

Members news
gossip and information

Pictures from the
past

Morris Fest 2024

Regional News

MAGAZINE

Morris Monthly

July 2024



Volume 64, Number 7



MORRIS REGISTER

THE CLUB FOR MORRIS VEHICLES DESIGNED BEFORE 1940



A note from the guest editor

Welcome to the newest edition of Morris Monthly! We are thrilled to bring you the latest updates from the Committee and our members. In this issue, we have some exciting stories to share, including my own adventure at the unforgettable two Lords and a Lady weekend in the Chilterns arranged by Bryan Bland. It was an experience like no other.

As always, we are working tirelessly to make sure everything is in order for Morris Fest 2024. The final touches are being put in place, and I must say, Chris, Ed, and Andy have been absolute lifesavers with their invaluable assistance in the planning process. With their help, we are confident that this year's festival will be a resounding success. The only thing we need now is for the rain to stop! It seems like the wet weather has been relentless lately, but we remain hopeful that it will clear up soon. After all, we wouldn't want anyone with a garage to use the rain as an excuse for not having their car ready for the show, would we?

However, we can't do it all on our own. We rely on your contributions to make Morris Monthly the vibrant magazine that it is. We are still eagerly seeking your stories, technical expertise, and thrilling adventures to fill the pages of our publication. Without your input, there would be no magazine at all. So, whether you have a fascinating tale to share, some helpful tips for fellow Morris enthusiasts, or an unforgettable journey to recount, we would love to hear from you. Your contributions are what make Morris Monthly a true community effort, and we are grateful for each and every one of them.

So, sit back, relax, and enjoy this edition of Morris Monthly. Get ready to be inspired, entertained, and informed as we delve into the world of Morris cars and the incredible people who love them. Thank you for being a part of our community, and we look forward to hearing from you soon!

David Allanson
Guest Editor

July Highlights



Page 14 Woody goes home



Page 20 Nuffield Place



Page 26 Finding BUL

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Magazine Deadlines

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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

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management@morrisregister.co.uk










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CONTENT

 Committee News	04	 Members News	13
 Minor Musings	06	 Morris Fest	29
 Welcome to new members	09	 Marketplace	33
 Pictures from the past	10	 Noggin & Natters	34
 Get Social	11	 Regional News	36

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Front cover - The North Herts Noggin group visited the residence of Lord Sainsbury . [Photo David Allanson]

Rear cover - The North Herts Noggin group visited the residence of Lord Nuffield . [Photo David Allanson]

Online bookings for Morris Fest 2024
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Committee News...

John Ford President

The long awaited summer is finally here and many of us are getting out in our Morris cars. Lots of events are scheduled this month and our own National Rally is coming up at the beginning of August. Don't forget to bring back your trophies including the one's presented at the AGM and please ensure you have had them engraved, in future we will be retaining all trophies at presentation with a recognition plaque for you to keep., they will then be engraved with your name etc and stored at Head office. Our loan car is finally ready for re-use after major engine repairs etc, not sure what the club plan to do with it as yet, a great buy for someone who likes tourers if it's for sale. I hope to see many of you at this year's rally and we are again welcoming the clubs associated with the MVA and other classic cars. It's a great place to catch up with old friends and maybe pick up a few spares and advice from fellow enthusiasts. Enjoy your summer, I may see you at one of the many Classic car events organised around the country.

Mike Brears Membership Secretary

Writing this at the beginning of June with the sun almost breaking through the clouds gives me hope that at last the finer weather has arrived and I can get my Morris out for a few trips to local old car meetings.

It would be nice to think that the weather would hold until August for our National Rally at Thoresby Park in Nottinghamshire on the 2nd to 4th. Entry forms, together with an order form for the Curry Night are in the magazine.

I will be around for the whole weekend so if you have any queries on your membership or vehicles or just want a chat look me up, I'll be in the main marquee.

On the vehicle front hopefully a new Register of Vehicles should be on the website by the time you read this. As with all these things the database is "work in progress" as vehicle details are updated. One thing to be aware of is that the information shown is for the personal use of Morris Register members only and must not be given to any non-member or used for commercial or trade purposes.

In the meantime – never drive faster than your guardian angel can fly.

Neil Truslove DVLA Officer

The car pictured belongs to Nicholas Kent who bought it recently as a barn find and is making progress getting it back on the road. It is a real time capsule. It's a 1935 four door pre series Morris 8 and it was last taxed in 1958. The front axle had been removed and wrapped in newspaper dated from the 1960s so it has not moved since. It still has remnants of wartime blackout white paint on the wings and bumpers.

The registration was CML 277 but unfortunately no logbook came with the car. There was some historic evidence came with the car including tax discs but unfortunately none had the desired chassis number included. A Heritage Certificate was obtained from the British Motor Museum which gave the date of manufacture. We decided to apply to DVLA to recover the number to test the water but disappointingly this was rejected, and Nicholas has had to accept an age related number. If further evidence is found, then it is possible to re-apply. Hopefully it won't be long until this old wartime survivor is back on the road.



FBHVC ensures that historic vehicles are exempt from new Scottish LEZs

With the introduction of enforcement from today (1 June) of Low Emission Zones (LEZ) in Aberdeen and Edinburgh, the Federation of British Historic Vehicle Clubs (FBHVC) is pleased to confirm that historic vehicles are exempt, as a result of its extensive lobbying.

The latest two LEZs come after the start of enforcement of LEZs in Dundee (30 May), and Glasgow (1 June 2023).

Representations by the FBHVC to the Scottish government four years ago, when the schemes were being drawn up in 2020, led to its acceptance of the historic vehicle movement's position.

Although the zones have been in place in all four Scottish cities since May 2022, as part of the regulations creating them, enforcement was delayed (a 'grace period') to allow motorists to make changes and get used to them.

The LEZ in each city covers a relatively small core of the centre, rather than the entire region, as in London.

Maps showing each city's LEZ area are at the bottom of this page, along with links to the relevant websites.

Importantly, unlike LEZ/CAZ in England, Scotland has decided to ban all vehicles that don't comply with the emission standards.

You cannot pay to enter a LEZ in Scotland. All vehicles entering the city centre zone area must meet the emission standards or face a penalty charge.

This is different from England, where a daily charge can be paid for non-compliant vehicles to enter the zone and fines are only levied if the charge is not paid in time.

In Scotland, fines, via Penalty Charge Notices (PCN) will be levied immediately on those who ignore the ban.

For cars fines start at £60 – for each visit – and double with each subsequent breach of the rules to a maximum of £480 per visit for cars, and £960 for other vehicles.

Unlike LEZ and Clean Air Zone (CAZ) schemes in England, Scotland has also chosen a different vehicle age definition for 'historic' vehicles.

Exemptions will apply if the vehicle was manufactured or registered under the Vehicle Excise and Registration Act 1994 for the first time at least 30 years ago and if the vehicle is no longer in production and has not been changed from its original state.

There is no need to notify the cities of your vehicle, as the system uses DVLA data. The introduction of Glasgow's LEZ enforcement last June appears to have worked well in this regard.

More information about all LEZ/CAZ in the UK is on the Federation's information page here: <https://www.fbhvc.co.uk/a-guide-to-uk-clean-air-and-low-emissions-zones>

Details of the Scottish LEZ are here: <https://lowemissionzones.scot/>





Friday Line-up. Including Chris Lambert's Minor Arrow Special (on left) and Chris Barber's 'Woody' next to Cameron Atkinson's pretty Minor Van.

The Pre War Minor Network's 2024 Scrumpy Rally

This year the Minors (and others) of the PWMN members gathered in Somerset for their annual rally nicknamed the "Scrumpy Rally" for obvious reasons.

The weekend was superbly organised by Chris and Sue Hipwood who found the Hornsbury Mill Hotel just outside Chard as the rally HQ.



Hornsbury Mill

This was the first interesting surprise. The mill had been producing flour until 1964, when the miller died, and the building then went into dereliction before a number of re-incarnations to become a charming hotel with carefully restored mill machinery and beautiful surroundings.

We all assembled on Friday evening from all corners of the country as far afield as Cumbria, York, Liverpool, Suffolk, Kent and Cornwall for the informal meet and greet and the distribution of rally packs. Even though the PWMN is an on-line network of Morris Minor enthusiast that assemble together just once a year, we all meet friends from previous rallies and continue conversations as though we had last met just yesterday. This year we had some members on the rally for the first time, Chris Bashford and Catherine Early, John and Celia Anderson and Jan and Gosia Sadowski and hopefully the infectious atmosphere will rub off on them and they will be encouraged to join future rallies.

On Saturday, the serious rally business commenced. Chris and Sue had meticulously planned the day to start with an 'all cars' photo shoot which was taken by Kate Martin who over the years has become our official photographer for such occasions. We then set off on a magical seventy mile route through the Somerset levels. Although so often flooded (remember 2014) they were thankfully dry this weekend and I am sure that Chris would have found alternative routes for us if any road had been impassable such was his attention to detail.

Our first stop was a viewing point where the Quantock and Blackdown hills were laid out in front of us with a glimpse of the Mendips on the skyline, before we assembled at the Coates English Willow Café for coffee. Much refreshed and with willow baskets purchased, we then set off across the Somerset levels along narrow lanes with high hedges and more twists and turns than a corkscrew! All part of the fun and many a time rallyists met one another going in opposite directions as they retraced their way to a missed turn.



After a quick stop to take in a view of the levels we arrived for lunch at the Bere Cider Company. Many of us were then tempted to buy some of their cider which had been awarded Supreme Champion in the British Cider Championships this year. From here we then travelled further north to the levels around Langport and Muchelney and then through Ilminster back the Hornsbury Mill having much enjoyed the day.

Saturday evening is the occasion for our PWMN rally dinner when all sixty of us sat down together. This is another opportunity to make new friends and meet old ones during a lovely meal. As tradition dictates there are some awards to be made for various notable achievements by our members and it falls to Ken Martin to announce these. First our thanks were expressed to Sue and Chris for their magnificent (and hard) work to organise the rally.

We then also welcomed the first timers to a PWMN rally and navigators Peter Barber, John Boffey and Steve Pretty who, although not forum members accepted the challenge to assist the single drivers.

At this point the PWMN trophy winners were announced.

The most prestigious prize: the Harry Edwards Trophy for exceptional dedication and skill in preserving a Morris Minor was not awarded this evening as the intended recipient Andrew Miles was not at the dinner. He was finally tracked to ground on Sunday and was given the trophy for his tireless efforts restoring his OHC tourer and rebuilding the engine for his Dad's sports coupe.

The Brian Maeers Claret Jug was awarded to Ali Bond who could not be at the dinner, so it was accepted on his behalf by Chris Lambert. Ali is not often on the forum but is a very keen Morris Minor supporter, and with his Semi Sports has taken part in many VSCC Light Car events including the 1924 Light Car Trial Centenary Re-enactment.

The Kartik Lunia Forumist of the Year trophy was awarded to Bob Howden for his particularly helpful and informative posts about electrical matters that have helped many members. In particular his help to solve dynamos and charging problems is much appreciated. Bob was not at the dinner so once more Chris Lambert accepted the trophy on his behalf.

The Gregory Award for the driver of the vintage car travelling the furthest distance to the rally under its own steam went to Chris Lambert. This was so well deserved as this year he drove 270 miles from Suffolk. This trophy Chris collected for himself!

Then we came to the time when the trophy no one wants to win was announced. This is the "Weekend Break" trophy awarded for the first major breakdown of the rally. It was presented to Jan Sadowski whose 1933 Minor Saloon suffered ignition timing issues almost as he left the car park. Such a shame for this was his first rally with us, but undeterred he joined in with his 'modern'.



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Minor Musings

A loyal member of the PWMN Jo Raynor (Oilyrag) from Ireland donated Castrol oil jugs as fun one-off prizes. These went to Chris Bashford for his wonderful Prewar 'Woody', to Spencer Lambert and Peter Barber as the best dressed crew in their resplendent period costumes, and the third was an oil can presented to Janie Maeers to cure the rally's squeakiest of brakes on Prudence her 1929 tourer. Finally, a Castrol enamel mug to Chris Lambert to disguise his wine or cider tippie from Norma.

Once all the jollity of Saturday was done, we looked forward to another day of sightseeing in Somerset.

The Sunday route took us to the Blackdown Hills designated an Area of Outstanding Natural Beauty. After the levels, this tour was more demanding of our cars providing a great deal of gear change practice but generally easier on the navigators. We climbed up Blackdown Hill to a viewing point with vistas across the levels to the Quantock Hills in the distance. Then past the Wellington Monument that is high on the hill and 175ft tall. It is the tallest three sided obelisk in the world. After more refreshments (I did say this was a well organised rally!) we drove to Wiveliscombe and Milverton.

Here we quite justifiably met rallyists going in both directions as a road closure required an amendment to the route, so we came out the way we went in. By this time, we were heading for our second cider stop of the weekend at Sheppy's Cider.

We lunched in their Stable Barn and then a group of us enjoyed a tour of Sheppy's and a cider tasting. This was quite entertaining as the guide was a Somerset Morris Man (the bells and sticks kind) who not only knew all about cider but entertained us with some traditional cider songs after providing samples for a tasting session. Sad to say not everyone was overly impressed by cider (perhaps an acquired taste).

