends, hosted at his home in Southport. However, you can see it was a glorious day by the number of coats and hats being worn! This was a very well supported event and we are hoping Paul will invite us again this year.

Northwest Secretary, Neil Truslove, has written: " I visited a fellow Humber owner near Halifax recently to see his car. It's kept in his friend's garage and there was also this interesting Bullnose Cowley. It's a fixed head, 4 window coupé of 1925 or '26 in good condition. Apparently it is for sale and the owner is quite happy for us to mention it. He also had two T1 Morris Commercial tonners. see photos (right), Neil." Neil's contact details are in the title header.

Isle of Man: Our contact on the island is long standing member, Derek Russell, who has written saying things are very quiet on the Morris front. A few years ago he did have a noggin running for a brief period, and at that time there were ten members. Sadly only four ever came to the meeting. Of those, one sold his car and left, another sadly died, and with the lack of interest so did the noggin. (We have about seven IoM members at present). I am sure Derek would be pleased to hear from members on the island with a view to meeting up, and he can be contacted at dvrussell@manx.net.

Regular email update: Many of us members of the NW region will be receiving the regular email updates from committee member Mark James. This is produced and sent out by Mark with up-to-date items of interest for members which may not necessarily have been in time for publication in Morris Monthly, If you would like to be included on the emailing list, or indeed removed from it, please contact Mark at [morisregisterevents@btinternet.com](mailto:morrisregisterevents@btinternet.com)

Keep the contributions coming in. Hope to see you at the Brewery tour later this month.

Martin McClarence



NOGGIN NEWS

STOCKPORT XMAS NOGGIN, 16th December: Eleven members, friends and Winston (red setter!) enjoyed the mince pies, crackers, raffle and wot-not-night on this our last meeting of the year, and at the Marple Conservative Club as well. Rob Sproson, on only his second noggin visit, won the first prize of a hamper, and then went on to win a whoopee cushion too! The raffle raised £37 for noggin use. The wot-not-night threw up one item which had us all fooled. Brought in by Ted Whelan, it is some kind of opticians equipment. German made, with the following written on it: "Nitsche & Günther, Triumph Optiker Maschinen, 301 1716" See photos. Any one identify its actual purpose? (See photos right.)

Thanks to those attending especially the trio from Preston area, Mel and Millie Ashcroft and Tom Taylor venturing a good distance on what was quite a cold night. Just mention the others, Gary Clarke, Robert Brown, Steve and Rachel Dudley (good luck to Steve with his hip operation). Special thanks to Anne McClarence for providing the goodies, especially the hamper prize of local produce.



Report and Photos: Martin McClarence

PRESTON NOGGIN, 6th January: First noggin of the NW year! January's Preston noggin wasn't quite as raucous as the December one, but understandably people are pacing themselves for the impending post-Xmas meal, perhaps also with some trepidation over news that 'Santa' would again be appearing at the meal. Many still could not forget the impression 'Santa' made the previous Xmas with his inflatable helper.

It was good to hear that elder statesman Graham Naylor is on the mend and returning to his normal level of insanity, enjoying his past-time of calling up register members and pretending to be a double-glazing salesman. New member Tom has just driven his project Morris, which previously hadn't moved under its own steam for over 25 years. He's now starting the process to recover the original registration number. The spring weekend trip to Lancaster and Drive-it-Day runs were also discussed as Morris and their owners look forward to the spring. Thanks to landlady Alison for providing an excellent supper, which was enjoyed by the 20+ members present.

Noggin contact is Tom Taylor 01772 316 598.

Tim Wright

POST XMAS DINNER, 11th JANUARY

Having enjoyed our first post Xmas dinner for quite some time at last year's Briar's Hall, Helen and I were looking forward to this year's event. Helen was actually looking more forward to soaking in a bath, as for the past few months we have been "camping" in a static caravan whilst progress is made on our barn conversion. It has a shower of course, but sometimes you just need a bath! Luckily, the Wroughton Hotel found a suitable room for us!

Everyone arrived by about 18.30 and met up for pre-dinner drinks before heading to our dining room where 29 of us enjoyed a splendid meal. After the meal Santa and Rudolph made a very late visit and handed out presents to us all, and a bonus present for the boys was a jar of Swarfega and a bag of small coil springs! We want to offer a challenge for most creative use of a bag of springs! Santa continued to create chaos with the higher/lower card game in which each participant was "helped" to win. We also had a raffle and I think most received a present or prize of somekind, there were quite a

lot! The raffle raised a healthy £100 for regional activities. The evening finished with a final round in the bar, and then those who were not staying over made their way home.

Thanks to Martin and Mary Roters for arranging the venue and a very entertaining Paul Studdart for his Santa and Rudolph impersonation, I dread to think what he will get up to when he eventually overcomes his shyness! Finally a big thanks to all the staff at the hotel who looked after us really well.

Report and photos: Martin Roters

Photos:

Top L: The elder statesmen

Top R: The gang

Bottom L: Santa and the card game

Bottom R: The Cumbria delegation



STOCKPORT BREWERY TOUR

Just a final reminder for our brewery tour on Saturday 22nd February, 10.45 for an 11.00 tour. Full details in last month's Morris Monthly. Call Martin and Anne McClarence on 0161 427 1237 or mcsathomeuk@yahoo.co.uk

SPRING BREAK

Rooms are being held until just mid February so get in touch soon! See panel, right. Contact Neil and Christine Truslove 01204 598 526.

40 YEARS AGO!

On February 17th, we had a 30 mile treasure hunt around the Stockport area, starting at what was County Motors garage on the A6. The event was open to garage employees too, and they soundly thrashed the Morris Register team of Barry Whipp (then NW secretary) and wife Gwen, Neil and Christine Truslove and ourselves! No Morrises were actually harmed 'cos being February, we took part in modern tinware! Ours was a 1954 sv Humber Hawk, so not too modern!

NORTH WEST SPRING BREAK Friday 3 to Sunday 5 April, 2020



The Mill at Conder Green
Thurnham Mill Lane
Conder Green
Lancaster
LA2 0BD

<https://www.themillatcondergreen.co.uk>
01524 752 852

Our Spring Weekend next year takes us to The Mill at Conder Green, a few miles south of Lancaster. The hotel is situated on the banks of the Lancaster Canal. This countryside inn is set in a former mill and is a 4-minute walk from the Lune Estuary Footpath and 4.1 miles from Lancaster.

Bed & Breakfast in a Double/Twin Room – at a discounted rate of £84.95 per night. Dinner charged as taken.

We are currently planning the itinerary but expect a visit to Glasson Dock, a scenic run on Saturday and a possible visit to Lancaster Castle. Please contact Christine and Neil Truslove as a first step to find out how to book for the weekend – 01204 598 526 or christinetruslove@btinternet.com There are a limited number of rooms so look forward to hearing from you.

