

# MORRIS MONTHLY



Volume 59

Number 10

October

2019



**MAGAZINE OF THE MORRIS REGISTER**  
**The Club for Morris vehicles designed before 1940**  
**[www.morrisregister.co.uk](http://www.morrisregister.co.uk)**



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

**THORESBY  
EDITION**





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## CHAIRMAN **John Ford** writes:

Well, we have now at last got the new website up and running. There is still a bit of work yet to do on it but this will be done over the coming weeks. It has taken over two years to get this far, a bigger project than was first thought but we persevered and got there in the end.

We are nearly at the end of the motoring season and another successful year for the club. Our loan car has certainly been put to good use by David Allanson, this year's younger members initiative winner, and I hope some of you have been following his exploits on Facebook, he certainly has had quite a few hits. David will be staying on in the club and hopes to find a suitable Morris of his own, possibly taking on the role of webmaster, such is his enthusiasm for the club! I am sure he will make many friends and become a valuable member of the club. I look forward to meeting up with him again at the AGM in October.

I am now putting together the list for cars at this year's NEC Classic Car Show, but I am short of several cars. I could do with a 12/4, 10M or similar, an Oxford or Cowley and a small commercial. All must be in very good condition. This as a great show, and you will receive free tickets, etc., plus the chance to meet up with fellow enthusiasts. We all have a great time, just ask someone who has done it! Please let me know asap if you would like to be considered to exhibit. 01386 832 447 is my number. If you are booking tickets for the show don't forget to quote our unique booking code CC6399 this enables us to get extra tickets for the event, etc.

Next year, as I am sure you are all aware, is our 60th anniversary year, I would like to see some recognition of this at as many car shows as we can. Buntings, banners, balloons, etc., as well as our usual flags. I am going to have balloons made with the Morris Register logo along with buntings, etc. These will be made available to all regions (blow the balloons up yourself!) I will let you know when they are ready. I shall be looking for other ideas from members to help celebrate in the coming year so thinking caps on and let's all join in the fun. Look in the MM for



Cover picture: Loan car FYK 259 at Thoresby National Rally

[Photo: David Allanson]

## The Morris Register



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

**ON-LINE SHOP** ([www.morrisregisterspares.co.uk](http://www.morrisregisterspares.co.uk))

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

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

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



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events near you.

We had a good turnout at Beaulieu this year, 6/7/8 September, with the Morris Register team of Jackie and Steve Harold alongside Barbara and Pat Farmer to ensure members were made most welcome on the stand. Several overseas members and our presence at the show is always appreciated. So well done to all concerned and a warm welcome to all new members.

**EDITOR Rob Symonds writes:**

Phew! We made it! Welcome to what has turned out to be a bumper edition of Morris Monthly, smashing our previous size record of 56 pages by a staggering 14+% (or 8 pages if you prefer). Don't build your hopes up, however, as this may never happen again if your Editor's sanity is to be preserved, not to mention the domestic bliss here in semi-rural Bingham!

I never set out to produce this many pages but I guess it is just an extreme version of the season going out with a bang. Whatever the reasons, I extend my thanks to all those who have contributed, and in particular to our Younger Members Initiative man, David Allanson. Inexplicably, lack of focus (mine, not the camera) meant that I ended up with a much smaller set of photos from Thoresby, so have been heavily reliant upon those David sent me immediately after the show.

As many contributors comment this month, Thoresby was highly successful this year and illustrates again how increasingly dependent the club is on an ever dwindling number of hardworking volunteers. They say no-one is irreplaceable, but where would we be without Ben Gadsby? Don't take him (and others) for granted. They won't be around for ever and we do need to see new blood coming along and, meant in the nicest possible way, not the same old faces (mine included)!



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

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Please leave a message and  
I will get back to you

**DEADLINE**

**14th of the month prior to publication**

**MAGAZINE NON-ARRIVAL:**

Please contact the Membership Secretary  
Contact details above

**BACK ISSUES:** may be purchased  
from the Club Shop

**WEBSITE:** www.morrisregister.co.uk

Contact: Mike Rose, Webmaster  
webmaster@morrisregister.co.uk

**SMALL ADS:** Post/email to:

The Editor (see above)

Free for members (max 1 car per month)

Non-members: please contact for charges.

**COMPLAINTS:** Any complaints  
against any officer of the club, or about  
the way the club is being administered  
should be referred to the Secretary

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# r Spares Service

**POSTAL SALES**

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

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







# Bulletin Board



## ANNUAL GENERAL MEETING/ NATIONAL COMMITTEE MEETING, 5th OCTOBER

A final reminder that these take place on Saturday 5th October at Wychwood Park Hotel, Weston, Crewe, CW2 5GP with the AGM starting at 10.30 am, and the National Committee Meeting following on. Full details were in the October edition of Morris Monthly.

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

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

Discounted prices for the three nights are:

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

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

The price includes Warners holiday insurance cover for all rooms.

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

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

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

## ADVANCED NOTICE: BEAMISH MUSEUM WEEKEND

Dates for next year are 20th/21st June. More details will appear in future months.



## Federation Feedback



**FBHVC REP**  
**Stuart King**



## LOW EMISSION ZONES

The introduction and roll-out of Clean Air Zones across the UK is now ramping up. I understand that the Government has instructed 61 cities across the UK, together with five conurbations outside London, to develop plans to reduce nitrogen oxide (NO<sub>x</sub>) concentrations and we expect the first of these to be in place by January 2020. While DEFRA has issued guidelines and boundary conditions for vehicles, it looks like charges and emission criteria may vary in each zone leading to complicated processes for drivers travelling between cities. While a need is recognised for improvements in air quality, an uncoordinated approach will undoubtedly lead to confusion for drivers - a coordinated approach is needed so that drivers are clear on their responsibilities and can travel easily, knowing what criteria are in place and where. ...More information as I get it.

## ROADWORTHINESS TESTING

The DVLA have confirmed that, if your vehicle is forty or more years old and has not been substantially altered within the last thirty years, it IS exempt from being MoT tested on an annual basis. Exemption is not dependent upon the owner's declaration of Historic status. You do not have to declare to be exempt.

## FUEL PUMP LABELLING

The Department for Transport, during the summer, have instigated new labelling requirements to help motorists pick the right fuel at the filling station. A DfT spokesperson said: "these new labels will help drivers choose the correct fuel for their vehicle whilst also highlighting the use of biofuels in reducing the CO<sub>2</sub> emissions from road vehicles". Petrol, which contains UP TO 5% renewable ethanol, will be labelled E5 (in a circle), while diesel, which contains UP TO 7% biodiesel, will be labelled B7 (in a rectangle). The FBHVC states that the most important thing to stress to members is that the fuel has not changed, only the pump labelling. Much has been written about the suitability (or otherwise) of modern fuels for historic vehicles - drivers must ensure that the fuel they are using is correct for their vehicle.