From here we returned to Hornsbury Mill either across the Blackdown Hills or through Taunton and enjoyed another informal meal with the inevitable discussion about the weekend. The 100% opinion was that the rally had been a tremendous success, and we all look forward to the 2025 rally wherever and how far away that might be. ■

Martin Gregory



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New Members...

A warm welcome to new and re-joining members

No.	Member	Location	Email	Car Details		
8031	Neville Morley	Norfolk PE33	nevillemorley@gmail.com			
11898	Paul Dine	East Sussex TN34	paul.dine@nhs.net	1936	Eight	Tourer
12217	John Gardner	East Sussex TN39	johnandgilda17@gmail.com	1933	Ten	Saloon
13336	Johanna Robson	Shropshire WV16	jorobson247@gmail.com	1934	Eight	Saloon
14045	Klaus Wassermann	Vienna Austria	klaus.wassermann@aon.at	1934	Ten Six	2 Seater
15429	Sam Gillham	Kent ME12	sam.gillham@hotmail.co.uk	1936	Eight	Saloon
15430	John Dockwray	Merseyside L24	johndockwray@yahoo.com			
15431	Martin Higham	Nottingham NG10	martin.36@live.co.uk	1934	Ten Four	Saloon
15432	Mike Harris	Herefordshire HR2	mike@mrrh.co.uk	1935	Eight	Saloon
15434	Andrew Winter	Norfolk NR14	winter44@live.co.uk	1936	Eight	Saloon
15435	Joseph Barber	Shropshire SY5	barberthe view@yahoo.co.uk	1934	Fifteen Six	Saloon
15436	Peter McCutcheon	Berkshire RG8	pjmccutcheon@googlemail.com			
15437	Peter Allin	Surrey GU6	peterallin52@gmail.com	1936	Eight	Tourer
15438	David Bucknell	NSW Australia	dave.bucknell@live.com.au	1939	Eight	Tourer
15439	Daniel Grooby	Lincolnshire PE21	dan.grooby@gmail.com	1934	Ten Four	Saloon
15440	Eduardo Ascensao	Funchal Portugal	eascensao@outlook.com	1937	Fourteen Six	Tourer



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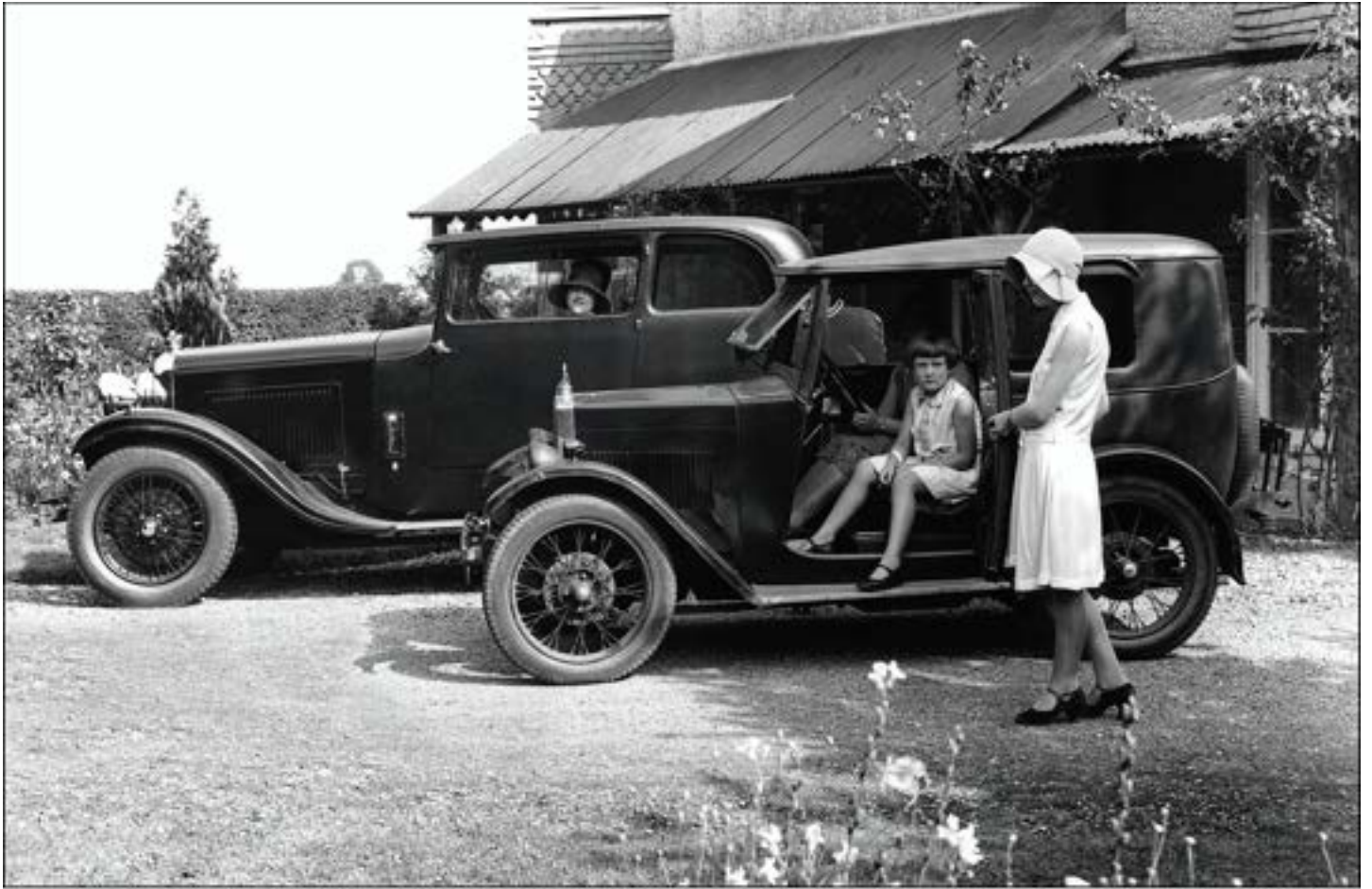
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Pictures from the past Presented by Ken Martin





Pictures from the Past – Captions

From top left clockwise - previous pages

Absolutely nothing is known about this delightfully evocative photograph, except that it was taken in the summer of 1916, mid-way through the Great War. Presumably, the motor cycle and sidecar belonged to the photographer.

Motorsport IMAGES: Autocar Print 4-06-16

A new 1932 model Morris Cowley Fixed Head Saloon is shown passing a 1927 Morris Oxford at Harbour Point in Lynmouth. The advances in body design and styling over the period of five years between the manufacture of the two cars are clearly evident.

The village of Lynmouth is in Devon on the northern edge of Exmoor and it straddles the confluence of the East and West Lyn rivers in a gorge 700 feet (210m) deep below Lynton. The two villages are connected by the late Victorian Lynton and Lynmouth Cliff Railway, which still works two cable-connected cars by gravity, using water tanks.

The structure dominating the scene is Rhenish Tower. Its original build date is not certain, but it was altered and added to over the mid to late nineteenth century and it has been used to support a warning light to mariners and fishermen and a tank containing seawater for indoor baths. Bathing in salt water was believed by Victorians to be good for health.

This scene is little changed today, but the current Rhenish Tower is a replica, built in 1954 after the original structure was destroyed by the devastating 1952 flood. The fire basket beacon, salvaged from the beach, is the only surviving part from the original tower. Rhenish Tower is highly valued as a symbol of Lynton and Lynmouth.

Ken Martin's Collection

The village of Kersey is west of Hadleigh in Suffolk and this view along the northern half of the High Street was taken in 1939. A Morris Eight saloon and Austin Ten Tourer are featured.

Kersey is remarkably unchanged today and it is one of the most visually delightful villages in East Anglia. It prospered from the 12th century onwards during the heyday of the Suffolk wool trade in the Middle Ages when it was known for its coarse twill 'Kersey Cloth'. The buildings in view are mainly 14th to 16th century timber framed houses and a tributary of the River Brett forms the ford known as 'The Splash'. The southerly aspect of the High Street is equally attractive and is dominated on the skyline by the large parish church.

Motorsport IMAGES: Autocar Print 11-08-39

This pleasant scene from the summer of 1930 features a Morris Isis Six Fabric Club Coupé and a Morris Minor fabric saloon. The young women in fashionable hats and dresses are a delightful bonus. Another photograph showing a front view, appears in the October 1930 edition of Morris Owner on Page 984, and this reveals that the registration numbers are WL 995 and UD 2267 for the 'Isis and 'Minor respectively.

The 'Isis had a Gordon England designed and luxuriously equipped fabric body, a 2.5 litre 6-cylinder OHC engine, a 3-speed gearbox and hydraulic brakes. It was the most expensive car in the Morris range at £399. This car is thought to have been owned by, or in the care of, Miles Thomas - the Sales Manager and Director of Morris Motors.

The two-year-old 'Minor fabric saloon was one of the pre-production factory prototypes. It appears to have been well used - possibly by Thomas's wife Hilda. The spare tyre is almost bald; the side lamp is dented, and the black paint is dull. Non-standard features visible include a disc on the radiator cap in place of a 'Calormeter', finned alloy rings around the brake drums, similar to those fitted to an MG 'M' Type Midget and the passenger seat appears to be on rails. The roof line also appears higher than the production models with a deeper windscreen. It has been fitted with a luggage rack and a spot lamp on the driver's side. This model with its 847cc OHC engine, three-speed gearbox and cable brakes, was the cheapest saloon car in the Morris range at £140.

Morris Motors Limited Plate 9248-324 / Ken Martin's Collection

DAVID MOLYNEUX

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NEWS NEWS NEWS

MEMBERS



Unfortunately, no morris in this photo, but it is an old picture of a car delivery I felt it was interesting. I would like to thank Mr John Howells for a lovely box of chocolates he sent me for winning the Wales Region competition. ■

Lawrence McGahan

Aberystwyth Show

Here is a picture from Jemima's visit to Aberystwyth show. Jemima shamelessly chatted up the Ceredigion Young Farmer of the Year, but I wasn't complaining as he came with a bevy of young ladies! ■

Simon Moffett



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Taking Woody Home



When I bought my 1937 Morris Eight, my first pre-war classic car, from a car dealer in Essex, he casually said to me 'oh there's a big box of paperwork I've not even looked at, make sure you take that with you won't you'. I paid for the car and arranged for him to deliver the vehicle a week later, hauling the big heavy 75 litre plastic storage box of papers, photos and books into the back of my Nissan Qashqai. I drove home thrilled with my purchase and excited for it to be delivered a week later. I arrived home and put the box in the garage not thinking much more about it.

When the car arrived, I spent the spring and summer weeks driving in the sunshine and making a list of bits and bobs I needed to attend to. It was a great summer I was chuffed with my first pre-war motoring experience. The previous owner had called her Woody after the ash and ply timber he'd replaced when he fully renovated the car in the early 1990's. I stuck with the name and Woody turned heads everywhere I went.

Box of delight

Winter came and whilst in the garage getting kindling for a fire, I stubbed my toe on the big plastic box instantly remembering that I'd cast it aside as one of those jobs to go back to. A month or so later, on a wet and cold Sunday afternoon I humped the box into the lounge and made myself a big cup of tea. Peeling off the lid I felt overwhelmed at the task ahead, they were literally hundreds of bits of paper, photos and books creased and crumpled on top of one another inside the weighty history of CRL 674. I decided to lay it all out in chronological order and see exactly what I had got.

At first I migrated to the more interesting photos; I had some very faded small square pictures from the early 70's with some writing on the back, some large black and white, quite arty shots of a very rotten Woody in a brick garage and some much more modern colour 6 x 4s of a very sad looking Woody in a different garage moving through the full restoration in the early 1990's.

I then had a massive pile of invoices and notes, that, once in chronological order with the photos and the original V5 (!), I concluded there was a failed restoration in the 1970's by a Mr. Yallop in Sailsbury who bought the car from a Mr. Barrett from Southampton in the late 1960's. I'd been focussed on understanding the mechanical history of the car, so I could piece together it's on and off-road story of decline and re-birth! Little did I know that the best was yet to come....

A real treasure

At the bottom of the box was a quality ivory coloured manila envelope, hand addressed in ink pen to Roy Yallop Esq. Folded neatly inside was a letter from Victor Hoare Nairne of Turville Park, Henley on Thames in Oxfordshire, dated 20th August 1975. I recognised the surname and address; I knew I'd seen it already somewhere within all the paperwork. I checked the V5. The car was first registered to Liliias Hoare Nairne at Turville Park. I settled down with the letter and a fresh cuppa on the sofa, with the lounge carpet almost invisible under the ordered papers, pictures and books. It would have to wait. The letter read.

Dear Mr Yallop,

thank you for your letter of the 15th of August addressed to my mother, who died in 1962. However, I remember the black two seater Morris tourer well and I think my mother probably brought it new in about 1938. Certainly, she had it before the 1939-45 war, and it was successor two remarkable vehicle called a Trojan with solid rubber tyres and a strange lever action for starting.

