

Members news
gossip and information

Highlights from
Morris Fest our
National Rally

Technical help to keep
your Morris on the road

Regional News

MAGAZINE

Morris Monthly

September 2022



Volume 64, Number 9



MORRIS REGISTER

THE CLUB FOR MORRIS VEHICLES DESIGNED BEFORE 1940



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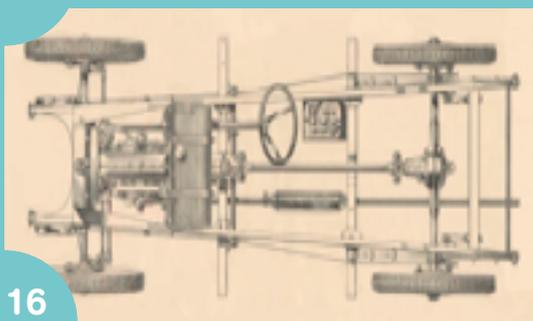
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The news gossips and events from around the country

What a busy month July and August has been for our Morris Register members. The September edition is packed with regional activities plus also the highlight of the annual calendar Morris Fest our National Rally. Once again Ben and his team put on a great weekend and even worked his magic with the weather as well. I tried to capture as many angles of the weekend as possible in the magazine but do apologise if I missed your vehicle in the photos. There will also be a short film showing the highlights on the Morris Register website, Facebook page and YouTube channel.

This edition also includes the AGM and annual account documents as we are trying to reduce the cost of insertion documents plus this also delays the printed with the dispatch.

We are still looking for an Editor to come forward so if you up for the challenge please drop me an email and I can explain.

Have a great September.

David Allanson

Cover picture: Thorseby 2023 taken by David Allanson

Hello!

Congratulations all round to everyone involved in arranging a highly successful and well-attended National Rally / Morris Fest 2022 where even the weather was on our side. The effort that goes towards mounting a successful rally is considerable and deserving of praise and appreciation and, on behalf of the membership, I thank

- Ben Gadsby for organising entries, programme of events and entertainment and his team of marshals/helpers on and off the field and those who entertained us in the marquee.
- Dudley Hedge for undertaking booking rooms in the hotel.
- All members who ran the Club Shop, Spares and Membership areas.
- Autojumbler who provided us with the pleasure of having a good rake for that elusive part.
- All members along with their families and friends who turned up and supported our rally.

I understand there is an extensive gallery of photographs on Facebook well worth viewing.

Recently, I came across my metal plaque commemorating the first National Rally at Thoresby Park in 1994. Maybe Antiques Roadshow material in the distant future?

Ben is relinquishing his role as overall National Rally organiser, and we have discussed breaking down the associated tasks into manageable parts. To date, we have a volunteer to deal with entry forms and Edward Horner has agreed to continue in his marshalling role. Ideally, we could do with another 2 members to volunteer for remaining functions and Ben is willing to help any newcomers settle in.

Please note the date of next year's event in your diary as it soon comes round – 4th - 6th August 2023 - another opportunity to meet old friends and make new ones.

The Beamish rally was featured in the July magazine, and I was disappointed to miss this popular event where members' attendance is growing year on year. Thanks to Roy Pidgeon for organising this.

Our Club magazine continues to offer news and articles to a high standard – again no mean feat – and it's encouraging to note the diverse regional activities and the number of active Noggins & Natters. However, we are still seeking a permanent editor to take over from our locum, David Allanson, so please consider offering your services for this worthwhile post. Maybe one of our Regional editors or someone with past experience in a similar role?

I trust we shall have a good turnout for the AGM in October, and I close in hoping the fine weather continues so you can take to the roads and fly the Morris flag.

Malcolm Dixon
President

Morris Monthly Magazine

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Magazine Deadlines

14th of the month prior to
publication

Magazine Non-Arrival

Please contact the Membership
Team

Morris Monthly Back Issues

Please contact the Information
Team

Vehicle Updates

Changes to Vehicle Details
Please contact Mike Brears
vehicleregistrar@morrisregister.co.uk

Complaints

Any complaints against any officer
of the club, or about the way the
club is being administered should
be referred to the Management
Committee
management@morrisregister.co.uk

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Committee

Committee News

Latest news and information from your National Committee Members

Acting Chairman

chairman@morrisregister.co.uk



Dave Lawton
Acting Chairman

Morris Register Member
since 2002

Morris Region
North West

Current Morris vehicle
1936 Eight 2 door saloon
1937 Eight Tourer
1939 Eight Series E
1950 Z Van

I am writing this just having returned from Thoresby, and what a fantastic 3 days it was; we had a great turn out from both Morris Register Members and from several other MVA clubs, who brought a fantastic range of vehicles.

The road run was enjoyed by many, Barbara and team were kept busy all weekend in the club shop, we signed up some new members. The curry night positively refuelled members, the weather gods decided that previously we had had our fair share of heavy rain and gales, so rewarded us with 3 glorious days of weather! Probably due to a combination of the hot weather and volume of people, the bar ran out of all beers by midday on Sunday!

It was good to put faces to names, especially members that one "knows" from the forum, but you cannot beat meeting in person.

A huge thanks to Ben and the team for providing such a great event.

We had a couple of members who have volunteered to assist with next year's National Rally and the Spares Service, these

are roles supporting National Officers and I think this is the way forward for volunteers; many smaller supporting roles that then ease the pressure on National roles, can you help? One role that comes to mind supporting our Editor is a sub-Editor for the Regional round ups, anyone with basic word processing skills could perform this role from home, it would take a little bit of pressure off the main Editors role, if you are interested, please let us know.

We have reviewed the first draft of the Member & Vehicle directory, I'm aware that this is long overdue, so I'm anticipating that you will receive your copy shortly, thanks to Mile Brears there has been a lot of effort gone in to tidying up the vehicle data so that its more consistent, previously a Morris 8 Series E could have been listed as an; SE, 8SE, Series E, M8 Series E, Morris Eight SE to name but a few, not great when you try and sort by vehicle type!

Acting Secretary

secretary@morrisregister.co.uk



Peter Nash
Secretary

Morris Register Member
since 2015

Morris Region
North West

Current Morris vehicle
1948 Eight E Saloon

This was my first visit to Thoresby and it was good to meet so many members last month. I was impressed not only with the number and quality of vehicles on show but the whole event in its setting to the actual organisation of the Rally. Full credit to Ben Gadsby for organising such a marvellous rally and we have a lot to thank him for. Truly an enjoyable weekend.

Some of you may have already noticed that we are doing things a little differently this year in our preparations for the AGM in October. The Annual Accounts together with all the AGM Resolutions (there are a lot of them due to updating the Club Rules and National Committee Manual) are included in this month's Magazine centre pages and not provided as inserts as has previously been the case. They can also be found in the Member's area of the website and the Proxy Voting form can be downloaded from there if desired. The reason for this change is the Club has already had 2 large increases in magazine printing costs imposed on us and the cost of providing inserts is also becoming prohibitive. These increases will eventually affect the Membership Subscription rates and we are trying to reduce the impact as much as possible. A secondary reason is to try and avoid a repeat of the printing and distribution problems we experienced with the May issue of the Magazine. I hope that you will find this change is a sensible way forward.

Our historian Tom Bourne has been very busy of late conducting a review of our Morris Archive so that we can make best use of it. We have a considerable amount of Morris related material at Sparkenhoe and it is our intention to put as much of the Archive as possible onto the website so that it can be viewed by Members. Tom has formulated the basis of a plan to achieve this but because there is so much material, it will not happen overnight. Tom would appreciate some assistance from members to help in the cataloguing and scanning parts of our collection that hasn't already be done. If you feel you could assist him with it, please let me know.

There is now an updated Morris 8 Information Manual available in the Club Shop and it is our intention to review and update the Morris 10 and Morris Minor Information manuals in the near future.

Driver and Vehicle Licensing Agency

dvlaofficer@morrisregister.co.uk

Way back in 1983 DVLA decreed that the car registration system would be centralised, and all owners had to send their old logbooks to them in order to register their car. A lot of owners who had cars which were off the road missed the deadline and have thus never been registered.

The latest to surface is a 1938 Morris 10 Series M which has obviously been very well looked after but has never been used on the road in this time. The car was recently purchased without paperwork by David Townsley. The Heritage Certificate (from the British Motor Museum) shows it was made in September 1938. David went to view the original records for the car held by Brighton Council. They had records for the car showing the correct registration number, the date of registration as September 1938 and a record that it was sold to Fields Garage. A sales plate for Fields Garage is still on the car. Unfortunately, the car number was not recorded so DVLA could have been difficult. Fortunately, at the last minute the previous owner for the original RF60 logbook making things straightforward and DVLA duly reissued the number.

The photos show the incredible condition and originality of the car and I do wonder where it has been all these years as Morris 10 Series Ms do not respond well to poor storage.



The latest edition of the FBHVC has given and update on DVLA matters. Apparently they have recruited a significant number of new staff and there are no significant backlogs remaining. There is a recommendation that important documents should be sent to DVLA by Signed for 1st Class so that they can be tracked. Morris Register make a point of not sending them any original documents wherever possible. There are also reports that where chassis numbers are missing the DVLA may consider that the original vehicle no longer exists and may insist on a Q plate. There are also recent examples of rebodied cars which have been rejected although there has been an understanding that replica bodies on original chassis would be accepted.

I have to say that I have experienced neither of these problems, and I suspect it applies more to post war classics especially valuable ones and I hope will not affect our cars.



Neil Truslove
DVLA Officer

Morris Register Member
since 1973

Morris Region
North West

Current Morris vehicle
1925 Oxford 5F
1934 10/4 Saloon



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fbhvc@morrisregister.co.uk



Martin Roters
FBHVC Rep

Morris Register Member
since 2014

Morris Region
North West

Current Morris vehicle
1926 Oxford Tourer
1935 25 Special Coupe
1937 8 Tourer

Following the advance publication of the new DVLA licensing rules published in Morris Monthly June edition regarding more Health Care assistants being able to comment on Health issues relating to vehicle license renewal. The DVLA has as and from the 20th of July implemented the new procedure which is detailed below.

From today, the law has changed to enable healthcare professionals other than doctors to complete DVLA medical questionnaires.

From today, 20 July, the law has changed to enable healthcare professionals other than doctors to complete DVLA medical questionnaires following notification of a medical condition that may affect an individual's driving, DVLA has announced.

- The change to the Road Traffic Act 1988 will now allow doctors to refer medical questionnaires to colleagues such as specialist nurses and opticians from other professional bodies.

This change is a result of extensive work by DVLA including a public consultation where 82% of respondents were supportive of the change.

- This forms part of an approach by DVLA to speed up elements of the medical licencing process while reducing the burden on doctors to complete DVLA medical questionnaires.

Specialist nurses and opticians are among the healthcare professionals now able to complete DVLA medical questionnaires, as part of an approach by DVLA to improve and speed up the medical licensing process. An amendment to the Road Traffic Act 1988, which comes into force today, means a wider pool of registered healthcare professionals, other than doctors, can now be authorised to provide information where a driver has declared a medical condition.

By law, all drivers must meet the medical standards for fitness to drive. Often, other healthcare professionals such as nurses or opticians will be involved in patient care and this change in the law now allows these and others to complete DVLA medical forms following deferment by a doctor. DVLA will continue to send questionnaires to GMC doctors and consultants, and it will then be up to individual GP practices and hospital teams as to which healthcare professional in practice is best placed to complete the questionnaire.

Roads Minister Baroness Vere said:

"Obtaining or renewing a driving licence should always be a quick, simple and efficient process."

"That's why we're allowing more healthcare professionals to complete DVLA medical questionnaires to speed up the medical licensing process and ease the burden on GPs."

DVLA Chief Executive Julie Lennard said:

"Every year we are receiving an increasing number of medical licensing applications from drivers."

"This law change, which widens the pool of healthcare professionals who can complete DVLA questionnaires, improves the process for those notifying DVLA of medical conditions whilst reducing the administrative burden on doctors, benefitting drivers and the NHS alike."

Previously, only doctors registered with the General Medical Council (GMC) could complete the questionnaires. Although there is no requirement for GP surgeries or hospital teams to make changes to their current processes, the change to the law will now allow medical professionals from the following Councils to complete medical questionnaires on behalf of doctors:

- General Chiropractic Council
- The General Optical Council
- The General Osteopathic Council
- The Nursing and Midwifery Council
- Health and Care Professions Council

The change to the law does not apply to the D4 Medical Examination Report which will still need to be completed by a doctor or consultant who is registered with the GMC.

Chassis Numbers and Body Parts

At present there is an on-going problem (or possibly worse), this being the apparent return of a problem the FBHVC thought they had resolved.

The FBHVC have published before regarding "missing" chassis numbers, which in practice means any situation where the original chassis number is no longer present in its original form. Most recently this has arisen with regard to replacement chassis plates, but it can arise in many different circumstances. In this situation the DVLA position is that the original vehicle no longer exists and that the vehicle now present is a fresh vehicle which must be registered as such, probably with a Q registration. The FBHVC recognise that there are some, both individuals and companies, who seek historic status for vehicles which are not entitled to it and that this policy is in part intended to counter such endeavours and, in that respect, the FBHVC support it.

However, in some circumstances the FBHVC feel the application is unreasonable. This whole issue has been discussed with DVLA on several occasions over some years to no avail and the Federation is currently considering the next step.

Following protracted lobbying and discussions, the FBHVC believed a few years ago that it had obtained agreement from DVLA that a freshly constructed body on a vehicle with a chassis would be deemed acceptable if it was of a type and style that could have been fitted when the vehicle was first built. Unfortunately, it seems that DVLA may have changed their minds. The FBHVC know definitively of two cases, and anecdotally of a few more where applications to register vehicles - with what seems to the FBHVC to be acceptable newly constructed bodies - have been rejected.

The FBHVC have raised the issue with DVLA, but they do not seem very keen to provide an explanation. The FBHVC will keep trying!! Watch this space...

Data Protection Officer

dpo@morrisregister.co.uk

As I reported in the May 2022 issue of Morris Monthly, sufficient numbers of members have provided data consents to make the publication of a directory of both members and of vehicle details viable.

Once the members & vehicles directory has been published later this year, it is unlikely to be updated for a considerable time. Whilst I will continue to review and seek data consent updates from members who have undated or data consents made years ago (decades in some cases!), for most members this is likely to be well outside of the publication deadline for the updated directory.

So, if you want your details to be included in the directory and have not updated your details since August 2018, you have until the end of September 2022 to notify me of your consent preferences. To update your data consent, simply contact me, Jim Riglar – Data Protection Officer (DPO) at: dpo@morrisregister.co.uk

The data consent options we use in the Morris Register are:

Publish personal details (name & contact details) - YES or NO.

YES - we will publish your details in the members' directory. We may also provide your details to other current Morris Register members should they wish to contact you. We do not provide your personal details to third parties, except where we have a legal obligation to do so.

NO - we will not publish your details. We will not provide your details to other members should they wish to contact you. We do not provide your personal details to third parties, except where we have a legal obligation to do so.

Publish vehicle details (vehicle details) - YES or NO

YES - we will publish your vehicle details and if you have given permission to publish member details, identify you as the vehicle owner. If you have not given permission to publish your personal details, then we will publish the vehicle details, but vehicle ownership will not be identified.

NO - We will not publish your vehicle details.

E-mail marketing – YES or NO

YES - we may use e-mail to contact you and advise you of local, regional or national activity, which may be Morris Register organised events, third party organised events (e.g., discount codes for NEC Classic Car Shows or shows/events at which the Morris Register will have a presence).

NO - we will not contact you by e-mail to advise you of local, regional or national activity, which may be Morris Register organised events, third party organised events (e.g., discount codes for NEC Classic Car Shows or shows/events at which the Morris Register will have a presence).



Jim Riglar
Data Protection

Morris Register Member since 2003

Morris Region West

Current Morris vehicle
1936 10 Series 2 Saloon
1939 8 E Tourer

Minor Musings

www.prewarminor.com | info@prewarminor.com | Presented by Chris Lambert

GT 3399 – In the beginning and at the end?



A totally chance meeting at a Bedfordshire car show earlier this summer has resulted in the piecing together of two contrasting periods in the history of 1932 Morris Minor Two-seater (GT 3399).

Founder Pre-war Minor Network member, Trevor Wilkinson, attended the Moggerhanger evening car show on the 2nd of August in his 1934 Morris Minor Two-seater. While there he was approached by a gentleman named Bill Morton who was extremely interested in Trevor's car as he had owned a similar model in the 'fifties. They spent some time together and Trevor invited Bill to sit in the driving seat while Bill reminisced about GT 3399, the car he owned for approximately three years between 1954 and 1957. Trevor suggested that Bill become a member of the Network and passed on the website's details to Bill's son-in-law, Ken Chorlton.

Shortly afterwards the author received an email from Ken requesting further information about the website (www.prewarminor.com) and before responding I checked the Network's digital archive and was amazed to find that it held some very interesting information concerning GT 3399's pre-war life.

Trevor Wilkinson in the passenger seat of his 1934 Morris Minor (UN 6979) tells Bill Morton how to tune into BBC Radio Two on his ICE system.

GT 3399 was an early season 1932 car, registered in London in the autumn of 1931. By July 1932 the car was in the hands of J.G.C. Bond, a young up-and-coming trials driver. Bond went on to successfully compete in this, and later another Minor Two-seater (AYF 395), well into the latter half of the 30's decade. There are many references to Bond's exploits in the motoring magazines of the day along with some grainy photographs and captions (some included here). However, the clearest pre-war image was taken by the renown motoring photographer Bill Brunell at an unknown trial in the Chilterns, the car being captured on film climbing Crowell Hill, near Chinnor, South Oxon. By the spring of 1934 Bond was driving AYF 395 and here the trail goes cold for over twenty years. Well almost cold. Harry Edwards, the former Morris Register historian was a meticulous note taker and recorder. There is a further reference to GT 3399 in his register, which simply reads, "Autocar 21/11/47 P1044". This could tantalisingly indicate that the car may also have a post-war competition history. A further visit to my regular motoring archive where access to that edition of the Autocar magazine is available, will answer the question and help fill in another small section of that yawning gap in the car's history between 1934 and 1955.

In 1955 a 23-year-old Bill Morton purchased GT 3399 from a young lad in South London who was advertising the car at the roadside for "... not much money." Bill was working in London but lived in Crosby, Merseyside and his first trip back home in his new purchase was a long and torturous affair. The car was extremely sluggish and emitted steam and smoke throughout much of the journey through the home counties, across the midlands and into the north-west. At this time Bill was not mechanically minded and upon arrival in Crosby turned to an uncle for help. It was Uncle Ernie who immediately diagnosed the fault as being timing related. Over the next few weeks more tweaks and adjustments were made until GT 3399 emerged as a reliable workhorse and could cover the weekly London-Liverpool round trip without fuss. Over time Bill made some amendments to his car. These included moving the central accelerator pedal to the right, fitting an electric windscreen wiper to replace the Lucas vacuum operated item and eliminating the vibration from the drivetrain by replacing one of the u.j. spiders.