[s\\_kingmorrisreg@lineone.net](mailto:s_kingmorrisreg@lineone.net)



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Lindsay Smith**



**Spares Service**



## BELT UP

An enquiry came to us the other day for a fan belt to fit a Morris 12. Looking at our stores I was surprised to see we don't keep one. Why? Well, simply because we never had one to measure. So I would like to explain about belts and sizing, here goes.

There are hundreds of different types of belts. I am just going to talk about belts for Morris. V belts are measured in one of two different standards. The nice thing about standards is there are so many different ones to choose from. You will notice that all V belts also sometimes referred to as wedge shaped belts are measured across the top thin section and the depth of the belt. This means you would measure the widest part of the belt (thick section) and then from the widest part to the narrowest part of the belt. Please refer to the images below noting where the measurements are taken.

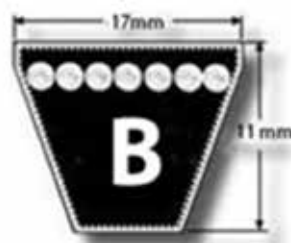
Belts we supply are marked "B" are generally for the European market with a back width of 17 mm. These are measured around the inside length.

If we are not showing the belt you require for your car, measure the belt in inches. To measure the belt use a cloth measuring tape (not a steel one) and wrap it around the inside of the belt. You could also use a thin length of string and place it onto a steel tape to get the length required. Then, it's as simple as contacting us by email (spares@morrisregister.co.uk) and we can do our best to get the right belt for your car.

All our belts are made of low stretch polyester, oil and abrasion resistant with a working range -20 to + 70 degrees. Belts should be stored flat and not hung up, and are best stored in a cool dry place away from direct sunlight.

Belts currently in stock @[www.morrisregisterspares.co.uk](http://www.morrisregisterspares.co.uk)

- FB001: Fan belt OHC Minor
- FB002: Fan belt Morris 8 1935-1938 - 12/4 SIII 1938-1941
- FB100: Fan belt M8 Series E, Z van
- FB103: Fan belt Morris 14/6 1938-1939
- FB170: Fan belt Morris 10/4 Series M
- FB353: Fan belt Morris 10/4 SIII 1938
- FB432: Fan belt Morris Twenty Five 6 1939-1949
- FB930: Fan belt B35, 10/4 Pre series



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As the saying goes "Good things come to those who wait". A truer word could not have been said for this year's rally. Those hardy souls who braved the high winds and rain coming across the field sideways on Friday and Saturday were rewarded with brilliant, warm sunshine and a gentle breeze on Sunday. It really could not have been a more perfect day. It also brought the cars out and it was great to see a return of the Eights. A huge thank you to everyone who braved the the poor weather forecasts in the run up to the weekend and attended.

The Gymkhana was a new event for this year and was received very well with a total of ten cars taking part despite the liquid sunshine, an excellent show both for those taking part and the spectators. A huge thank you to Mike Brears and his helpers for an excellent event. I hope you will be up for the challenge next year and we can get more people involved? It has been suggested that the Gymkhana is moved to the Saturday afternoon for 2020 to get more people involved. This sounds like a superb idea and will be actioned.

I would also like to thank everyone involved in helping both before and during the rally. Without your help and support the rally would not run as smoothly as it does. I would like to particularly like to highlight the setup team this year. Hopalong Ed Horner, Andy Wilson and Geoff Trim. Andy and Geoff were new to the team this year and just goes to prove the old adage, "Many hands make light work". I would also like to say a huge thank you to Barbara Farmer and the ladies of the Leicestershire noggin who did sterling work all weekend running the raffle and persuaded so many of you to part with money, raising an amazing £384 for Macmillan Cancer Care.

So to 2020. The dates for your diary are **7th – 9th August 2020**.

As many of you know it will be the Morris Register's 60th Anniversary and I would like to make the National Rally the highlight of the year's celebrations. It will be another MVA year so we will be joined by all of the other Morris clubs to help us celebrate. I have heard an excellent suggestion put forward by a couple of senior members of the club which I would wholeheartedly support. I hope to be able to announce that later in the year.

There are two new events for the Friday night for you to get involved with. Firstly, we will be holding a curry night in the marquee. After that we shall hold the inaugural Morris Register Gravity racing championship, also in the marquee. Anyone interested in taking part please email me at [thoresby@morrisregister.co.uk](mailto:thoresby@morrisregister.co.uk) and I will send you through the rules and regulations. Prizes will be awarded for

1. The entry travelling furthest down the track
2. Technical award
3. Concours d'Elegance by popular vote and
4. Novelty Class – the most entertaining by popular vote.

This should be fun to get involved with and a great spectator event.

I am also trying to arrange a return visit to a very popular location we visited a couple of years ago for the road run. This should be much easier to arrange now that I work there but still a very rare opportunity.

So that's it for another year. Thank you to everyone that attended this year I look forward to seeing you all plus a lot of new faces and hopefully many that haven't been for a few years at Thoresby next year.

Happy Morris motoring,





NO.	MEMBER	LOCATION	eMAIL	CAR DETAILS		
13669	Itzhak & Patricia Pasternak	Israel 7680400	paster1@zahav.net.il	1935	Eight Pre Series	Tourer
14605	Andrew & Margaret Ann Mercer	Shropshire SY6	macam1823@gmail.com	1935	Eight Pre Series	2 Seater
14606	Gerald Smith	Surrey RH19	smithgerry12@gmail.com	1935	Eight Pre Series	2 Seater
14607	Graham Cade	Herts EN7	graham@cavendishcarservice.com	1937	Eight Series 2	Tourer
14608	Ian Keyser	Kent CT16	ian.g3roo@gmail.com	1938	Eight Series 2	Tourer
14609	Rory & Kaai McEvoy	W. Midlands B30	bycroft@gmail.com	1933	Minor	Tourer
14610	Christopher Lovibond	London NW10	chris.lovibond@gmail.com			
14611	James Abbott	IoW PO30		1934	Ten/Four	4 Door saloon
14612	Robert & Irene Adam	Falkirk FK15	i.adam667@btinternet.com	1938	10/4 Series 3	4 Door saloon
14613	Frank Laska	Conwy LL22	frank.laska@talktalk.net	1937	Eight Series 2	4 Door sliding head
14615	John Michael Gorry	Lancs LA3	jmg@jmgorry.co.uk	1938	Eight	Saloon
14616	Raymond & Patricia Newman	Hants GU12	rayandpatnewman@btinternet.com	1937	Eight Series 1	Tourer
14617	Adrian Connor	Wilts BA14		1939	Eight Series E	4 Door sliding head
14618	Tony Deller	Gloucs GL2		1936	Eight Series 1	2 Door sliding head
14619	S.M. Field	Shropshire SY1				

## 1930 Minor 4 seater tourer



## What's it Worth?



Offered on eBay where the vendor states:

"Complete and in running order, but needs a good tidy up. Smoke free engine, car passed MoT about 5 years ago when it was a requirement. This car is now MoT exempt. Some military history. Much sought after 847cc OHC engine fitted from new. This



engine found in MG models of the same age. Car located 5 miles from Belfast City Airport. Anyone who wishes to view will be collected from and returned to the airport."