My mother was very keen on beagling and many a day in the Old Berkley country was spent with the two-seater. She also, I remember, always kept a box in the back, not very big, but smartly painted black, into which he put shopping, spectacles, dog leads and so on.

It was a splendid little car, handsome and economical, and it inspired me to buy my own first MG TA second-hand, and I was faithful to MG's right through to the MGB two years ago, which I only sold for reasons of economy.

I'm sorry I cannot tell you much more about the two-seater, except that it was probably supplied, and would have almost certainly have been serviced by Rolf's Garage, opposite the station at Henley. The garage is still there though Mr May the engineer who mostly looked after my parents' cars will have left many years ago.

I'm so glad you are rebuilding the two seater and I wish you all success with it.

Yours sincerely,
Victor Hoare Nairne.

Early Years

How fascinating, a letter from the original owner's son, confirming ownership and some wonderful social history of the car. I still feel privileged reading the letter again now. A voice from the past casually imparting day to day details of his late mother's life, spent in the little Morris that now sits in my garage in Bedfordshire. I studied the V5 more, it became more intriguing.

Liliias was the first owner from 1937 to June 1958 at which point the ownership changed to Winifred Cole whose address was the South Tower at Turville Park. And in October 1959 (less than a year later) Winifred moved to Green Side, North End, Henley-on-Thames. Some quick Google map searching showed me that Turville Park is a fine Georgian country house in its own grounds and North End is but a few miles away with some small cottages clustered around a village green. After, in 1964 the car was sold to a new owner in Southampton.

It seemed Woody was at Turville Park for 22 years (1937 to 1958) from new, first being the personal transport for the lady of the house, Liliias Hoare Nairne, before being transferred to Winifred Cole who also lived at the house, but in the South Tower. Winifred then moved up the road to North End where the car spent another five years (1959 to 1964) very locally. I made some assumptions; Liliias gave or sold the car to a member of her household staff who lived in the South Tower who then retired to one of the estate cottages. It seemed feasible but was it true?

I also looked up the Berkeley hunt on Google hoping to find some record of Liliias's support or evidence of her following the hounds in Woody. I managed to find a number of black and white images from 1945 taken in the village of Great Kimble, on the Aylesbury Remembered website, showing the huntsmen mounted on their horses with hounds at their heels in farm yards and trotting along roads with a number of cars following or parked up. But unfortunately, no sign of Woody. Lots of other prewar cars, but not CRL 674. A fascinating dive into the past in any case showing the Berkely hunt was certainly one embracing their followers in modern transport!



Liliias Hoare Nairne (nee O'Brien Hoare) as a child with her father, Stafford O'Brien Hoare c 1885

I finished cataloguing the contents of the box, photocopied the V5, the letter from Victor, some of the photos and a few pictures of the Berkely hunt for a file that I took with me to any car shows I attended, telling the story of the plucky little Morris bumping along tracks, following the Berkely hunt around Oxfordshire driven by a wealthy lady with her spectacles, dog leads and shopping bouncing around in a black painted box in the back. It always interested people and made them smile, they often commented at how lucky I was to have such history of the car. And whenever I talked about it, I always yearned to take Woody home...



Berkeley Beagles at Great Kimble, October 1945

What next?

Fast forward to November 2023 at my Morris Noggin, sitting in a pub in north Hertfordshire. The conversation turned to next year's shows with one of our members always actively reminding us what was on and when. I talked about wanting to take Woody home, visiting Turville Park and the idea of a road trip into Oxfordshire was born!

Next day I hit the web to try and find out who the current owner of the house was and luckily, I was able to. Turville Park now belonged to Lord David Sainsbury. I contemplated how to ask if we could visit his private home and I decided writing directly to him at the house would be the most prudent and polite. I sent Lord Sainsbury a letter explaining all about Woodys history. I included copies of the letter from Victor and the original V5 so that he could see I wasn't a crazy crackpot! I then set about planning a full weekend around the car shows we knew were happening, visiting Turville Park and of course once in the area Nuffield Place the previous home of Sir William Morris that is now in the hands of the National Trust.

I set up a WhatsApp group with various friends and club members who had expressed interest in the road trip and started to share the preliminary details. I found us a pub with rooms in Nettlebed, called them and negotiated discounted rates for multiple rooms. All I needed now was permission from Lord Sainsbury to pull the whole thing together.

A little time later an e-mail from Lord Sainsbury's PA Tracy arrived giving me the news I was eagerly awaiting! Woody could go home, back to Turville Park on the weekend we most favoured in May. Lord Sainsbury kindly agreed to all our cars at the house and for us to take photographs of Woody outside his original home for me and to use here in Morris Monthly. After some eight years of always wondering what Turville Park was like and how my little Morris would look outside the front of its original home, I was quite speechless. For those that know me, this is a rare event!

I'd also made contact with the National Trust at Nuffield Place, and they have a superb volunteer called Rosy, who deals with car clubs and allows them to drive up the drive to park in front of the house and she helps with tours too. This was all coming together nicely.

The final schedule

May Road Trip 17 to 19 May 2024

Friday 17 May

10am Travel in convoy from Maulden in Bedfordshire to Watlington for lunch at The Cheques in Watlington, OX49 5RA for lunch at 12.30. Those from Newbury and London meet there too.

After lunch in convoy from Watlington to Turville Park, Henley on Thames. Photos at the house courtesy of Lord Sainsbury. Meet the Head Gardener and House Keepers on arrival who will attend to us.

Then in convoy from Turville Park to Nettlebed check into The White Hart, High Street, Nettlebed, followed by dinner and an evening in the pub.

Saturday 18 May

After breakfast in convoy from Nettlebed to Nuffield Place, RG9 5RY, home of Sir William Morris. For photos outside the house followed by a house and garden tour.

Then onto Fawley Hill Steam & Vintage Festival, RG9 6JA for the rest of the day/evening.

Overnight at The White Hart again.

Sunday 19 May

After an early breakfast travel from Nettlebed to Weedon for the Chiltern Hills Rally, HP22 4NN for the day showing as The Morris Register. Then all home after the show.

The final line up of cars and friends was:

Andy in his 1926 Morris Bullnose

David and Malcolm in the 1950 Morris 6 MS 2.2

Daniel and Martin in the 1950 Jowett Javelin Jupiter

Graeme and Peter in the 2007 Morgan Roadster 3 litre V6

And myself and Grahame in Woody, my 1937 Morris Eight tourer



Turville Park

My instructions for the Friday afternoon from Tracy, Lord Sainsburys PA were simple, arrive at the agreed time to be met by Dave the Head Gardener and Dave and Charmain the housekeepers. Tracey was away and Lord Sainsbury was not in residence. After gathering for lunch in The Cheques at Watlington, and for some of us meeting for the first time, we drove in convoy to Turville Park. With Woody leading the way. It wasn't until this last part of the journey that the significance of the event really struck me, as we travelled to Turville Park we passed through North End, the tiny hamlet where Woody had lived with Winifred for five years from 1959 after leaving the main house. I really was bringing Woody home. How special is it to be able to really know where your car has been, when and with who? As we pulled off the main highway onto the drive of the house, sitting beside me my friend Grahame said, "I better film this!"

Turville Park looked perfect in every way in the Spring sunshine. It is a pretty Georgian house, symmetrical and resplendent with its white detailing and climbing wisteria between the large sash windows. Steps lead up to double white front doors with glimpses of large high-ceilinged rooms through the windowpanes. The house was beautiful. And as I pulled up my little Morris I felt the same way about my modest little car. The car of choice of the 1930's lady about town. Her own independent piece of freedom for herself, her shopping, dogs and spectacles!

As I pulled up in front of the house both Dave's appeared through a side gate and introductions were made. They couldn't have been more helpful, kind and friendly. They were genuinely interested in the car and as much of its history as possible. Apparently very little history came with the house. Dave the housekeeper told me the Hoare Nairnes reduced the size of the house considerably in the 1950's demolishing the majority, leaving only the centre part standing as they could no longer afford the overall upkeep. In the letter to Mr. Yallop (Woodys owner at the time) from Victor Hoare Nairne in 1975, Victor suggests money may still have been tight saying he has had to sell his MGB '...for reasons of economy'.

The reduction in the size of the house meant that the South Tower where Winifred Cole lived, possibly as member of the household staff no longer existed. I was sad to learn that there were no records of staff members or of estate cottages within any Turville Park records. But talking things over with the Dave's we could confirm that they were large stables at Turville Park, not uncommon with this age of house, suggesting an interest in horses and country pursuits.

At first, I posed with my car on the gravel at the front of the house for photos, proud to have made the trip back to Woodys his original home. Touched that Lord Sainsbury had agreed to the visit and delighted to have met two of his wonderful staff and dealt with Tracy his PA with all the details. But most of all I felt privileged to be the current custodian of my Morris Eight. It really struck me that just like Turville Park itself and all other property, owners come and go. We then lined up our cars in front of the house for several photos, some with drivers, some without, from every angle. Watching everyone enjoy their vehicles in that moment, as proud owners of their funny old cars from different times in history, united in their passion for owning, caring and above all driving something different on the road just for the sheer hell of it, seemed to make everyone very happy.

Before we left Dave the housekeeper showed me an old black and white photo of the house before 1950 and the significant reduction in size. Parked outside is a car none of us could easily identify, much larger than my Morris Eight, a saloon car. I'd love to hear from you if you think you know what make and model this car is. Pop me an e-mail to 175bryanbland@gmail.com

We left making our fond farewells and passing on our grateful thanks, we wound our way to Turville. The village is a stunning and very pretty Chiltern village with not much over 100 residents, one pub and a church. It is where such well known TV shows such as The Vicar of Dibley, Midsomer Murders, Killing Eve, Goodnight Mister Tom, Little Britian, The New Avengers and Went the Day Well? were made in part or full. But most fittingly the windmill overlooking the village (Cobstone Mill built in 1816) was the fictional home of Dick Van Dyke's character Caractacus Potts in the 1968 movie version of Chitty Chitty Bang Bang – one of my favourite childhood films. That film, like many people I'm sure, inspired me to love old and unusual cars. I hadn't really clocked that Turville Park was the house at the edge of this film location! The trip just got better and better.



Saturday, more surprises

The next morning we visited Nuffield Place, home of Sir William Morris where their volunteer Rosy looked after us so incredibly well, opening the private gates so we could park on the drive outside the front door. She kindly then gave us a history tour of the garden and we followed that up with a tour of the house. I won't write much more about it here, as one of our party, David has written an excellent piece about the property and Sir William Morris later in this edition of Morris Monthly. Needless to say, I can't recommend a visit to Nuffield Place enough if you're a Morris or MG owner. To organise a visit for you and your classic or club contact Rosy by email at VSTNuffieldPlace@nationaltrust.org.uk

After looking around the house and hearing about Sir William Morris's life, living at one point at the Golf Club nearby and thinking about the social circles he would have mixed in during the 1930's 40's and 50's we couldn't help speculating but he may have known Liliias Hoare Nairne. The chances of them mixing in the same social circles must be quite high. The road distance between the two houses is only 7.6 miles and less as the crow flies. Wouldn't it be wondrous if the reason that Liliias chose to buy a new Morris in 1937 was because a family friend, associate, neighbour Sir William Morris recommended one of his own models! In Victor's letter he says that his parents used Rolf's Garage, opposite the station at Henley to service their cars. Was this a Morris dealership at the time? The most local to Sir William Morris and Liliias Hoare Nairne houses? My Google searching has shown up nothing to date but if you know anything about this garage in Henley then please get in touch.

I've been back in contact with Rosy the volunteer at Nuffield Place and she has asked the National Trust archivists to look at the Morris family records; calendars, diaries, guest lists, letters etc. to find any mention of Liliias or her husband, Brigadier General Edward Spencer Hoare Naine from Turville Park. If we can find a link it would be simply amazing! Woody may have even better pedigree than I could possibly imagine if he was sourced by William Morris himself for a friend.



On Saturday afternoon we visited the Fawley Hill Steam and Vintage Festival. The most eclectic of events you could possibly imagine. Coinciding with the landowner's 80th birthday, Lady Judy McAlpine celebrated by riding the turret of a tank barefoot around the showground swigging champagne, toasting the crowd. Whilst her late husband's private collection of locomotives chugged in and out of the private station, her camels chewed lazily on hay and a giant bed driven by Ed China (previously of Wheeler Dealers) whizzed around raising money for charity! These few highlights don't do it justice. There was rumour this would be the last Fawley Hill Steam and Vintage Festival but if there is one next year make sure you go. For me the best thing was that one of the six cars made for the film Chitty Chitty Bang Bang in 1968 was also there. Apparently only two of the cars could actually be driven and one of them was here. Later in the day I was lucky enough to be given a ride in Chitty around the arena, a childhood dream come true and a fitting way to end a momentous day.