NW REGION EVENTS

- 6 Jan:** Preston Noggin, The Anchor Inn, Croston Road, Lostock Hall, Preston PR5 5LA
Tom Taylor 01772 316 598
- 3 Feb:** Preston Noggin, The Anchor Inn, Croston Road, Lostock Hall, Preston, PR5 5LA
Tom Taylor 01772 316 598
- 4 Feb:** Stoke on Trent Noggin, The Bleeding Wolf pub, 121, Congleton Road North, Scholar Green, Stoke on Trent, ST7 3BQ
Don Munro 01782 536 566
- 17 Feb:** Stockport noggin, The Railway. 223 Stockport Road, Rose Hill, Marple, Stockport, SK6 6EN
Martin McClarence 0161 427 1237
Please note the new venue. Meals available before 19.00
- 18 Feb:** Shenstone noggin, The Bull's Head, Birmingham Road, Shenstone, WS14 0JR
Contact Sue Roden 07340 893 312
See the Midlander section of Morris Monthly for more details and reports.
- 22 Feb:** Stockport Brewery tour. Contact Martin & Anne McClarence. 14 members booked in so far!
- 24 Feb:** Chester Noggin, The Shrewsbury Arms, Warrington Road, Mickle Trafford, Chester CH2 4EB
Peter Freeman 01565 722 372
- 2 Mar:** Preston Noggin, The Anchor Inn, Croston Road, Lostock Hall, Preston, PR5 5LA
Tom Taylor 01772 316 598
- 3 Mar:** Stoke on Trent Noggin, The Bleeding Wolf pub, 121, Congleton Road North, Scholar Green, Stoke on Trent, ST7 3BQ. Don Munro 01782 536 566
- 21 Mar:** **Morris Register NW region AGM.** See panel above
- 3-5 Apr:** Spring Weekend break, Conder Green, Lancaster. See panel above
- 26 Apr:** Drive-it-Day. Northwest region details to follow
- 7 Jun:** **Morris Register NW region 60th anniversary event.** 2020 is our club's 60th anniversary and our NW BIG ONE is planned for the 7th June at Arley Hall in Cheshire. It is situated just to the south of junctions 20/9 of the M6/M56 motorways. So make an early note of this date in your events calendar. Full details nearer the time.



North West Region AGM



Saturday 21st March 2020, 14.00 hrs
The Shrewsbury Arms, Warrington Road,
Mickle Trafford, Chester CH2 4EB
01244 303 262

Tea/Coffee will be provided at the meeting.
Please contact the pub if you wish to join other members for a meal beforehand - around 12.00 noon.



WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



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

A DIAMOND CELEBRATION!

WELSH REGION 60TH ANNIVERSARY BREAK

Rhiannon and I, in the Wales Region, are running a short Morris Break in May 2020, based at Llandrindod Wells in Mid Wales, as part of the Morris Register Diamond Jubilee Year Celebrations.

The dates are: Arrive on Friday 15th May, stay for 3 nights, and leave on Monday 18th May.

The format would involve two days of runs and visits, and leaving on the 4th. day.

This means that we would have 3 nights: Bed, Breakfast and Evening meal. Evening meals are three-course, with four choices per course.

The Mid-Wales area generally caters well for tourists, but the roads are much quieter than others in Britain, so are ideally suited for Old Morris Motoring.

The area is also very beautiful, with a goodly supply of scenic valleys, routes, viewpoints and places to visit.

This event is just the thing to rejuvenate members after the long, cold, wet, winter. This is your chance to drive your Morris on nice pre-arranged routes with fellow members, at the onset of summer, in beautiful Mid Wales.

The Metropole Hotel at Llandrindod Wells is 4 star, and is a good and comfortable venue, being popular with car groups. There is off-road parking in their very large car park.

Please contact John and Rhiannon for further information. Contact details are at the top of the page.

Come on – make the decision and pick up the phone!

Just a reminder that we had our AGM at the Wales Region Noggin on the 16th of last month. However, as I'm writing this before the event in order to meet the copy deadline, any report will have to wait until the March issue.

Looking forward to Drive-it-Day in April, we still have some undated Wales Morris Register D-i-D plaques. These are not the Diamond Jubilee plaques mentioned elsewhere. Contact John Howells.

I've just had a visit from Jim Humphrey, who is restoring his M8 Series 1 Saloon. Jim wanted to compare some items with those on our Eight 'The Morris'. We wish you well on your restoration Jim, and if you are able to, you are assured of a warm welcome at the Noggins. We are a very friendly bunch.

John Howells



TO GET YOU THINKING

Where is this phone box? Clue – there is a vague connection with a well known car mag.

And, of course, which MR member's grandparents are in the photograph on the right?



Please send in items about you and your Morris by email or snail mail.



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The Yellow Pages

No. 504



EDITOR: mdadams1969@hotmail.com

FROM THE CHAIR

As I type these words I have heard of the death of former member Peter Bailey. Peter had a lifelong interest in all forms of transport and will be remembered most for his ownership of Sylvester, which he bought in 1962, I believe. I make no apology for including the photo that appeared in the December MM of Peter with his sons Kevin and Austen, together with one from the Autumn 1969 Journal when Peter and Brian Wilson had driven across from Chelmsford to Cowley. Well, so far the new decade and the forthcoming 60th anniversary of the club has provoked many thoughts of how the region has changed and evolved over the years and how it may continue to change over the next 10 years. I am sure the club committee have similar thoughts about the club as a whole.

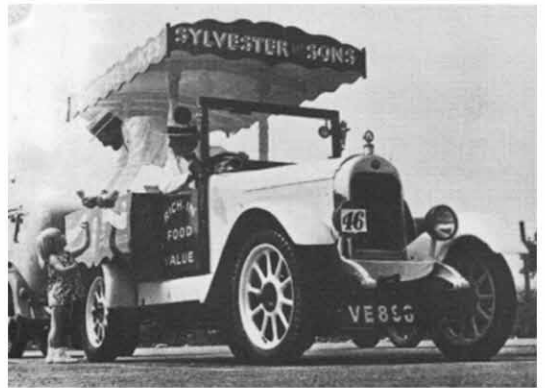
What do people want out of the club? Information? Access to spares? Technical information and help from the "Online Noggin"? A great monthly magazine? (Will that eventually be electronic to avoid printing and postal costs?) There does seem to be a move away from traditional "face to face" meetings, such as the county based Noggins. Why?

I hope members will continue to support Dudley Hedge at the North Cambs Noggin on Wednesday 18th March. Also, please can you consider exhibiting your Morris on the Region's stand at the Maldon Car Show on Sunday 5th July? Our target is 10 vehicles, let me know if you can make it.

Having enjoyed my membership of the club since I joined in August 2008, much has changed. I took over as Chair in 2018 as I was desperate that the region should not disappear entirely and fortunately we had a quorum of members who felt the same. Unfortunately, GDPR raised its ugly head and has had a big impact in how we can communicate. I know we have a stable regional membership, but I don't have any contact details, which means that really useful methods like Tony Nathan's email "round robin" stopped. Please, please can all members return their GDPR forms? Alternatively, please email me at the address above and perhaps we can form a new email group? I have also formed a "Morris Register EA Region" group on Whatsapp, I'd love to add some more members.