**Answer  
on  
page 62**





# Younger Members Initiative

A miracle has happened for this year's August Bank Holiday: the sun was shining, so I dropped the hood and took the car for an East Anglian tour over to California, Norfolk. I decided to take the scenic route and avoid the dual carriageways and main tourist routes, so I headed from Royston through the villages of Barley and Great Chishall and on to Saffron Walden, Finchingfield and Sudbury, then on to Ipswich where the roads were busy because of the final leg of the Ed Sheeran concerts taking place in the town.

So it was a quick stop off at EMG Ipswich to show them the car and then for a trip around Ipswich for today's photo, that was taken outside Ipswich Town Football Club at the Portman Road Stadium next to the Sir Bobby Robson statue. From Ipswich it was back on the main road this time working my way north along the Suffolk coast on the A12 through Lowestoft, Great Yarmouth and into California for the night.

**Day 2** of the East Anglian tour: headed south to look at Burgh Castle an old Roman Site, but the car park was too far away from the castle and we could not get a photo. Burgh Castle was built in the late 3rd century CE, three of its imposing stone walls have survived and are almost to their original height, making Burgh Castle one of the best preserved Roman monuments in Britain.

From Burgh Castle we took a drive along the sea front at Great Yarmouth but was too busy for a photo, but we found the Britannia Monument which is 200 years old this year, and is a commemorative column built in memorial to Admiral Horatio Nelson. We then made our way north to Poppylands at Horsey for lunch where the Morris fitted in really well as the cafe is based on a 1940's tea room during the war, so I managed to get a photo outside an air raid shelter, bomb clearance area and an old bike.

After lunch we made our way back with a quick stop off at Horsey Windpump an English Heritage site pumping water for the Norfolk Boards. Our final stop was at the Somerton Church Ruins which is an old church that fell into disuse during the 17th century.

**Day 3:** We decided to go for a walk along the coast and left the car to rest.

**Day 4:** We departed California and headed off towards the Norfolk Broads. Our first stop was at Woodbastwick which is located on the River Bure. We then made our way down a narrow road with Norfolk reeds both side over hanging the road to find a nice photo spot next to the river and opposite the Ferry Inn at Horning (which we made for as a quick refreshment which was needed due to the sun).

After a quick refill stop at Wroxham (for the car), the home of the largest village shop in the country Roys of Wroxham. From Wroxham we headed to Horning and then east to Hickling Broad to pick up the coast road to head north to Happisburgh, Norfolk (pronounced as Hayzbruh), and past the Bacton Gas Terminal, Mundseley and then we turned around at RAF Trimingham (a radar station protecting the skies of Eastern England).

On the way back to California we stopped off again at Poppylands for lunch.







**Day 5**, the homeward journey: After the hottest August Bank Holiday the rain had to start at some point. 10 minutes before we were due to depart from California it started to rain, luckily the car was all loaded up so up came the hood and on went the wiper. We headed south through Caister-on-Sea, then we went through Great Yarmouth and then on to Bungay and Bury St Edmunds the home of Greene King Brewery. After a petrol stop we continued our journey through Haverhill before heading back to Royston.

Thank you all once again for this opportunity to look after and drive the Morris Register Loan Vehicle, with only two months to go I am trying to plan a few more adventures and shows, with the next show booked at Shuttleworth, Bedfordshire for 6th October.

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

*David Allanson*



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kindly donated by**





## It's the 13th of September, copy date for October's MM is tomorrow and I can't think of anything to write about!

Serves you right you silly old fool for leaving it to the last minute.

In desperation I started to trawl through my photo library and luckily came across some pictures taken at the Goodwood Revival Meeting ten years ago.

2009 marked the centenary of Michelin and the van was part of the celebrations. The Snubnose Morris van below was first registered in Cornwall in 1930, and was subsequently acquired by Michelin in 2003. Although in a sorry condition when found, it still had many of the basic elements that would enable them to recreate an example of one of their Technical Service vans, known to have been in use between mid-1930 and late 1932.



The restoration involved recreating the specialised external livery and the extensive internal arrangement, complete with its vast array of equipment and literature. The project could not have been contemplated were it not for the series of 17 glass-plate negatives of several Michelin service vans, probably taken in 1930. Though black and white, the high-quality pictures gave them sufficient confidence that a van could be rebuilt and that it would be part of their centenary year celebrations.

Indeed it did, and what a splendid job.



Another picture taken the same day is of yours truly with a happy band of Mrs Mops employed by the organisers to create friendly fun amongst the visitors by pretending to clear up whatever was going on. For the aged members such as myself, they reminded me of Mrs Mop of the BBC's radio programme ITMA and the classic strap line of "Can I do you now Sir?"!





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Advising the Forum of classic car events allows readers to consider the events as a possible interesting visit. **Jerry's** event was **Great Car show, Pacific Grove, California**. "Just wanted to say thanks for all your help with our Morris 8. We took it to the 'little car show' in Pacific Grove. This is part of the Car Week in Monterey, California. the Pebble Beach show is the highlight. We entered the Morris in two shows. Only one had trophies, and we won two trophies. There were thousands of pictures taken of the car and so many people stopped to ask what kind of car and what did the 8 stand for. Compliments on the car were frequent. And the car was parked next to beautiful Porsche 356. It was also in company of hundreds of other cars. We had a lot of fun." Many were impressed with Jerry's photo but no-one said they planned to visit.



*Morris Eight enjoying the Californian sun*

**Grumpyjohn** was definitely Grumpy in his post **Sick and fed up**. "Got my engine started yesterday after the starter ring problem with no radiator or dynamo. Checked oil pressure and at 50+ psi which was acceptable. Today fitted rad. and dynamo and on starting the engine only got about 20 psi after running for about a minute. Looks like sump off and oil pump check job! Sick and fed up! Getting too old to roll about under cars! Moan over." **Steve** might be a Monty Python fan "Not to worry Grumpy, lol. First off, I snapped a half shaft. Not to be out done by that, I lost a tooth on my crown wheel and then yesterday the cut-out/regulator packed in. However the good news is all is now working and she flies. So I guess the moral is... always look on the brightside of life". **Grumpyjohn** was in a better mood two days later in his next post **Low oil pressure cured, muck in oil pump!** "I was sick and fed up over the low oil pressure after refitting my engine which I had to remove because the starter ring had come loose on the flywheel and was welded in place. With the help of my pal we removed the sump and took the oil pump off as I had a suspicion some disturbed muck had got under the ball in the relief valve. We found this was probably the case when we stripped the pump and put all the components in engine cleaner. A lot of dirt came off when we washed it so after assembly I put the pump intake into a small tray with engine cleaner and ran it with an electric drill set to reverse motion. This removed even more muck that we had missed. I finished off by repeating the drill procedure with fresh engine oil to remove any cleaner left then the pump and sump were refitted. On starting the engine we are back to 50+ psi of oil pressure again!"