Don't forget if you can help me fill in any of the gaps, please get in contact with me by email 175bryanbland@gmail.com . I'd love to hear from you if you think you know what make and model the car is parked outside Turville Park in the pre-1950 picture. Or anything about Rolf's Garage opposite the station in Henley on Thames. Or if you know anything more about the Hoare Nairnes, Turville Park, any link with Sir William Morris or the Old Berkely Hunt from around the time Liliias followed them around in our little Morris Eight – Woody, CRL 674. I would be most grateful. ■

Bryan Bland





Nuffield Place

William Morris, formerly known as Lord Nuffield, revolutionised the automobile industry in Britain by implementing cost-effective manufacturing processes and capitalizing on economies of scale. However, his impact extended far beyond the realm of cars. Renowned as one of the most generous philanthropists of the 20th century, Lord Nuffield dedicated himself to numerous charitable causes, with one of the most significant being advancements in anaesthetics. It is thanks to his unwavering support and contributions that we now have the privilege of undergoing pain-free surgical procedures.

Nuffield Place

Nuffield Place, Lord Nuffield's exquisite residence, served as his cherished abode from 1933 until his passing in 1963. Originally known as Merrow Mount, this architectural masterpiece was meticulously designed by Oswald Partridge Milne in 1914 for Sir John Bowring Wimble, a prominent shipping magnate and chairman of C. T. Bowring (Insurance) Ltd. Milne, a protégé of the esteemed British architect Sir Edwin Lutyens, skilfully incorporated elements of the latter's distinctive Arts and Crafts style into the house's unassuming exterior. Notably, this project marked Milne's third commission in the region, following the successful completion of the Huntercombe Golf clubhouse and Huntercombe Hall. Furthermore, Milne's exceptional talent is exemplified by his design of Coleston Fishacre, the elegant Devon residence of Rupert D'Oyly Carte.



Lord Nuffield's armorial bearings

Planning to visit Nuffield House? To discover more about the tours offered, explore the National Trust website for detailed information and booking options.

www.nationaltrust.org.uk

New owners

Following the demise of Sir John Wimble, his widow made the decision to sell the property in 1933, ultimately catching the attention of William Morris, who was then residing in a section of the converted clubhouse at Huntercombe Golf Club nearby. Recently bestowed with a peerage, William drew inspiration from the village and aptly renamed his new dwelling Nuffield Place. Together with his wife Elizabeth, they embarked on a series of renovations, expanding the sitting and dining rooms, introducing a new kitchen and billiard room, constructing a charming first-floor veranda, and modernising the bathrooms with the latest amenities. However, despite these enhancements, this four-bedroom residence remained far from opulent, reflecting Morris's frugal nature by employing a local builder instead of an architect for the alterations.

Authentic decor

Nuffield Place exudes an air of understated elegance, with its blend of high-quality reproduction furniture and a hint of antique pieces. The interior is adorned with a mix of flower paintings, tapestries, and Oriental carpets, creating a harmonious balance of colour and pattern throughout the space.

Far from the madding crowd

The ambiance of Nuffield Place is reminiscent of a cosy and inviting home rather than a grand display of opulence. It served as a sanctuary for Lord Nuffield, where he could unwind from the demands of his work and enjoy precious moments with his loved ones in a tranquil setting.

Final bequest

Following Lord Nuffield's passing in 1963, Nuffield Place was entrusted to Nuffield College, which meticulously preserved the house and its furnishings until 2012 when it was generously handed over to the National Trust. The legacy of Nuffield Place continues to be cherished and admired by visitors who appreciate its timeless charm and historical significance.

Without worry, you never get anywhere

Lord Nuffield, with his medium height and build, possessed a captivating presence that was accentuated by his piercing blue eyes and a voice that carried a distinctive Oxfordshire burr. While he exuded charm and affability, there was an underlying sense of reserve and occasional aloofness that characterized his true nature. It was the amalgamation of worry, nervous energy, and an unwavering competitive spirit that propelled him forward in his endeavours. As a light sleeper, he would often find himself consumed by thoughts and concerns, grappling with problems even in the depths of the night. This tireless dedication to his pursuits was mirrored in the numerous portraits and photographs that showcased his unwavering passion for smoking. However, behind closed doors and in the intimate company of his closest confidants, Lord Nuffield revealed a different side of his persona. He was warm, relatable, and revealed in the joy of sharing a hearty laugh and engaging in spirited singsongs.



Lady Nuffield

United in matrimony in the year 1903, the esteemed William Morris and the elegant Elizabeth Anstey (1884 - 1959) discovered a profound connection through their shared passion for cycling. During their youthful days, they would embark on exhilarating cycling expeditions, traversing the picturesque landscapes from Oxford to Wales or the West Country, and effortlessly returning within a mere weekend. Similar to her beloved spouse, Elizabeth possessed a prudent nature when it came to financial matters, yet she indulged herself in the realm of travel, allowing herself to be captivated by the allure of distant lands. While Lord Nuffield revelled in the delights of winter cruises, his beloved wife embarked on enchanting journeys to the sun-kissed Riviera. In the comfort of their abode, she found solace and joy in the art of gardening, the delicate craft of sewing, the creation of delectable jams and preserves, the simple pleasure of walking, and the delightful companionship of her cherished Scottie dogs.

Upon entering, one may find themselves whisked away to the cherished abode of their ancestors, whether it be their parents or grandparents. The air is thick with nostalgia, evoking memories of a bygone era that is not too far in the past, transforming Nuffield Place into a captivating haven that transcends mere homage to its esteemed former inhabitant. This historical gem serves as a time capsule, preserving the essence of a simpler time when individuals would gather to enjoy the soothing melodies of records or the crackling voices emanating from the wireless.

The Billiard Room

The Billiard Room, meticulously designed to provide a comfortable haven for Lord Nuffield and his esteemed male companions, was a magnificent addition to the grandeur of the house in 1933. The exquisite wood panelling and lavish flooring not only exude an air of opulence and warmth but also harmoniously complement the resplendent Art Deco burr walnut cocktail cabinet and the regal billiard table that graces the room with its presence.

A delightful surprise awaits within the confines of this luxurious space - an electric exercise horse, a true testament to Lord Nuffield's penchant for the extraordinary. Crafted exclusively at the prestigious Morris Car Factory, this remarkable contraption bears a striking resemblance to a contemporary exercise bike, albeit with a unique twist. With just two speeds at its disposal - a spirited gallop and a graceful trot - this unconventional apparatus found its place in Lord Nuffield's office in Cowley, where it witnessed his unwavering commitment to physical fitness on a daily basis.

Lord Nuffield, a man of refined tastes and boundless energy, found solace in the noble sport of golf. Each day, accompanied by his loyal canine companions, he would venture to the esteemed Huntercombe Golf Club, where he would indulge in a leisurely game, skilfully striking a ball or two with effortless grace. However, it was during the weekends that Lord Nuffield truly embraced his passion, engaging in exhilarating full runs across the verdant fairways, accompanied by his beloved wife or a circle of esteemed friends. Such was the embodiment of his unwavering dedication to the sport, a testament to his unwavering pursuit of excellence in all aspects of life.

The Drawing Room

A sanctuary of elegance and refinement, was reserved for the most esteemed guests and cherished family members. Lady Nuffield, a woman of impeccable taste, would often embark on delightful excursions to the prestigious city of Oxford on a leisurely afternoon with her dear friends. Upon her return, she would grace the drawing room with delectable cakes, a sweet indulgence to be savoured by the esteemed visitors during the enchanting weekends.

Within the opulent walls of this grand room, music resonated as a vital component of the entertainment. Lord Nuffield, a connoisseur of auditory delights, possessed an extensive collection of records that encompassed the popular melodies of the era, enchanting music hall performances, mesmerising operas, and even some timeless classical compositions. These harmonious melodies were cherished favourites that added an ethereal ambiance to the gatherings.



Adorning the exquisite tables were a pair of remarkable Pullmatch stands, crafted with ingenuity and adorned in shimmering silver, accompanied by elegant marble ashtrays. With a mere pull of a red match, a mesmerising automatic ignition. The room boasted two captivating Art Deco clocks, one gracefully adorning the mantelpiece while the other, with its mirrored sunburst design, adorned the wall. These timepieces, a testament to the artistic flair of the era, added a touch of sophistication to the room. Additionally, the presence of electric candlelight's, meticulously designed to mimic the allure of wax drips, further enhanced the classic ambiance of the 1930s.

While the majority of the furniture in the room consisted of exquisite reproductions, there was no compromise on quality. A true masterpiece of craftsmanship, the elegant Queen Anne-style walnut cabinet, created by the skilled hands of George Hughes Jr, required an astonishing 276-man hours to complete. This remarkable piece of furniture, though contemporary in its replication, exuded an air of timeless beauty and unparalleled artistry. Every detail, meticulously crafted, ensured that the room exuded an aura of sophistication and refinement, befitting the esteemed guests who graced its presence.



The Dining Room

The dining room at Nuffield Place, much like the Drawing Room, was reserved solely for the purpose of entertaining esteemed guests. Among those who would have graced the room with their presence were the renowned Sir Kennerly Rumford and his wife, the celebrated Dame Clara Butt, both esteemed singers, as well as Lady Nuffield's dear friend and neighbour, Mrs. McKenzie, who often accompanied her on leisurely walks with their dogs.

To enhance the grandeur of the dining room, the Nuffield's decided to expand the space by incorporating the original loggia located at the end of the French windows. Additionally, they introduced state-of-the-art recessed strip lighting, which not only illuminated the room but also exuded a welcoming ambiance, creating an atmosphere of warmth and intimacy for their distinguished guests.

While much of the furniture in the dining room appeared to be antique, it was, in fact, meticulously crafted reproductions. The magnificent 16th-century-style oak refectory table, expertly crafted by Hallidays of Oxford, was complemented by tapestry dining chairs, also crafted by the same artisans. The intricate designs on the chairs were believed to be the work of Lee Tapestries of Birkenhead, founded by the visionary Arthur Lee, who revolutionised the process of hand block printing colour designs onto wooden fabric.

At Nuffield Place, the culinary delights were usually prepared by the talented housekeeper, Kathleen Francis. However, for special occasions that called for an exquisite dining experience, professional caterers were enlisted, and Lady Nuffield took it upon herself to personally set the table to perfection. During the lavish meals, Lady Nuffield discreetly used a concealed Bakelite bell under the table to summon her attentive staff, ensuring that every need of her esteemed guests was promptly attended to.

The Sitting Room

The opulent sitting room exudes an air of sophistication with its vast collection of items dedicated to Lord Nuffield's smoking indulgence. Countless portraits adorn the walls, depicting him elegantly holding either a cigarette, cigar, or a pipe, showcasing his refined taste in tobacco.

The gold ragwort ceiling, a symbol of luxury and grandeur, was carefully chosen as the perfect accompaniment to Nuffield's smoking habits, serving as a striking contrast to the inevitable nicotine stains that adorned the room.

In the presence of his esteemed guests, Nuffield would playfully toss a cigarette onto the plush carpet, causing a momentary panic before revealing that his cigarettes were specially crafted to extinguish themselves upon impact, devoid of saltpetre. This whimsical side of Lord Nuffield, juxtaposed with his shrewd business acumen, offers a glimpse into the multifaceted persona of this remarkable man.



The Sun Room and Lord Nuffield's Bedroom

Lord Nuffield's sleeping quarters during the warm summer nights exude a sense of simplicity and practicality. The Sun Room, where he would rest, was adorned with wide-open windows, allowing the fresh air and sunlight to permeate the space.

The room not only served as a place for Lord Nuffield to rejuvenate but also reflected his deep-rooted belief in the healing properties of natural elements. An ultra-violet lamp, a gift from Lord Nuffield to RAF Night fighter stations and assembly-line workers during the Second World War, was a prominent feature in the room, compensating for the lack of sunlight these individuals experienced.

Lord Nuffield's bedroom decor was a testament to his unpretentious nature and practical mindset. The basic furniture and simple bed, positioned against a blocked-up fireplace that doubled as a headboard, showcased his disdain for extravagance. Additionally, the floor was not adorned with luxurious rugs but with pieces of sewn-together carpet, reminiscent of the interior of his beloved cars.

The Curious Cabinet

Lord Nuffield, a man of great wealth and influence, had a peculiar way of dealing with his sleepless nights. Instead of tossing and turning in his opulent bedroom, he would immerse himself in the world of mechanics. It is no wonder, then, that an extraordinary mini-workshop found its place within the confines of his sleeping quarters. Amidst the array of well-worn spanners, screwdrivers, saws, files, pliers, and pincers, one can also find a collection of unexpected treasures. A packet of luxurious Philips stick-on soles, a relic from the Second World War in the form of a hooded torch, a whimsical mechanical toy bear, and even Lord Nuffield's own preserved appendix, serve as intriguing reminders of his fascination with the field of medicine.

Pain-free operations and Iron Lung

Another individual once remarked to Lord Nuffield: "Any fool can give an anaesthetic." However, after enduring a traumatic experience with a poorly administered anaesthetic during a dental procedure, Lord Nuffield held a different perspective.

His perception shifted when he underwent a painless appendix removal performed by Dr. Robert Macintosh, which inspired him to elevate the status of anaesthetics within the medical field.

In 1936, the University of Oxford approached Lord Nuffield to consider endowing three prestigious chairs in medicine, surgery, and obstetrics. Lord Nuffield, adamant about recognizing the importance of anaesthetics, insisted on establishing a chair specifically dedicated to the subject, to be occupied by Dr. Macintosh.