I have been extraordinarily organized (for me) and booked Thoresby online already. Ben Gadsby and his team do an amazing job, just got to make sure I don't lose the emailed paperwork before August! I do like the way the Morris Register Website has been updated and improved and the "Online Noggin" is as popular as ever, why don't you give it a try?



In the world of Facebook there are a variety of groups with an interest in Morris cars, which I know some of you are aware of. Be brave and join the modern age, communication is great!

ROOKE'S RAMBLES

As I write this, we are in December, the end of the year is nigh but if this article gets to press it should be February 2020. It will also be 60 years since The Morris Eight Tourer Club was formed which subsequently became our club the Morris Register. Although I had previously mentioned the East Anglian Region's Yellow Pages 500th edition which was approaching at that time, it came and went in October 2019 without recognition!

The Region's Christmas Noggin has now taken place and a very convivial evening it was. Well done to all who made it happen and thanks to the caterers who provided a very excellent buffet.

In recent years I have generally tended to mothball the saloon at this time of year as it is unlikely to get much use in the next few months. This means I have removed the magneto to the warmth of the house. I am also now putting a cover over it as condensation in the garage is an ongoing problem. In other respects, the car is available for use. The two seater remains mobile and ready



for action. The magneto is well wrapped and as the vehicle is in a wooden garage hopefully it will not suffer unduly. Do we mollycoddle our vehicles? I am sure that this did not happen in their early years! Even my recollection some way back was that some vehicles were garaged but many were not. Most were left to take their chances with the elements. My father's car was always put in the garage but my Eight two seater was left in the open all year round beside the house until I built a very primitive car port. I never had a particular problem with the car living outside but I did have a problem with a cat which lived nearby. It obviously loved the comfort of the canvas hood at night. I never ever actually caught the cat, cat napping, but the weight of it definitely left an impression! I came up with a solution. I made a flat wooden frame which was larger than the roof of the car. Covered it with a sheet of plastic and attached four draw strings to the corners of the frame. These four draw strings went to a pulley screwed into the roof of the car port. Then to another pulley on the side of the house and then ultimately to a large lump of lead which acted as a counter balance. When I housed the car I merely lifted the weight, gravity took the frame down to whatever position I required so that the cat could not jump onto the hood. When the car was taken out I pulled down the lead weight and the frame hung close to the roof. It worked for a number of years keeping the cat at bay quite successfully. No photograph is available of the contraption I built or come to that the offending cat, but here stands the car a few feet out from its enclosure more than half a century ago (photo bottom of previous page). I often wonder why I never took any photographs of the Eight in the snow although it had plenty of use in it. In winter months obviously various efforts were made to keep the car warm! Newspaper under the bonnet a rug or so on the bonnet but for added protection there was nothing quite like a good tilt (a thick sheet of cotton or canvas like material).

This one seemingly from a company in Aberdeen dated 1938 has covered the 8 two seater for many years (see photo, right).

Ivan Rooke



EA REGION EVENTS

- 13 Feb:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 23 Feb:** Coffee & Cars at The Museum of Power, 9 am - 1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 27 Feb:** Chelmer Valley Car Meet 8pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 12 Mar:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 22 Mar:** Coffee & Cars at The Museum of Power, 9 am - 1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 26 Mar:** Chelmer Valley Car Meet 8pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 3 May:** 59th HCVS London to Brighton run
- 9 Apr:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 12 Apr:** TransportFest at The Museum of Power, 10 am-4 pm, Hatfield Road, Langford
- 23 Apr:** Chelmer Valley Car Meet 8pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 26 Apr:** Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford
- 3 May:** 59th HCVS London to Brighton run
- 14 May:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 17 May:** Classic Car & Vehicle Show, Colne Valley Railway, Castle Hedingham, CO9 3DZ
- 23-25 May:** The Enfield Pageant of Motoring, The Enfield Playing Fields, Great Cambridge Road, Enfield, EN1 3PL. www.whitewebbsmuseum.co.uk
- 24 May:** Coffee & Cars at The Museum of Power, 9 am - 1 pm, Hatfield Road, Langford
- 24/25 May:** East Anglian Railway Museum Transport Extravaganza, Chappel Station, Essex, CO6 2DS
<https://www.earm.co.uk/transport-extravaganza/>



SOUTHEASTERN NEWSLETTER

Editor: Jenny Smithson

01959 525 265, willowfarm22@gmail.com

Secretary: Phil Butland

01323 843 080, philipbutland@yahoo.co.uk

SOUTH EAST REGIONAL AGM, 25th APRIL

To be held at Staplefield Village Hall, Cuckfield Road, Staplefield, RH17 6ET.

Hall open from 2 pm, meeting commencing at 2.30 pm promptly.

The venue is just a couple of miles from the A23 so providing easy (in South East terms) road access from all directions. Light refreshments will be provided after the meeting.

South Eastern members are encouraged to attend as due to death and resignations the committee is now down to five elected members, three of whom will not be standing for re-election this year. The future of the region is therefore in your hands, if a committee can not be formed then there is a danger that the administration will be devolved to another region or regions.

It would be good to surpass last year's attendance figure of thirteen, seven of whom were committee members!

We will be in need of a Chairperson, a Secretary, and a Regional Editor at the very least, anyone interested or wishing to know more of these roles please contact Philip Butland, 07977 907 009.





CHILTERNS MATTER



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

EDITORIAL

Back in November, the Sherbucks noggin held its Christmas Party at the Thames Water Social Club in Maple Cross. With a quiz (left pic), a feely bag competition and a raffle, not to mention the food, it proved to be a successful event and seemed to be enjoyed by all. Awards were presented by Brian Spence to Bob Russell – Plonker Trophy, for trapping his Morris in his garage while undertaking building work that prevented him from getting it out! (middle pic). Chris Andrew – Sherbucks Trophy for services rendered to the Noggin (right pic) and Mike Scotten (in his absence) - Piston Broke Trophy for breaking a half shaft on his Series E which he has now sold.



WOLSELEY TEN

The Wolseley Ten was produced by Morris's sister Nuffield company, Wolseley Motors Limited in 1939, and following World War II, from 1945 until 1948. The Ten horsepower class of cars was an important part of the market in Britain at the time and this model was based upon the current Morris Ten Series 'M'. However, whereas the Morris had an early semi-unitary construction, the Wolseley had a substantial steel section chassis with cruciform bracing. Many of the steel body panels were common to both cars, but in order to keep the weight of the Wolseley car down, the wheelbase, at 90 inches (2,300mm) was 4 inches (100mm) shorter than the Series M. Lockheed hydraulic drum brakes were fitted and the suspension was by virtue of semi-elliptical leaf springs all round. An overhead valve 1140cc engine, designated XPJW rated at 40 bhp (3 bhp more than that powering the Morris) was coupled to a 4 speed manual gearbox.

With the market aimed at the upper echelons of the sector, leather seats, pile carpet and walnut trim came as standard. The seats were early users of Dunlopillo foam rubber, rather than traditional metal coil springs, possibly the first mass-produced car to use this new material. Unusually, for the time, the steering column was adjustable for both angle and reach. The built-in hydraulic Jackall system enabling a wheel to be lifted off the ground was an optional extra on the basic retail price of £215.