**Peter**: "Great news, apart from the bother of removing the sump." Back to **Grumpy**: "Yes, Peter, that was a nightmare two geriatric gentlemen lying on their backs rolling about in oil trying to undo tight bolts with a tube spanner! Still that's it done now, just the floor and seats to refit?" **Chris**: "Good job, John. I have found since knacker my knee 18 months ago that I can get down onto the floor but then can't get back up! Also a 3/8" drive socket set is very useful, especially as I found a set of 3/8" Whitworth sockets 'on the Bay' a couple of years ago. Well done." **Richard**: "Personally I wouldn't use anything bigger than a 1/4" drive socket on the sump. The old alloy is very fragile; larger tools don't give adequate 'feel' and are too clumsy. It's also too easy to strip the threads in the alloy — fine threads (M8 x 1 in this case) are not a good idea for soft materials like aluminium."

Continuing in a similar vein **Anil** posted **Pre-Series 10/4 Engine working at last**. "After spending months dismantling every item from the engine for the block to be machine stitched, then having problems re-fitting all the various bits including the gearbox/clutch, I have to thank many members who gave excellent advice. Around three weeks ago I used a new gasket and re-installed the cylinder head. When I tried to restart the engine, all I got was a load of oil/water coming out of the exhaust! Made me very despondent and I sympathise with Grumpyjohn, who at one point was 'sick and tired'. I had the same feeling and gave up after assuming I may have damaged a waterway by using an incorrect length bolt. With encouragement by our son, Bob, the cylinder head was taken off again and the radiator filled with water to reach the top of the block, and the level stayed virtually the same for days. Bob suggested checking the head for warping. A local engine restoring firm had a look and could immediately see there were rounded edges and slight warping. The head was 'ground' flat by them and I re-installed it yesterday. What a relief! The engine started immediately, and runs really well with 60 psi oil pressure. The lesson I have learnt is that when the engine block cracks (between a stud and two waterways) were machine stitched, the top surface was ground to be flat; I should NOT have replaced the cylinder head without it being checked by an engineering expert to ensure it was perfectly flat and there were no rounded edges."

**Andy**: "That's great news Anil. I'm delighted for you and it shows that ownership of these lovely old cars requires tenacity and a sense of humour! I know only too well the feeling of 'one step forward and two back' with my own car. Sometimes it just needs a different distraction to be the focus for a while, then I get back in the frame of mind to



resume the preservation!" **John**: "Pleased to hear that you are back on the road again after all your troubles. Hopefully I'll catch up with you somewhere in Devon or Cornwall someday." Back to **Anil**: "Thanks for your responses. In my case it has certainly been one step forward and two steps backwards; can be very disappointing! Just goes to show the engineering talent and expertise used in building our old cars. All without PCs, electronic calculators, etc. Only slide rules, log tables and drawing boards."

**Beck** was welcomed and was given encouragement by many Forum members after posting **New here and new M8 owner**. "I'm new to the Morris Register so thought I'd introduce myself as I am likely to be asking many silly questions in the future. Apologies in advance for the long post! My name is Beck and I have inherited my dad's 1937 M8. She used to be his main mode of transport until newer (and more luxury) vehicles became financially viable, and the Morris went into storage. She hasn't run in my lifetime, although I've grown up knowing that one day she would be mine and dad was going to restore her so we could show her at events together. When dad retired he started the mammoth task of restoring her. Unfortunately, following a stroke and 3 years of going in and out of hospital, he passed away. The car sat in his old garage until I had the space to take her and finally, the chassis was delivered today with a van full of parts. So, I now have the world's most complicated 3d jigsaw puzzle to complete with no picture and no mechanical/electrical/welding/body work skills. Still, what's life without a challenge? I attended the annual rally last week at Thoresby and met some lovely, supportive people. I went in looking for information on who would be the best person to get to restore the M8 for me and came away with manuals and thinking I might be able to do some of it myself. I've booked a place on a basic vehicle maintenance course and a friend is going to teach me how to weld. Nothing can go wrong, right? Thanks for reading." Photo of car in current condition included.



*Beck's car, work to be restarted*

I don't usually include posts from the Advert Section as items will probably have been sold by the time my article is in print however I have included **Brian's post Cowley Flatnose 1930. Reluctant sale**. (I liked the photo of the car). "My 1930 Cowley Flatnose four door saloon with folding head is going to have to go. I have owned for six years and enjoyed driving this wonder full car. Now losing the garage space so she must move on." I wonder if, when reading Morris Monthly, a member might look at the photo and shout "That's my new car!"



*Was "For Sale". Did you buy?*

If you know about an event that others might be interested in, hopefully a bit more local than California, Log on to the Forum and tell us about it.

*Bob Williams (bob@justwilliams.co.uk)*

#### EDITOR'S NOTE:

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



# TYRES

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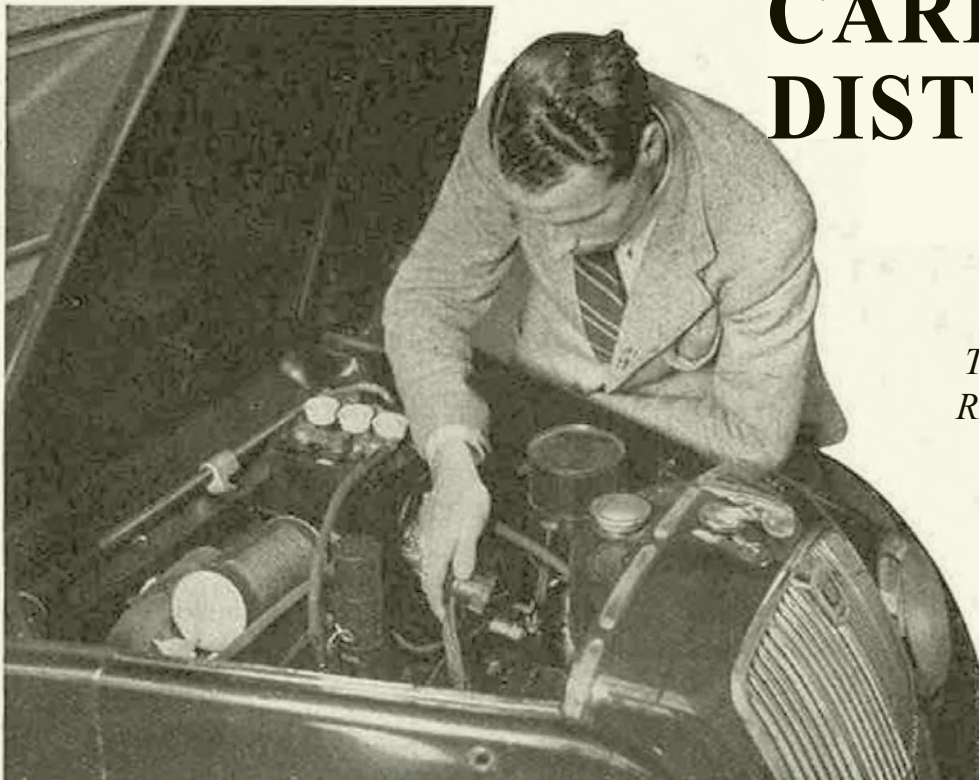
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## CARE OF THE DISTRIBUTOR