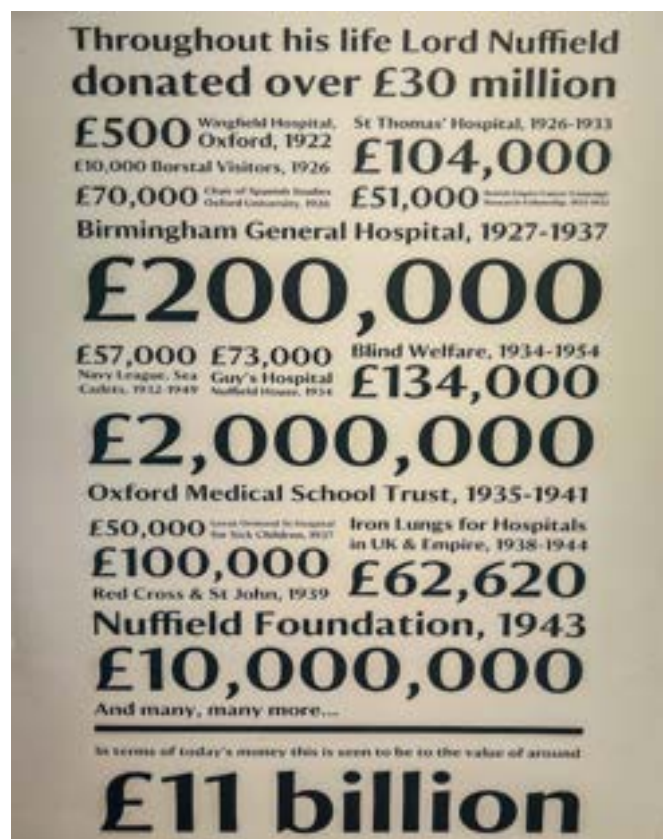
Consequently, in 1937, Dr. Macintosh became the inaugural professor of anaesthetics outside of America, marking a significant milestone in the field. This historic event is commemorated by a plaque positioned above Lord Nuffield's bed, symbolizing the impact of their collaboration.

Dr. Macintosh's contributions extended beyond academia as he pioneered the development of specialized anaesthesia equipment and conducted educational demonstrations worldwide, emphasizing the significance of safe and effective anaesthesia practices.

In the late 1940s and 1950s, the devastating effects of polio were felt across the United Kingdom and beyond, with the absence of vaccines developed by medical pioneers Jonas Salk and Albert Sabin. The disease, known for its ability to cause paralysis, particularly in children, targeted the central nervous system, leading to temporary or permanent limb and chest muscle paralysis. The only recourse for those suffering from chest muscle paralysis was the iron lung, a costly treatment option that few hospitals could afford at £1000 per machine.

Lord Nuffield, moved by a radio broadcast seeking an iron lung, embarked on a philanthropic mission in 1938 to manufacture these life-saving devices. Despite facing criticism for the perceived inferior quality of the Both-type iron lung he produced, Nuffield remained steadfast in his commitment to aiding those afflicted by polio, offering a portion of his factory for their production.

Over the years, Lord Nuffield's workshops churned out a remarkable 700 Both-type iron lung machines, with a total of over 5000 units donated to hospitals worldwide. His unwavering dedication to combating the effects of polio through the provision of iron lungs stands as a testament to his generosity and compassion towards those in need.



Borris the Morris



Well, what strange times we live in one day brilliant sunshine the next more rain than any of my people can cope with if you listen to them (which I rarely do!).

My most recent big adventure of this year involved a very large (700 plus vehicles) road run from Ipswich to Felixstowe on the Suffolk coast.

Then a chance to park on the promenade for the afternoon in the lovely sunshine.

The previous day had been my 97th birthday and I even had a cake both baked and eaten for me!

So, on the promenade with a sign attached to me telling the world about it, all sorts of people wished me a happy birthday, with many singing happy birthday to me.

What a great day out so different to a recent local meet with about 30 pre-war cars at Ufford where I was joined by Rusty a Cowley who was at the factory with me when we were both assembled only a few weeks apart!

Now down to the exciting part of the Felixstowe run when a priest came along to wish me a very happy birthday and then started chatting with my people.

The next thing I knew was when he started chanting in Latin and swinging what looked like a small brass sump and he then proceeded to dip what could only be described as a brass track rod end and dowsing me with what seemed like gallons of very cold water!

I was shocked and not a little upset at this assault and flabbergasted that none of my people did anything to stop him! After the dowsing had stopped, he said that I was blessed, and my people thanked him for blessing me as with their driving we need all the help we can get!

It turns out that this priest the Reverend Andrew Dotchin of Saint John the Baptist Felixstowe will bless important cars like me but if you have to go through this terrifying ordeal, I would suggest you speak to your people and get the water warmed up a bit.

I think that I can now be considered a Saint, don't you? Maybe Saint Borris the Morris will replace all those St Christopher's on our dashboard badges.

Just remember whatever your people put you through they care more than they let on most of the time!

Bless all you Morris's



St Borris Flatnose



The voyage before finding BUL 494

It's been a long journey.

I have always been fascinated by cars, even when I knew nothing about them, or even be able to identify them. Dad loved driving, having become a victim of polio, he was constrained by a wheelchair before I was born but behind the wheel he appeared the same as everyone else, drove competently with hand controls but had neither the ability or desire to peak beneath the bonnet. An uncle came to visit sometimes and opened the bonnet of his Morris Oxford, later a Rover and, a sub-10-year-old, I was fascinated by all the bits; his cars always seemed so much more interesting than our Morris Minor.

I guess the die was cast when an older cousin replaced his Austin Seven with an Austin Healey Sprite. and offered me a trip to Shoreham to visit Grandma and Grandad, a round trip of some ninety miles. I loved it. Not least the leg room! So different from a family of five and a wheelchair in the Minor (us children had to kneel on the back seat). On that day I vowed I was going to get a Sprite when I 'grew up'.

My first car circa 1970 was an ex-police 1960 Minor Traveller, £120 as I recall. It was quite decent but sadly, with the high spirits of youth, it was only three weeks before I managed to bury it into the side of a bank at Musbury, Devon. Such was the damage to the bank, the council had to brick it up to stop it collapsing. Something of an ornamental folly and a regular reminder to be more careful. The official story for years was a tyre blew. Under the thirty-year rule, the truth came out, I was trying to keep up with a Jaguar. The breakdown garage bought it off me and repaired it. I couldn't afford to buy it back, so with much depleted funds, the second car was a 1959 Minor for £65. The best bit was its leather seats, the worst part was a missing tooth on first gear (and therefore also reverse).

I seldom started in first although having a work route which included a 1:4 hill with a sharp bend and a tired engine did make things tricky. The sills had holes in them which Dad thought were best repaired with a patch cut from an old carrot tin and stuck on with Evo-Stik. I think the local garage took pity on me when it came to MOT time. I kept it ten months then sold it for £35.

Next was a 1960 Mk1 850cc Mini, £105 (as an apprentice, I had yet to break the £1000 pa salary). Compared with the tired Minor, it was so lively. I loved it. It wasn't without challenges, it used to jump out of 2nd gear and the choke wouldn't stay out, so to stop the engine stalling going down said 1:4 hill first thing in the morning, I would steer with my right hand, left hand held the choke out, right foot on the brake, left foot on the magic wand gear lever to stop it jumping out of gear. One became quite adept at it.

During the early 70s I enrolled on a thick sandwich course (remember those?) engineering course. The hands-on bit was with Westinghouse Brake and Signal, Chippenham, Wiltshire. Thanks to earning power for 6 months of the year, I managed to go up market from the Mini to a Vauxhall Viva HB. It was so quiet and smooth after the mini that I once drove 15 miles in 3rd thinking I was in 4th. I'll spare you all the other cars over the decades except to say in 1977 I did get a Spridget (£965). It was at Westinghouse that I pulled up with a fellow old car enthusiast (I'm not sure the term Classic Car had been coined at that time). He was something of a wheeler dealer renting a barn and took on basket cases of all sorts of interesting machinery including a 3-wheeler Morgan and a vintage Rolls. The owner wanted his barn back, so the cache of cars had to be disposed of and he approached me to see if I was interested in any of them.

Amongst others, I remember he had a Riley Monaco chassis and running gear (no body), a 1929 M-type MG Midget in boxes and two Series 1 Morris 'Eights. One of the 'Eights was a saloon with all its original bits. The other was a two-seater fitted with a Ford engine and had been generally messed around. From the two cars, one could make a very tidy two-seater. The deal was I could have the Riley, or both Morris Eights for £40. He also offered me the MG for £40 but first he wanted to advertise it in Exchange and Mart to see if he could get a better price. Even in 1973 on a student budget, £40 was not a king's ransom. More of a problem was where to keep it/them before finishing my nomadic student existence. I figured Mum and Dad had room in their shed for one, although I must admit I never ran this passed them. Oh, the assumptions one makes of one's parents! I had set my heart on the little MG, but the Exchange and Mart advert brought in an offer of £250 and that was that. The Riley was too much work, the two 'Eights were cute but there was nowhere to home them both. So, I let the whole deal pass.

Fast forward to retirement, the trusty 1972 Midget is still with us, I took on a basket case MGA as a project to keep me occupied and finished it in 2021. But I still hankered after something from that lost opportunity of my student days. The short list was – short; an early Mini, no later than 1960; a pre-war Minor; an M-type Midget or a Morris Eight. Very early basic Minis are hard to come by and prices have rocketed. I also ran the risk of being disappointed, would it really be as I remembered it? The choice of a pre-war Minor would be a nod to Dad's first car and memories of his tales of a leaky windscreen and struggling to start it on rationed WW2 pool petrol diluted with paraffin. An M-type Midget would complement the MGA and the '72 Midget. A Morris Eight would take me back to the £40 BOGOF offer of my apprenticeship days.



1972 Midget bought in 1977 and still have it.



The Viva, so quiet and smooth after the mini

An early OHC M-type Midget appealed to the vane side of me; the centre throttle pedal and rod brakes – less so. For the same reasons, an early Minor was becoming less attractive. I looked over a couple of 'Eights, the first two door saloon was sound but had been neglected over the years and optimistically priced. It was being sold by a lovely old gent who had had it since he was a young man who regaled me of family adventures over the decades. I didn't really have the heart to haggle with him, but to be honest, neither did I want a restoration project.

The second was with Robin Lawton Vintage and Classic Car Specialists who had a pre series 2-seater 'Eight and, allegedly, the oldest surviving M-type Midget. I prodded and poked them both. The Midget is so TINY! A very cosy two-seater and a pocket-sized triangular hatch on the boat tail for the spare wheel, hood, hood frame, something for the weekend and precious little else. Having discovered the MGA's lack of luggage space limits the scope for escapades (we can get much more into the '72 Midget), it was difficult to see what we would use it for. The 2-seater 'Eight on the other hand, has the (relatively) cavernous space behind the seats. The body, upholstery and weather gear were in fine fettle, the engine sounded sweet, like a little side-valve should. I insisted putting the hood up to see how practical it was and decided, roof up, it kept its endearing looks (vanity again). In contrast, the M-type hood appears to be a pain and, with the roof up, loses some of its charm. After a short test drive of the 'Eight, the deal was done.

Needless to say, it was a little more than £40 and there wasn't a second one thrown in for free. Some discoveries were made in the early days of ownership, suffice to say the steering, brakes, spokes, and tyres are in better shape now. But the fuel gauge still doesn't work. Other than contacting the previous owner, it didn't come with any history until a letter and photo popped through the letter box. The son of BUL's first owner tracked down Robin Lawton who forwarded his details and photo to me. I'm now in touch with plans for a reunion and hopefully some stories of its past. Now I have its early and late history, only the seventy or eighty years in the middle to fill in. Apart from my contacts with the Morris Register, there seems to be no record of it. If anyone recalls anything of BUL 494's past, I'd be delighted to hear from you. ■

Pete Stevenson
petefordingbridge@hotmail.com



BUL beside a Mustang at the Fordingbridge Steamfest last summer. The 10-fold difference in horsepower made me smile.

Parts & Accessories

**Now
15%
saving**

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

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

Merchandise

Morris Register Men's Polo Shirt	£19.80
Morris Register Overalls	£37.85
Morris Register Mug	£8.56
Morris Register Tea Towel	£5.63
Morris Register Shopping Bag	£9.00
Morris Register Hi Vis Vest	£8.29
Morris Eight Information Manual	£11.45
Morris Christmas Cards (pack of 4)	£2.50



Key Ring £3.36



Cap £13.06



Bar Badge £11.20

MEMBERS' SPARES DISCOUNT CODE

Until 15th August members wishing to claim their 15.0% discount on the parts and accessories website should enter the following coupon code: - **valvespring**

Payment by PayPal, Card or Bank Transfer



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Member to Member Cover included

Your policy will automatically include comprehensive cover to drive another club member's Morris completely free of charge*.



Not long to wait for Morris Fest 2024

With just a month left until the grandest annual pre-war Morris event, Morris Fest 2024, the anticipation is reaching its peak. This is your chance to secure your spot at this extraordinary gathering of Morris enthusiasts. To ensure your participation, kindly turn to pages 31 and 32, where you will find the necessary forms that need to be completed and promptly returned to the esteemed Chris Powis.