Above: Wolseley Ten saloon

Below L: Wolseley Ten drophead coupé

Below R: Wolseley Ten van – presumably a later conversion



A factory produced two-door drop-head coupé was also available at a price of £270 but few were produced. An alternative drop-head version was also produced by London dealer, Eustace Watkins.

When production finally finished in 1948, a total of 7976 had been produced at the Ward End works in Birmingham.

Geoff Campbell, courtesy of Wikipedia



The North East Region Local News



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rspostbox@ntlworld.com
SECRETARY: Roy Pidgeon
roy_pidgeon@yahoo.co.uk



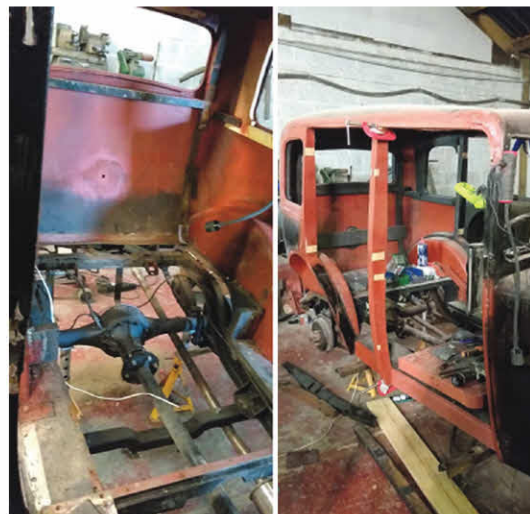
WORK IN PROGRESS

Following my article in last month's magazine entitled "what a day" I was pleased to be contacted by a previous owner Roy Hammond. He kindly sent me documents and photographs for the period he owned the car " 1995 to 2002. One letter in particular from the late Harry Edwards I found very interesting as he stated that the 1934 Morris Minor four door saloon long wheel base BMF 582 was one of only ten registered with the Morris Register in 1995.

I have now started on my project and as things have a habit of doing, it has escalated into a full rebuild mainly due to the infestation of woodworm in the framework.

I have made good progress in just one month replacing the seat framework and all the door pillars having set myself a target of finishing the car by the 1st August.

John Anderson



UNRELIABLE EIGHT

After years of unreliable motoring, breaking down, having to cancel events and eventually buying as a last resort an Austin. I decided it was time to have my Morris Eight engine sorted.

Colleagues from the North East region came over armed with all the tools and equipment required. The engine and gearbox were out and loaded in to my friend's van in just three hours. After a full strip and examination the bores and pistons were serviceable as was the crankshaft.

The main problem being the oil pump hanging on by one bolt with a broken flange and the other bolt broken along with worn valves, valve seats and tappets.

After the work listed below was carried out it was all assembled to refit the engine and gearbox in only three weeks. Hopefully we will be attending more events this year in our Morris Eight !

Engine mounting rubber x 2

Engine mounting bottom rubber x 2

Engine mounting bottom cup x 2

Engine mounting bolts x 2

Top hose

Bottom hose

Cylinder head water tube

Clutch spigot bearing

Tappet screws x 8

Exhaust valve x 4

Timing chain

Core plug x 2

Head gasket set

Engine gasket set

Engine heat proof paint

Clutch assembly second hand

Spark plugs x 4

Engine oil 5 lts

Gearbox top gasket

Engine side plate second hand

Spitfire spark booster

Ignition coil

Braided plug leads

Plug lead ends x 4

Engine mounting washers x 4

Oil pump second hand

Oil pump bolt

Sump bolts x 4

3 Helicoil for bell housing

Piston ring oil

Antifreeze 5lts

EP140 gearbox oil

Recut valve seats

Reface x 8 valve's

Reface block top

Reface cylinder head

Hone out bores

CALORMETER TROPHY



The Calormeter Trophy, which was awarded at the AGM to Terry Horn for his work on the club lorry, was finally presented to him by club President, Malcolm Dixon.

NE REGION EVENTS

Noggin every 3rd Wednesday evening at Soothill club, Batley, West Yorkshire

8 Feb: Matthewsons Auction, Thornton Le Dale

16 Feb: Huddersfield Autojumble, Old Market, Huddersfield HD1 1RG

18 Mar: **North East AGM - Soothill club Batley, West Yorkshire**

25 May: Yorkshire Classic Car Show, Ripley Castle, Ripley, Harrogate

4 Jun: Wetherby Classic Cars, Concours night, Bridge Inn, Walshford

For any further info, contact Roy Smith





WINTER MOTORING

WESTWORDS



THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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

EDITORIAL

I hope all of you have managed to get through January without getting too battered by the stormy weather. It is a little early in the year to formalise any events, but it won't seem long until Drive-it-Day (Sunday 26th April) is upon us and the motoring season really kicks off. As it is the club's diamond jubilee year, I hope that we can organise some appropriate celebratory events across the region. There are already a few suggestions floating around, so if you have any ideas, please let the regional committee know. It meets in a few weeks' time and undoubtedly anniversary celebrations will feature.

West Region Committee: The next meeting of the West Region Committee will held at 12 noon, at the Poachers Pocket, Chelynch, Somerset on Saturday 29th February. If you have any issues that you wish to raise with the committee, suggestions for 60th anniversary events (see above), or nominations for the Tony Hale Cup (see below), please advise Jeremy Matthews, West Region Secretary, 01458 445 175 or jeremymatthews@live.co.uk by Saturday 15th February.

Tony Hale Trophy: Final call for nominations! If you have not yet submitted a nomination for a West Region member whom you consider has made an outstanding contribution to any aspect(s) of club activity during the past year, there is still time do so for the 2020 award. Nominations are required by 15th February, by phone or email to West Region Secretary, Jeremy Matthews (see above for contact details).

Oops! – Hands up all of those who spotted the deliberate mistake in December's Westwords. For those who didn't, please be aware that the Great Western Classic Car Show is on Saturday and Sunday, 8th and 9th February. *Jim Riglar*

NEWS FROM THE GROUPS

New Forest: So by now it is February and 2019 seems a way away! However, we did have a lovely meal at the Redshoot Inn in December. Present for the festivities were Malcolm, Rachel, Paul and Viv, Andy, Linda and Toby, Geoff and Christine, John and Vera plus a raid from



Dorset by "old" New Forest Noggineers John and Gill Young. Not much to add, we attended in the Jag so as not to risk missing our pre-booked meal and we are looking forward to 2020 events and noggins.

New Year's Day saw us do a tour of the New Forest with Test Valley Motor Enthusiasts rather than the static VSCC meet in Burley which we have done for over 10 years now. A dryish day and good company (albeit mostly post war) meant we saw in the New Year in Merry Morrising style. *Toby Sears*

North & West Devon (9 Jan): Well there we are, Christmas and New Year safely packed away in the attic and the remains of our turkey looking well past his best! It is amazing what has happened in just 28 days since we last gathered for our Christmas lunch; a new Prime Minister, the Brexit bill voted through and two Royals deciding to throwing in a well paid job in favour of a zero hours contract.