However, there came a time when the engine needed rebuilding. Fortunately for Bill his father was the Chief Electrical Engineer on the Cunard liner RMS Mauretania, his father also being a close friend of that ship's Chief Engineer. Thanks to this pair, the engine was taken onboard the liner and over the course of a few cruises to New York, it was meticulously rebuilt using Cunard's on-board facilities and their personal expertise.

When marriage beckoned for Bill in 1957, the Minor had to go. These years in the run-up to the introduction of the Ten-year MOT Test in September 1960 were the swansong for many cars from the thirties and that sadly seems to have been the case for GT 3399. The car's registration is not recorded on the current DVLA database or the survivors' lists compiled by the Morris or Vintage Minor registers. Almost certainly gone, but definitely not forgotten by one Bill Morton.



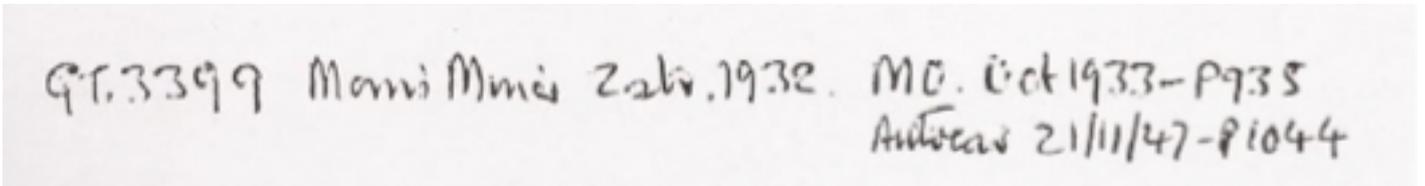
(Above) A group of competitors waiting to tackle one of the observed sections near Gibbet Hill. In the foreground is J. Bond (Morris Minor)



(Left) Rough Going - This little Morris Minor 2-seater, driven by Mr. J.G C. Bond, is making light of the first test hill (Grabhurst, near Dunster) in the London - Barnstaple trial recently organised by enterprising Mid-Surrey Motor Club.



(Above) The Bill Brunell image of GT 3399 climbing Crowell Hill, Oxon (Authors collection)



(Above) The Harry Edwards annotation detailing a 1947 Autocar reference



(Above) Two of Bill's colour snapshots of GT 3399 from the mid-fifties. The new electric wiper motor is being fitted in the left-hand image.

New Members

Warm welcome to new and returning members

No.	Member	Location	Email	Car Details		
15155	Ken Bryant	Wiltshire SN9	deadsheds@yahoo.co.uk			
15156	Ian Greig	Moray IV30	ianggreig@yahoo.co.uk	1935	Eight	2 Door Saloon
15157	Petr Krizan	London E4	petr.krizan@czechia.ltd.uk	1937	Eight	Saloon
15158	Alan Shaw	Staffordshire ST13	sampy1947@googlemail.com	1938	Twelve-Four	4 Door Saloon
15159	Ray Franklin	Kent TN15	rayfranklin@live.co.uk	1937	Eight	2 Door Saloon
15160	Reggie Blain	County Down BT22	cheapost57@hotmail.com	1948	Eight	Saloon
15161	Joachim Barnett	Derbyshire DE65	barnett.joachim@yahoo.co.uk	19433	Minor	Tourer
15162	Jeremy Furness	Derbyshire DE6	jeremy@agnes-meadow.co.uk			
15164	Christopher Longman	East Yorkshire DN14		1936	Eight	Van
15165	Mark Barkas	Nottinghamshire NG24	markbarkas@dawsongroup.co.uk			
15166	Albert Sleigh	Leicestershire LE12	cadwell545@btinternet.com	1935	Eight	Tourer
15167	Bruce Waight	Wiltshire SN9	lucw8@icloud.com	1936	Eight	2 Seater
15168	Oliver Ware Lane	Kent SS4		1946	Eight	Van
15169	Robert Minns	Norfolk NR24	sueminns1958@hotmail.co.uk			
15170	Brian Pearce	Guernsey BY7	bjpearce@cwgsy.net	1939	Eight	Tourer

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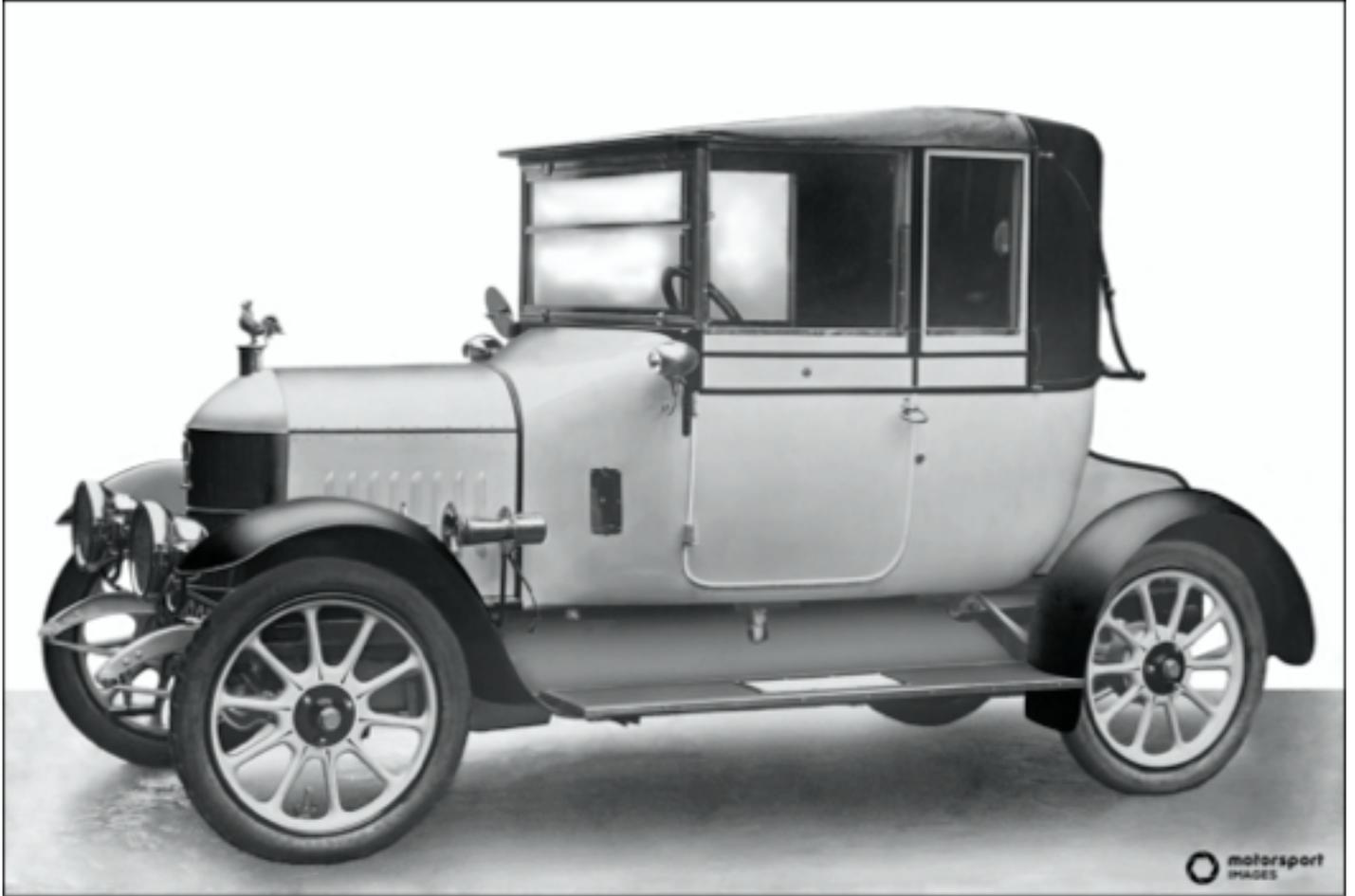
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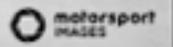


Pictures from the Past

Presented by Ken Martin

Pictures from the past





Pictures from the past

Pictures from the Past – Captions

From top left clockwise - previous pages

On 16th January 1916, The Autocar published this photograph of a cream and black Morris Oxford with a special coupé body built by T H Gill & Son of Chilworth Street, Paddington, London. Another photograph shows the head folded neatly back to form an open two-seat car with the lightweight framed screen sloped backwards. The car was owned by Ernest Walton who informed The Autocar that its petrol consumption averaged 30mpg. The cost of the car was not revealed and it is not known if any others like it were made.

T H Gill & Son started making coachwork in 1912 in several premises in the Paddington district and soon built up a good reputation for constructing all-weather types of bodywork.

motorsportIMAGES: Autocar Print 16-01-16 P100

The development of the English steam traction engine was more or less finalised by the end of the nineteenth century except for detail improvements and this c1921 single-cylinder general purpose agricultural example built by Marshalls of Gainsborough in Lincolnshire, shows the basic form adopted by almost all manufacturers. The Marshall is belt-driving a grain threshing machine after a harvest.

The first traction engine is considered to be the one exhibited in 1842 by Ransomes of Ipswich at the Royal Show in Bristol, to drive a threshing machine. It had a very different mechanical layout to the Marshall and although self-propelling, it had to be steered with a horse. The coming of oil-powered tractors in the 1920s led to a rapid decline in steam traction engine manufacture. A very small number were made in the 1930s and the very last commercially produced traction engine – very similar to the Marshall – was sold by Fosters of Lincoln in 1944; possibly due to the resurgence of use of these machines during the war due to oil shortages. Their use continued for a few years after the war and some were resurrected from sheds and yards to work during the Suez Crisis in 1956.

Ken Martin's Collection

This Morris certainly catches the eye! It was produced by the Morris Dealers and former coachbuilders, Jarvis & Sons of Wimbledon, on a 1934 'Ten-Six Sports Special' chassis and marketed as 'The Jarvis Drop Head Coupé' for £293-10s, which compared well with the £230 cost of the standard Morris four seat open version. The body work was contracted out to Abbey Coachworks Ltd in North London.

The shape and lines of the mudguards, running boards, body and the raked windscreen are very attractive features. Just in view is a big luggage trunk, neatly incorporated in the design, to which is fitted the spare wheel. The roof can be dropped to form a fully open car, or the front portion can be folded back and secured, leaving the rear part in place. Several dual-colour schemes were available, the folding head being in a twill material to match the lighter shade. The soft unpleated leather seats are colour matched to the body's dark tone. The appearance of this outstanding car would have been even better if it had been possible to slope the radiator back to match the 'screen'. No changes were made to the Morris chassis, 4-speed gearbox, or the 1378cc 6-cylinder side-valve engine, which had twin SU carburettors, high compression ratio and a high lift camshaft to produce 45bhp and a good performance.

motorsportIMAGES Plate E6719

The 1934 RAC International Tourist Trophy Race took place at the Ards Circuit in Belfast on Saturday 1st September to a new formula that only allowed standard catalogue unsupercharged sports cars running on normal petrol. This was to try and encourage more manufacturers to take part and it proved to be successful. Within the 42 entries were eleven makes of car. Mudguards were required, but lamps could be removed.

The 13.7-mile course was a hard and testing one on closed public roads – the only such British race – with abrasive road surfaces paying havoc with tyres necessitating wheel-tyre changes. The race was run on a handicap basis over 35 laps which equated to 478-miles.

Spectators were able to watch all around the circuit, presenting organisational problems - although safety was evidently not one taken very seriously - except that every corner was marshalled and manned with medical facilities.

The photograph shows Adolf 'Bill' von der Becke in a works-entered 1087cc Riley Ulster Imp in Comber Village on his way to winning the 1000-1100cc engine Class and finishing in 9th place overall. The Riley Ulster Imp of C S 'Chris' Staniland, and the 3 litre Ford of W 'Billy' Sullivan are close behind. The race was won by C J F 'Charlie' Dodson in an MG N-Type Magnette, at 74.65mph in 6hrs-33min-27sec.

The special competition Riley Imps were designated 'Ulster-Imps' for this and subsequent races. The modifications from the standard Imp were extensive to the body and the well-established and highly efficient Riley 1087cc four-cylinder engine, that has overhead valves, hemispherical combustion chambers, and twin camshafts located high in the block. Sixteen Ulster Imps were manufactured at a catalogue price of £450 compared to £289 for the standard model.

Both von der Becke and Sullivan feature in Morris history.

'Bill' von der Becke was born in Hansworth, Staffordshire in 1907. He was an apprentice at Wolseley Motors and after the Morris take-over, he spent a lot of time at Cowley tuning SU carburettors. He built his 'Becke Special' car for motor sport using a spare Wolseley 'Moth' engine and a Powerplus supercharger. He married the daughter of the former Coventry car body builder, Lancelot Pratt, who was a close friend, advisor and business associate of William Morris. Becke's most notable achievement for Morris came in 1931, when he drove the specially built and very non-standard '£100 Morris Minor' to 100mph and 100mpg. In 1933, Becke left Morris to join Riley after falling out with Leonard Lord, the new Managing Director at Morris Motors.

Billy Sullivan had a share of a car servicing and tuning business in Belfast, which was also a Morris Dealership. From 1931, he was evidently responsible for producing a significant number of 'Sullivan Specials' based on Morris Minors, about seven of which were racing cars with highly tuned side-valve supercharged engines modified to be within the 750cc racing class. He drove these in several races including the 1933 RAC TT race at Ards, but although they were fast, they proved to be unreliable.

motorsportsIMAGES: Plate 802_63

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Parts & Accessories

The following parts are now available from our Parts & Accessories website www.morrisregisterspares.co.uk

Axles

Rear hub gasket, M8 flanged studs	£2.27
Rear wheel stud, Morris 8 1935-37	£6.10
Shackle bushes, polyurethane, Morris 8 series E, 10 series M	£2.90
Shackle pin, 2 7/8" long, Cheese Head	£19.55
Track Rod Ends Morris 10 1933-35 & 10/12 Series 1 & 2 1936-37	£113.10
Half shaft and hub assembly Morris 8 Series E	£248.22

Bodywork

Countersunk washers for floorboard screws, All models	£0.36
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Bonnet tape flat type	£8.59
Wiper Blade 9" flat, All models	£11.24
Seal Windscreen- Morris 14/6 ,16/6, 18/6, 21/6 and 25/6	£25.70
Morris 8 SE fluted headlamp lens	£29.70

Brakes

Brake wheel cylinders. 7/8" MORRIS 8, SE, Z van	£88.20
Brake lining- axle set with rivets. 1934 Minor and all 8's 1935 to 1953	£15.86
Slave Cylinder spring all 8's	£6.85
Brake Master cylinder- 3 1/4 inch can. Morris 8 series E	£365.40
Brake pull off spring, pre-series 10/4- 10/6, Cowley 4 rear	£12.53
Brake master cylinder- Morris 10/4 & 12/4: Oxford /Cowley, 1934 - 1935	£361.62

Cooling

Fan belt, Series E, Z Van	£8.74
Bottom Hose, Morris 8 SER 1 & 2	£10.73
Hose-Moulded Hose, Bottom hose SV Minor	£18.07
Radiator Buffer Morris 8	£1.40
Fan Belt Morris Twenty-Five 6 cyl 1939-1940	£11.36
Hose-Moulded Hose, Bottom hose OHC Minor	£12.10

Electrical

Warning Lamp-Lucas style WL3 ignition 6v RED	£39.85
Starter brushes, M8 Series E, M10/4 Series 3	£11.15
Junction Box Lucas Style 4J, 4 terminal-M8 Trafficators	£24.83
Junction Box-Lucas 6J Style 6 terminal- M8 Lights and Horn	£27.06

Engine

BOTTOM END GASKET & Seal SET All M8's, SE & Z van	£33.06
Valve- Morris 8 all models. inlet / exhaust valve	£11.99
Gasket-Manifold Gasket, round ports, Series 1 & 2 8	£7.55
Cylinder head stud set (13 studs) Series E & Z Van	£25.22
Head Gasket Set-Morris Eight SE, MM and Z Van	£72.71

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Bar Badge £11.20

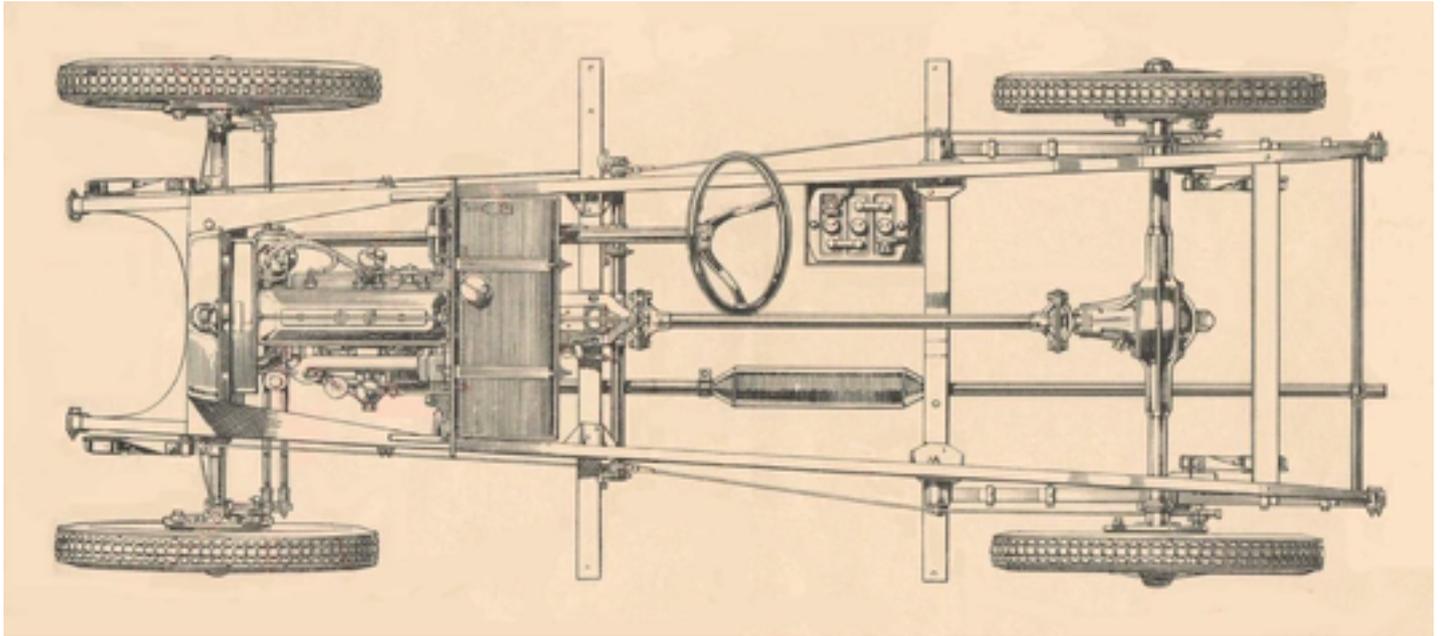
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Technical with Peter W. Hills

1929 Morris Minor Steering overhaul



A car's handling, steering and braking is fundamental to safe motoring as well the joy of driving, especially a vintage car. The restoration of my 1929 Morris Minor 4 Seat Tourer started in 1970 using local engineering facilities in Zambia to manufacture worn components. By 1984 the car was brought to the UK where I was able to source 'original' new parts to more exacting specification. Over the years I have upgraded repeatedly the car to be as close to original specification by correcting earlier modifications as I learned more and more. By 1992 the car was on the road when it commenced to build mileage. The 'new elements' began to bed-in, but I always found driving needed absolute concentration as the car tended to wander!