Brace yourself for an unforgettable experience, as Morris Fest 2024 promises to be nothing short of spectacular. The festivities kick off on Friday night with a captivating live performance by the talented Andy McKay. As the weekend unfolds, prepare to be enthralled by the sensational Beatles tribute band, The Fab Two, who will grace the stage on Saturday night. And fear not, for the night will not end there, as Andy McKay will serenade us into the late hours.

The excitement continues throughout the weekend with a plethora of activities to indulge in. Engage in a thrilling motoring quiz, witness the exhilarating car gymkhana, and embark on an exhilarating road run. On Sunday, prepare to be dazzled by the magnificent display of classic cars, accompanied by the delightful melodies of the esteemed Thoresby Colliery Band. As you revel in the festivities, rest assured that refreshments will be readily available, including our very own exclusive brew of Morris Ale, crafted with utmost care and precision.

While we eagerly await the arrival of Morris Fest 2024, it is essential to note that for the comfort and safety of all attendees, barbecues are strictly prohibited for those camping on the premises. Additionally, we kindly request the assistance of willing individuals to lend a helping hand with various smaller tasks throughout the weekend. Despite our previous appeal in last month's magazine, no volunteers have come forward thus far.

Let us hope that the weather gods smile upon us, and we eagerly anticipate your presence at Morris Fest 2024, commencing on Friday, 2nd August, and concluding on Sunday, 4th August.

Friday 2nd August

Curry Night (pre order only by 5th July)
Andy McKay - live music

Saturday 3rd August

Country road run
Driving gymkhana
Automotive quiz
The Fab Two - live music
Andy McKay - live music

Sunday 4th August

Self-judging of vehicles
Thoresby Colliery Band - live music
Presentation of awards

www.morrisfest.co.uk

Highlights from Morris Fest 2023



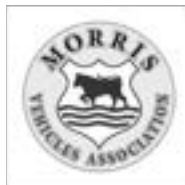
It's not too late to join in the fun for 2024

www.morrisfest.co.uk



THE MORRIS REGISTER

NATIONAL RALLY



THORESBY PARK, NR OLLERTON, NOTTS, NG22 9EP
2nd to 4th AUGUST 2024

PLEASE COMPLETE IN BLOCK CAPITALS

Name	Morris Register Membership No.
Address	Post Code
Telephone No.	Email

Registration No.	
Year	
Make	
Model	
Series	
Type / Body Style	
Class No. (see right)	
If you do <u>NOT</u> want your vehicle to be judged please tick the box.	
Please send the Friday night curry menu. Tick box	
I want to take part in the Road Run. Tick box	
I want to take part in the Gymkhana. Tick box	

- Class 1 – Morris Minors (Pre-war)
- Class 2 – Morris 8 Tourers
- Class 3 – Morris 8 Saloons
- Class 4 – Morris 8 E Tourers/Saloons
- Class 5 – Pre 1930 Over 8hp
- Class 6 – Pre 1935 10/12hp (Inc 1935)
- Class 7 – Post 1935 10/12hp
- Class 8 – Post 1930 over 12hp
- Class 9 – Morris Commercials
- Class 10 – Post 1948 Morris Vehicles (Members only)
- Class 11 – Any Classic Vehicle (Member or Guest)
- Class 12 – Super Class (2023 class winners)
- Class 14 – Vehicles under restoration

I agree to my name and vehicle details being published in the programme.
 (The programme will be available to all rally attendees)

Yes	No
------------	-----------

Entry per car or motorhome for the weekend (Including rally programme)	Number of cars		£15	
Camping per night - £10.00 Tents, Caravans & Motorhomes	Fri	Sat	Sun	£
				£
Total			£	

Payment	<input checked="" type="checkbox"/>	Pre 1940 Morris Register Limited
I have paid by Bank Transfer Tick box		Sort Code 30 – 92 - 86 Account Number 54993068
I have paid by PayPal. Tick box		PayPal is available through the Thoresby Rally page on the Morris Register website
. Cheques Can NOT be accepted.		

Your **Surname** and **Car registration**, **MUST** be put in the payment reference box. We cannot match the payment to your entry without this information

Please email my rally pack and I will print at home	Please return your completed entry form by 12th July 2024 to
I enclose an A5 (Half the size of this sheet) STAMPED ADDRESSED ENVELOPE	Chris Powis. 11 Stacey Road, Tonbridge, Kent. TN10 3AP
	Or email to: tickets@morrisfest.co.uk

Declaration to be signed by all entrants

- I confirm that to the best of my belief the vehicle concerned is suitable for the use to which it will be put during the event and that the vehicle is roadworthy.

- I confirm that I and/or any other person(s) I may nominate to move, drive, control or operate the vehicle is/are competent to do so. - I confirm that the use of the vehicle hereby entered will be covered by insurance as required by law. I undertake not to allow anyone who is not insured to do so, to start, drive or otherwise operate the vehicle hereby entered during the course of the event. - In the event of any defect in the insurance referred to above, I undertake to indemnify the organisers in respect of any loss that would have been covered had the insurance not been defective.

SIGNED _____ DATE _____

THE MORRIS REGISTER
Morris Fest 2024



2nd – 4th August 2024
Autojumble & Traders Pitches

ALL pitches have a 6m frontage and cost £20 per pitch per day.
Remember to include your tow bar "A" frame when working out the width of the stall.

Your Details (Please use block capitals)

Name/Company	
Address	
Postcode	
Tel no.	Email

Rally Entry

Day	Number of pitches @6m	Cost at £20/pitch
Saturday		£
Sunday		£
Additional advert in the programme	¼ page - £15, ½ page - £30 Full page - £60	£
Total		£

Payment

	<input checked="" type="checkbox"/>	
I have paid by Bank Transfer Tick box		Pre 1940 Morris Register Limited Sort Code 30 – 92 - 86 Account Number 54993068
I have paid by PayPal. Tick box		PayPal is available through the Thoresby Rally page on the Morris Register website

Your Name and Vehicle registration number MUST be put in the payment reference box

UNLESS WE RECEIVE A SIGNED ENTRY FORM IN ADVANCE OF THE RALLY FOR INSURANCE DECLARATION PURPOSES, WE REGRET WE CANNOT ALLOW YOUR STALL ON THE FIELD. NO POLITICAL OR OTHER PUBLICATIONS OF A DUBIOUS NATURE TO BE SOLD.

Please send the Friday night curry menu. Tick box	
Please email my rally pack and I will print at home	
I enclose an A5 (Half the size of this sheet) STAMPED ADDRESSED ENVELOPE	

Please return your completed entry form by
10th July 2024 to
tickets@morrisfest.co.uk
or
David Allanson
12 Chaucer Road, Royston, Hertfordshire
SG8 5AP

IN CONSIDERATION OF THIS ENTRY OR OF MY BEING PERMITTED TO TAKE PART IN THE MORRIS REGISTER NATIONAL RALLY AT THORESBY PARK, I DECLARE THAT, DURING THE WHOLE PERIOD OF THE RALLY, MY STALL WILL BE COVERED BY A PUBLIC LIABILITY POLICY INCLUDING RALLY USE, HAVING A LIMIT OF NOT LESS THAN £2,000,000 FOR ANY ONE ACCIDENT.

SIGNED

DATE



1934 Morris Oxford 16 Saloon

Restored in the 1980's and in regular and reliable use since then. Green over black. Excellent condition throughout. Interior is lovely. Recent overhaul of Luvax dampers and rear springs. Drives really well. New Avon tyres all round. New electronic SU fuel pump. Green trunk for rear luggage rack. Comes with LOADS of spares including engine, gearbox, clutch, prop shaft, etc., etc. Shown at the NEC on the Register stand a couple of years ago. Time for someone else to enjoy this lovely car. **£19750**

Bob Chamberlain
07876 721044
bionikbob@gmail.com

Parts wanted

Bullnose Morris Cowley spares. Anything considered, any amount.

Tom Gray
01261 839145
bigbartom@mail.com



Equipment for sale

Cark air single phase compressore twin cylinder on wheel water sperater pressure gauges
£100

Lawrence McGahan
01275 878343
oakbranch@btinternet.com

Adverts

We regret to inform you that we can only accept digital photos and typed word documents or emails for publication. Unfortunately, handwritten letters and scanned documents cannot be considered due to certain restrictions. To submit your advertisement, kindly send it to editor@morrisregister.co.uk



1937 Series 2 Tourer

1937 series II tourer in beautiful condition. All ash frames including bulkhead replaced. Braking system totally overhauled using silicone fluid now. Full respray with new black mohair hood and sidescreens renewed. Not concours but a pretty car that drives as it should.

£10,000

Ian Freeman
07748 548548
ianff@btinternet.com



1937 Series 2 Tourer

40+ years inside storage. NO bondo. All original. 2 engines, 1- numbers matching and an "E" engine as well. All original. New paint on body. Fenders need work. Project car. ALL parts are here. Needing to sell due to medical issues.

\$9000 (Canada)

G Boden
gboden2112@gmail.com



1936 Two Seater

Primrose: 1936 Two seater. All details on page 62 & 63 in the May and June Edition of Morris Monthly. Cash offers please. New project awaits.

Rod Sproson
07976912544
rodsproson@googlemail.com

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 Digger's Rest
Woodbury

Salterton

Exeter EX5 1PQ

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

2nd Thursday of the month

The Hunters Inn

Newton Tracey, Nr Barnstaple

Devon EX31 3PL

Contact:

Jim Callachan

07873 132344

ndevo@morrisregister.co.uk

Roving New Forest Noggin

3rd Tuesday of the month

Please make contact with

Noggin Leader for more information

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 Wagon & Horses

Beckhampton, Marlborough

SN8 1QJ

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

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:

James Wyper

01494 766642

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:
Malcolm Binks
01622 297066
rovsoutheast@morrisregister.co.uk

Surrey Noggin
3rd Tuesday of the month
Contact:
Janice Cheetham
surrey@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 Compasses
Littley Green, Chelmsford
Essex CM3 1BU
Contact:
Mike Adams
essex@morrisregister.co.uk

Cambridgeshire Noggin
3rd July - 12:00
The Green Man
Dunsbridge Turnpike
Shepreth SG8 6RA
Dudley Hedge
01223 882057
cambridge@morrisregister.co.uk

Norfolk Noggin
**6th September, 4th October,
6th March**
Cross Keys, Redgrave, Norfolk, IP22
1RW

Midlands

Leicester & Northants Noggin
1st Wednesday 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
Durham Ox, Shrewley Common,
Shrewley, Warwickshire CV35 7AY
Contact:
John Ford

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

The Kingswinford Group
3rd Thursday of the month
The Bridge Inn
118 Moss Grove
Kingswinford, DY6 9HH
Contact:
Ray Jones
07850 706384

North East

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

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

West Yorkshire Noggin
3rd Wednesday of the month
Carriers Arms
Glen Road, Morley, Leeds
LS27 9HG
Contact:
Trevor Willsden
07760 942502
westyorks@morrisregister.co.uk

North West News

northwest@morrisregister.co.uk

Chairman
Vacant position

northwestchair@morrisregister.co.uk

Secretary
Peter Freeman
01565 722372

northwest@morrisregister.co.uk

Editor
Robert Booth
07860 812321

northwesteditor@morrisregister.co.uk

Editorial

We have another car from around our region, Rob Dixon's eight tourer, if you would like your pride and joy to feature here, please send me your cars story and a couple of photos. ■

Robert Booth

Three wheels to four

I acquired my Morris tourer named Fern by my wife in June last year, I traded in my JZR Morgan three-wheeler replica as I was struggling to get in and out (advancing years) the Morris tourer with its wide doors making access for my wife and myself much easier.

The car was running and in fairly good shape but in need of some recommissioning and tlc as it had been stood for some time, reading through the history file it had a full restoration about 22 years ago, that included a new ash frame.

First job was to get the dynamo rebuilt as charging was unreliable this was done by a local auto electrician, while the dynamo was away I cleaned and checked all other cables and connections, I removed and cleaned the fuel tank sender as it had stuck about ¼ full, cleaned and checked the brakes and replaced the usual ignition components, at this point I discovered the distributor was seized in the cylinder head unable to free it off I removed the cylinder head and carefully knocked it out, after giving the shaft a good clean I decided to pop it in the lathe and cut a few grooves in the shaft to take copper grease hopefully to prevent it seizing again. while the distributor was out, I fitted two new bushes as there was quite a bit of movement at the cam, I decided to fit indicators as the traffickers were unreliable and I considered it to be the safer option.

We have now covered a few hundred miles and all seems to be working well and I'm pleased with the way she runs. I'm looking forward to the better weather and some longer trips. ■

Rob Dixon



Preston Noggin

The Preston Noggin held their Annual Concours night at the Anchor Inn on 3rd June. We had an excellent turnout of eight cars and 21 attendees. Region Morris experts Mel and Milly Ashcroft did the judging. The winner in the Best Unrestored Car was the very original pre series Morris 12/4 owned by Tommy Hollingworth and the winner in the Best Restored Car class was the immaculate Morris 10/4 Tourer belonging to Mark James. We then retired to the pub for a sandwich provided by the landlady. ■

Neil Truslove



Antrim Castle Gardens

Saturday 18th May saw our first Morris Meetup of 2024. With eleven vehicles -- 6 Morris and 5 Austins it was a good beginning. It was cloudy to start with, but became quite sunny later in the day.