Thankfully our club meeting was not as hectic, there were 15 of us, plus a Morris Minor (well done Polly and Graham) which is pretty good for a wet Thursday morning in January. We had a drink or two in the bar before moving into the dining area. During lunch we had a chat about the 60th Anniversary of the Morris Register; nothing was decided yet, it's just too early in the year for such decisions, this month's meeting was more of a relaxed affair and there's always next month.

Apologies were received from Theresa and Rick, Diana and Frank, we all hope you feel a bit better soon.

Our next meeting will be at the Hunters Inn, Newton Tracey, EX31 3PL from 11 am on Thursday 13th February.

Ian Rayment, 01805 804 094 or rayment888@btinternet.com

North Wiltshire (16 Jan): The Grand Farewell! Three of us attended the noggin at the Conservative Club, in the High St, Royal Wootton Bassett. As has been muted previously in Westwords, the noggin has been subject to review and the three of us attending completed the review at the noggin by deciding it was time to call a halt. It was ironic that it was seven years to the day that the first Wootton Bassett noggin was held, half a mile away at the Prince of Wales on



Wednesday 16th January 2013. During its seven year life, the noggin has used three locations in and around Wootton Bassett, attracting anything between two or three and a dozen regulars. As was reported last month, one of the noggin founders, Ken Wraight, passed away a couple of weeks before Christmas. Ken was well respected and seven Morris register members were among the many who attended his funeral on 7th January.

Looking to the future, most members attending the noggin also made occasional forays to the Marlborough noggin and it is suggested that anyone in the area makes a date to visit that noggin if they get a chance. It is a lunch time meeting, running from 12 noon onwards at The Roebuck, London Road (A4 on the eastern side of Marlborough) on the fourth Wednesday of the month and attracts a good crowd of members from across West and North Wiltshire, North Hampshire and on occasion also one or two out of region members.
-Paul James

East & South Devon: Our January noggin was held a week later than normal on the 9th January as the 2nd January would simply have been too early to recover from New Year. Our next noggin returns to the normal first Thursday of the month, 6th February at lunchtime at The Bowd Inn, Sidmouth. Visitors are always welcome but please check on the venue by contacting me, dcjp@hotmail.co.uk or 0777 0235 518

David Palmer

Somerset 14 Jan): Well you can't get later in the month for our noggin than the 14th of the month, and despite being so far after the Christmas and New Year celebrations, the post-Christmas meal, once again organised by Colin Baker, attracted 40 members (see pictures, right). But for a few unforeseen illnesses among some members, the attendance would have been in the mid 40s. As is now usual, all participants were treated to a complimentary drink, funded from some of the proceeds of the noggin's monthly raffle. The raffle, ably organised by Celia Goodland featured a large number of prizes donated by members and raised another £88 for local funds.

It was pleasing to see that so many had made the effort to attend and all were in good spirits despite the appalling weather and localised flooding. Apart from the post Christmas catch up, there was some discussion about events, in particular Drive-it-Day and a the possibility of inter-noggin meetings as well as some chat about a number of restoration projects, engine re-builds and other major maintenance tasks. So it would appear that members are already preparing for the active motoring season!

Jim Riglar



NOGGINS

During the course of 2019 there were a few changes to the venues of our noggins. Please be aware some may yet be subject to further change, but at the start of 2020, the noggins are as follows:

Jersey - 1st SUNDAY of the month (11.30 am – 1 pm) Les Fontaines Tavern, La Route du Nord, St. John, JE3 4AJ (Jersey Old Motor Club)

East & South Devon – 1st THURSDAY of the month (lunchtime 12.30 pm start) Blue Ball Inn, Sidford, Sidmouth EX10 9QL.

Somerset – 2nd TUESDAY of the month (7 pm onwards) The Highwayman Inn, Cannards Grave Road, Shepton Mallet, BA4 4LY (just off the A37 on the southern edge of Shepton Mallet).

North & West Devon – 2nd THURSDAY of the month (lunchtime 11 am-2 pm) The Hunters Inn, Newton Tracey, EX31 3PL, North Devon EX38 7LA

Jersey – 3rd SUNDAY of the month (12 pm – 1 pm) The Farmhouse Bar & Restaurant, La Route du Nord, St. John, JE3 8AJ (Jersey Old Motor Club).

Hampshire (New Forest) – 3rd TUESDAY of the month (evening). The Red Shoot Inn, Toms Lane, Linmore, BH24 3QT.

North East Wilts – 4th WEDNESDAY of the month (lunchtime 12 pm-2 pm) The Roebuck, London Road, Marlborough SN8 2AJ.

If you live out of reach of one of these noggins, you may wish to start one local to yourself. The West Region Committee can provide advice and guidance should you need assistance with a noggin start-up.

WEST REGION EVENTS

8/9 Feb: **Somerset: Great** Western Classic Car Show (Autojumble) – Royal Bath & West Showground, Shepton Mallet Note: we will not have a stand at this show.

26 Apr Drive-it-Day: a range of events across the region, details to follow



THE MIDLANDER

MORRIS REGISTER MIDLAND REGION

EDITOR: Bob Chamberlain, 01662 753 100, bionikbob@gmail.com

SECRETARY: Barbara Farmer, 01536 711 620, patbarfar@gmail.com



LEICS AND NORTHANTS NOGGIN

Twenty-four of us, including Stephen Parkes (Midland Region Chairman) and his wife, Roz, gathered at The Angel Hotel, Market Harborough, for the first noggin of 2020. After enjoying a superb dinner, we had an enthusiastic discussion about the year ahead.

We outlined the major events already planned for the Club and, in particular, highlighted the new event to be held over the weekend of 27th/28th June at Hatton Country World in the form of The Midlands Region Main Rally Event. Stephen explained that this year is the 60th year since our club was founded, back in 1960, as the Morris 8 Tourer Club, and we thought, as a region, we should do something special to mark the anniversary. There is plenty of space, facilities and things to do and further details will follow. Please note the date in your diary and join us at this new event.

Not forgetting, of course, the National Rally at Thoresby, 7th-9th August, 2020, where entry will be free for those who pre-book and all members are being encouraged to attend.

Turning to Drive-it-Day, having outlined the details of The Cheese Run, which is being done by new organisers this year, it was felt it was time for a change and we proposed a run and visit to Sywell Aviation Museum and Beckworth Emporium on Sunday, 26th April.

It was also noted that Wicksteed at War, Kettering, returns this year over the weekend of 13th/14th June.

Members also suggested we could perhaps have a run/visit to Donington-le-Heath and maybe a summer picnic or fish and chip night on a noggin evening.

Stuart King had been looking into the regulations concerning the ultra low emission zones and whether his car fell into this category. He found the cost would be £12.50 per day but if you registered on the website, it was free. This applies to historic cars over 40 years and older but you must register first. This applied to London, other cities criteria are not yet known. However, Stephen pointed out that the number of visits per year is limited and that the range of the emission zone is to be extended later this year.

Martin Gregory, having visited Cars in the Piazza, Brackley, at the end of December, showed photographs of the large variety of cars on display and there were certainly some unusual and interesting models!