*SIMPLE ATTENTION  
THAT WILL ENSURE THE  
RELIABLE FUNCTIONING  
OF A HARD-WORKING  
COMPONENT*

**By  
STATON ABBEY**



**P**ROBABLY because it so seldom gives trouble, the distributor is usually apt to be taken for granted by most owners. The attention normally required is confined to checking the gap at the contact breaker points from time to time, and periodical lubrication. In addition to these routine items, the time devoted to a more comprehensive overhaul once a year, while not necessarily essential, will be well repaid.

After springing aside the clips and lifting off the distributor cap, let us begin by examining the distributing rotor, which is a push fit on the end of the distributor shaft. The metal contact of the rotor passes very close to the electrodes in the distributor cap when both parts are new, but owing to the passage of thousands of sparks a minute at ordinary road speeds, the tip of the rotor and the faces of each of the electrodes gradually become pitted and burnt away.

### **The Rotor**

Renew the rotor if the metal tip is badly burnt. Renewal is also indicated in the case of early types of rotor provided with a spring steel strip having a domed metal contact, which presses against a carbon "pip" at the centre of the distributor cap. If the spring appears to have lost its tension or the metal contact is badly burnt, do not try to lever the spring upwards to increase the tension, as it is easily snapped.

When fitting a fresh rotor, great care should be taken to obtain one of exactly the same pattern. The rotor has a moulded internal projection, which must be engaged with the slot in the spindle when it is refitted; otherwise it cannot be pressed fully home, and damage to the distributor may occur if an attempt is made to start the engine.

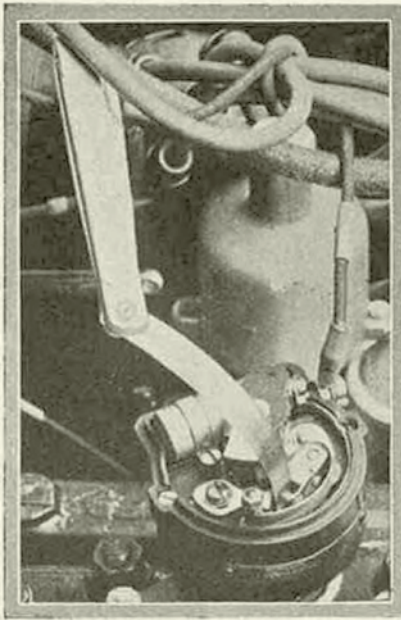
Next clean any carbon dust or grease from the interior of the distributor cap with a rag moistened with petrol. If there are black, straggling lines between the electrodes, the indication is that the high-tension current is leaking or "tracking". As this will lead to misfiring and eventual stoppage, the cap should be renewed at the earliest possible opportunity. A temporary cure is to drill a small hole at the centre of each track to impede the current. Then cut discs of insulating tape and stick them over each hole, on the outside of the cap, to prevent the entry of moisture or dirt. When a spring-loaded carbon brush is fitted to the centre of the cap, see that it is not chipped or broken and that it moves freely in its guide.

### **Check Contact Breaker Points**

Next to engage our attention should be the contact breaker points. The gap between these should be checked at 5000 mile intervals. Rotate the engine by hand until the contacts are fully opened, and insert the gauge provided on the small ignition screwdriver in the tool kit, or a feeler gauge having a thickness of twelve-thousandths of an inch, between the contacts. If it is necessary to alter the gap, slacken the two screws securing the plate carrying the fixed contact, and move this plate until the correct gap is obtained. Take care to tighten the locking screws firmly after adjustment.

On earlier engines a different form of adjustment is provided. The fixed contact point is carried on a screwed shank, provided with a lock nut. After slackening the lock nut, the hexagonal head of the contact screw can be rotated to increase or decrease the gap. With this type of adjustment, set the points to the gauge on the spanner supplied in the tool kit,





**The gap between the points can be checked with a feeler gauge as shown**

or to a gap of fifteen-thousandths of an inch if a feeler gauge is used.

Both contact points should have a greyish frosted appearance. If they are blackened, due to oil having found its way on to them, they should be burnished with a folded slip of fine glass paper,

followed up by a rag moistened with petrol. If the points are badly pitted, however, more drastic steps must be taken.

The contact points are made from tungsten, which cannot be filed, but can be trimmed with the aid of a carborundum slip. Although an experienced mechanic can dress up the points satisfactorily, to give them a new lease of life, the points can be renewed quite inexpensively. This has the advantage that the spring and the fibre or metal rocker-arm, which are also bound to deteriorate in use, are renewed at the same time, being included in the replacement set.

If the car has covered a large mileage it might also be worth considering the replacement of the condenser. An advantage of a coil ignition distributor lies, in fact, in the ease with which these "piecemeal" replacements can be made.

Before tackling these more ambitious jobs, however, it is best to remove the distributor from the car.

The distributor is generally secured to the cylinder block or the cylinder head by means of a stud passing through a lug on the split clamp beneath the distributor body. Do not slacken the pinch-bolt which tightens this clamp on to the distributor shaft, as the timing will be upset and will require resetting on reassembly. Instead, unscrew the stud from the distributor drive tunnel and withdraw the distributor, complete with clamp, and micrometer control when fitted. On some distributors, the set screw passing through the tunnel which houses the driving shaft engages with a groove in the shaft.

#### **Preserving the Timing**

It will be seen that the driving tongue at the base of the shaft is not symmetrically placed, so that when the distributor is replaced the drive can only be re-engaged in one position. To be on the safe side, however, make a note of the direction in which the rotor is pointing, and do not rotate the engine while the distributor is removed.