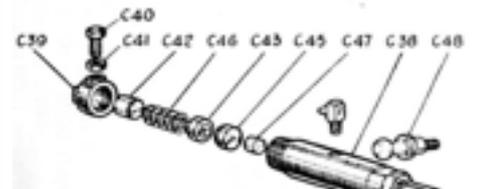
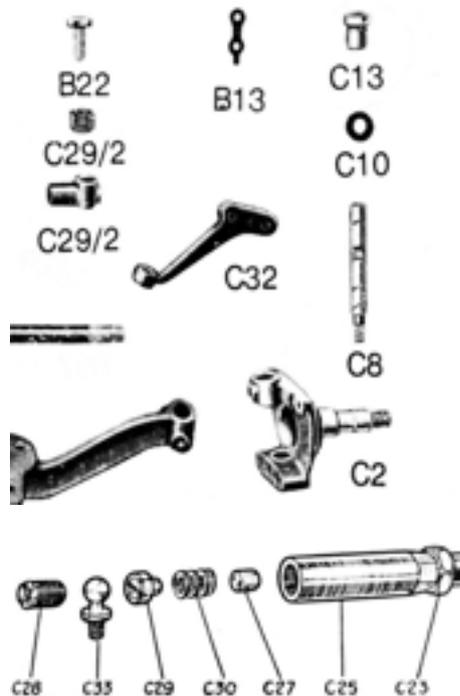
This technical report covers replacement of the King Pins and much of the elements in the Steering Drag and Track Rod assembly as well as setting up the Wheel Alignment.

King Pins

In the late 1980s I replaced the 'Zambia made' King Pins with those supplied by the Morris Register since they had the correct extension for the brake cable pulley. The car was on the road in 1992 and by 2020 had only done 8,000 miles (it was hibernated while I lived in India for 9 years plus other logistical reasons for the low mileage).

When the vehicle was jacked up, I discovered considerable vertical movement back and forth on both front wheels. It seemed incredible that there was so much wear but for good measure I had purchased a new set of King Pins and bushes from Ian Harris Morris Spares Ltd. Ian suggested that perhaps only the pins need replacing as the bushes were unlikely to be worn that much. However, as I could not take any chances then being remote so I decided to replace the complete system, including bushes.

Referencing the Morris Handbook, originally by Harry Edwards then updated by John Nagle, this technical article refers to item part numbers illustrated below article refers to item part numbers illustrated below



Once the King Pins have been removed you will need to secure the Steering Knuckles with wheel back plate in a vice to extract the two bushes.



Use a brass drift and or long punch to carefully remove them as they may be recoverable or be recycled for have another use. On inspecting, the King Pins it was evident that there was little wear so why the vertical wheel movement?

The larger more robust Cotter Pin supplied with the new King Pins subsequently proved to be fit for purpose.

Comparing the 'old' King Pins to the new they were found to be quite a different configuration. The old pins have lubrication grooves and smooth bushes whereas the new supply pins are quite the opposite, they are smooth and the bushes grooved. Why this is I cannot say nor decide if one system is better than the other.



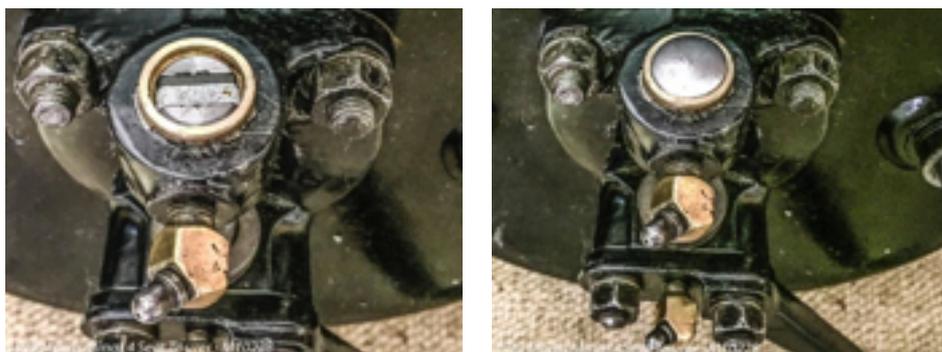
Perhaps with the grooved King Pin it may be hit or miss when greasing, unless the grease nipple mates with the Pin's groove? In the case of the grooved bush, it will always distribute the grease along its length and onto the plain pin. It is probably better but has marginally less contact area than the grooved pin. Hobson's choice?

The original brass Thrust Washer is similar in shape to the steel type used in the gearbox. The new type was sintered iron (absorbs grease) but on tapping it in for an interference fit it shattered. Ian Harris now supplies steel thrust washers with the King Pins (he replaced mine). The steel thrust washer contact to the brass bush shoulder is probably a superior arrangement.

Fitting the new bushes in the wheel hub was straightforward but make sure the lubrication hole aligns with casting's grease nipple hole. The Bush's interference fit in the Steering Knuckles appear to compress such that the new King Pin would no longer fit the bush without excessive force. I was fortunate to have a friend with engineering facilities; they used a line boring machine to accurately ream the bushes so that the King Pins were perfectly aligned in the Steering Knuckle and were a firm fit.

It is important that when inserting the King Pin, it is positioned so that its 'flat' faces towards the inside so to accept the Cotter Pin. The top slot of the King Pin enables it to be rotated into position as required. The eccentric pulley stud located at the bottom of the King Pin will then be in the right position.

Fitting the Cotter Pin should be done ensuring the King Pin is about 2mm below the top bush, so that the welch plug can be fitted. This welch plug sealing the top of the King Pin is rather beneficial, preventing ingress of dirt



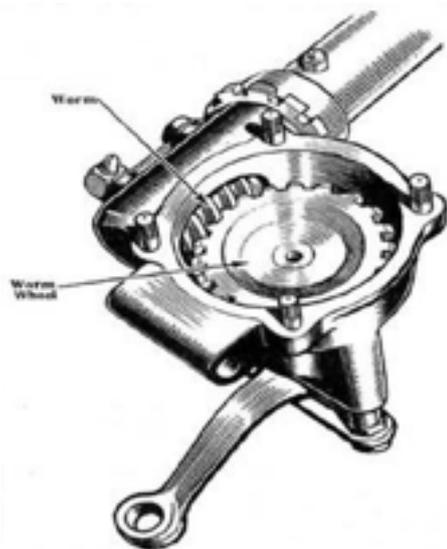
Prior to fitting the wheel hub to the axle, check that the brake cable pulley is running free specific location to my model M10228).



Fitting the King Pin can only be done from the top. Use a copper hammer to carefully move the King Pin into partial position then insert the Thrust Washer below the Axle and continue to position the King Pin making sure the top is sufficiently below the recess for the Welch Plug. Then insert the Cotter Pin, give it a good knock so it secures the King Pin firmly, its associated nut with locking spring washer should be tightened up.

Next, position the brake cable with a generous amount of grease on the pulley and adjust the brakes. With a grease gun apply to the upper and lower nipples so grease exudes from between the thrust washers (note it is always better to grease points 'off load' when the car is jacked up to ensure the grease fully distributes).

Twisting the wheels should feel firm and secure, a good job done.



Steering

The first action was to remove the Steering Lever off the splined spigot shaft at the base of the Steering Box. Then unbolt the cover plate. To inspect the Worm Wheel, first remove the steering wheel and top bearing assembly. Also loosen the lower slotted nut at the steering box that secures the Steering Column. By gradually rotating and moving the Steering Mast (column internal rod) upwards it is possible to gradually disengage the Worm Drive from the Worm Wheel that can be then be removed and inspected. The Worm Wheel Teeth showed no obvious wear;

the teeth flanks were partially polished. First pack grease in the steering box then fit the Worm Gear, and set the Cover Thrust Screw. The ball race at the steering wheel end need greasing and adjusting. Rotate the Steering Wheel to present a new contact area of the worm gear then fit the Drag Link Ball and position extremity locking plate.

The Track and Drag Link Adjustable Ends (C25) (Left and Right-Hand Threads) openings were so worn that the Pivot Balls may not have been very secure.



I feel that if the spring is not tight enough, with a severe jerk to the front wheels (say a pothole) it could cause the Ball to jump out resulting in a loss of steering! When, compared to the Parts Schematic the assembly shows the Spring and Ball Cup is on the rod side of the Adjustable Ends.

The image above shows the spring is visible and reversed to the Schematic. It seems odd to locate the Pivot Ball at the larger opening? In the 1970s I had fitted End Caps either side of the Ball for added Pivot Ball security.

The Track and Drag Links were removed and all assemblies stripped of the Ball Cups, Springs and Pivot Balls and inspected. This was quite a revelation considering my 'apparent' restoration done about 48 years ago! Some Ball Cups were distorted, Springs were different lengths and some were broken.



The Parts Schematic shows a Plug (C27) that is fitted inside each Adjustable End. It seems its only purpose is to prevent grease filling the units cavity? This Plug VMTG11 - PWH 20201001 6 was missing in my arrangement and frankly seems superfluous? For comparison, the correct assembly of the Spring, Ball Cup, Pivot Ball and End Cap is shown below.



When the Adjustable Ends were stripped these needed attention. The Pivot Balls were in surprisingly good condition. Most Ball Cups were plastically deformed so needed replacing; some of them did not have a central lubrication hole so this was done for all replacements.

The internals of the Adjustable Ends have a shoulder that secures the spring and cup; in some fittings the shoulders were chamfered due to wear or distorted due to uneven load. This was corrected by slight machining and a heavy-duty washer to take up the lost space. The Spring and Ball Cup would abut against this washer or internal shoulder.

The four Adjustable Ends openings were built up with TIG welding and then reshaped as shown below prior to painting. It can be seen that a sufficient round area was created so that the pivot ball could be inserted. When assembled the Pivot Ball then moves more towards the elongated area that safely retains it providing full movement.



Note the Steering Lever attached to the Steering Box has been welded up and reinforced. This must have been repaired in Southern Rhodesia in the late 1940s.

Springs measuring 5/8" in length were cut and ends ground flat to original size. The new springs proved to be suitable for the application.



After assembly of all elements and positioning the Steering Wheel so that its centre spoke was vertical, all links were connected up. On the road the steering felt so much firmer than before. In fact, the car no longer wandered on the road and if the steering wheel was hands free the car maintained a straight line.

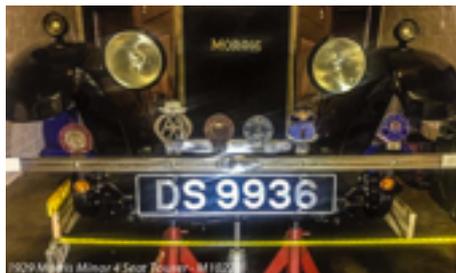
Steering Alignment

The Morris Minor Handbook recommends a simple yet practical method of setting the wheel alignment and the 1/8" toe-in. This calls for two equal length planks with a cut out around the Axle Stub and hole for a wheel nut to secure it. The top edge of the plank must be the centre line of the Stub Axle. The plank on each front wheel is set level then the wheel is clamped to the back plate. First ensure the car is also level then with a tape measure modify the Adjustable Ends of the Track Rods.

This tends to be a two-person job for holding and viewing the tape measure. First you need to achieve an equal distance between wheels front and rear of the plank.



Then set the 1/8" Toe-in which for accuracy is a bit fiddly using a tape measure but seemed quite effective.



When back on the road the car handled rather very well but since I was offered a free alignment check by a local specialist garage (Drive&Align of Wynberg) with a modern laser system. Out of interest I decided to have my basic alignment re-checked.

Once the computer was calibrated, to the amazement of the Operator, the laser alignment of all four wheels was found to be a perfect rectangle; in-line front to rear and across. This also confirms that the suspension is aligned correctly.

The did find some play on the recently set Steering Lever Pivot Ball to the Drag Link Adjustable End.



It seems I had not tightened the End Cup sufficiently; it required a half more turn against the stiff spring before replacing the locking split pin. The 1/8" Toe-in that I had set was just a 1/16" out but in all other respects good. The computerised laser alignment test was perhaps a bit over the top for a 90-year old vintage car, yet it was satisfying to know that the car set up was precise.

Ensuring the integrity of the complete steering system covering: King Pins, Steering Box, Track and Drag Links is fundamental to safe motoring, but a good suspension is also contributory. Reviewing past work is always worth doing as incrementally the Morris owner will improve the car's reliability, performance and enjoyment.

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Party on the farm

When did you last see a dinosaur in the back of a Bullnose Morris? I suppose those of us who were at Thoresby Park a few years ago will recall a shark and a dinosaur fighting it out on the driving tests. However, only the reptile was seen this time undertaking the Bedfordshire Gymkhana on one of the hottest days of the year.

A gathering of cars, relatives, friends, and a multiplicity of children were disporting themselves in Brian Bland's paddock. The three horses that normally graze the area were patiently observing from the side-lines with the occasional 'Harumph' of possible approval.

The kids had a wonderful time, as the ground rises and falls across the property. Lots of running was required and swings etc. can be found in a shaded corner – as was a water hose!

The motors present were the Morris Oxford Bullnose of Andy Wilson, 10/6 Special of Ian Harris and Brian's Eight 2-seater with the Series E loan car in the hands of our editor and accompanying father. A larger engine was supplied by Keith Herkes MG 18/80 (did you know that his tourer body is even narrower than that on an M type? I forgot to check whether the Lagonda was a 16/80 or 2 litre, but it had an impressively long wheelbase that contrasted with that of the Haflinger. A couple of Teslas were included as honorary classics and that provoked debate amongst the petrol-heads.

The gymkhana course included a timed wiggle-wobble between cones, tennis ball collection by child, ball drop into 3 successive buckets, reverse into a garage to collect silly hats (child again!) for driver and all passengers - who had to be wearing them as they crossed the finishing line. It sounds simple but exuberant drivers and excitable children made some unlikely moves on the uneven ground. To the surprise of observers Ian and Keith (whose cars were unsuited to the uneven ground) there were no casualties and drivers, cars and children were returned in full working order. The dinosaur also retained its footing in the bucking Bullnose. The Haflinger cornered impressively and the Lagonda spanned the hummocks with ease. The Teslas spun wheels and accelerated dramatically but for elegance the Bullnose had it all, closely followed by the Lagonda. The writer may be biased and possibly there was a winner - but I'm not sure anyone cared. It was fun for all participants and onlookers.

A great day was concluded with a barbeque with plenty of food to satisfy both adults and children.

Ian Harris



Holiday in a 10/6 Cunard

Photos by Jürgen Schuster



Holiday to Danube Valley

Aldwych 1944



On the 30th June 1944 a V1 rocket struck a road in Aldwych, killing 48 people and seriously injuring 150.

Across a 24-hour period, no less than 151 V1 were reported by British defence with 73 reaching London. It is not known if the driver of this car survived.

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A photo of Ben Weston Morris.

MORRIS OUT & ABOUT

Activities and events to visit for you to join in the fun

September 2022

Sunday 4th September
Amersham Heritage Day

Sunday 4th September
Classics at Glenham
Little Glenham, Woodbridge, Suffolk

Friday 9th - Sunday 18th September
Tour of Normandy
contact Ian Westrope on 07906098738
or ianwestrope99@yahoo.co.uk

Sunday 11th September
Otley Vehicle Extravaganza
Contact Andy Anix for further details
so that he can do a block booking for
a display as usual.

Sunday 11th September
The Big Barleylands Classic Motor
Show,
Billericay, Essex

Sunday 11th September
Classic Car Show at Lambourne End
Centre.

Saturday 17th September
LLanthonay Abbey to Hay-on-Wye.
(Details to be arranged).

Sunday 18th September
York Historic Vehicle Group
44th Annual Rally, York Racecourse,
The Knavesmire, YORK, YO23 1EX.
10-4pm

Sunday 18th September
Classic Cars on the Beach 2022
City Beach, Marine Parade, Southend-
on-Sea, Essex.

Tuesday 20th September
Hereford Water Works Museum and
Hereford Model Shop.
Broomy Hill, Hereford, HR4 0LJ

Thursday 22nd September
Chelmer Valley Car Meet, The Lodge,
Battlesbridge, SS11 7QT
www.chelmervalleycarmet.co.uk

Sunday 25th September
Essex Classic Vehicle Show,
Castle Road, Colchester, Essex

Sunday 25th September
Autumn Autojumble
Battlesbridge Antiques Centre,
Battlesbridge, Essex.

October 2022

Saturday 8th October
Eastern Counties Vintage Show,
Norfolk Showground Arena, Norwich,
Norfolk.

Saturday 8th October
Road Run, LLanthonay Abbey to Hay-
on-Wye. (details to be arranged).

Saturday 8th - 9th October
Autumn Weekend Break at Cranage
Hall, Byley Lane, Holmes Chapel CW4
8EW. For further information, full
details, prices, booking, etc, please
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or 07514 453111 or
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I am writing this just a week after this year's rally and I think I have just about recovered from what was a fantastic weekend from start to finish. Everything went incredibly smoothly and even the weather was kind for a change. It was great to see so many people and cars out on the field, taking part in the road run and gymkhana and in general enjoying themselves in the sunshine. It really does make the months of planning and hard work worthwhile.

I would like to thank everyone that has helped me to make the weekend a success. In particular my son Chris who processed all of the entry's this year and provided the commentary during Saturday's gymkhana. My partner Jill and her sister Alison for manning rally control. Ed for acting as chief marshal and sweeping up numerous tasks over the course of the weekend. Josh for his enthusiasm in all jobs he was asked to do. Josh has been coming to the rally for 8 years now and in that time has become an invaluable part of the team. To John for organising another brilliant gymkhana. It was a great spectator sport on Saturday afternoon. Barbara and the ladies in the marquee for organising the raffle, to everyone that donated prizes and bought tickets, helping us to raise such an amazing amount of £740 for Dementia UK. To everyone that helped with setting up and marshalling over the weekend. And lastly but by no means least a big thank you to each and every one of you that attended the weekend. Without you and your cars our work would be for nothing. I sincerely hope that you enjoyed it as much as I did and will come back again next year with several milestones and anniversary's being marked.

I can't promise to be able to repeat the weather but for everything else the team will make sure it is a great weekend.

Dates for your diary.

4th to 6th August Morris Fest 2023. Thoresby Park, Nottinghamshire NG22 9EP

See you there

Enjoy the rest of the summer and Happy Morris motoring

Ben Gadsby

I was pleased and surprised to receive so many "Thank You's" from the Members who chose to stay at the hotel. I won't say it was a pleasure 'cos at first it wasn't but once my step-son and my contact at the hotel had guided me in the use of a Spreadsheet it became much easier and my computer knowledge has now doubled! Look forward to seeing you all next year.

Dudley Hedge



Gymkhana

Are not just for horses



At 15:00 on Saturday afternoon our very own Murry Walker (Chris Gadsby) picked up the microphone to start the annual gymkhana. It was great to see the field packed with spectators with cars lined up ready to compete.