Derek Eastwood recommended a very comprehensive book by Haynes on the FX4 Black Cab. It explains the history and development of the ubiquitous taxi between 1958 and 1997.

I gave an update on my radiator for the Oxford and explained that it had been thoroughly cleaned out with acid by Coolex of Nottingham who had said it was 95% blocked so hopefully, once fitted, this should solve my overheating problems.

Bob Chamberlain, having spoken to Frank Elswood, recommended Raj Patel of Leicester for the refurbishment of Luvax shock absorbers.

A discussion also took place on what to look for when purchasing a Morris 8.

Our meetings are always on the 1st Tuesday of each month and all are welcome to join us.

Pat Farmer

HEREFORDS & WORCS NOGGIN

Instead of the normal noggin this month, we enjoyed our festive meal at the Fountain Inn. As usual this was extremely well attended with 39 of us sitting down to have a good meal and a chat in the spacious function room as can be seen from the pictures.

There were several speeches. John Sargeant paved the way for the handover of the secretarial side of the noggin to Paul and Bryony Jolliffe before both David Henthorn and Paul Jolliffe took the opportunity to express thanks to June Sargeant for all of her hard work over the years dealing with the administration and secretarial needs of the noggin. Unfortunately June Sargeant was not well enough to attend and she was much missed by us all. Martin Doughty presented John with flowers, a card and a gift to pass on to June as a mark of our thanks.

John Ford (Club Chairman), Stephen Parkes (Midlands Chairman) and their partners joined us for the meal. John Ford said a few words about the future of the club as a whole and Stephen Parkes outlined the plans for a Midlands Rally at the end of June to mark the 60th anniversary of the foundation of the Morris Register which will be held at Hatton Country World near Warwick. Finally, John Sargeant rounded off the event by wishing everyone a Happy New Year and



enjoyable Morris motoring for 2020.

The noggin will return to the normal slot of first Tuesday of the month, with the next on the 4th of February at the Duke of York, Leysters.

Paul & Bryony Jolliffe



LICHFIELD SHENSTONE NOGGIN

Twelve members of Lichfield Shenstone Noggin enjoyed a late Christmas lunch on Sunday 19th January at The Nelson Inn, Burntwood. It was great to see so many members having a thoroughly relaxing, social time and the food was delicious as usual. Many thanks to Steven and Ros for arranging it.

At our Noggin on Tuesday 21st January we were pleased to welcome our newest member Ken. He has two Morris Eight Series Es, one that is restored and the other is work in progress. He asked if we could help source some spares for him, and we have already managed to find an indicator switch for him but he is still trying to locate sills for a 1939 Morris 8 Series E. If you can help please call him on 07891 210 763.

Mick is still having problems with his 1948 Morris 8 Series E. Having replaced the cylinder head gasket he has a complete lack of compression. His dilemma was discussed at length and members suggested reasons for the problem and ways that it could be rectified. He went home with plenty to do.

Bob has got a problem with his Morris 8 Series 2 saloon as it will not start from cold. He explained that it had been standing for three months and it was suggested that he checked the carburettor and condenser. Bob had already looked at these. One member has had similar problems with his motorbikes and it turned out to be the old fuel. The jury is out on this one, perhaps one of you readers has had similar issues. If so how did you sort it out?

We discussed events that we would like to arrange for the spring and summer. A ride out to Tutbury seemed popular, and we will be sorting out some sort of agenda of events for our next meeting so that we can discuss ideas and decide the events that we want to do. We will let other noggins know what we have arranged and maybe some of you will join us.

Our next meeting is on Tuesday 18th February at The Bulls Head, Shenstone, We meet up between 7.30 and 8. We are a friendly bunch and new members would be most welcome. If you would like more information about our meetings please call Mick on 07340 893 312.

Sue & Mick Roden

WARWICKSHIRE NOGGIN

The fourteen members at the Crown Inn, Claverdon, on January 14th enjoyed a very lively discussion on many Morris topics. They included:

Morris Eight and Minor engine re-metalling; using the English wheel (home-made); 12.4 master cylinder rebuild; problems with getting older cars re-registered; fitting new running boards to a Cowley; curing a smoking 14/6 Morris and, of course, lots of general Morris banter.

The NEC Restoration Show in March was given a good airing and National Chairman, John Ford, needs five tatty cars for this event. (It is a restoration show.)

Important Notice: As a number of us had not enjoyed the evening's journey in such a foul weather, it was agreed that the next meeting would be at lunchtime, held on 11th February at the Crown Inn, Claverdon at 12.15 pm as a winter trial. Sandwiches and chips available for purchase in addition to the normal Crown lunch-time fayre.

Stephen Parkes



**MIDLANDS REGION JUBILEE RALLY
HATTON COUNTRY WORLD,
DARK LANE, HATTON,
WARWICK, WARWICKSHIRE CV35 8XA
27/28 JUNE**



Details of the structure of the event will appear in the next few months

Venue information:

Hatton Country World - Two fantastic attractions, one beautiful location.

Hatton Shopping Village:

A quintessentially English Shopping Village, carved out of Victorian farm buildings with a myriad of independent gift, clothes and antique outlets, a farm shop and stunning garden centre. There is also a café and restaurant on site serving meals, light lunches and refreshments

Hatton Adventure World:

A unique attraction for families with children up to 12 yrs, featuring outdoor adventure play, massive indoor play, outdoor laser combat, tractor rides, farm animals and daily shows





Dad's GPO Z Van, HGX 705

Laurence Burt

Attached are some snaps of my late father, Roy Burt, taken in rural Dorset in the late 1940s/early 1950s.

He was a GPO engineer and his transport was a GPO Morris Z type van, reg HGX 705, which I think he used for quite a long period of time.

The photos are contact prints from the family album and after his death aged 92 in September 2019, I took an interest and did a bit of research on the Morris Z type. The result was that I ended up buying the car version, i.e. a 1946 2 door Morris 8 Series E (pictured below) which I love and now see as a kind of 'usable memorial' to my Dad.

I recall him telling me stories about various driving adventures and close shaves in all weathers in the rural lanes of Dorset. The GPO field engineers did seem to have a fair bit of freedom in those days!

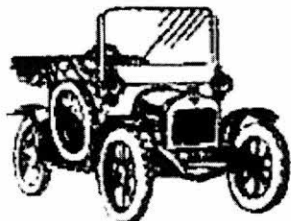
The exact location of the photos is known and on my recent visit to the area. It is clear that although the phone box and the shop have gone the telegraph pole remains and not much else has changed in 70ish years.



As a bit of fun, I wonder if any members can identify the location as there are plenty of clues in the background to the photos?

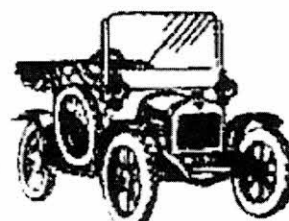
(Answer at the bottom of page 43)

Anyway I hope that the above may be of interest to members and if anyone has, or knows of a good example of, a GPO Morris Z type 5 cwt van for sale then I could be very tempted to follow in my father's footsteps!