The pivoted contact arm can be withdrawn, complete with the leaf spring, when the nut clamping the spring to its pillar has been unscrewed. Take care not to lose the fibre insulating washers and sleeve which insulate the metal arm from the pivot pin, on early

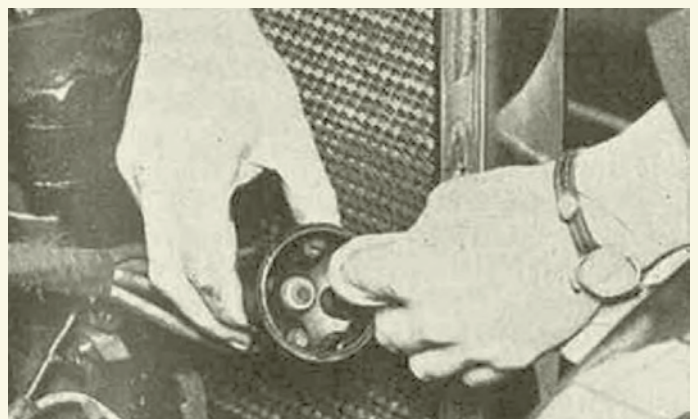
distributors. If the arm is replaced without these, the engine will show no signs of life on reassembly. The fixed contact point can be renewed by detaching the screws securing the plate to the contact breaker base plate on recent distributors, or by screwing the threaded shank out of the terminal post on earlier designs.

#### **The Condenser**

The condenser seldom gives trouble, but might with advantage be renewed if the points tend to pit rapidly; take out the screw securing the earthing strap which surrounds the casing, and unscrew the nut from the terminal protruding from the other end of the condenser. Make a note of the order in which the plain washers and locking washers are fitted. On earlier distributors, in which the condenser is carried beneath the distributor body instead of within the moulding, it is a good plan to detach the condenser and clean it externally, even if it is not renewed, in order to remove all traces of dirt or grease, which might cause leakage of current.

During reassembly, smear just a trace of Vaseline on the flanks of the cam in order to prevent too rapid wear of the fibre heel of the contact breaker rocker-arm; repeat this at intervals, whenever the contact breaker gap is checked. The rocker-arm pivot will require a drop of oil during assembly, and subsequently at 5000 mile intervals. The cam bearing will also need attention at 3000 mile intervals; pull off the rotor, and place a few drops of machine oil on the screw revealed, or on the felt pad in the hollow spindle.

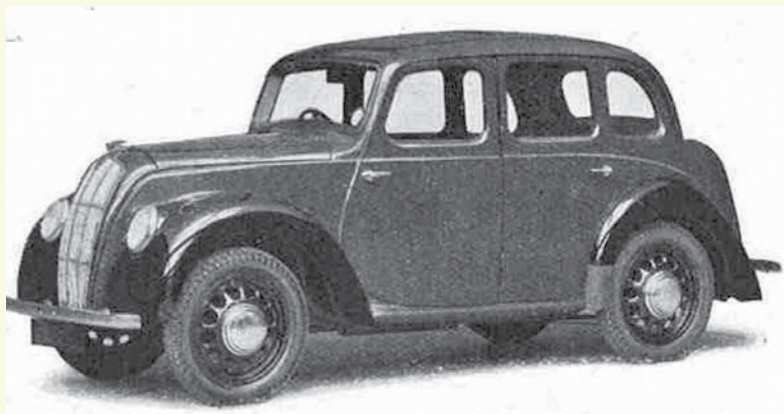
If the distributor shaft is provided with an oil cap, add a few drops of machine oil at 1000-mile intervals. A greaser requires a turn at every 500 miles, eventually refilling it with Duckham's "Laminoid" Grease. Lubrication of the advance control mechanism can be carried out by removing two screws, one on each side of the moulded rim of the distributor, thus allowing the complete contact breaker assembly to be lifted off the base of the distributor, after pulling off the rotor. Lubricate the pivots for the flyweights with engine oil. Do not be tempted to interfere with the two springs. One may appear to be slacker than the other, but if this is the case it is intentional, giving the advance curve the required characteristics as the engine is speeded up.



**Whilst the distributor cover is off the opportunity should be taken to wipe the high-tension contacts with a rag just moist with petrol**



# CURRENT MORRIS MODELS



**Series "E" Eight**  
Above, the four door saloon and  
right, the tourer

**D**ESPITE the unsettled conditions of the past twelve months, the Morris concern have made and sold a record number of cars; indeed, for one period of six months they have established a new peak for the British industry.

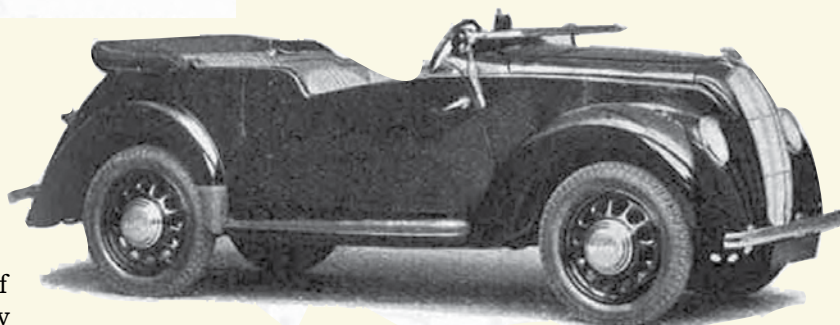
Now we all know that with modern production and costing methods, the greater number of cars that can be constructed with a given plant, the lower is the cost per unit, and the Morris concern have always adopted the policy of passing on costing advantages to the purchaser, with ever-increasing value for money.

When we say that the present range of Morris cars are better than they have ever been we have probably bestowed the highest praise we can to readers already acquainted with Morris performance. As the result of thousands of pounds spent on painstaking and meticulous research, reflected in yet longer life of engine and chassis components, outstanding reliability, spectacular acceleration, and smooth effortless running have been secured in greater measure even than before.

## Detail Alterations

For the present season the Morris range will be found to be varied in only very slight particulars from the models forming its immediate predecessors, but these changes, nevertheless, are in the nature of the perfection of an even better general specification than formerly.

Among the chassis modifications of the Series "E" Eights which the new owner will appreciate may be mentioned the repositioning of the hand brake lever, now mounted four inches farther back, to bring it well clear of the gear lever.



*LET us make a confession. These pages were originally intended to tell you of the Morris cars on the stand at the Motor Show, but owing to certain interference, with which you are doubtless acquainted, the Motor Show is not being held. Rather than waste them, we have turned our efforts into a résumé of the current range.*

Other small refinements are the provision of mud-flaps to the front wings — because the present Eight is without running-boards — and headlamp glasses are now provided with improved sealing against the weather.