Entertainment

Curry Night - Andy McKay - The Fab Two - Ivor's Automotive Quiz - Thoresby Colliery Band

Thorseby Special



Class 1: Minors



1st Tony Gamble
1929 Arrow Replica



2nd Alan Dennison
1933 Pre-series four door



3rd Simon Gentle
1931 Two-seater tourer

Class 2: Eight two-seater and tourers (Forrester Shield)



1st Martin Swatridge
1936 Eight Series 1
Two-seater



2nd Roger Yeomans
1935 Eight Series 1
Tourer



3rd P.J. Maslen
1937 Eight Series 1
Tourer

Class 3: Eight saloons (Lou Weeks Trophy)



1st Paul Betts
1936 Eight Series 1
4dr saloon



2nd Anthony Tetley
1938 Eight Series 2
4dr sliding head



3rd Neil Spencer
1936 Eight Series 1
2dr saloon

Class 4: Eight Series E saloons and tourers (Silver Salver)



1st Alan Perkins
1939 Series E Tourer

2nd Roy Preston
1948 Series E 4dr
saloon

3rd Stephen Gant
1948 Series E 4dr
saloon

Class 5: Pre 1930 (over 8hp) (Stanford Hall Cup)



1st Trevor Womersley
1926 Oxford Bullnose

Class 6: Pre series Tens and Twelves (Peter Levett Shield)



1st D.J. Otremba
1934 Pre-Series 10/4
saloon

2nd Neil Truslove
1934 Pre-Series 10/4
saloon

3rd Brian Gore
1934 Pre-Series 10/4
sliding head saloon

Class 7: Series 2, 3 & M Tens and Twelves



1st Clayton Thompson
1937 Series 2 12/4
saloon

2nd Dave Jaques
1934 Series 3 12/4
saloon

3rd Anthony Tideswell
1937 Series 2 12/4
sliding head saloon

Class 8: Post 1930 over 12HP (Stanford Hall Cup)



1st Pat Farmer
1933 Isis saloon

2nd Peter Penn-Smith
1933 Cowley 6 saloon

3rd Mick Roberts
1934 25 saloon

Class 9: Morris Commercial (Gold Cup Trophy)



1st Nigel Chapman
1927 Cowley Pickup

2nd John Wood
1939 GPO linesman
Van

3rd John Wood
1927 Box Van

Class 10: Post 1948 Morris (Mowog Shield)



1st Cameron Shaw
1966 Series 5 Van



2nd Colin Moles
1964 Minor 4 door



3rd Bob Williams
1967 Minor Traveller

Class 11: Any make classic (Tankard)



1st David Saul
1936 MG SA Saloon



2nd Frank Ashley
1929 MG M-type
Saloon



3rd David Saul
1966 Volvo 1800s
Coupe

Class 12: Superclass (Salver)



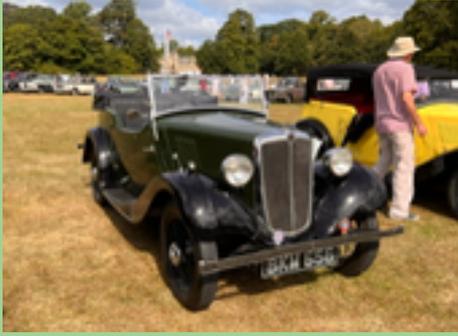
1st Bob Bryan
1938 Eight Series 2
4dr saloon



2nd Roger Beech
1932 Isis saloon



3rd John Wood
1949 LC3 flatbed









Long-Haul Award - Ian Milford

Peeling Cup - Pat Farmer



Rose Bowl - Frank Ashley

Bob Beaumont Trophy - Mick Roberts



Driving Gymkhana - Terry Blissett

President's Trophy - Tom Bourne



Thorseby Special

The weather forecast for the weekend was promising – not too hot and no rain – and as bookings had been made for the marquee, toilets, public address etc all seemed to be set for a pleasant weekend with fellow Morris enthusiasts.

Thorseby Adventures by Steve Gant

It was a rather warm and boring trip for me up the A1 to Worksop on the Friday where I had booked a hotel. After a rest I headed over to Thoresby in eager anticipation of the curry night. At rally control there was no mistaking that it was a Morris event – there were oil drip marks where Morris's had pulled up. Morris engines can be rather incontinent as many of us know all too well. The curry night was well attended, and the food was good. The curry house must have been kept very busy with 80 plus orders to prepare. Suffice it to say that the curry went down very well. We then had a Morris based pub quiz to tax our brains. The questions were a bit hard, and they were brain taxing after curry and beer. Afterwards Dave McKay entertained with a musical soiree.

It was dark when I chose to leave for the hotel. It would be the first time that my new LED headlight bulbs were used in anger. They were a lot brighter than the old bulbs, although the beam pattern was not optimal. At least I managed to negotiate dark country roads without mishap.

Saturday morning was time for people to meet and chat. For my part I was busy spending a lot of club money buying spares from autojumblers. There were some very hard to find items. These will be used as samples so that more can be made for the benefit of club members.

A road run had been arranged for Saturday morning. The countryside around Thoresby is very pretty and well worth a trundle round the quieter roads. There are some quite steep hills which are a challenge for a Morris 8 so a slow trundle is all that can be managed. Accompanied by 2 passengers from the Oxford Noggin I set off. All was well until after just a few miles we had to stop to let oncoming traffic pass. There was a lot of bumping from one wheel as we set off. Yes, it was a puncture. Fortunately, we had stopped on a quiet stretch of road and could put on the spare wheel. The halfway stop on the run was at a car restoration business, Sherwood Restorations. We thought they would surely have a tyre changing machine so that the inner tube could be changed. Unfortunately, they did not have one, but they were very helpful to find tyre specialists in the area. Of course, being Saturday, many places were not open, but we had a choice of 3 in Newark. So off we went, but not before we took time to admire the cars that had been restored.



Until that day Newark for me had been just a name on a road sign. Actually, the town is quite charming with a castle overlooking the river Trent and nice high street with lots of small shops. The first tyre business was closed, the second outlet of a national chain was not interested. Fortunately, Formula One Autocentre was less busy and after a short talk they agreed to help. It took only a few minutes to change the tube and I once more had a serviceable spare wheel in case another mishap should occur. Better still they did the work for free! Really good service for which I am very grateful.

The gymkhana was starting when we returned to Thoresby. The bar was of more interest, however, after all the frustrations of trying to find help in Newark. So, the gymkhana did not get so much of my attention and instead I met up with friends and acquaintances.

Sunday was the big day when cars are lined up in model rows for judging. It is so nice to see so many Morris cars lined up. Of course, we must not forget the other smaller clubs who use Thoresby as the venue for their national rally. A variety of cars makes the whole event more interesting.

The Thoresby Colliery Band entertained us in the afternoon with medleys of film tunes. It was very pleasant to be able to sit in the sunshine and listen to the band.

Presentation of awards took place after the band had finished. There were some very happy winners, myself included even though it was only a third in class.

All too soon it was time to head for hotel or home. It is surprising how quickly the rally field emptied. I must give thanks to Ben Gadsby and his team for such a well-organized event. Everything went so smoothly. It made the weekend all the more pleasant.



MORRIS FEST 2023

Thoresby Park 4th - 6th August 2023

Come and join us to celebrate the success of one of Britain's most successful vehicle manufacturer. Open to all classic car clubs and all makes of cars.

On site camping
On site hotel
Entertainment
Car display
Trade stalls
Autojumble
Refreshments
Driving events

Reserve the date in your diary
more details to follow



110 Years of the first
Morris Car

100 Years of
Morris Commercial

95 Years of the first
Morris Minor

75 Years of the
Morris Minor

70 Years of the first
Morris Minor Traveller

60 Years since the death
of William Morris

55 Years of British
Leyland (MLMC)

www.morrisregister.co.uk
thorsby@morrisregister.co.uk

ANNUAL GENERAL MEETING



INVITE, AGENDA & ACCOUNTS

Morris Register Annual General Meeting 1st October 2022

The AGM will be held on Saturday 1st October 2022 at The Meeting Centre, 1 Marchant Road, Hinckley, LE10 0LQ commencing at 1030 am

Annual Accounts

A copy of The Pre 1940 Morris Register Ltd annual accounts for the year end 31st January 2022 is included in the this issue of Morris Monthly.

A copy of the accounts is also available in the Member's Area of the website.

Proxy Voting Form and Resolutions

Enclosed with this issue of Morris Monthly is a Proxy Voting Form. This is also available in the Member's Area of the website. Resolutions to be voted upon are also included in the Magazine.

You may use the Proxy Voting Form to register your vote either by post or by email no later than Monday 26 September 2022 to the Secretary.

By post: The Secretary, The Pre 1940 Morris Register Ltd,
c/o Faugh Pines, Faugh, Heads Nook, Brampton, Cumbria. CA8 9BS.

By email: secretary@morrisregister.co.uk

Under the rules, 6 "elected officers" (Chairman, Secretary, Treasurer, Membership Secretary, Webmaster and Editor) are to be elected at the AGM. The rest of the National Committee members are termed "Specialist Officers" and a list of those who have agreed to continue to serve will be presented to the AGM for information.

There have been no nominations for the post of Editor, therefore the National Committee meeting immediately following the AGM, will have to put in place some interim arrangements to ensure continued publication of the Morris Monthly magazine.

As well as voting by proxy, members are welcome to attend the AGM and vote in person. Would any member intending to attend the AGM please notify the Secretary (address/email as above) so that adequate provision can be made at the venue.

National Committee Meeting 1st October 2022

A meeting of the Morris Register National Committee will be held on Saturday 1st October 2022 at The Meeting Centre, 1 Marchant Road, Hinckley, LE10 0LQ commencing immediately following the AGM at about 1130 am approximately.

All Committee Members (Elected and Specialist Officers, and Regional Secretaries are requested to participate. Online facilities (Teams or Zoom) will be available for those unable by exception to physically attend.

The NC meeting will be held in 2 sessions, Business & Discussion. The agenda for the Business session will include interim arrangements for the post of Editor, approval of a draft budget and consideration of Member Subscriptions rates for next year.

The Discussion Session will provide an opportunity to discuss our plans for the coming year and members are invited to contribute ideas in advance via their Regional Secretaries, about suggestions, events or activities that they would like to see in the plan.



MORRIS REGISTER

The Club for Morris vehicles designed before 1940

The Pre 1940 Morris Register Ltd

Agenda

ANNUAL GENERAL MEETING

Saturday 2nd October 2021 at 1030

At The Meeting Centre, 1 Marchant Road, Hinckley, LE10 0LQ.

- 1 Chairman's Welcome and Apologies for Absence.
- 2 Presentation of Awards.
- 3 Approval of the Minutes of the AGM held on 2nd October 2021.
- 4 Pre 1940 Morris Register Ltd Director's Report & Financial Statements for the year ended 31st January 2022.
- 5 Appointment of the Accountants.
- 6 Election of Officers.
- 7 The following Specialist Officers are in post for noting: (*notified a willingness to continue in post at time of printing)

Data Protection Officer	Jim Riglar*
National Rally Organiser	Ben Gadsby
Spares Secretary	Dave Lawton*
MSUK Representative	Tom Taylor*
DVLA Officer	Neil Truslove*
PWMN Affiliation	Chris Lambert
Shopkeeper	Barbara Farmer*
Vehicle Registrar	Mike Brears
Information Centre	Pat & Barbara Farmer*
Archivist	John Powell*
Overseas Secretary	Tom Taylor*
Spares Officer	(coverage provided by David Newman, Bob Williams, Pat & Barbara Farmer)
Historian	Tom Bourne*
Assistant Treasurer	Phil Butland
FBHVC	Martin Roters*
MVA Representative	Ben Gadsby
Club Safeguarding Officer	Peter Freeman*

8. Resolutions.
9. Date and Place of next Annual General Meeting.

There were no additional Motions or Resolutions received by the due date (12 Aug 22).

Peter Nash
Secretary 15 Aug 22

THE PRE 1940 MORRIS REGISTER Ltd

NOTIFICATION AND FORM OF PROXY

We hereby give notice that the Annual General Meeting of the Pre 1940 Morris Register Limited will take place on Saturday 1st October 2022 at The Meeting Centre, 1 Marchant Rd, Hinckley, Leicestershire LE10 0QL Starting at 10.30am.

I/We *..... (Print full name in block capitals)

Membership No

Of.....

.....
(Full address)

Being a member(s)*^{of} the Pre 1940 Morris Register Ltd, hereby appoint the *Chairman of the meeting#* or

.....
#Delete if it is desired to appoint any other person and insert his/her name and address in block capitals

as my/our* proxy to vote for me/us* and on my/our* behalf at the Annual General Meeting of the Pre 1940 Morris Register Ltd to be held on 1st October 2022 and at any adjournment thereof. If this form is returned without any indication as to how the person appointed as proxy is to vote they will be free to exercise their discretion as to how they vote or whether they abstain altogether from voting at the meeting. * Delete as appropriate

Signature(s).....

Date.....

To be valid this form must have your full name, membership number, address, be signed and dated and either be returned by post to:

The Secretary, The Pre 1940 Morris Register Ltd, Faugh Pines, Faugh, Heads Nook, Brampton, CA8 9BS or by e-mail to secretary@morriregister.co.uk

And whether submitted by post or e-mail to be received no later than **26 September 2022**.

Forms that are received after the closing date will not be accepted nor the votes counted.

Please indicate your voting choices for or against the Resolutions as printed overleaf.

If you do not wish to cut this page out please download a form on the website www.morrisregister.co.uk from the About Us tab

RESOLUTIONS :

Ordinary Business		For	Against
1	To receive and adopt the financial statements for the Pre 1940 Morris Register Ltd for the year to 31 January 2022 and the reports of the accountants thereon.		
2	To authorise the National Committee to appoint accountants for the forthcoming year and to determine their remuneration.		
3	To elect the following incoming officers onto the National Committee:		
3a	Chairman - Dave Lawton	Proposed by Pete Nash Seconded by Jim Riglar	
3b	Secretary – Pete Nash	Proposed by Jim Riglar Seconded by Dave Lawton	
3c	Editor – (vacant)	Proposed by Seconded by	
4	To re-elect the following officers of the National Committee, all of whom have confirmed their willingness to stand for re-election:		
4a	Steve Gant as Treasurer		
4b	Christine Haigh as Membership Secretary		
4c	David Allanson as Webmaster		
5	To approve resolution 5 (see Magazine centre pages)		
6	To approve resolution 6 (see Magazine centre pages)		
7	To approve resolution 7 (see Magazine centre pages)		
8	To approve resolution 8 (see Magazine centre pages)		
9	To approve resolution 9 (see Magazine centre pages)		
10	To approve resolution 10 (see Magazine centre pages)		
11	To approve resolution 11 (see Magazine centre pages)		
12	To approve resolution 12 (see Magazine centre pages)		
13	To approve resolution 13 (see Magazine centre pages)		
14	To approve resolution 14 (see Magazine centre pages)		
15	To approve resolution 15 (see Magazine centre pages)		
16	To approve resolution 16 (see Magazine centre pages)		
17	To approve resolution 17 (see Magazine centre pages)		

Notes:

1. Resolution 1 – A set of the financial statements for the Pre 1940 Morris Register Ltd for the year to 31 January 2022 and the reports of the accountants are printed in Morris Monthly (September 2022 issue).

2. Resolutions 5-17 are all related to proposed changes to Morris Register rules. Details of those resolutions, of their proposers & seconders, and explanations of the changes proposed, are printed in the centre pages of Morris Monthly (September 2022 issue).

3. Copies of the current Morris Register rules (as adopted following the Extraordinary General Meeting held on Saturday 6th April 2019) are available on the Morris Register website or on application from the Secretary.

If you do not wish to cut this page out please download a form on the website www.morrisregister.co.uk from the About Us tab



Plummer Parsons
Chartered Accountants

THE PRE 1940 MORRIS REGISTER LIMITED
ANNUAL REPORT AND UNAUDITED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 JANUARY 2022

Company Registration No. 07334633 (England and Wales)

COMPANY INFORMATION

Directors	Mr S Gant Mr J S Riglar Mr D R Lawton D S Allanson (Appointed 4 October 2021) C A Haigh (Appointed 4 October 2021)
Company number	07334633
Registered office	Unit 46 Sparkenhoe Business Centre Southfield Road Hinckley LE10 1UB

THE PRE 1940 MORRIS REGISTER LIMITED

DIRECTORS' REPORT

FOR THE YEAR ENDED 31 JANUARY 2022

The directors present their annual report and financial statements for the year ended 31 January 2022.

Principal activities

The principal activity of the company is that of a club for those interested in Morris vehicles of types designed before 1940.

Directors

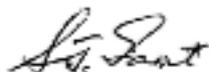
The directors who held office during the year and up to the date of signature of the financial statements were as follows:

Mr S Gant	
Mr J B Ford	(Resigned 3 August 2021)
Mr J S Riglar	
Mr R Symonds	(Resigned 8 October 2021)
Mr D R Lawton	
D S Allanson	(Appointed 4 October 2021)
C A Haigh	(Appointed 4 October 2021)

Small companies exemption

This report has been prepared in accordance with the provisions applicable to companies entitled to the small companies exemption.

On behalf of the board



Mr S Gant
Director

27 June 2022

Comments to the financial statements:

No direct comparison can be made between the results for 2 financial years because:

1. Covid 19 restrictions curtailed many activities in 2020/21, which resulted in lower expenditure for events. There was no National Rally held in 2020/21. The net cost in 2021/22 was £3,253.
2. £8,196 of funds held by Regions in local bank accounts were returned to the centre in 2020/21.
3. The spares section returned to profitability in 2021/22 following a review of the pricing structure, improved procedures to adjust selling prices to reflect changes in purchase prices and a decision to open sales of spare parts to non-members.
4. Profits on sales of spares parts to non-members are subject to corporation tax.

In 2021/22 there was continued upward pressure on costs, especially magazine printing and postage, website support costs to improve security and an additional storage unit in Hinckley for club archives and exhibition material.

Otherwise, the club's financial position is good. We have money in the bank, but as always, the directors are watchful of expenditure. This will be increasingly important as we have noticed that price rises are accelerating in the new financial year.

DIRECTORS' RESPONSIBILITIES STATEMENT

FOR THE YEAR ENDED 31 JANUARY 2022

The directors are responsible for preparing the annual report and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the surplus or deficit of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

On behalf of the board



Mr S Gant
Director

27 June 2022

CHARTERED ACCOUNTANTS' REPORT TO THE BOARD OF DIRECTORS ON THE PREPARATION OF THE UNAUDITED STATUTORY FINANCIAL STATEMENTS OF THE PRE 1940 MORRIS REGISTER LIMITED FOR THE YEAR ENDED 31 JANUARY 2022

In order to assist you to fulfil your duties under the Companies Act 2006, we have prepared for your approval the financial statements of The Pre 1940 Morris Register Limited for the year ended 31 January 2022 set out on pages 4 to 10 from the company's accounting records and from information and explanations you have given us.