One of the Austins broke down on the way -- we think due to some Tesco petrol. Another Austin went out on a recovery mission with some additive that got it to a more reputable petrol station, finally we all arrived at Antrim Castle Gardens.

Cars arrived from all entrances, including the pedestrian ones. A Frogeye Sprite even arrived down a wheelchair ramp from the top half of the terrace to the bottom!

Soon we all settled for a picnic while dog walkers came to see the cars -- and Kenny's dog! We all enjoyed the buns that the expert cooks had made.

On exiting we trialled a few of the extra entrances that we had found earlier with an archway serving as a popular exit point! ■

Helen Edwards



Marple Noggin

An all-time record? Nine members turned up for our regular monthly meeting at The Railway in Marple. Paul Morris showed us photos of his latest acquisition, a 1932 Family Eight which he bought following an advert in April's MoMo and is very happy with the car. David Brown, in his search for parts to complete his 10/4, has been offered a complete car in a very sorry state. Free to collect but..... it is in Margate! Ted Whelan has also been offered a Morris, a post war Minor which a certain member at the meeting was interested in! Rod Sproson has just completed a trouble free round trip to Suffolk in Primrose and has recently cured a sluggish starter motor. Talk was of the next NW committee meeting and how generally it is proving difficult to get members to take on National posts in our club. Next Marple meeting will be on June 17th and our July 15th rendezvous may well be our annual concours night. ■

Martin McClarence



Northern Ireland meets-- a couple Dates from Alex Edwards alexdedwards101@gmail.com
20th July Peatlands Park Derryhubbert Rd, Dungannon BT71 6NW
24th August Battery Bay (beside Battery Bar and Lough Neagh Rescue) Battery Rd, Cookstown BT80 0HY

Wrea Green Car Carnival

15th September Preston PR4 0XL

As advertised in March issue, the carnival has been moved to September due to poor weather. Meeting up at Dobbie's Garden Centre at 11am, for breakfast for those who wish. It is a fun event with extremely early examples of veteran cars up against up-to-date super cars. There are bikes of all ages, tractors, and even combine harvesters; It's worth a look. Contact Robert Brown at robertjbrown8307@aol.com or 07955 355528
37

Anson Engine Museum, Poynton.

Friday 6th September, we have arranged a tour of the Anson Engine Museum at Poynton in Cheshire. It is one of the largest engine museums in Europe. This will take place at 11am on Friday 6 September. Afterwards a pub lunch is being considered. Come in a modern car if you feel it's too far. Contact Neil Truslove for more details: christinetruslove@btinternet.com



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Secretary Spot

Things have been very busy lately, and the Secretary's Spot that I would normally have sent in for the June issue just didn't happen, but here are some late June goodies for you now:

Distributor contacts popularly known as points are very important in the ignition system. Dirty or burned contacts have more resistance to the flow of electricity than nice clean ones, so again, misfiring can occur in certain circumstances. A popular misconception is that the sparking plugs 'fire' when each time the contacts close. In actual fact, the High Tension voltage from the ignition coil causes the plugs to fire as the contacts are just breaking open.

The distributor contacts on, say, a Morris Eight are closed by a spring blade, and opened by the distributor camshaft as it rotates. The cam has a 'square' shape with four slightly rounded corners. As the shaft turns, each corner presses onto the insulated points heel and pushes the hinged contact 'open'. The contacts are adjusted when the heel is riding on the highest part of one of the corners (or lobes) with the engine stationary. To adjust the gap a feeler gauge is used. A feeler gauge set has several blades of different thicknesses, one of which is inserted into the contacts gap. The correct gap would be between 0.010 inch and 0.012 inch (10 thou to 12 thou), so a correct gauge blade would be marked 0.012 for instance, or with simply 12. Of course, if you use metric gauges, then every 4 thou is approx. equal to 0.1 MM so you have to convert.

Later Lucas distributors, such as those used in 60s / 70s classis cars usually have a contact gap of 0.014 to 0.016 inch, or 14 to 16 'Thou'.

Please note that the gauges are mostly termed 'feeler gauges' and they are used to feel the gap, not make the gap. The difference is tremendous, so the gauge should be held very very lightly, and be allowed to 'centre itself between the contact faces - it's not a dagger! If the gap is incorrect, it may be adjusted by slackening the screws holding the stationary contact and moving it slightly. When correct the screws should be retightened and the gap rechecked.

The engine should then be turned with the starting handle, and the gap rechecked on each of the four lobes. Large variations could mean a bent or unevenly worn camshaft or worn distributor bearings.

Unfortunately, after some use, some of the face metal leaves one contact face and becomes deposited on the other face. This is termed pitting and piling (pye-ling), and so one cannot measure the gap properly with a feeler blade as the piling gets in the way. In this case, the contacts need to be removed and the faces cleaned.

A small hand operated sander can clean the faces of the contacts, but if you don't have one of these devices, place some fine wet-or-dry paper on a block of smooth metal, and rub the contact face until clean, making absolutely sure that you don't taper the face, so keep it good and 'square' to the block. You may remove the piling in this manner, and just clean the pitted face, but do not try to remove all pitting as you will wear through to the less-hard backing steel which holds the harder contact face. This renders the contact unusable as the face will burn away quickly. With care, the contacts will provide several more thousands of miles of use (my suggestion).

When the distributor cap and rotor arm are off, don't forget to lubricate the distributor.

The cam faces must be very lightly greased with lithium or similar bearing grease, otherwise the points heel will wear rapidly, causing the contact gap to close up and the engine will stop. If there's a screw down the centre of the shaft under where the rotor arm fits, the screw head should be given one drop of a light engine oil. Also, a couple of drops of oil down past the shaft can keep the automatic advance and retard weight mechanism working smoothly.

Howzat? ■

John Howells

Vale of Glamorgan Classic Car Show

The Vale of Glamorgan Classic Car Show on Monday 27th May was attended by a good number of Register members and friends. Organised by the Rotary Club of Dinas Powys this was held at the Sully Sports and Recreation grounds, its coastal location giving superb views over the sea to North Devon in the distance and Sully Island close by. Our Morrisies were amongst the oldest of the hundreds of cars present, and many interesting discussions were held with both other entrants and the many members of the public who came to see the show.

With its date now changed from the early to the late May bank holiday, this is now an even better time get the Morris out and dust it off - we need to put a marker down for next year and strive for an even greater attendance by members. With the proceeds going towards the good causes of the Rotary Club, this is certainly an event worth supporting.

Tom Bourne

Drive It Day

South Monmouthshire (with a little bit of Newport) was the location for our South East Wales DiD route this year, with eleven cars of varying age ambling through the leafy lanes and keeping assiduously to the 20mph speed limit where necessary. We were joined by members of the Gwent Classic Car Club, with a lovely 1930s Sunbeam, a pre-war Standard and a Vauxhall Cadet joining the line-up of Morrises.

Meeting initially at the Old Station Heritage Centre at Tintern for drinks and solids, we made our way down to Chepstow on the A466, then along to Langstone on the A48 before turning right to travel along the 'back road' to Usk.

Turning off the A48 onto Catsash Road, one of our members reminded us that this road was used in the 1920s for speed trials. Unfortunately, due to this way now leading up through a housing estate and being plastered with speed bumps, it was not possible to commemorate the road's illustrious history!

Reaching Usk, we made our way to Morris's (no relation, as far as we know!) Garden Centre where we just about managed to squeeze into the restaurant for lunch.

All this without mechanical (or electrical) hesitation, although there was an anxious moment when we realised Dave and Ruth Hicks' Vauxhall Cadet was missing. Fortunately, the car rolled into view some five minutes later, having been held up by traffic, and the convoy was re-united.

This last item came in from Rob Brittlebank. Rob is also the new Wales Region Editor and takes over from me from the next issue. Please give him support in his new voluntary MR Office. I'll still be doing the Sec's bit and will be available by phone or email if you would like to contact me. ■

John Howells



Events

Upcoming events: (Please book ahead. Several have entry forms online, and I have no contact details for the others. Try googling the items you are interested in. Please pass on details to those without internet access)

July:

5th July SWCCC Barbeque, Barry Sidings Park
6 - 7th July Margam Country Park Vintage Tractor Show
13th - 14th July Blaenafon Festival of Transport
13th - 14th July Vintage for Victory, Whitchurch
14th July Classic Car Show, Barlows Caravan Pk., Caerwys, Flintshire
21st July Stroud Classic Car show
27th - 28th July Welland Steam Fair

August:

4th August Fords at Caldicot Castle
10th August Garth Country Fair
24th August Romilly Summer event, Barry.
25th August COGS Show, Tesco, Maesteg.

Best wishes for a lovely warm rest of the Summer. Go on lots of Morris picnics and take lots of photos. Please send your lovely stuff to Rob Brittlebank, our new Wales Editor. ■

John Howells

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Bob's Babble

I remember my dear old Nanna saying that as you get older time flies! I used to think that was silly, but it doesn't seem five minutes since the last Noggins! I fetched my Oxford home a couple of weeks ago – it had stood since before Christmas but after tickling the carburettor and making sure the distributor cap was clean and dry inside (I had a spider in one once!) she started straight away. Pumped the tyres up and drove home without a hitch. It is indeed a lovely car and in excellent condition throughout, but we have decided that it is time for someone else to enjoy it now, so she will be up for sale by the time you read this. All being well we shall have a few more trips out before she moves on though. I hope you're all prepping for Thoresby and that the weather is favourable – it's certainly not been conducive to getting much done so far! ■

Bob Chamberlain

Hereford & Worcester Noggin

To sit out and enjoy the sunshine was a forlorn hope as the northerly wind has brought us all a cold start to summer this year. At least the fields are drying out at last.

Eighteen of us gathered to discuss general motoring issues and days out. I was shocked when my new insurance renewal came through from Carole Nash - from £89 per car they want £199 each car this year! By the time you read this I will definitely be insured with a different company as other members were paying far less.

Mike Sargeant started a discussion on seat belts; he's not allowed to take some of his grandchildren in his 8 Tourer due to the dangers of no seat belts in the back. I reminded him that I had fitted lap belts in 8 Tourer front seats, but the rear has even less positions for secure anchorage of the belts.

Leicester & Northants Noggin

Having missed last month's noggin, we weren't looking forward to raising the issue that the current landlady of our noggin venue was retiring due to ill-health. The thought of having to find a new meeting place was not one we relished but having spoken to them prior to the noggin, we are more hopeful that we shall be able to stay. Apparently there has been a lot of interest and the current landlady finishes on the 11th September so we will be fine for the July, August and September noggins and although nothing is set in stone, she is confident that the new people will want to carry on with our arrangement. Wait and See – fingers crossed!!

Some upcoming events were discussed as was a distributor issue and also the ongoing saga of fuel being left in petrol tanks for a long period. It was thought that although Esso Supreme was not ethanol free, it was certainly one of the better ones, perhaps used with additives. Also, one member had been advised to put Avgas in his tank during winter storage which was used by aircraft and can be obtained at most airfields. (N.B. It is illegal to use AVGAS in road vehicles. Ed.)

Whilst on the subject of flying, Mick told us about his adventurous microlight flight and, in his words, at 10,000 feet in the air – he was frit!! He said now, after the event, he had enjoyed it.

The following evening, we, and a couple of other members went along to the 20-49 club's annual gathering at Barrowden as recommended by Robert Kirkman and we were so glad we did! There was a vast gathering of all classics, some of which were very rare cars as well as being expensive!! One to note for next year!!

At the weekend, it was the turn of Dingley Open Gardens, a bi-annual event, and for the first time hosting a classic car display, hosted by club member Richard Knight, some of which are shown in the photograph. This was indeed a very pleasant afternoon, it stayed dry if a little cool, and the gardens viewed were fantastic and we were made very welcome with tea and cake!! Again, another one to note but for two years' time!!



And this sign made us smile but, thankfully, it was nothing to do with the classic cars!!

See you next month!! ■

Pat Farmer



Added to this he was thinking of three point belts, i.e. lap and diagonal. We could only suggest that he would have to form a structure that made it possible for an upper mounting to locate above shoulder height. This basically would almost amount to a roll bar with the mountings built in (similar to competition roll bars). The mounting points of the roll bar could be located through the wooden floor onto the chassis - being the only structure of the car with the strength to fix to. An extensive but arguably worthwhile exercise as you get the safety of seat belts and roll bar in one, but a lot of work and extra weight. The design would have to be compatible and not interfere with the hood. The conversation then went on to aeroplane seat belts and Stuart and Glenda Clark told us of a recent trip they had when they hit an air pocket and those people not strapped in suffered - in some cases - very serious injuries similar to the tragic incident of the recently reported flight on the news. I will be making sure in future I will have my belt on at all times!

Out and about

I thanked Alec Elliott who invited me to join him in his trip to Beaulieu Auto Jumble plus a quick visit to his yacht moored by Bucklers Hard.