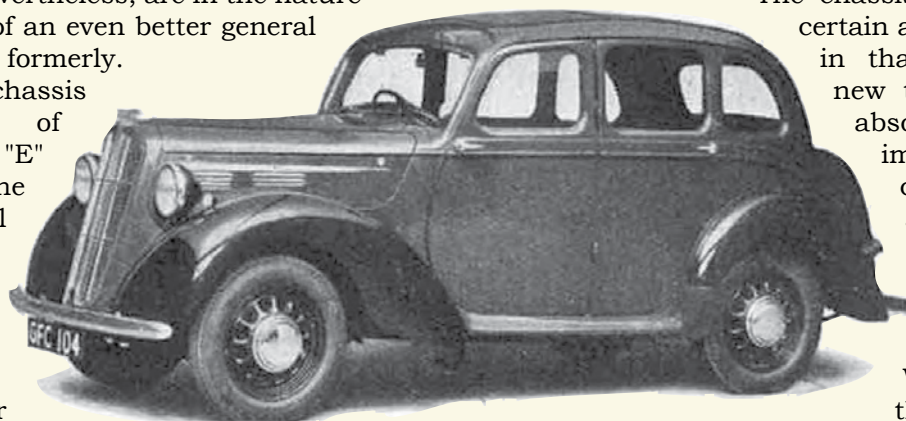
Body modifications, again, consist of small improvements which experience has shown to be in popular favour. The well-known roomy and comfortable proportions, providing exceptional leg- and head-room, are retained, whilst sundry improvements in the interior trimming and improved methods of sealing for the tool and battery boxes and the rear trunk lid have been adopted.

The immensely popular Series "M" Ten has also been the subject of a number of minor modifications to its body and chassis specifications. Here, again, will be found detail refinements in interior trimming and arm-rest pads, whilst bucket seat backs have been deepened some two inches as well as having their back panels entirely redesigned.

The chassis has undergone a certain amount of alteration in that we now find a new type of rear shock absorber being used, improved fixing clamps for battery and exhaust pipe, redesigned mudflaps and other small refinements.

When we come to the Twelves, the tale is much the same.

So satisfactory as a whole has this proved itself to be that



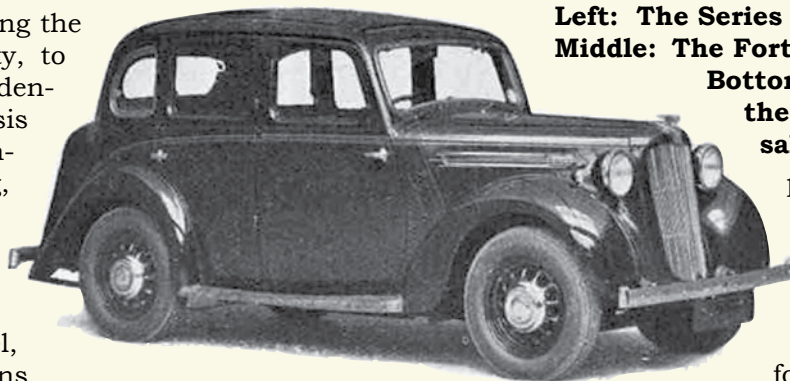
**The Series "M" Ten-Four saloon, an example of chassis-less construction**



the process of painting the lily had, of necessity, to be confined to incidentals. The new chassis has, however, much-improved springing, and here again we find a new type of shock absorber employed. In the case of this model, bodywork alterations have not been found desirable save that bucket seat back panels are now deeper by two inches, and the spare wheel locker has a new system of weatherproofing.

#### Six-cylinder Models

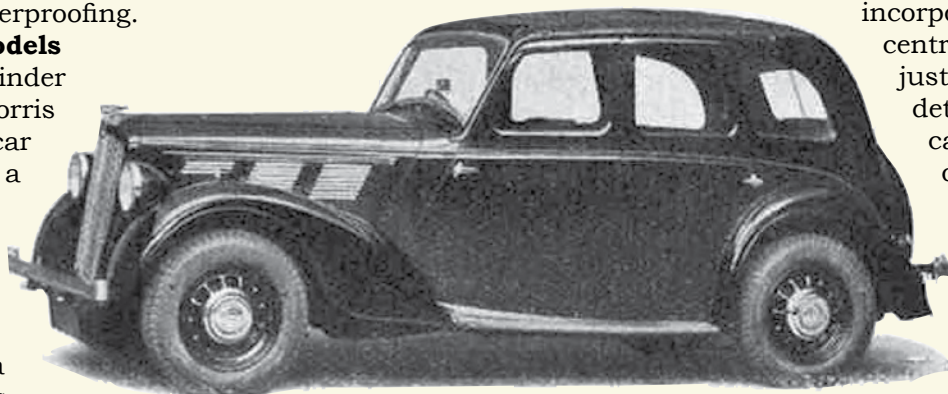
In the six-cylinder category the Morris Fourteen is a car that has made a name for itself as a model for the man whose family considerations demand a vehicle which is roomy whilst at the same time being a good economical proposition to run. It is a comfortable five-seater, as distinct from a car into which five persons can be accommodated, is possessed of a performance which is every bit as good as the most exacting of modern motorists can demand for a car of its class, and its specification is generous to the last degree. Its road holding is exceptional, its steering light and positive, and its dignified lines and general appearance place it among the ranks of cars which can be used with confidence for all occasions, ceremonial or otherwise. The Fourteen's powerful, silent and smooth-running o.h.v. engine, transmitting power through a four-speed synchromesh easy change gearbox,



**Left: The Series III Morris Twelve saloon**  
**Middle: The Forteen-six saloon**

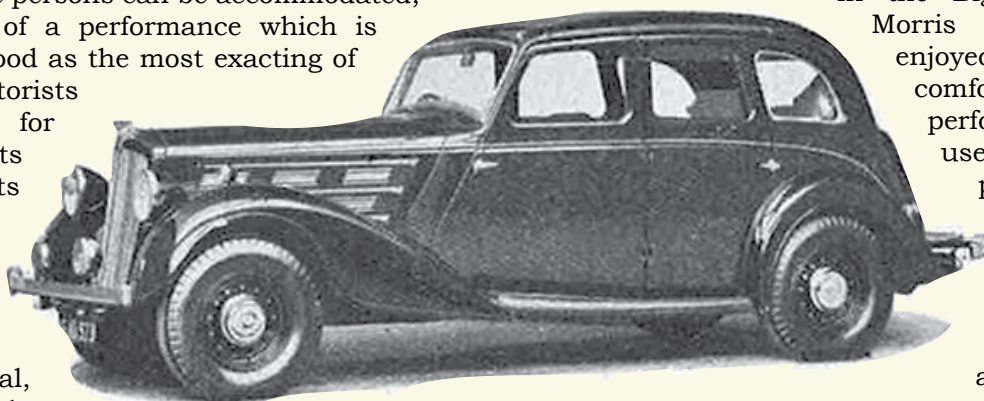
**Bottom: Largest in the range, the Series III Twenty-five saloon**

provides travel which is effortless and entirely free from fatigue and the roomy body which, incidentally, is constructed without footwells, has interior embellishment which in itself is restful to the occupants. The figured walnut fascia board incorporating a large central speedometer is just one example of a detail that has been carefully thought out, to constitute at once a piece of aesthetically good design and of utility. The choice of colour schemes for this model, as with all others



in the Morris range, is wide, while leather upholstery plays its part in setting off a really fine car.