As a practising member firm of the Institute of Chartered Accountants in England and Wales (ICAEW), we are subject to its ethical and other professional requirements which are detailed at <https://www.icaew.com/regulation>

This report is made solely to the Board of Directors of The Pre 1940 Morris Register Limited, as a body, in accordance with the terms of our engagement letter dated 18 March 2019. Our work has been undertaken solely to prepare for your approval the financial statements of The Pre 1940 Morris Register Limited and state those matters that we have agreed to state to the Board of Directors of The Pre 1940 Morris Register Limited, as a body, in this report in accordance with ICAEW Technical Release 07/16 AAF. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than The Pre 1940 Morris Register Limited and its Board of Directors as a body, for our work or for this report.

It is your duty to ensure that The Pre 1940 Morris Register Limited has kept adequate accounting records and to prepare statutory financial statements that give a true and fair view of the assets, liabilities, financial position and surplus of The Pre 1940 Morris Register Limited. You consider that The Pre 1940 Morris Register Limited is exempt from the statutory audit requirement for the year.

We have not been instructed to carry out an audit or a review of the financial statements of The Pre 1940 Morris Register Limited. For this reason, we have not verified the accuracy or completeness of the accounting records or information and explanations you have given to us and we do not, therefore, express any opinion on the statutory financial statements.



Plummer Parsons

28 June 2022

Chartered Accountants

5 North Street
Hailsham
East Sussex
BN27 1DQ

THE PRE 1940 MORRIS REGISTER LIMITED
DETAILED TRADING AND INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31 JANUARY 2022

		2022		2021
	£	£	£	£
Income				
Club shop sales and spare parts	56,405		52,964	
Thoresby revenue	5,329		-	
Sales- advertising	1,982		2,219	
Donations	20	63,736	-	55,193
Cost of Sales				
Opening stock of finished goods	41,066		37,547	
Purchases	48,157		52,335	
Closing stock of finished goods	(48,787)	(40,436)	(41,066)	(48,816)
Gross surplus		23,300		6,377
Membership subscriptions		65,395		66,571
Administrative expenses				
Meetings, room rent and car shows	2,161		914	
Power, light and heat	117		117	
Repairs and maintenance	234		1,086	
Insurance	1,431		1,322	
Computer running costs	953		902	
Storage expenses	4,440		3,580	
Hire of equipment (not operating lease)	124		359	
Motor running expenses	1,929		3,389	
Travelling expenses	1,222		932	
Magazine postage	16,998		15,819	
FBHVC membership	658		686	
Regional funding	(719)		(8,196)	
Website costs	4,888		737	
Accountancy	1,800		1,750	
Charitable donations	45		-	
Bank charges	2,691		1,985	
PayPal charges	2,752		2,742	
Postage, printing and stationery	2,944		2,672	
Magazine printing	22,979		22,164	
Advertising	295		-	
Telephone	579		614	
Sundry expenses	799		781	
National Rally expenses	8,582		493	
Depreciation	552	(78,454)	575	(55,423)
Operating surplus		10,241		17,525
Bank Interest received		23		417
Surplus before tax		10,264		17,942
Corporation tax		(619)		(79)
Surplus for the financial year		9,645		17,863

THE PRE 1940 MORRIS REGISTER LIMITED
STATEMENT OF FINANCIAL POSITION
AS AT 31 JANUARY 2022

	Notes	2022 £	£	2021 £	£
					10,136 10
Non-current assets					
Property, plant and equipment	4		9,793		10,146
Investments	5		10		
			<u>9,803</u>		
Current assets					
Inventories		48,787		41,066	
Trade and other receivables	6	2,920		4,058	
Cash and cash equivalents		<u>101,384</u>		<u>97,098</u>	
		153,091		142,222	
Current liabilities	7	<u>(5,609)</u>		<u>(4,728)</u>	
Net current assets			<u>147,482</u>		<u>137,494</u>
Net assets			<u>157,285</u>		<u>147,640</u>
Reserves					20,256
Other reserves					
Income and expenditure account			<u>157,285</u>		<u>127,384</u>
Members' funds			<u>157,285</u>		<u>147,640</u>

For the financial year ended 31 January 2022 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The directors acknowledge their responsibilities for complying with the requirements of the Companies Act 2006 with respect to accounting records and the preparation of financial statements.

The members have not required the company to obtain an audit of its financial statements for the year in question in accordance with section 476.

These financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.



The financial statements were approved by the board of directors and authorised for issue on 27 June 2022 and are signed on its behalf by:

Mr S Gant
Director

Company Registration No. 07334633



MORRIS REGISTER

The Club for Morris vehicles designed before 1940

Agenda Resolutions for the Morris Register AGM on 1st October 2022 at Hinckley

Resolution 5: That Rule 3(a) of the "Rules of the Morris Register" be amended by inserting the words "vii. Spares Officer" after "vi Webmaster."

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 5.

At present six officers, Chairman, Secretary, Treasurer, Membership Secretary, Editor and Webmaster are elected annually. Given the importance of the club spares operation, it is considered that the club's Spares Officer should also become an elected post. This will also provide more scope from which to appoint directors to the Pre 1940 Morris Register Limited in accordance with rule 3 (i) which currently states "3(i) The Directors shall be appointed from the Elected Officers (elected according to rule 3(a)) of the National Committee . . ."

Resolution 6: That rule 3 (i) of the "Rules of the Morris Register" be amended by inserting the sentence "The National Committee may also appoint up to two of its Non-Elected Officers as Directors." After the sentence "The Directors shall be appointed from the Elected Officers (elected according to rule 3(a)) of the National Committee and shall include the chairman, secretary and treasurer"

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 6. At present between four and six directors of the Pre 1940 Morris Register Limited, are appointed from the elected officers (This currently includes the chairman, secretary and treasurer and between one and three other annually elected officers. The ability to include up to two non-elected officers will provide the National Committee more scope from which to appoint directors to the Pre 1940 Morris Register Limited.

Resolution 7: That rule 4 (c) of the "Rules of the Morris Register" be amended by replacing the word "four" by the word "three" in the sentence "A regional committee shall consist of a Secretary and not less than four other members elected by the members in the region."

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 7. At present a regional committee must comprise at a minimum a secretary and four other elected members. It is considered that a regional committee comprising at a minimum a secretary and three other elected members is sufficient. This does not preclude a regional committee from electing more members if it wishes or from co-opting additional committee members as it considers appropriate.

Resolution 8: That existing rule 4 (g) of the “Rules of the Morris Register” be deleted and replaced by a new rule.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 8. Following regional funding changes implemented following the 03 October 2020 National Committee meeting, there is no longer a requirement for a regional treasurer to report expenditure that is accrued from funds provided by the National Committee, as all funding is now held nationally.

To be deleted: “4(g) Regional treasurers shall account to the national Treasurer by the 31st January each year for that portion of their expenditure that is accrued from funds provided by the National Committee. The continued allocation of funds by the National Committee to the regional committee shall be conditional on regional accounts being submitted.”

and replaced by: “4 (g) Regional committees and committee members may submit claims to the national treasurer for necessary costs arising from holding and attending regional meetings and from organising regional events.”

Resolution 9: That existing rule 4 (h) of the “Rules of the Morris Register” be deleted.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 9. Following regional funding changes implemented following the 03 October 2020 National Committee meeting, regional funds are no longer held in separate Morris Register regional bank accounts, but retained nationally.

Resolution 10: That existing rule 4 (i) of the “Rules of the Morris Register” be renumbered as rule 4 (h).

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 10. Note this resolution is conditional on resolution 9 being approved. In the event that resolution 9 is rejected, then resolution 10 is withdrawn.

Resolution 11: That existing rule 4 (j) of the “Rules of the Morris Register” be deleted.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 11. Following regional funding changes implemented following the 03 October 2020 National Committee meeting, regional funds are no longer held in separate Morris Register regional bank

accounts, but retained nationally. In the event of a region disbanding there are no longer any regional funds to be returned to the national treasurer.

Resolution 12: That existing rule 6 of the “Rules of the Morris Register” be amended to replace the words “the Motor Sports Association” with “Motorsport UK” and “MSA” with “MSUK”.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee recommends that this resolution be accepted.

Explanatory Note for Resolution 12. This is to reflect change of name of the “Royal Automobile Club Motor Sports Association Limited” (MSA) to “Motorsport UK Association Limited” (MSUK).

Resolution 13: That a new rule 8 be introduced. “Any member producing new publications for, or modifying existing publications on behalf of, the Morris Register may only do so on the proviso that they grant the copyright of their original content to club.”

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee’s Management Team recommends that this resolution be accepted.

Explanatory Note for Resolution 13. This is to strengthen the club’s position in respect of the copyright it holds on its publications.

Resolution 14: That a new rule 9 be introduced. “Users of the club’s websites are to abide by the website Acceptable Use Policy and Terms & Conditions. Additionally those purchasing items through the website, are also to abide by the Terms & Conditions for the Supply of Goods.”

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee’s Management Team recommends that this resolution be accepted.

Explanatory Note for Resolution 14. This is to reinforce how users may use the club websites and the terms and conditions that apply when they do so.

Resolution 15: That existing rules 8 & 9 of the “Rules of the Morris Register” be renumbered as 10 & 11 respectively.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee’s Management Team recommends that this resolution be accepted.

Explanatory Note for Resolution 15. Note this resolution is conditional on resolutions 13 & 14 both being approved. In the event that either resolution 13 and/or resolution 14 is rejected, then resolution 15 is withdrawn. It is to ensure consecutive number of rules.

Resolution 16: That existing rules 8 & 9 of the “Rules of the Morris Register” be renumbered as 9 & 10 respectively.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee’s Management Team recommends that this resolution be accepted.

Explanatory Note for Resolution 16. Note this resolution is conditional on resolution 13 being accepted and resolution 14 being rejected. In the event that either resolution 13 is rejected then resolution 16 is withdrawn. It is to ensure consecutive number of rules.

Resolution 17: That existing rules 8 & 9 of the “Rules of the Morris Register” be renumbered as 9 & 10 respectively and that new rule 9 accepted by resolution 14 is renumbered as rule 8.

Proposed by Jim Riglar, Seconded by Pete Nash.

The National Committee’s Management Team recommends that this resolution be accepted.

Explanatory Note for Resolution 17. Note this resolution is conditional on resolution 13 being rejected and resolution 14 being accepted. In the event that either resolution 13 is accepted then resolution 17 is withdrawn. It is to ensure consecutive number of rules.

MORRIS NOGGINS & NATTERS

UK directory of Noggins

Throughout the year there are plenty of local activities offering support and advice to keep your vehicle on the road. Why not join your local noggin at their next gathering?

Do you have a friend that owns an alternative manufacture of car? They are also welcome to join you at your local noggin.

If you do not have a local noggin and would like to create one or have any further suggestions, please email memberships@morrisregister.co.uk

West

Somerset Noggin

2nd Tuesday of the month

The Highwayman, Cannard's Grove Road, Shepton Mallet, Somerset BA4 4LY

Contact:

Cath Knight
07724 242809

somerset@morrisregister.co.uk

East Devon Noggin

1st Thursday of the month

The Blue Ball Inn, Stevens Cross, Sidford, Sidmouth

Devon EX10 9QL

Contact:

David Palmer
07770 235518

edevon@morrisregister.co.uk

South Devon Noggin

Please make contact with Noggin Leader for more information
Tally Ho Country Pub, Littlehempston
Devon TQ9 6LY

Contact:

David Palmer
07770 235518

sdevon@morrisregister.co.uk

North & West Devon Noggin

Please make contact with Noggin Leader for more information
Contact:

Jim Callachan
07873 132344

ndevon@morrisregister.co.uk

New Forest Noggin

3rd Tuesday of the month

Red Shoot Inn, Linwood, Ringwood, Hampshire
BH24 3QT

Contact:

Toby Sears
01590 644269

newforest@morrisregister.co.uk

West Somerset Noggin

3rd Wednesday of the month

Merry Monk
Monkton Heathfield
Taunton

Contact:

Keith Woodhead
01823 412540

wsomerset@morrisregister.co.uk

Wiltshire Noggin

4th Wednesday of the month

The Roebuck, London Road, Marlborough, Wiltshire
SN8 2AJ

Contact:

Paul James
07787 825204

wiltshire@morrisregister.co.uk

North West

Stockport Noggin

3rd Monday of the month

The Railway, Rose Hill, Stockport Road, Marple, Cheshire SK6 6EN

Contact:

Martin McClarence
0161 4271237 or 07794 915108

stockport@morrisregister.co.uk

Chester Noggin

4th Monday of the month

The Shrewsbury Arms
Warrington Road, Mickle Trafford, Cheshire CH2 4EB

Contact:

Peter Freeman
01565 722372

chester@morrisregister.co.uk

Northern Ireland Noggin

2nd Tuesday of the month

Please make contact with Noggin Leader for more information

Contact:

Alex Edwards
07395 791888

nireland@morrisregister.co.uk

South Cheshire Noggin

1st Tuesday of the month

The Bleeding Wolf, Congleton Road N, Scholar Green, Stoke-on-Trent, Cheshire ST7 3BQ

Contact:

Don Munro
01782 536566

southcheshire@morrisregister.co.uk

Preston Noggin

1st Monday of the month

The Anchor, Croston Road, Lostock Hall, Preston, Lancashire PR5 5LA

Contact:

Neil Truslove (acting)
01204 598526

preston@morrisregister.co.uk

Bury Noggin

2nd Tuesday of the month

The Red Lion, 81 Ramsbottom Road, Hawkshaw, Tottington, Bury BL8 4JS

Contact:

Martin McClarence
0161 4271237 or 07794 915108

bury@morrisregister.co.uk

Chiltern

Oxford Noggin

3rd Wednesday of the month

The White Hart, Newland Street, Eynsham, Witney, Oxfordshire OX29 4LB

Contact:

Wendy & Stephen Shuttleworth
01993 850818

oxford@morrisregister.co.uk

North Hertfordshire Noggin

3rd Monday of the month

The Bucks Head, Stevenage Road, Little Wymondley, Hertfordshire SG4 7HY

Contact:

Ian Harris

01462 659969

northherts@morrisregister.co.uk

North Bucks & South Herts Noggin

3rd Tuesday of the month

Chiltern Sports & Social Club, Maple Lodge Close, Maple Lodge, Hertfordshire WD3 9SN

Contact:

New Noggin Leader Required

sherbucks@morrisregister.co.uk

Hants/Berks Noggin

2nd Thursday of the month

The George and Dragon Wolverton Townsend, Tadley, Hampshire RG26 5ST

Contact:

Roger Clitheroe

01189 814373

sbucks@morrisregister.co.uk

Wales

South Wales Noggin

1st Thursday of the month

Aubery Arms, Bonvilston Cardiff, CF5 6YQ

Contact:

John Howells

01443 432542

southwales@morrisregister.co.uk

Jersey

Jersey with JOMC Noggin

1st Sunday of the month

Les Fontaines Tavern, La Route du Nord, St John

Jersey JE3 4AJ

Contact:

Jersey Old Motor Club

Jersey with JOMC Noggin

3rd Sunday of the month

Farm House Bar & Restaurant St John, Jersey JE3 4AJ

Contact:

Jersey Old Motor Club

South East

Roving South East Noggin

3rd Tuesday of the month

Please make contact with Noggin Leader for more information

Contact:

Mike Duckworth

01959 577422

rovsoutheast@morrisregister.co.uk

West Sussex Noggin

2nd Tuesday of the month

The White Swan, 16 Chichester Road Arundel

BN18 0AD

Contact:

Phil Barclay

01903 536841

wsussex@morrisregister.co.uk

East Kent Noggin

1st Wednesday of the month

Griffins Head, Griffin Hill, Chillenden, Canterbury, Kent CT3 1PR

Contact:

Mike Brears

07973 384291

eastkent@morrisregister.co.uk

East Anglia

Essex Noggin

3rd Thursday of the month

The Duke of Wellington, The Street, Hatfield Preverel Essex

CM23 2EA

Contact:

Mike Adams

essex@morrisregister.co.uk

Cambridgeshire Noggin

4 times a year

Please make contact with Noggin Leader for more information

Contact:

Dudley Hedge

01223 882057

cambridge@morrisregister.co.uk

Midlands

Leicester & Northants Noggin

1st Tuesday of the month

The Black Horse, Main Street, Foxton, Leicestershire LE16 7RD

Contact:

Pat Farmer

0333 0065255

leicester@morrisregister.co.uk

Warwickshire Noggin

2nd Tuesday of the month

The Crown Inn, Henley Road, Clavenden, Warwick, Warwickshire CV35 8LJ

Contact:

Stephen Parkes

01922 626200

warwickshire@morrisregister.co.uk

The Kingswinford Group

3rd Thursday of the month

The Bridge Inn

118 Moss Grove

Kingswinford, DY6 9HH

Contact:

Ray Jones

07850 706384

Pre-booking required

Hereford & Worcester Noggin

1st Tuesday of the month

The Duke of York, Leysters, Leominster, Herefordshire HR6 0HW

Contact:

Martin Doughty

01432 761474

hereford@morrisregister.co.uk

Shenstone & Lichfield Noggin

3rd Tuesday of the month

The Bulls Head, Birmingham Road, Shenstone, West Midlands WA14 0JR

Contact:

Mick & Sue Roden

01543 493919

shenstone@morrisregister.co.uk

North East

West Yorkshire Noggin

3rd Wednesday of the month

Soothill Working Men's Club, 151 Soothill Lane, Batley West Yorkshire WF17 6HW

Contact:

Trevor Wllsden

07760 942502

westyorks@morrisregister.co.uk

County Durham Noggin

1st Wednesday of the month

The Poachers, Bridge Street, Metal Bridge, Durham, DH6 5QL

Contact:

Graham Mitchinson

0191 5841034

durham@morrisregister.co.uk

Newark Noggin

Last Thursday of the month

The Fox Inn, Main Street Kelham, Newark NG23 5QP

Contact:

Phil Jones

01636 700 533

newark@morrisregister.co.uk



Northumberland Noggin

Last Monday of the month

Astley Arms, Marine View Seaton Sluice, WHITLEY BAY Tyne & Wear, NE26 4JX

Contact:

George Lee

01670 351827 or 07748 828642

northumberland@morrisregister.co.uk



wales@morrisregister.co.uk

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Secretary's Spot

Hello everyone

You may remember from some time ago, that I popped out to the local auto shop in our lovely Austin Montego HLS estate.

I did my shopping, got into the car, and within a hundred yards thick black smoke was coming out of the windscreen vents. I pulled in to the kerb, switched off. A lady on the opposite corner said "There's flames under there luv".

Yes, it was a petrol fire, and extremely fierce. There were flames coming from under the bonnet then, and I couldn't open the safety catch. By the time the fire brigade got it open, everything in the engine bay was burnt to a black crisp or melted almost beyond recognition.

I am convinced that a petrol hose had cracked on a bend, and as I started the engine, had sprayed petrol out onto the starter motor, which had ignited it. Then the running engine had fed the fire with fresh petrol as I drove.

I was also convinced that Ethanol in the hose had caused the problem.

Fast forward to 2022; I noticed in a Humber Club magazine, that a member reversed his Humber out of his garage, and a similar thing happened – a fire under the bonnet. The difference was that he had a powder fire extinguisher to hand, and which he "aimed through the grill and put the fire out in about 20 seconds".