The Auto jumble was vast with hundreds of stalls. I was pleasantly surprised by the reasonable prices, if you haggled some of it was actually cheap. Added to that a nice trip on the river, spotting a seal on the river bank and fish and chips on the way home, it was a good day.

We chatted about the small village fete at the Green Man Fownhope. 1st June. A small number of cars, tractors, camper vans and heavy horses graced the field. There was a brass band and children's games. A pleasant afternoon had by all.



Thanks to Peter Hewitt for organising.

Then discussed forthcoming days out:

8th June Golden Valley Gwatkins Cider.

We planned to meet up and drive together to the show. There is always varied mix of cars and this show has it all. Cars, Agricultural vehicles, HGV, Steam and several rings with demonstrations of all sorts. Will report in next MM.

11th June

Invite from Warwick Noggin to join them at Bidford on Avon, fish and chip night.

22nd June

Shelsley Walsh Lucas Classic Hill climb.

30th June

Aston on Clun Vintage and village show. Small but very enjoyable day.

Lichfield Shenstone Noggin

Everyone seemed to arrive on mass at this month's Noggin with only Ken turning up a little later.

The main topic of conversation moved around the shows and drive outs as the season has now got started. The first was the drive out to the Beamhurst Museum at Uttoxeter a small family run establishment but packed out with interesting memorabilia a lot of it relating to the local area including Bamfords (JCB) and other local pottery, people and excellent tea, coffee and cake. Members had also been to events both near and far including Klondyke Mill, Clay Mills pumping station and Rollston Transport Show all of which were very well attended.

We moved on to mechanical matters as Alan was having problems with the back brakes on his series E as he could not work out how to get them back together? And Ken was still having problems with the charging on his as all seemed to be working but he was still not getting a charge to the battery.

As the weather started to look a bit threatening the meeting came to an end at about 9.30pm. We said our goodbyes and made our happy way home before the weather made its mind up.

To all who love old Morris Motors or have any interest in old vehicles, cars, bikes, commercials, Tractors and anything that moves (or should) please feel free to drop into a meeting for a chat. Looking forward to meeting new faces you are all ways very welcome.

Our next meetings will be at 7.30 on Tuesday 18th June and Tuesday 16th July at the Bulls Head, Birmingham Road, Shenstone, WS14 0JR.

If you require any further information, please do not hesitate to contact Mick on 07340 893312. Happy Mornings! ■

Mick and Sue

4th August

Classics at Holly House

Lots of high end classics. If you like Aston Martins, Jaguars, Bentleys etc. join us!

Donations to charity on entry

17/18 August

Kington Vintage show

All types of transport, Auto jumble etc.

24/25 August

Gloucester City Retro

City centre area closed off with age related vehicles in each street. And much more.

3rd September

H&W Noggin - auto jumble.

Come and get rid of those spares you will never use or even your home grown veg, home-made produce, even general stuff. It's a fun day seeing other people's treasures/junk. ■

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North and West Devon

Our North & West Devon 2024 has got off to a flying start with an amazing day gathering at the Lynton and Barnstaple Railway where we were able to meet up with the other West Region noggins who were on their annual Spring weekend staying at a hotel in Minehead. We had a great day at the Woodybay Station where we were able to meet and chat with the other members, some of whom we had never had the pleasure of meeting before and it was a great opportunity to compare notes etc. The whole weekend was organised by Cath Knight, our ex regional chairlady, and for our part, what a resounding success it was, and our thanks go out to Cath for the work involved and making it happen.

After coffee in the station café we all enjoyed a ride on the train through the beautiful North Devon countryside and then on leaving the station journeyed on to the Old Station Inn for more banter and an excellent carvery lunch after which we bid our farewells and went our separate ways to round off a memorable Morris day out.

As the title depicts the old narrow gauge railway once ran from Lynton (with its historic cliff railway) to Barnstaple, and the owners hope to one day restore the link. On our way home we decided to visit the Chelfham station and amazing viaduct both which have been fully restored and will one day form part of the track to Barnstaple.



We have been attending several shows and steam fairs in our neck of the woods including The Devon County Show in Exeter and the South Molton Steam Fair, also the D Day celebrations in Appledore on June 6th. Whilst on the subject of car shows, two of our members Steph and Doug Whittlestone attended The Classic and Historic Motor Club annual show and road run and I am so pleased to report that they were awarded first prize in their class in their fully restored SE four seat tourer (Basil) and it is a credit to them both, well done.

We are hoping for the decent weather we are experiencing at the moment to continue to enable us to enjoy our Morris motoring at the events we have planned for the rest of the season. ■

Jim Callachan

East Devon - Phil's Postbox

With the April weather being wet and windy May was just the opposite. As Cath Knight's long weekend was being held at Minehead we decided to meet up with the group at the Lynton – Barnstaple railway at Woody Bay station. David Palmer said he would take his Series E Tourer with Bob Snowden as passenger. I couldn't take "Lottie" as my Nina was still in hospital in Exeter and I had to drop in to visit her after the run home, so I took my Citroen. David and Mary Nation, with their Morris 10/4 Tourer joined us at Crediton for the fabulous run up to Exmoor. Having arrived at the station we met with members from North Somerset and Wiltshire. After a run on the train we all popped over to the local pub for lunch and the drive home. It really was a super day out - thank you Cath.

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Not sure if it's the driver or engine letting off steam!

In the series, "How I got started in classic and Morris cars", my story has got to the start of my first run to Brighton.

In the morning, I wanted to check the tension on the drive chain, and I found it to be a bit loose. This was one thing I had not checked earlier. It was getting a bit late to get into Hyde Park for the start so I had no choice but to hope that it would hold out so I could get the adjustment made in the park before the Off. Out came the spanners and with the job done we were on our way. The Run went well until I felt the rear begin to wobble! On stopping we found the metal securing the wheel bolt was breaking and a crack appearing. We managed to secure it back into the correct position and hoped we would make Brighton. After two other stops en route I finally, at 1 pm, saw the Pier Clocktower with the finish just along the prom however something was wrong. Yes, you guessed it! The metal finally gave way on the wheel bolt, but a good piece of tape just held it together. I wasn't able to drive so, with the crowd cheering me on, I pushed Pickle all the way to the finish Line - what a push and finish. That was my first of 30 runs to Brighton, and I endured many trials and tribulations but I will never forget the emotion of my 1st Brighton in 1968. Next will be about my first Morris which all started on a Cricket Pitch !

If you have a crazy story of classic motoring, please contact "Phil's Postbox" and send the details to Dave or Sharon on their email : shardav5@aol.com." ■

Phil Armour

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From the Chair

I have to say it has been somewhat chaotic at the Adams residence of late. The contents of two old concrete garages, machinery, tools materials and spares have been carefully stacked in the front room. Three Morris 8s, a Series 3 Land Rover and an MGF are parked on the lawn and the builders are clearing the site of the new workshop. This is the culmination of a 15 year plan to build a new workshop, so it is very exciting! ■

Mike Adams

Rooke's Rambles

We know summer is close when the Ipswich to Felixstowe Historical Vehicle Run arrives. What a day it was. The crowds were out in the park in Ipswich, on grass verges and in gardens with chairs, tables, drinks etc along the road watching the procession moving towards Felixstowe. There were a reputed 700 vehicles taking part including veteran and vintage cars, classics, C5's, commercials and of course motorbikes. Plus the odd penny farthing and similar period bicycles. Out also were those motorists who just wanted a day out on a delightfully sunny day! They also had to participate in the endless queuing in Ipswich and also in the Trimley villages just before reaching Felixstowe. I must confess I did find the drive tiring. Nursing a near one hundred year old vehicle on a start stop strategy for many miles, however I am sure all spectators and those that thronged the promenade in Felixstowe enjoyed the spectacle. Well done to all those volunteers from the Ipswich Transport Museum and others who worked so hard for this very large event to take place. My involvement with this run goes back many years and although again I much enjoyed this year, I was extremely relieved to get back home and garage the car! The photograph shows a temporary stop on the Colchester Road heading towards the outskirts of town during this the 52nd event. I might add there was also a worrying moment when trying to leave the promenade at Felixstowe at the end of the day. The car did not like the very small sharp incline I had to negotiate to exit the promenade. The clutch groaned, I did likewise! I understand the second successful attempt brought a round of applause from the gathered crowds! I didn't see or come to that hear it! Roads are undoubtedly getting more congested, but I am relieved we are still allowed unfettered use of our vehicles. The first of this particular event was held in 1970 and some 35 cars took part. It remains a mystery why I went to the start of this event in the 1935 Eight two seater but did not participate in the run.

Forty eight hours after taking part in the event this year we were in Devon. I could not help wondering how enthusiasts living in this area managed to negotiate those hills and the extremely narrow and winding byways. Mind you local member Peter Avis has recently returned from a successful sojourn to that part of the country in his 1927 Oxford and I understand encountered no problems. ■

Ivan Rooke

Norfolk Noggin

Norfolk Noggin Sunday 14th July

If you can why not visit the Mid Norfolk Railway at Dereham

Station on Sunday 14th July, which coincides with their Classic Car Day? Admission is free and anyone who pre books their car in is entitled to two free tickets for the railway, which sounds a great deal. Use this form to book in:

https://www.midnorfolkrailway.co.uk/_files/ugd/bc6e92_17aec7af7eb949d2a03dba9cdf286024.pdf

Our new Norfolk representative, Rob Elliott will be working as a ticket inspector on the railway that day, see if you can spot him in his uniform (Distinguishing feature; a short beard!)



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Editorial

Annual holidays resulted in my missing one of my favourite events this year – the Nether Winchendon Village Fete. Nevertheless, I am grateful to Terry Ponting for his account and photo's of the show and for additional photos supplied by James and Lindsay Wyper.

Another excellent event in May was the Vintage Rally at Fawley Hill, the estate of Lady McAlpine and I thank Steve Gant for his write-up and photos of the rally which was spread over three days from Friday to Sunday. ■

Geoff Campbell

Vintage rally at Fawley Hill

It was a privilege to be allowed to enjoy what could be termed a perfect English day out. The weather gods were fairly kind to us - just a little rain in the morning and then not too hot. Also, people were well behaved, queuing in orderly fashion for rides or refreshment, lots of interesting cars, buses and traction engines and various stalls selling food and country produce.

My poor little Morris felt a bit outclassed to be parked close to Rolls Royce's, Jaguars and other expensive machines.

Nevertheless, it managed to make it to the show ground despite the rather steep hills and very narrow roads. It was rewarded with a Chilterns Region radiator banner so that people would know where it belonged. The narrow roads presented a challenge to many vehicles. I was following a large white van and as it passed a driveway a car backed out without checking to see if there were other vehicles around. Fortunately, it missed by inches as otherwise the roads would have been blocked and yours truly would not have been able to get to the event for a long time.

It was good to see the Region was represented by other vehicles from our era. Even the more modern Morris Six from our guest editor was there for a while, whilst he was on a grand tour of the area.

Whether or not this will be the last time we are allowed onto Lady McAlpine's estate remains to be seen, but if the event is repeated I shall make an effort to go again. ■

Steve Gant



Nether Winchendon Fete

Always held on the second Saturday in June, which has been easy to remember as our late Queen held the Trooping of the Colour on the same date and obligingly arranged for a fly- past to grace us (and her). Trust her eldest to rearrange the date! The weather as usual was warm and sunny, the sheep were eagerly awaiting their timed shearing demos, the Bisham Concert Band eagerly awaited the very enthusiastic fete commentator to take a breath so we could hear them, children raced on the South lawn, rats were bashed, ducks hooked, bogs jammed with balls (and similar rustic games). Teas, Pimm's & prosecco, barbecue burgers etc and ices consumed. The magnificent tombola, raffle and draw prizes, book & bric-a-brac stalls and not forgetting the vast and magnificent plant stall which attracts many to the event. I noticed a Morris and Riley, among others, almost obscured by floral procurements.

So, no planes this year but compensated by a fine display of Morris cars – and some other makes.

Alvis, AC Ace, Armstrong Siddeley, Austin Seven and A30, 1930s Bentley 3 Litre, Jaguar E- type, Lancia Aprilia (or was it Aurelia – still very nice), 2 x Lotus - Elan & Mira (I think), 1950s MG TF, Morris – Ray & Mary Bickerton's 1935 Eight, late 1920s Bullnose, John Martin's 1929 Flatnose Doctors' Coupe, James & Lindsay Wyper's 1956 (?) Minor Split screen, Steve Gant's Series E, Panther Lima, a brace of pre-war Riley's, Roger Clarke's Riley RM, late 1940 Rover 12, Triumph Dolomite, Vauxhall 30/98 E, 1950s left hooker VW Beetle. I trust I have not missed any. All vehicles were/are a credit to their owners. If anyone found dribble marks on their car, I could well have been the culprit!

Have to praise Nigel Cox who was responsible, yet again, for corralling all the vehicle for and on display.

I managed to speak to most, apologies to any I missed on the day or in this report. Pauline and I were being feted (no pun intended) by village car owners who had one or three bottles and vegan/non vegan sandwiches which we had to endure; entente very cordial you understand. Hope to have a car there next year. ■

Terry Ponting, James & Lindsay Wyper





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