TYRES

TONY ETHERIDGE



(Club Member)

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1932 Cowley, MU 4630

Ray Simmons

Now residing in Spain, to those who may remember me, (it was at least 20 years ago), I, again after all these years, visited the Rally at Thoresby Park on the 10th and 11th of August 2019 on one of my sentimental journeys, visiting places that gave me lots of pleasure.

Once the owner of MU 4630 a 1932 Morris Cowley which I restored and loved, the visit meant even more to me when I immediately recognised Derek Russell, who I purchased 'MU' from and who made the visit well worth the effort. (A full report of 'MU' and cover photos were issued in the Special Christmas Edition of Newsletter December 2000).

Derek had found 'MU' in Scotland and, to say the least, it was in a completely bad state and needed an extensive amount of work to bring it back to its former glory. Another reason being at Thoresby, of course, was that I hoped to see my beloved 'MU', but unfortunately it wasn't there. However, this made it more important to ask the existing owner Mr. Mick Ashley, who I had contacted a year or so before, if it would be possible to see the car. His reply was, without any hesitation, "any time but not whilst hay harvesting". This not being the case I left for his dwelling post haste.

On meeting Mick I was greeted with a firm handshake, enormous smile and an offer of beverage. But it was not this that made my eyes water and quite honestly a lump felt in my throat. There, on his driveway, stood 'MU' and would you believe, in excellent condition, exactly as I remember when we parted. Nothing different, apart from side mirrors, suitably positioned and in correct order with its style and necessity with modern motoring. Bodywork as I had finished it, the inside still perfect and beautifully kept. I had to resist getting inside behind the steering wheel as if I had, the chances are the point of disembarking would have been a strain on many parts of my anatomy!

I trust that both Mike and I will remain in touch and close companions with 'MU'. I will again be visiting Thoresby Park in the hope of seeing more 'old' acquaintances. Now at the age of 81 in February, time is important and as I am now residing in Spain my ability to journey to various places may not always be possible. Also, I hope Mike will accept my keepsakes of 'MU' so that they can stay with her ('MU' was never a "he"), the treasure of these being the cup won on her first showing, at the Bromley Pageant, first in pre war section, presented by Sir Sterling Moss.

Because of this memory I have again joined the Morris Register, if only to keep in touch and see the vehicles. It was in a Cowley like 'MU' which I first drove and learnt to drive at 17 years of age. Those were the days, 3 speed, crash gearbox, no power steering. Only two things remain, to retrieve if I can, any record of my restoration progress of 'MU' and to thank Mick Ashley for the way he has lovingly serviced and preserved 'MU' to such a high standard. Thank you Mick, my visit to see her again was so comforting.

Editor's Note: Ray's reference to his birthday in February, plus another an email from the relative of another member, prompts the suggestion that we might, as occasion befits, publish a few birthday or anniversary greetings for members. If you would like a relative to get a mention in Morris Monthly, my contact details are on page 3.

Letters to the Editor



Morris Mail



THEY'LL KEEP A WELCOME

Dear Editor

Following an enquiry by Morris Register members Pat Farmer and Harry Reid, concerning the Scottish Morris Register members coming along to our Scottish Wolseley Register and Gartcosh Classic and Sportscar Club monthly meetings, I was asked to get in touch with you and outline the basics of our Club.

The Club was started in 2008 by Joe Kelly and a small core of both enthusiastic Scottish Wolseley Register club members and other members of various marques of classic and sportscar owners' clubs, many of which are still very much part of the club to this day.

We meet on the 3rd Thursday of the Month 7.30 pm at Gartcosh Social Club, G69 8AS. (Junction 2A just off the M73) Most nights we have a car related presentation given by a guest speaker, subjects range from classic restorations to taking part in the Monte Carlo Rally and many of these talks include our own members enthusing about their own cars.

We also host around three curry nights and an Xmas dinner on the premises at Gartcosh as part of our monthly meets. All are welcome to our club nights, we have no committees and no membership fees. A monthly email is sent to our current 100 plus members, by myself, this is usually one week before the club night and serves as a reminder and update to any future events.

Every year we host two fairly large car shows, an April Drive-it-Day Rally/Show at Summerlee Heritage Park, Coatbridge and in September a Family Day Car Show at Gartcosh. Both these events are fundraisers for various charities.

The Scottish Morris Register members would be made very welcome at our meetings and events, if they wished to do so.

Douglas Hunter

Wolseley Register and Gartcosh Classic and Sportscar Club

douglas.hunter@btinternet.com

I hope some Scottish members can take up this invitation.

If anyone does, a brief report would be welcomed!



FORUM/ON-LINE NOGGIN

Dear Editor

I don't believe it! How does an on-line forum become an on-line drink? How does that work? Today I tried to access the Register Forum, and failed. But I DID discover it had been renamed 'On-line Noggin'. Now a noggin is a small measure of alcoholic drink, a quarter pint to be precise. So, drinking on-line? I don't see that catching on.

John Bates

11487/2

Worcs

Many thanks for this John. I must admit that the name change came as a bit of a surprise to me, too. Do other members like the change?

SOME PHOTOS TO FINISH

Dear Editor

Please find attached a picture of an 8, a 10 and a 12 which we recently carried the bridesmaids in for the wedding of member Barbara Whitton's son Andrew. The Eight belongs to member Dave White, The 10M to Barbara Whitton and the 12 to myself, Dave Stockbridge. Probably it's not everyday you see an 8, 10 and 12 out together.

Dave Stockbridge

13085/9

Flintshire

Dear Editor

I took this by a local Church in Bonningale, Shropshire. Its our 1932 Morris Minor rebuilt in Aberystwyth now living in Albrighton and in almost daily use.

We are new to the club and would like to congratulate you on its appearance and

John & Diana Whalley

14592/2

Shropshire

Dear Editor

I thought members might enjoy this picture. Its caption reads "What happens when old car guys get sent to a nursing home...!"

Rod Sproson

14638/7

Cheshire



Many thanks for these contributions!