On close inspection he found that a hose next to the fuel pump had fractured, and the resulting fuel leak had ignited. He stripped out the hose from tank to engine and found that the hose had a myriad of cracks, despite having been renewed only four years ago.

He then said that the insurance man's opinion was that poor quality hose from another particular country was simply just stamped with the suitable standard numbers as required. He urged members to only buy pipe that has the manufacturer's name on and the correct specification i.e. Codan SAE J30 R9, which, he explained, is Ethanol resistant.

On the other hand, SAE J30 R6 is for normal unleaded petrol only.

I had a quick search through the internet, and easily found a British company which sells hose by the metre which has the Codan SAE J30 R9 marking.

Just thought I'd pass this snippet on to you MR members. Maybe our Spares department should stock some of the R9 for members to know they are buying safe stuff!

John Howells

Morris on a War



Rob and Chris Brittlebank, in appropriate period style, take a resolute stance at the 'Defence of Blaenavon' event at the heritage ironworks museum with their 1938 Series II Eight.

The 'Defence of Blaenavon' event, held at the World Heritage ironworks site on 6th and 7th August, combined a commemoration of life on the Home Front during World War 2 with displays from military re-enactors. The weekend activities were sponsored by CADW, the historic monuments organisation for Wales, and was one of the live events held by the museum illustrating the social and military history of the town throughout various periods. The Morris, in 'black-out' condition and licensed for War Service, supported the Home Front themes of Air Raid Precautions (ARP), the Home Guard (Dad's Army!) and domestic life in general during the period. This included a notable police presence, taking note of the Morris's credentials and licence for 'War Work'; fortunately, all was in order and no further action was taken!

Please note the change to September's event It will be a wrinklies Lunch instead on the 17th

Llancaiach Fawr Manor, Nelson CF46 6ER. Meet at 12.00 – 12.30. We are not pre-booking meals, so choose off the comprehensive Menu when you arrive, or bring Sandwiches etc. Eat in or out.

This is to replace the Hereford Water Works Museum Visit for September, which appears to be a very popular attraction in Herefordshire, and Covid is still around.

r Footing!



Noggin & Natter news

The July and August meetings were quite interesting. Peter brought along some old stock lamps to pass on to any interested enthusiast. Discussions were around the types of vehicle to which they were suited.

Your Sec passed on details of the National Committee action points list, and then gave out copies of the latest MR New Zealand and Australia newsletters.

Phil did a talk about some of his old Morrising Photographs which he had brought along.



Two lamps up for grabs from Peter Wood. One has a bumper type mount, whilst the other is an inset mount, similar to a Jaguar Mk10? Contact John to put in touch.



Is this a genuine tax disc, or a black market fake to secure an extra petrol ration?

What authenticity, even down to the Tax Disc. More events like this are needed. They add realism and help to bring home to the younger public what our cars and their owners have been through. An excellent article from Rob & Chris Brittlebank! Wales Ed.

East Anglia News

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From the Chair

Thoresby; if you were there then I am sure you will agree what a wonderful National Rally we had once again, if you weren't there the you really missed out and make sure you are there next year! It was a great swansong for the team led by Ben Gadsby, once again the Adams family enjoyed their 14th time camping (and looking rather enviously at Thoresby Hotel!).

We had set off from deepest Essex at 6:00am hoping to avoid the traffic and not hold up the M11/A14/A1 too much, but even at this hour the roads were busy! I drove the Morris 8 Jensen, with Penny following in the Land Rover towing the folding camper. We were able to hold a steady 48mph according to the Sat Nav. It was great to meet up with everyone else and chat for nearly four days about life, the universe and all thing Morris. I was very excited to find that Ian Harris had acquired a Morris 8 Jensen radiator grill amongst a job lot of parts. So, there must have been at least 4! All we need to do is to track



Rookes Rambles

With Minors on the Mount and Castle on the Hill it could not fail to be a great sight and sound! I am of course referring to the Pre War Minor Network visit to Suffolk. The Big Skies Rally. We had arranged to meet long-term friends Ken and Kate Martin who were motoring up from Wiltshire to join others from all over the country. So here we were in Framlingham. It was some sight driving onto the market square seeing Morris Minors parked everywhere. It would have been good to dally a while at this particular spot but our agreed meeting place was actually the castle car park a hundred or so yards further on. As we pulled into the car park we were immediately confronted with the Martin's 1930 Minor neatly parked with others.

No sign of Ken or Kate but it was not long before our arrival was known and Ken appeared from the pub garden. It was not long either before we joined both Ken and Kate in the pub for a meal. Having a pub lunch we got the opportunity of catching up with their news of the family and reminisced past events of the Morris Register and indeed Morris Eight Tourer Club. Son Duncan had also arrived in our 1929 Morris Cowley and he enjoyed what was probably a rare occasion for him seeing so many Minors together. The event has already featured in Morris monthly July 2022 edition however I could not resist a couple of photographs. One of the Martin's Minor VX4590 and a completely modern shot of two stalwarts of the Register, if I may be so bold to say that, with long suffering wives still on active service after more than 100 years membership between them!



Mick & Judith Roberts attended in their fabulous Morris 25 and during the course of the weekend he had a conversation with someone offering 2 Ace wheel discs and an autoclutch. Unfortunately, he did not record any contact details. If this was you (or you would like to offer similar parts!) the please contact Mick on 07961 311979 or mickroberts222@yahoo.com

Our journey home wasn't quite as smooth; after stopping at Peterborough services to top up the petrol (sadly they were out of E5) the 8 started missing and spluttering. Continuing south on the A1M it got worse until we couldn't exceed 20mph. Fuel vapourisation? Everything seemed to be in order under the bonnet and after a 10-minute cool off it purred into life and drove the 70 odd miles home faultlessly. Further investigation at home revealed a float with some liquid in it which has been exchanged for one that seems to float more reliably.



I must admit the price of petrol has rocketed. At the time of writing it is approaching the £10 mark per gallon and I am sure it will have a knock on effect on the use of our vehicles. I never was one for using a car unnecessarily but it certainly concentrates the mind at the present time. I have often over the years mentioned picnics. In other words a delightfully casual way of having an economical meal out! Ever since the region was formed there have been Railway Runs, camping weekends, and indeed just picnics. Picnics came in many forms as did those picnic stoves. I appreciate in more recent years there have been many excellent butane stoves but prior to that paraffin, methylated spirits and indeed petrol fuelled burners were a must have piece of equipment. These came in various shapes and sizes. Primitive some maybe, but effective. and there were those very neat boxed varieties. Well 'tinned' would be more correct. These tendered to be the smaller versions of those larger pieces of equipment but still little works of art and quite frankly superbly made. Herewith a photograph of a few we have used in the past.



Unfortunately now either banned or discouraged in today's very challenging environmental times.

Ivan Rooke



West News

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Editorial

It is lovely to have a report from Keith Woodhead with news of the West Somerest noggin he has started in Taunton, and it sounds as though it is flourishing which is great news.

There seems to be no shortage of material, including lots of photos, arriving in my inbox from around the region. So much so that there may be too much material for our allotted two pages this month. If this is the case some of the photos will have to be dropped for which apologies and if this happens, please don't let it put you off sending in material for future months. There is always a bit of a shortage of material when we get into the autumn.

David Palmer

West Somerset

Monthly Taunton Noggins have been held every third Wednesday in the month since April at the Merry Monk, Monkton Heathfield. Attendance has been good, averaging between seven and ten members and a few Morris'es have come along too.

The timing each month unfortunately means that we miss the Morris Monthly deadline for the following month. It seems to have an advantage though in that the second part of the month seems to be a little less occupied with existing regular meetings (including other Morris noggins across the region) so perhaps we'll keep it as is for the time being.

The conversations are invariably very convivial and quite a few tips on running, restoring and repairing our cars are exchanged as well as more general natter.

It's certainly not all "bloke stuff" and a number of wives and partners energise the conversation (including quite a lot of the bloke stuff). Pre-war Minors (as well as some post war examples) are well represented with two owned by Chris Hipwood, another in very long term ownership by Tony Adlard and a further one under restoration by Chris Bashford, our resident classic tractor expert. Chris and Tony both attended this year's Big Skies Rally for pre-war Minors in Suffolk and returned with some entertaining stories about the event.

Now that the group is more established, some initial local runs are being proposed, with a trip out to Weston Zoyland Steam Museum at the end of August. Suggested by John Boynton, this is, I hope, the first of many. I also hope it will encourage me at least to get my poorly 8e back on the road (thanks for the helpful tips Chris H!) and to stop playing with venerable motorbike technology (oops, embarrassing confession slipped out there!)

Anyway, thanks to everyone for their support for the new noggin – here's to a successful run of autumn and winter meetings. Given the current glum news about our future domestic power costs, maybe it'll be cheaper than staying at home.

Keith Woodhead



Neil Troake and his immaculate M8 Series 2 Tourer – owned 60 years!



Tony and June Adlard at the Big Skies Rally in June

N Wilts Noggin

A small and select band of seven regulars met for the July noggin on 27th July; unfortunately for various reasons a number of the other regulars were absent. Having attended the 2022 Pre War Minor Network Rally the previous month, Ken & Kate Martin regaled those attending the noggin with the adventures they and other Minor owners had when travelling to and from Suffolk and at the rally itself. One of the cars in the car park this month was Norman Burridge's M8 S2 4 door saloon, which is looking very tidy! Steve & Cath Knight, whose M8 S1 tourer was also adorning the car park reported that this year's

"Poulshot on the Green" event in late June (an informal annual gathering of classic vehicles) was as good as ever, attracting a large number of vehicles. They themselves were about to attend the other large annual classic vehicle gathering in Wiltshire immediately following the noggin; Noggin Nosh & Natter, at Longbridge Deverill is organised by Commercial Transport in Preservation, but also attracts huge numbers of other classic vehicles from far and wide.

Jim Riglar

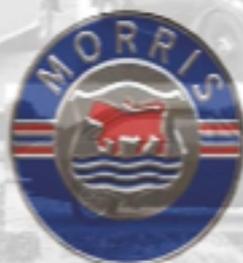


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East Devon – Phil's Postbox



July 7th saw us at our monthly Noggin at the Blue Ball, Sidford with five classic cars arriving. A superb restored Citroen, three Morris cars including " Lottie " my Eight; and an Austin 7. Ten members sat down to lunch alongside four new faces who came along from the Octagon MG club. Apparently they had got the impression that that our meeting was, in fact, an Octagon Club event! Never mind it was lovely to meet them and we made them most welcome. We hope they enjoyed their lunch and they are invited to join us again if they wish to.

The Powderham Castle 47th Historic Vehicle Gathering organised by the Crash Box Club was our next event.

With possibly the best weather ever four members set up a Morris Register stand. David Winter, from Wellington, brought his Series 1 Saloon along with Tony Gaston in his 1934 Minor Saloon and David Palmer with his Series E Tourer.

Alan Dolman brought his campervan so we were well supplied with cups of tea. The cars created a good deal of interest and discussion with several people promising to join the Club.

On 14th July some eleven classic cars met at the Hare & Hounds Country Pub at Putts Corner, Near Sidford. We were treated to a super run through the East Devon countryside organised by Nick Rhodes with rolling hills and even a ford thrown in for good measure.



Some members had a problem getting fuel at the petrol pumps but managed to continue !!



Having passed through the lovely villages of Farway and Northleigh we arrived at our first stop the renowned workshop of Mike and Greg Rowlands, Master Wheelwrights to the Royal Family. We were treated to refreshments and a guided tour learning of the history of this amazing family (I hope to cover this in more detail in the future).

After leaving Mike & Greg we travelled through the historic town of Colyton and on to Burrow Farm Garden for our lunch and our final stop of the day before the home run. We were to have visited Tony Gosling for a tour of his collection of army vehicles but, sadly, at the last minute he went down with Covid so this has to be re-arranged.

The 19th July saw, at least, 1000 Austin cars of all types arrive in the Cotswolds for their 100th Centenary coming from all over the Planet. This was attended by Morris Register member Michael Tabcart in his Austin 7.

It must have been a great week.



Mike Tabcart giving Annabel a well deserved drink

If you have a story or snippet of news please email shardav5@aol.com or phone me on 01297 625723 – we really would love to hear from you.

Phil Armour



David Bruce looking cool in the garden's car park



New Forest

July noggin saw a small number of us; Paul and Viv, Geoff and Christine, myself and Linda plus Gerald popping in. Rachel sent apologies but was gearing up for Netley Marsh steam rally. As always a wide and varied conversation with a focus on holidays this time round! The Red Shoot has been hit and miss with staff shortages of late and is becoming more self service with a stale menu. Fear not, a delegation is looking at another venue in Sopley for a possible move sometime. If we do move on it will be well publicised in advance! We enjoyed the run across the Forest again now the A35 bridge at Holmsley has reopened and noted how it seemed noticeably darker on the way home as we slide towards autumn.

I ventured out to the 3 Counties run organised, very competently, by John and Celia Goodland. With a start at Mere and finishing further away from home I had toyed with heading home after lunch at Yeovilton but a glance at the map showed that as we were heading south after lunch it made no difference when I set off east to get home so I did the afternoon section too. Approximately 170 miles all told for my 2 seater Minor so a decent days driving! I have gone further in the past (over 200 miles in a day to the prewar Minor network rally) but it is my age rather than the cars that sets distance limits these days and around 180-190 miles on the original seat springs is about as much as I can take.

I realise if I am to advertise well I need to be thinking ahead for an autumn amble. We missed drive it day and I promised a summer run but time has a way of speeding past us.....

Toby Sears



North & West Devon

At last we are able to enjoy some real summer weather and catch up on all the Morris motoring we have missed through the pandemic. Being British we are never really happy with the weather conditions that mother nature throws at us. It's either too wet, too windy, too cold, or too hot with the latter being the reason for the grumblings at the moment. With temperatures here in Devon up in the mid thirties it has given us the opportunity for some fantastic days out at various shows and exhibitions with some coupled to those celebrating our Queens Platinum Jubilee.

The only down side to all of this activity is that we have been somewhat depleted in numbers at our monthly noggins but having said that we have managed to have some interesting and lively discussions with those that have attended.

Notwithstanding Thoresby, some of our members have travelled far and wide from our county including to Mathewsons Museum of Bangers and Cash fame in the North of Yorkshire, The Prescott hill climb and the Austin Seven Centenary celebrations at Morton in the Marsh, however some of us lesser mortals have settled for events nearer to home. I gave the 1927 Morris Oxford its annual service and discovered the shock absorbers were all out of adjustment and needed to be refurbished and relined. Not having tackled this job before I sought some advice on The Bull Nose Morris club forum. One member advised using an old brake lining soaked in water and bent to shape, another had successfully used ¼in thick leather. I was very fortunate that one of the members that responded had had a batch of cork linings made to the original Morris Spec. I was slightly suspicious when the parts arrived in the post with a large printed message inside saying "Good Luck" but this person is obviously very experienced in this task and thankfully he also included an original Morris Worksop bulletin.

Having now refurbished all four Smiths shock absorbers I now know why he included the good luck message as it is not a job for the faint hearted.

We have some mixed news regarding some of our group.

Tony Sparrow is making excellent progress following his recent illness and in fact so much so he was able to drive his recent birthday present (The 1915 Model T Ford) to the local village fair. Richard Smith is making good progress following his recent mini stroke, so his wife Sue tells me. But on a less happy note another of our group, Percy Collwill, who incidentally is totally rebuilding a SI tourer, had the misfortune to suffer a quite serious accident in his workshop which rendered him hospitalised for several days, I am glad to say that he is now on the mend whilst still receiving ongoing hospital treatment. We all wish him well for a full and speedy recovery. I think this should serve as a reminder to us all that even the simplest of tasks whilst working on our vehicles in our garages and workshops can be quite dangerous.

Hopefully the troops will return for our next noggin with stories to tell of their Morris adventures far and wide and enhance our numbers once again at The Hunters Inn at Newton Tracey on the 2nd Thursday of each month. We still have several outings planned including the, Lynton to Barnstaple Railway Gala day, a car run and picnic across to Dartmoor, and still in the planning a "Austin/Morris Day" in late September which we successfully held after a run to Davidstow WW2 airfield in North Cornwall last year, in conjunction with the Devon and Cornwall Austin Seven Groups.

Jim Callachan

Somerset Noggin

Our regular noggin took place back in July on the 12th at The Highwayman near Shepton Mallet where three Morris Eights and one Morris Traveller graced the car park on the warm summer evening.



Most of the nineteen of us who were there went in our moderns so well done to the four who used their Morris. We had the usual raffle organised by Celia Goodland and I won a prize donated by us previously.

Talking of Celia, she and her husband John were distributing the final details of their Three Counties Run the following week which went very well indeed.

It encompassed the counties of Somerset, Dorset and Wiltshire over forty miles taking in villages and scenery which some of us hadn't experienced before.



Thirteen cars took part, none of them broke down and the weather was perfect being the first of the cooler days after July's heatwave. Quite a lot of the run was on small quiet back roads which originally formed the A303 but are now bypassed by the noisy, busy and fast dual carriageway so it was perfect for our old cars. A decent lunch stop, a backwater lay-by for a photo shoot and a picnic area by a reservoir rounded off a very pleasant day. A big thank you to them.

Steve Knight

The noggin on 9th August attracted 23 members and a number of Morris. Jim Riglar and Martin Gregory reported on the national rally at Thoresby, which was held on the weekend preceding the noggin. West Region "successes" included Peter & Linda Maslen with their M8 S1 tourer, which was second in class and Dave Jaques (Market Lavington noggin) also second in class with his M12 S3 saloon. Jeremy Matthews has unfortunately had to cancel what would have been the re-arranged "Hills & Lakes Tour" across the Mendips in mid-September; on the bright side and unexpectedly scheduled, Amanda is having a long overdue knee replacement op on that day. The wag who asked if the joint will be fitted with a grease nipple won't be named! Members Stuart & Margaret Tibbs, who are heavily involved with the Norton Radstock Classic Vehicle Club's annual "Camerton Gathering", which was held on the Sunday preceding the noggin, had also been extremely successful and well supported. On a sad note, most noggin members will be aware that long time attendee Bob Browning passed away a few weeks ago; a number of members were planning to attend his funeral the day after the noggin. The next noggin will be on Tuesday 13th September (6:30 pm onwards).



Bob Browning 1942-2022 -

Bob passed away on 16 July 2022 after years of a tenacious fight against illness. To many in mid-Somerset, Bob will probably be known for his love of rugby and his engagement with, and support for, Midsomer Norton Rugby Club. To us in the Morris Register, he will be

remembered for his interest in cars and motorbikes; particularly his early 1950's Singer roadster, one of only three of that model still in existence and which he owned until the last year or so when illness prevented him using it and for his Morris Eight two seater which he retained. Many of those who attend the Somerset noggin will remember Bob's dry sense of humour. Our thoughts go to Elaine and to their children and families. At the request of the family a number of Somerset noggin regulars drove in their Morris as part of Bob's funeral cortege on Wednesday 10th August. The Morris Register was well represented at Bob's funeral, with 14 members of the Somerset noggin attending the service.

Bob joined the Register in late 2007, having acquired a 1937 Morris 8 two seater. Bob & Elaine first drove the car to the June 2008 Somerset noggin. The car looked to be a series 2 model, but on inspection was a late series 1 model. Armed with this information, Bob quickly set about acquiring, restoring and fitting the parts (a series 1 radiator cowl and a set of magna wheels) to restore the original series 1 look. By 2010, all of the changes had been made and the car was out on road runs in its true Series 1 guise.

Although impacted by illness in later years, Bob was an active member of the register for the first 10 years of his membership, and he and Elaine participated in many of the road runs organised by Somerset noggin regulars and from the outset in a number of the West Region May breaks. Bob you'll be missed.

Chiltern News

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EDITORIAL

Since the July Chatter, it was good to receive via Terry Ponting the following abstract from the Morris Commercial Club magazine regarding the late Roland Bradbury's vintage Morris Fire Engine:-

"The 1939 CV Fire Engine (HJO834), which worked at Cowley for thirty years, has now been gifted by Edna Bradbury to Bicester Heritage at Bicester. They are to do some repair work and then it will be passed onto the site at the Brooklands Museum."

Back on more local issues, there have been several car shows recently, most of which have been the first to return since COVID. I was unable to get to Music on the Common at Holmer Green and am grateful to James and Lindsay Wyper for their article about and pictures of the event.

Steve Gant has been further afield to Finland and while he was there visited some family members, one of whom has an interest in old cars from East Germany including Warthogs and I thank him for forwarding the following pictures of them:-

Geoff Campbell



MUSIC ON THE COMMON, HOLMER GREEN

On Saturday 16th July four members: James and Lindsay Wyper in their 1954 Split Screen Morris Minor Saloon, Den and Barbara Jarrott in their Morris Eight Series E Saloon, Chris and Marion Andrew in their 1939 Morris Series E Tourer and Terry and Pauline Ponting in their 1936 Morris Eight Twelve/Four Series 2 Saloon arrived on Holmer Green Common for a day of sunshine, music, food, drink and cars.

There were eight musical acts, most of which were by children from local schools, thirty assorted stalls, approximately eighty cars and many amusements for children. There was a good assortment of cars ranging from pre-war to 1980s. Earl Howe was the judge of the cars and he awarded the best in show to a 1948 Riley RMB drophead coupe. The car that Earl Howe would have liked to have gone home in was a 1963 Sunbeam Rapier Series 3A and the best motorbike was voted as a 1964 Triumph Bonneville. We all enjoyed the day and it was a pity that more members were unable to attend. Article and photo's by Lindsay and James Wyper



CHORLEYWOOD CAR SHOW

It was good to see the return of the Chorleywood Classic and Supercar Show on Saturday 16th July. Below are some pictures of examples of the vehicles in attendance.



CHILTERN OPEN AIR MUSEUM CAR SHOW

Held over both Saturday and Sunday 23rd and 24th July was the Classic Car Show at the Chilterns Open Air Museum in Chalfont St Peter. Over the two days of exceptionally sunny weather, a wide variety of vehicles were in attendance.



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Bob's Babble

Many congratulations to Ben and all the team involved in organising yet another smashing Morris Fest! Glorious weather and lots to see and do.

I have been contacted by a chap called Crispen Wells who is hoping to do an 'oily rag' restoration on his father's 10/4. He is hoping that someone will be interested and able to help him with it as he doesn't know a lot about it. He noted that John Cornish had expressed an interest in restoring a saloon (in the May magazine) but would very much welcome help and advice! He is happy for me to publish his contact email which is: crispinwells@live.co.uk so if you are able and willing to help him, please contact him – he will be delighted!

Martin Doughty (H&W Noggin) has written an interesting article on the ongoing saga of E10 fuel and is going to conduct some mad scientist experiments! Watch this space....!

I'm pleased to report that my Oxford Sixteen-Six ran without a glitch to and from Thoresby and I was dead chuffed to find a head gasket set (and a few other bits and pieces) from the traders there. Shame we could only go over on the Saturday as I missed the main display of cars on Sunday.

Lots more events to come though and hopefully the weather will hold for us.

Bob Chamberlain

Leics & Northants Noggin

August is proving to be another busy month starting off with our noggin which, even with some regulars on holiday, we had 23 people attending. Classic car events are in abundance at the moment, and it is difficult to choose between them and members are obviously wanting to keep their cars on the road as the number of spares orders is not showing any signs of decreasing. The merits of the forthcoming events were discussed as were suggestions for a run out of our own and Bob Chamberlain is organising a visit to Wistow Rural Centre hopefully in September.

We know from experience that every time we take one of the cars out, it is an adventure, and you always have to be prepared for the unexpected, which can often lead to minor repairs, or, in some cases, major repairs as some noggin members had found.

There's always something that needs doing.

Next month, we are delighted that our noggin member, Mel Gale, ex cellist with ELO (Electric Light Orchestra) is going to tell us of his time with the iconic group – a talk not to be missed!

We know that Thoresby will be widely covered in this issue but cannot let the opportunity pass without saying a big thank you to all our noggin members and friends for their help and support over the weekend, without all of you we cannot do what we do for the club so thank you! Also, very many congratulations to our noggin prize winners.

Pat Farmer

Hereford and Worcester Noggin

I am sitting writing this in a very still and warm cottage garden in Herefordshire, two days after our Noggin.

We decided to have an Auto Jumble this month, so I set out with a Zafira packed with bits and photos of some of my larger items printed out. The Duke of York Leysters is a small village pub on the top of a hill and the car park is exposed, so of course it was a very windy afternoon. I'd taken a gazebo in case of rain but if I'd managed to erect it, it would have soon been airborne.

We had a good turn out and four or five of us brought bits and pieces and we swapped or gave away items that were wanted by others, we agreed that a donation to the kitty for each item was a fair way of doing things.

Are we too worried about E10 fuel?

As I was pondering about the cost of petrol etc, I remembered that there was a picture of a 24-hour petrol station in the March issue of the MM, which had a pump to dispense Cleveland Discol.

This got me to thinking; if cars built in that era could fill up with a fuel that had a percentage of ethanol, why are we concerned now? Except for a few changes of rubber items over the years our cars are mostly as they were built.

Now it gets complicated! I decided that maybe the ethanol content was low, i.e., around the levels of E5 fuel today, so I dived into Google and swam about for a bit.

They are very muddy waters on the internet.

Ironically, Cleveland Oil was a north of England firm making petrol products from oil, coal, alcohol, etc, who were bought out by Esso (Standard Oil, hence S.O.). The Cleveland name was eventually dropped in the 70's. The irony is that it is claimed that most E5 fuel sold in Britain by Esso is totally free from Ethanol.

As far back as the 19th century at the vanguard of the burgeoning motor industry and for light and heat in homes etc., biofuels vied with oil for dominance. But the First World War made it harder to extract fuel out of crops, due to shortages in labour and other factors - whereas oil was pumped by machines and was a dedicated industry. The Great Depression and the Midwest dust bowl weakened the biofuel industry further. As other industries grew, they required an unbroken supply of fuel. Biomass from crops can be affected by many pests, diseases, and weather, less and less was turned into fuel and the large distillers could not fight back.

A glimmer of hope came as higher performance was sought from engines. Pinking was an annoying and damaging by-product. So, the answer was to add a more volatile substance.

Octane (the rating of a fuel) is actually an additive scoured from ethanol, lead, toluene, or several other chemicals, that increases the burnability of a fuel, so allowing for higher compression and higher revving engines. Amazingly after years of infighting the American industry opted for lead, due mainly to its fear of competition from the distilling industry, as it is perfectly possible to run internal combustion engines on ethanol.

Back to the percentage of ethanol in the tank.

During the 'in fighting' of oil corporations and the distilling industries, a company representative drove a car to a meeting of US senators and interested parties with 30 percent ethanol in the tank.

Countries who have been cut off from their normal supplies of petrol, have reverted to ethanol, running their whole industry and commerce.

I have also heard (possibly in the MM) that someone is ignoring the normal advice and using E10.

As Ethanol is hygroscopic and lots of our cars stand for long periods this is something to be wary of, and it just may be that the effects of ethanol were unknown or just ignored by pre-war drivers?

I have still not ascertained the relative volumes of ethanol versus petrol in Cleveland fuels so is there a member who knows more about this than me and have they any thoughts on the matter?

I apologise is any of the statements above are inaccurate as I used a certain internet encyclopaedia, and I am no petroleum engineer or biochemist.

Martin Doughty

Lichfield & Shenstone

It was the hottest day of the year in fact any year as we set off in Mavis for the monthly Noggin at the Bulls Head. We were the first to arrive the sun had been hidden in cloud and the humidity was rising. Even the pub's air con was struggling with the heat.

Bob arrived as we were waiting to get a drink and as we were talking, we had a very short shower and Bob nipped out to cover the seat in his two-seater.

The three of us then settled down in the Court Room to wait and see who else would make it. We knew that the numbers would be down as we had at least six members away with a mixture of Covid, holidays and heatstroke. Our numbers were almost doubled when Bill wandered into the Court Room with his friend Chris who had come for a ride out and to carry Bill's recycling consisting of two sets of spokes for an Eight and some red vinyl cloth that Sue thought would possibly make a seat cover for her tractor.

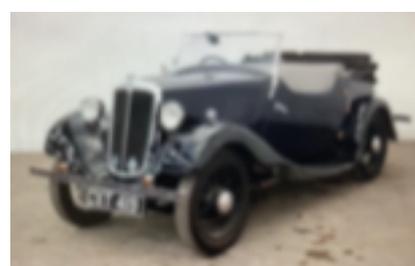
The meeting then drifted into the steady rhythm of putting to rights all things Morris and the rest of the world and I discovered that I had attended the same school at the same time as Bill's friend Chris, as they say it's a small world. The (famous) five of us chatted on with tales of Morris, Motoring, and transport of all kinds until about 9.15 and as to be expected it was all washed down with lashings of ginger beer.

We said our goodbyes as the light faded and drifted away into the still very warm evening.

See you all at the next Noggin on the 16th of August 2022 at 7.30pm in the Court Room at The Bulls Head, Shenstone, WS14 0JR. Come a little earlier if you are eating.

All are welcome and if you should need any further information, please do not hesitate to call Me on 07340 893312.

Mick & Sue



One of Brightwells Leominster sales yesterday £11,424 restored but not perfect two-seater.

Martin Doughty

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Greetings everyone

Well, how are you all coping with today`s challenges in this unpredictable world? Or should I say, `predictable world` because much of what the future holds seems plain to see and as the saying goes "the writing is on the wall". The club recently talked about the 60 glorious years of the past and the hope that we could look forward to another 60 years of enjoyable club activities, but I think it would be safe to assume that there will be huge changes in which Club affairs are conducted, simply because the passing years will have considerable impact, not only on the cars but the owner/drivers too. Apart from that, there is already an obvious reluctance to subject the old pre-war classics to the rigours of driving on our very busy highways and bearing in mind that many of us are `getting on a bit` this also adds to the concerns that are often raised amongst club members (certainly within our group).

In fact, the consensus amongst our members is that distances of around 12 or 15 miles for road events is about right for today`s activities, bearing in mind that some may have to travel the same distance to a starting point thus resulting in a used mileage of perhaps 50 to 60 miles on the day.

It would be very interesting to hear whether other regional members have the same concerns and if so, how may we address them. Watch this space!

Doug Groves



Notice to members

(Now that members are meeting every week, the need for a detailed report of the weekly gatherings in this newsletter is rendered superfluous so future reporting will be on main events only.)

Picnic and drive. 26th July Aldingbourne to Benges Wood, Goodwood

A well supported event where members were again able to enjoy the short run through some of the pretty Sussex countryside to our picnic site set in the Downs above Goodwood. It was nice to see such a good turn-out of club classics on the day and the Aldingbourne Centre with its large car park and catering facilities proved to be an excellent starting point where members could enjoy a leisurely cup of coffee before starting out at approx.: 11-30am. There were no casualties on the way except on my own car which suddenly lost power with the fault being traced to an over-tightened rear brake with a red-hot brake drum as the result. Now, hands up the idiot that last adjusted the brakes!!! I tell you, you can`t trust anyone these days!

Unfortunately, we had to depart the picnic site shortly before 2.00pm due to the approach of rain which came as no surprise as the sky had been overcast by heavy clouds all day. However, this didn`t really matter as we had all wined and dined and chatted for a couple of hours and it was good to get home before the mad rush of late afternoon traffic. A good and enjoyable event and our thanks go to Dave Boyns and John Stevens for organising it.



Local Club News

As from the 6th of August we shall terminate our use of The Black Horse as our monthly noggins meeting place and move to a new venue. Various venues have been suggested and The White Swan, at Arundel has been approached in this regard and is a possible alternative as it is more central for members and offers easy parking and good access from the A27. Phil will be raising the matter with club members at the next noggin and any other suggestions for future meeting places would be welcome.

Chris and Chris Joyce have invited members to their home on August 20th for one of their famous `cream teas`. This is one not to be missed and you can be assured of a very pleasant afternoon where they make everyone so welcome. Good fun too!

And another chance to take your old classic out for another run but don't forget to bring your sheet of cardboard to put under the car as Chris is trying to keep his driveway free of oil drips!! Non-compliance with this ruling will result in confiscation of your car and an immediate ban from the property!!!!Ho! Ho!

Tale of The Black Horse Inn , Worthing group

At our recent meeting at The Black Horse Inn everyone had already departed for home, and I was just about to leave when a Morris 8 Tourer shot into the car park and its occupants turned out to be Donald and Liz Butler who had travelled all the way from Redhill to join our noggin group. Having given them the disappointing news that everyone had already left they realised that they had mis-read the timing of our noggins which was a great shame as our members would have been delighted to have had their company especially as they had made the effort to travel so far, and it would have been nice to meet enthusiasts from the `Far East` as it were. Donald and Liz are members of long standing, and it would have been nice to have spent more time with them. However, I did have an interesting chat with them before directing them to a decent place (hopefully) for lunch before returning home.

The above incident prompted the following observations: - Region No 5 (Southeast) is a huge area covering Kent, Surrey, Sussex, and South London and yet there seems to be little representation in the Morris Monthly magazine from noggin groups of the whole area. Furthermore, the Morris Register Handbook of 2011/12 shows that the Southeast Region boasted approx.: 223 members and in many cases, partners as well! Where are all these people and their cars now? Donald stated that he and Liz had run a noggin group in the past, but it apparently folded up through, presumably, lack of interest. So, is this a sign of the times! Is this the result of an ageing membership plus the problems of running our pre-war cars alongside modern traffic? There is no doubt, also, that the pandemic has played a huge part in disrupting club activities over the last two years plus the fact that actually driving these old cars as we get older, can be a rather tiring business.

Doug Groves

Keith and Isabel have now sold their VW camper van thus reducing their fleet of vehicles and freeing valuable garage space. Keith has also taken the opportunity to extend the garages and fill in the back walls which were open to the elements. So now it's back to the Rover with the cracked block to see what can be done with that. Never a dull moment for Keith!

My thanks go to Chris Joyce who kindly helped me out at a recent event when the flashing indicators failed on my old Morris. Traced to a blown fuse Chris miraculously produced one of the correct amperages which enabled me to drive home with at least, a degree of protection. Driving without indicator lamps in today's traffic is a truly frightening experience and not to be recommended. It's no good waving your arm out of the window indicating you are turning left, turning right or slowing down, the driver behind you hasn't got a clue what the idiot in front of him is playing at!!!

Monthly Noggin at The Black Horse Inn, Findon. August 9th

13 members turned up for the above noggin which happened to be the last at this venue. There is little to report from this meeting except that Phil announced the future programme of events plus the change of venue to The White Swan Hotel, Arundel on the 13th September. The only club car on this occasion was my `32 Minor with John and Chris bringing their Triumph and Daimler cars respectively. One other car did however turn up, much too late to join the meeting unfortunately and the story of this can be read elsewhere.

Well folks, there is little more to report this month so I'll finish with this comment.

It seems we are now faced with very frugal times ahead and the projected high cost of living may have a serious impact on our club activities, so, what do we do?

It is very likely that we shall have to economise with regards to the mileage we cover in our cars albeit that is already low! For many of us, our long-distance motoring may already be a thing of the past, but it is the ownership of our Club cars that provides the incentive to meet these new challenges and our weekly gatherings are just one example of how we can keep things ticking over.

With energy prices already soaring the domestic scene also looks gloomy and our focus is on how to deal with the many appliances around the home that we use and take for granted.

Doug Groves

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SLOW LEARNERS!

To quote the famous inventor/entrepreneur Thomas Edison: 'Results? Why man, I have gotten a lot of results! I know several thousand things that won't work!'

To inflate my capabilities as much as possible, you could say that I'm an enthusiastic amateur petrolhead, having never worked with cars in any capacity during my life. I am however in the process of restoring a 1935 four-door Morris 8 with sliding roof. Well, I say I'm restoring it, but in truth I've spent more time watching my Morris register friends John Anderson and Terry Horn shaking their heads and tutting before showing me how it should be done! I thought my latest mistake may give amusement to some and instruction to others.

The time had come to bleed the brakes and see if my solo work so far had paid off. I had previously disassembled the entire system and repaired or replaced those elements I considered to need it. It was with some trepidation that I filled the brand new (and very expensive) master cylinder with brake fluid and proceeded to bleed the brakes, starting with the longest pipe run and ending with the shortest. I had a good flow of brake fluid out of every wheel cylinder so I thought I had been successful. However, I was never able to generate any resistance on the brake pedal. As luck would have it, I was at a Morris register lunch the next day, so I asked for suggestions from various people there. Armed with new advice I then bled the brakes again, this time starting with the shortest run to the longest; alas, no result. I then bought a fancy suction gun brake bleeder from the internet and it appeared to work well; still no result. So, I dismantled the entire system, including the master cylinder, and squirted brake fluid down each individual pipe to prove they were all patent, reassembled the whole lot, and then bled the brakes again; no result!

At my wit's end, I swallowed my pride and asked for advice from one of my golf partners (a retired motor mechanic) and he couldn't understand it. He tested the master cylinder to make sure I'd installed it correctly, which I had, and then stood back, pondering the problem. After ten seconds he asked if I had adjusted the new brake shoes up to the drums; EUREKA! Five minutes later the system was working! I now consider myself to be a hydraulic braking system expert!

Martin Ashley



In early July we had one of our popular lunch meetings, this time held at the Brewers Fayre in Pontefract. Taking advantage of the fine weather, Tony Blessed and Alan Bateson each turned up in their Morris 8 Tourers, along with John McCloy in his charming open top Morris Minor.