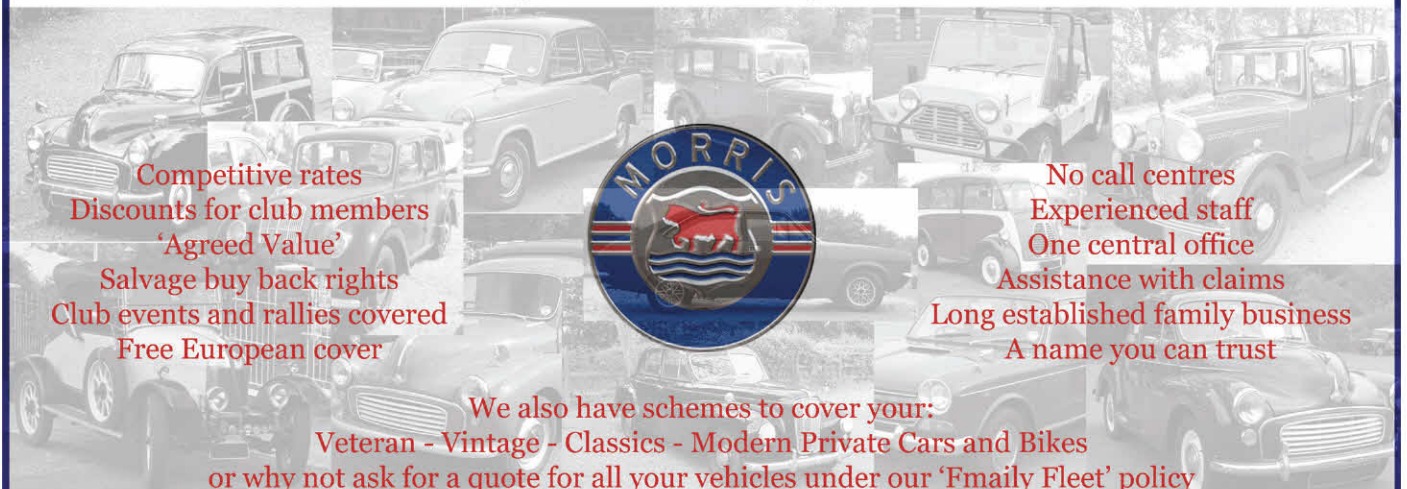


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Non-members: contact the Editor**



Morris Mart



Parts for Sale

For Morris Twelve Series 3



1x pair of boot lid stays for sale - they have surface rust but the steel is good, £10. 1x windscreen winder mechanism in sound working order, £10. Both items plus p & p.

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

Parts for Sale

For 1934 Minor



Front grille cover and rear axle (bare) Believed for same model, £95 ono for the two.

Chris Benford
01536 514 691 (Northants)
terrybenford@icloud.com

Parts Wanted

For 1932 Pre-series 10/4 saloon:
2x door rope pulls.

Michael Shears
01225 722 418 (Somerset)

Car for Sale

1935 Morris 15/6 Coupé Tourer



Owned since 2003. With only 58,882 genuine miles on the clock. I believe that in total only six of these particular models have survived. Known to the Register for many years, photos and letter from Harry Edwards confirming originality, has matching numbers and extensive file of documents including old log books and MOTs. Originally sold by Stuart and Arden and retains the supplier's badge (in mint condition). Featured on the front page of the Morris Monthly in June 2013. Interior has been fully refurbished professionally from the original patterns. Bodywork underwent a total bare metal strip and was professionally repainted, including a hand painted pin stripe. All mechanical items have been overhauled and a full detailed photographic record has been kept (would take too long to list) no expense has been spared in this restoration. In 2005 won first in class at the National Rally and overhaul winner in 2006. The sale price includes lots of spares, engine, gearbox, rear axle, new exhaust, spares and repair manual books, and too many other parts to list individually. I have used this as a wedding car many times and it always attracts fantastic comments. Available to view in Surrey. £20,000.
Brian Morris
07795 187 722 (Woking area)
brian.morris@btclick.com

Parts for Sale

For Morris 14 1936-38 Series 2 & 3



Complete set of six pistons, plus 30 thou. Donated by Austin Ten Drivers Club. Any profit from sale goes to MR club funds.
Pat Farmer (Information Centre)
0333 006 5255
info@morrisregister.co.uk

Parts for Sale

For Minor Side Valve '30 '34. 1x camshaft, 1x camshaft rear bearing, 1x pair of timing sprockets, 1x crankshaft rear bearing housing, 3 unused pistons (std), 1x first/reverse sliding gear (3 speed), 1x front axle, 1x rear axle case, 2x front hubs (3 pin), 2x rear hubs (3 pin), 1x clutch cover, 1x clutch driven plate (split in disc, but good centre), 1x brake cross shaft, set of brake drums.
Brian Shufflebotham
01782 515 802 (Staffs)

Parts for Sale

For Morris 8 series E: gearbox and engine. Engine is dismantled. Both require reconditioning. £100 each.
Roger Williams (non-member)
07842 071 759 (Norfolk)
rogcwills@gmail.com

Parts Wanted

For 1938 Eight Series 2 saloon: Pair of rear bumper brackets for fitting pressed steel luggage rack. (I have the rack, but nothing to fit it to!)

Rob Brittlebank
01873 850 827 (Abergavenny)
free2jrb@yahoo.co.uk

Parts Wanted

For Morris 8 Series 2: 2x wheel discs, any condition. For Morris 8, Series 1: offside rear wing, fibreglass if possible.

Peter Davies
01938 552 817 (Mid Wales border)
fredaatvillas2002@yahoo.co.uk

Parts Wanted

1x pork pie rear light, 2x round red reflectors that bolt on rear wings, with chrome inserts in rubber. I have an MM but these are for an Austin big Seven. Got one pork pie from the MM, now need another for the other side of number plate.

Arthur Sainsbury
0238 047 3410 (Hants)
sanda.11@outlook.com

Parts Wanted

Morris Isis or other clutch plates. Has anybody got any spare Morris Isis or other clutch plates with a 6 spline centre, that are surplus to requirements? Spline measurements are 24/28.5 mm. Condition of plate immaterial as it is the splined centres that I really want. I have had some new aluminium plates made and wish to make up some complete corked plates as spares.

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

2/3

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07715 059 280 or
dmmem@tiscali.co.uk**

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Location (see page 40) was Tarrant Keyneston crossroads on the B3082 between Blandford Forum and Wimborne, Dorset, by the "True Lovers Knot" public house.



JERSEY OLD MOTOR CAR CLUB RUN, BOXING DAY

With his 1931 Morris Major 6, Morris Register member Ken Vibert took the trophy for the best decorated car at the 2019 Boxing Day run. Despite the day starting with heavy rain and high winds some 84 vehicles turned out for the 50th running of the Boxing day run around the 12 parish churches of the island, some 40 odd miles. The weather didn't put the spectators off either with the usual crowds around the whole route. The predicted rain actually stopped about 20 minutes into the run and by the end everyone had dried out. The day had started badly because the starter motor decided to fail and we needed a push start to get on our way. The 2 reindeer attached to the headlights actually could have been 'raindear' because once wet got really heavy and my co-driver son had to jump out at traffic lights to readjust them. Nevertheless, with my wife Beryl doing the royal wave from the back seat, we got to the start in time to join the other intrepid old motor car drivers and their passengers. Sharp on time at 10 am, the island's Lieutenant Governor Air Chief Marshal Sir Steven Dalton, who is patron of the club, dropped his union jack flag and we set off. I'd left the Major running at the start, and it was running quite hot as we set off, but with the strong head on wind and the radiator louvers open the temperature gauge on the top of the radiator soon came down, and we had a trouble free run. Only one or two other cars overtook us when we had to make 'reindeer' stops, and we got to the Royal Yacht Hotel in time to get our share of hot punch, chestnut soup and mince pies. With all the vehicles parked in front of the hotel the public were able to get a closer look at some real motoring history. The president Jonathan Scott Warren then announced the winners, and my son Paul and I were presented with the trophy by Sir Steven Dalton. Another very good day!

Ken Vibert