DAVID MOLYNEUX

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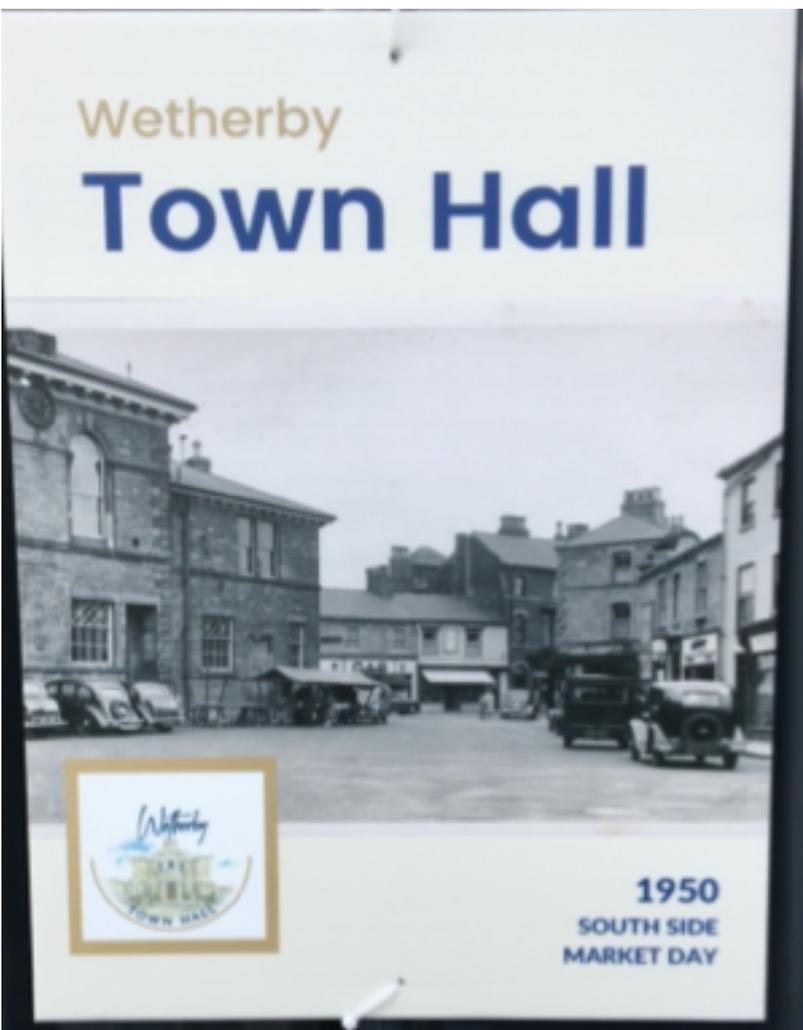
**Job lots of M8 and E
parts bought**

**M8 and E abandoned
projects/completed
cars bought for
spares or repair**

01229 584972

07715 059280

dmmem@tiscali.co.uk



This interesting photograph is of a poster which was on some safety fencing around Wetherby Town Hall which was recently having some renovation work carried out. Other posters showed the same view from the sixties, seventies and eighties. This one from 1950 shows at least five Morris cars parked up in the market square, a testament to how popular they were back then. Happily, despite some pedestrianisation, the view is pretty much unchanged.

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*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and red 8-day tickets. Full ticket information: www.necclassicmotorshow.com/tickets.

North West News

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Editorial

Hello folks, welcome to September's NW newsletter.

As most of you know I occasionally contact you by the e-mail address given by you when you joined the Morris Register. This is normally to advise of an event or report which has not made the Morris Monthly Magazine copy deadline. It works well in the most part, but if you are not receiving e-mail information it is very likely I have an incorrect address. Approximately 20 "bounce back". I would be grateful if you could contact me to correct, or conversely have your details removed, from the NW mailing list if you do not wish to be e-mailed. Reply to northwesteditor@morrisregister.co.uk

Please note our planned autumn weekend away below and let Peter know as soon as you can if able to participate

Martin McClarence

SOUTH CHESHIRE NOGGIN 5th July

Sorry more members were unable to join us for July's noggin. Just 3 of us made it, which considering the fine evening was a little disappointing. We were John Simpson, David Hall and I. The worry is that if the attendance does not improve that we may lose the room as they are becoming increasingly busy and may need the space. Is it worth targeting new members with the ST Postcode? John has bought an early 70's Morris Minor Pickup. Pickups are very rare these days and he and a friend are going to set about a full restoration. It appears that a previous owner has welded the body to the chassis which will have to be cut free. The plan is to have the shell sandblasted before the remedial work can begin.

NORTH WEST OCTOBER WEEKEND BREAK 8th - 9th October

The North West Region has organised an autumn weekend away to commence on Saturday 8th October. Accommodation will be at Cranage Hall, Byley Lane, Holmes Chapel CW4 8EW 01477 536666 where we will come together for an evening meal. If booking an overnight stay, please speak direct to the hotel so you will receive a 20% discount on the room you wish to book. If you would like the evening meal (or just like to join us for dinner) please get in touch with Peter Freeman peterfreeman1957@gmail.com or 01565 722372 so your choice of meal can be pre-ordered for you. Attendees will be informed of the Saturday morning meeting point and Sunday visits via email in the coming weeks.

Peter Freeman




North West Region

Weekend Break
8th to 9th October

Cranage Hall
Byley Lane, Holmes Chapel CW4 8EW
Tel 01477 536666




For further details and register your interest
contact Peter Freeman on 01565 722372 or
peterfreeman1957@gmail.com

TASTY MAGAZINE

You could say the Morris Monthly is a tasty magazine! Well in the case of one of mine this is true. In fact my February 2020 copy. The magazines are kept in the conservatory. About November 2021 I was looking through them and discovered an intruder in the conservatory..... a rather large snail! The first photo shows the extent of the damage a snail can do, or how hungry it was. The second photo shows why it looked so tasty, the car was dressed up like a venison dinner! I must admit I think it looked very tasty.

Robert Brown



KLAXON

Sounding the Klaxon stirred the watching crowd into a thunderous applause to the embarrassment of my grandson at his recent Prom. Well worth spending £14 on the new Klaxon! (Sorry no sound available in this month's newsletter!

Alan Taylor



I suggested that Sandblasters on our site at Apedale would be able to do it, as they have often done car shells in the past, something that may interest the Membership. Tim, at Apedale, is going to compile some details for members Don of course was in France touring with his family in their Caravan.

I was hoping to see you as we have ourselves just bought a Motorhome complete with a little Peugeot 107 Urban on an 'A' Frame. I think Thoresby maybe our first outing. We collect it from Northumberland on the 20th, as Vicky is busy directing a production of Nell Gwynne at Little Moreton Hall until then. The photo is of John & Kaye Hopkins at the recent Alsager Carnival with their 10/4.

Richard Sellers-Smith

CHESTER NOGGIN

There were twelve attendees at the Chester Noggin held on 27th June at the Shrewsbury Arms, Mickle Trafford. Attendees were Dave Stockdale, Martin McClarence, Alan Griffiths, Barry Steadman, Ken Oram, Barbara Whitton, Peter Lund, Paul Graham, Dave and Elaine Lawton and Peter and Dawn Freeman. With such a large group it was inevitable that there were a number of conversations going on as we shared our experiences. There was an update on Alan's car, now with working trafficators. He has installed sound so now you can hear it when they are left on. Paul demonstrated the sound going Ber-der, Ber-der, and Ber-der and quite clearly he leaves his trafficators on for some considerable time as we all were hearing the sound of his trafficators as we put our heads down on the pillow later that night. There was again some discussion about fuel and the use of E10. Those who have used it find that they have lost power and wanted to know what other experiences were. I personally put in the E5 petrol and add lead substitute but I know there are others who do things differently. Dave was a bit late having done an oil change on Barbara's car. Paul, who was an observer, enjoyed telling us how the oil had been collected carefully in a container and then had been knocked off the ramp so that it went everywhere. Fun times! It really is a great evening where everyone enjoys hearing about our various car and life experiences.

Peter Freeman

MYSTERY WHEEL

Can anyone positively identify the wheel in the attached photo? It has a 5.50"x16" tyre on it. Hillman or Standard has been suggested?



NOGGIN REPORTS

Lots of reports this month as most have had to be carried over from the August edition of Morris Monthly. It is advisable to check with local noggin co-ordinators for up-to-date information about our regular North West, Northern Ireland and Isle of Man monthly meetings/events. Contact details are listed in Morris Monthly.

PRESTON NOGGIN

Another great Preston Noggin at the Anchor Inn on 4th July. We had 16 attendees with 7 Morris cars and one Austin A30. Stephen Roe brought along "Josefine" his Series 2 Morris 8 for us to see, which is now running well after some fettling.



I also had a chat with Gary Cadwell owner of the Austin. Gary has a great full time job providing cars for the film and television industry, often driving them himself. He owns the Vauxhall 14/6 currently used in the new series of All Creatures Great and Small.



he also provided the Morris Cowley which will be used by Tristan in the series, a photo from the set. Gary particularly likes pre war Morris and has two 1920s light tonners.



His latest acquisition is the Z van. Also shown are his S2 and Y type vans.

Neil Truslove



PRESTON NOGGIN

A short report this month. There was a good turnout of 15 members and friends on 1st August at the Anchor Inn. We have a probable new member, Paul (Lister?) who has a Morris 8 Series 1 4 door of which he had hundreds of pictures of its recent refurbishment. I think it is only just back on the road.

Neil Truslove



STOCKPORT NOGGIN

The promise of "valuable prizes" clearly works! 10 members and friends plus 4 Morris cars attended our Concours night on the evening of one of the hottest days of the year so far. S3 12/4, Minor 2-seater, S2 Eight saloon and a Series Z van. Judging was stiff and very close, so close that Gary Clarke withdrew his Z van from the scrutineer's eyes! (He did win it last year!) Our secretary Peter Freeman ably assisted by former secretary Neil Truslove and Christine formally declared Robert Brown's S2 Eight the winner.....one beautiful trophy, with a very close runner up of Ted Whelan's Minor..... 1litre of less beautiful "classic oil". Good to see Gary back at a noggin and looking very well after several months off radar having been unwell. There was a discussion about the spelling of concours (e?) and in the end we agreed we had our CONCOURS evening on the pub CONCOURSE! As is usual at our noggins the conversation was varied and interesting and rarely about cars! Come and join us at the next noggin on Monday 19th September.

Martin McClarence



BURY NOGGIN

There were seven of us attending on a very warm evening at the Red Lion. Warm welcome to Mike Tankard from Farnworth who has owned his 8 tourer for about 18 months and is now going to join our club, although is finding it difficult to navigate the website to join! Robert Brown showed us a short clip of the Flatnose Oxford engine running after its rebuild and the car is slowly progressing back to the road.. Robert passed round a bottle of Ethanol additive which actually smelt like my garage! This, of course, started the debate on the pros and cons of E10 petrol again! In the carpark was Neil's pre series 10/4, Alan's MGB and Robert's 8 saloon which he had to drive back home to Chapel-en-le-Frith, a distance of some 40 miles, with a route through the centre of Manchester unfortunately losing a wheel trim somewhere near the Etihad stadium! It does get some use that 8!

Martin McClarence



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SOUTH CHESHIRE NOGGIN

We had 8 members and friends plus 4 cars at our "Concours Noggin" in August Dave Hall and Liz with his 1936 8 saloon (and let's not forget the great Dane!!), John and Kay Hopkins with their 1934 10/4, Martin McClarence with his Series 3 12/4, Don Munro with his 1936 tourer



Richard Sellers-Smith and a new member – John Whitehouse. An apology was also received from Rob Booth who had just gone down with Covid. Assuming our new member – John – to be unbiased, he was asked to judge the cars. Ahh! The best laid plans ... he selected the 10/4 and the tourer as first (Trophy) and second (1 litre of oil) respectively, and then admitted to being biased towards convertibles ... anyway ... the writer is not complaining!! The weather was excellent and we all sat outside where, of course, we could keep an eye on our prized possessions. All in all a very pleasant evening was enjoyed by all and with the rain holding off; both convertibles were able to leave with their hoods still down!!

Don Munro

THE DAVE HARRIS TROPHY

The Dave Harris Trophy was presented to Martin McClarence at the Marple Noggin concours evening in July. This award is presented to a member who has made a substantial contribution to the Morris Register North West Region and is usually an annual award. With Covid it has not been presented for the last two years but this year's recipient Martin, has worked tirelessly through the pandemic and this year in the post pandemic period. He is responsible for instigating three new noggins in the North West region, Bury, South Cheshire and Northern Ireland and is a regular visitor at Chester and Preston as well as being the contact for the Marple Noggin. Martin, with his wife Anne have in the past planned weekends away, Drive it day events, and always supported the committee whatever they were undertaking. As editor of the North West magazine entries I know he will have wanted to edit this article because he is a modest man, but the committee know how much we are indebted to him. He is a worthy recipient of this award. Peter Freeman North West Secretary 19th. July 2022



BURY NOGGIN

A beautiful August summer evening brought a quartet of 1930s Morris cars to the Bury Noggin at the Red Lion, Hawkshaw. Stuart Cooke was accompanied by Jack Greenhalgh in his eye catching and rare 1931/32 McEVOY Morris Minor model 70. The car was featured in Volume 61 (p12) of the Morris Monthly and the photograph shows an unusual downdraught SU carburettor with a convoluted pedal linkage. Stuart is not known to be light on the gas and Jack remained in the car for some time after the white knuckle ride from Darwen over the tops to Hawkshaw. Those are Jack's feet in the photograph waiting to get the blood flowing again.



I made the short journey in my 1933 unmodified Morris Minor 2 seater. Neil Truslove also made the short journey in his 1934 10/4, showing no signs of distress after the annual pilgrimage to Thoresby on unmodified E10 petrol. Completing the quartet was Mike Tankard in his 1935 Morris 8 Tourer with its new clutch. (Ed photo AT11) Robert Brown made the journey from Buxton and before coming to the meeting with Richard Brown, spent the day in Bury working on his family's Flatnose Oxford. All too soon 10 pm arrived and it was time to hit the road with 6 volt headlights blazing. Hmm, now that's a subject for next time.



40 YEARS AGO

The Cumbria noggin is still well attended, and it was nice to see Harold Blair last month. Harold has a 1934 2-seater. I hope you will come again Harold. How about some more members making the effort to attend a noggin? There are several in the Northwest area. The NW committee hope to make the event at Holker Hall on Sept 18/19th 1982 an annual event, so come and support your region; you may even find that spare part you are looking for at the auto jumble! The NW AGM will be at The Sun Hotel, Coniston on 9th Oct 1982. This is where the committee for 1983 is elected and you can voice your opinion about the club etc. Do take the trouble to attend. IT IS IMPORTANT. Don't forget the Classic Car Show at Belle Vue Manchester, 24/26th September 1982.

Gideon Booth

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Morris Marketplace

Members: A small private ad, with/without a photo, is free

1926 Cowley Bullnose



This car has been maintained as necessary but never restored. It is driveable as is or can be refurbished as required. It starts, drives and stops as expected with 4 wheel brakes.

Keith Allen
01424 215698 or 07704 390800
cyke.haslam@outlook.com

1948 Eight Series E



Lovely example, good starter and drives really nicely, working sliding sunroof and trafficators, openable windscreen, original head lining. Perfect for 1940's events. Owned for the last 12 years, very reluctant sale. £7,500

David Roberts
07900231315
david.mroberts@btinternet.com

1934 Eight Series 1



Four door saloon with sliding head. In great condition with fully rebuilt engine and mechanicals by previous owner. Blue over black. As good inside as it is outside. Having acquired a second classic I need the space and just don't drive the car enough. £7,500

John Tarplee
07917 701846
tarpleejohn@gmail.com

1936 Eight Tourer



Owned for 16 years and a reliable attractive car. Taken for a run every 1-2 weeks to ensure all running well. No issues that I am aware of with only recommendation on last MOT being to replace the tyres. Tyres Roof, side screens, interior and hood cover all in lovely condition
Mike Jonson
07768 335460
Mike@sgscapital.org

1936 Eight Tourer



Following on from the death of Arthur Rayner (former Morris member) His wife is selling his Morris Eight Tourer. The vehicle is in good condition.
£12,500

Sarah Saward
sarahsarah01@live.co.uk

1934 10/4 Series 2



Interior and exterior in good condition and has been used weekly in attendance at shows and treasure hunts. Recent galvanised exhaust and various service items and runs really well. Sliding roof works as it should. Modern indicators fitted.£9000 ono

Kevin Roberts
01772586153 or 07736811405
twostrokecharlie@hotmail.com



1948 Eight Series E

1948 Morris Eight Series E for sale reg number LMM820
£3,500

Bryon Herbert
07977593316 or 01886 880592
c.bryan.herbert@gmail.com

1926 Cowley Bullnose

This car has been maintained as necessary but never restored. It is driveable as is or can be refurbished as required. It starts, drives and stops as expected with 4 wheel brakes.

Keith Allen
01424 215698 or 07704 390800
kyke.haslam@outlook.com

1946 Morris M10

At a recent car show I met a gentleman from Llangollen who told me he had a windscreen for a 1946/47 Morris M10 to pass on. If interested please contact me for details.

Edward Constable
01691 238357
ireneconstable@phonecoop.coop

Parts wanted

I need the 2 pieces of glass for split windscreen on 1932 Minor Tourer & spring hinges from the sidecreens. Also need Morris 8 Series E rear wings.

Mike Storey
07531456831
michael.storey4@ntlworld.com

Parts wanted

SV Minor
For a 1932 Two seater SV Minor:
Cap for petrol tank filling tube
Cap for engine oil filling tube
or advice on workarounds.

Richard Bayly
01822 855292
rdbayly@btinternet.com

Parts wanted

Engine for a Morris Eight Series E
Mike Shannon
023 80 737733
m_a_shannon@hotmail.com

Morris Isis 6 Water Manifold

The Morris ISIS and the M.G. 18/80 share a very similar engine with many interchangeable parts. One of these is the aluminium water manifold which quietly corrodes from the inside outwards and eventually breaks through, thus losing all the coolant.

I am currently arranging to have a small batch of these manifolds cast for my fellow M.G owners and wish to extend this opportunity to all Morris ISIS owners out there, whether in U. K. or overseas.

This opportunity is unlikely to arise again as there are so few of these cars now in existence and another batch will not be justified.

If you are interested, then please contact me directly and I will provide further information and a guide price. The eventual price will depend on the number of units cast, any machining costs and of course shipping.

Keith Herkes
keith.herkes@btinternet.com

1934 Morris Oxford 20

ESTORED BY PREVIOUS OWNER IN THE 1990'S.
ENGINE FULLY REBUILT.
RESPRAYED BLACK OVER CREAM.
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Back Cover - Thanks to Ivor &
Denise for the photo and poem
taken after THorseby 2022

1935 Woosley Nine

Wolseley Nine 1935 Rear Axle,
may be compatible with some
Morris or MGs.
£225.00

Wolseley Nine 1935 Front Axle.
£150.00

Ian Thirlwell
07719 697638
ipthirlwell.46@gmail.com

1932 Morris Major parts for sale

Steering box with steering wheel
and controls
Front axle with brake shoes no,
W\Cylinders
Water pump
Radiator with grill and surround
Front axle steering rod
Starter motor
Headlamp reflectors plus dipping
motors
Engine water pipe
Crown wheel
Please e-mail me to discuss
individual parts or a sensible offer
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j.forbes5323@gmail.com

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Thoresby 2022

Many an old Morris car
Came from afar

Many to camp in a field
Others stayed away to be revealed

Many did the road run
Others parked in the sun

Many tried the gymkhana
Others just looked for lamas

Many prizes were won
Others just enjoyed the fun

Many an old Morris car could not hold back its
anticipation
or oil at the registration!
Was it incontinence or just over lubrication?
SORRY BEN !

Morris Monthly

www.morrisregister.co.uk