In the Big Six class the Morris Twenty-five has enjoyed a reputation for comfort and effortless performance amongst users of higher powered cars ever since its first appearance. It is still represented by only two models, a saloon and a coupé, and for the



present season will be offered without alteration from its present specification. The last named body style, in particular, is a model of definite distinction, and has always enjoyed a certain amount of favour amongst those who like a fast, comfortable car of rather more sporting appearance than the more conventional saloon.

#### Morris Eight (Series "E")

Two-seater	...	...	...	£132 10s.
Tourer	...	...	...	£135
2-door Saloon (Fixed Head)	...	...	...	£128
4-door Saloon (Fixed Head)	...	...	...	£139
2-door Saloon (Sliding Head)	...	...	...	£139
4-door Saloon (Sliding Head)	...	...	...	£149

#### Morris Ten-Four (Series "M")

Saloon (Fixed Head)	...	...	£115
Saloon (Sliding Head)	...	...	£185

#### Morris Twelve-Four (Series III)

Saloon (Fixed Head)	...	...	£205
Saloon (Sliding Head)	...	...	£215

#### Morris Fourteen-Six (Series III)

Saloon (Sliding Head)	...	...	£248 10s.
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#### Morris Twenty-five-Six (Series III)

Saloon (Sliding Head)	...	...	£320
Special Coupé	...	...	£345



# THE £. s. d. OF RUNNING A MORRIS

*Interesting figures for a fleet  
journeying over give-and-take roads*

**By J. P. VAN DEN BERGH**  
*Managing Director, the Stork  
Margarine Company*

SIXTEEN thousand miles a year at little more than 1½d a mile! That is the amazing record which the Stork Margarine Company is able to show for twenty-seven Morris Eights in use by its travellers.

Morris sales give ample testimony — if any were needed — to the wonderful value and reliability offered by Morris cars.

But while the private owner can more or less take these virtues for granted, a big commercial concern like the Stork Margarine Company finds itself in a very different position. It has to know with absolute accuracy what every car costs from the moment of purchase, as well as exactly how reliable or otherwise it proves.

The average motorist cannot, without going to a tremendous amount of trouble, have more than an approximate idea of what his car costs him to run. Every motorist, however, is interested in the economics of running a car. As the records of the Stork Margarine Company tell us to the nearest penny exactly what each car costs us to maintain, I think some of our figures will be of interest to readers of *The MORRIS Owner*. They are especially interesting because, as they apply to a large number of cars, they may be taken as average.

## **Reliability First**

While low running costs are most important to a firm like the Stork Margarine Company, price is by no means the only criterion by which to judge a car. Reliability, in fact, is every bit as important as price.

All the year round, no matter what the weather, our representatives have to make regular weekly (or in

countryside fortnightly) calls.

Stork margarine is a perishable article, it must be treated with the greatest care, and traders make a point of buying in quantities which will last only until the representative calls again.

The importance of our representatives calling on customers to a regular schedule will, therefore, readily be seen, for delays could, taken the whole year round, mean a loss of business representing thousands of pounds.

Our Morris cars are supplied by Messrs. Appleyard of Leeds Ltd., of North Street, Leeds, 7. The main model we use is the Eight, although we have also very satisfactory experience of higher horse-powers.

Every car is in use for exactly twelve months before being exchanged for a new one. A very great deal has been said about what is the most economical time to run a car before turning it in, and I can assure those who are interested in this problem that the Stork Margarine Company has very definitely found a year to be the best.

## **Some Figures**

Now for the figures. Let us take the Eights first. We have twenty-seven of these, and last year their mileage was 451,024, or an

average of 16,705. The average cost per year for each car worked out at £123 3s. 9d., representing a cost of 1.67 pence per mile. This figure includes petrol, oil, repairs, garage, washing and cleaning, tyres, tax, insurance, depreciation and sundries.

Repairs are negligible, working out at only £5 7s. 5d. per car, this item including decarbonising and sundry repairs which could not be included under the terms of guarantee.

Petrol consumption is amazingly good, working out at 34.42 miles per gallon.

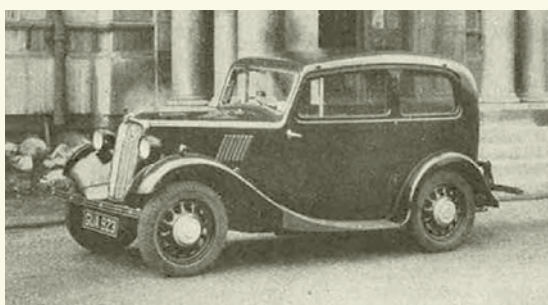
We also run six Morris Fourteens, as well as a Ten and a Twelve. The costs of these cars are also remarkably low, the figures being as follows :

Model	Mileage	Pence per mile
Ten ...	12,376	2.20
Twelve	12,944	2.69
Fourteen	13,081	2.94

There is too a fleet of Morris vans in use by the StorkMargarine Company. These are supplied by Wray Park Garages, of Reigate.

It may be added that the above figures for running costs are especially good when it is considered that numbers of our cars are in constant use both in heavy traffic in cities and over some of the worst roads in the country.

Actually — and this is surely a very high tribute to Morris — the nature of the country seems to make little difference to the running costs. One of the worst districts in which we use a Morris Eight is the Swansea district, for which the average m.p.g. works out at 35.56 compared with 34.42, which is the average for all our Morris Eights.



**One of the concerns Morris Eight saloons at the factory offices in Purfleet**

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

**Other items of interest include:**

- **Across Europe in a Morris Ten**
- **With a Wolseley in America**
- **Canada's First Morris Rally**





### YOUR CAR'S LAMPS

#### How to comply with the emergency regulations requiring reduced lighting.

**M**OST motorists will have already learned from information broadcast on the subject that they are required to obscure their head, side and tail lights under emergency regulations. The latter have been drafted to apply to all private cars, and are as follows:

1. Electric lamp bulbs must not exceed more than 7 watts in power.
2. They may only pass light through a single aperture facing to the front or rear as requisite, which aperture must not be more than 2 in. diameter or equivalent area. All side panels on lamps must be completely blocked by opaque material.
3. The front glasses of all lamps must be obscured with a double thickness at least of ordinary thin paper, paint, ground glass, or other uncoloured material, but whatever medium be used its effectiveness may not be less than that of two thicknesses of ordinary thin paper. Paper, paint, or other material used must cover the whole of the front glass, including that through which light passes. It must not be treated in any way for the purpose of rendering it more transparent.

The use of direction indicators, stop lights, and reversing lights is permitted, but stop and reversing lights must have their light emission area reduced to a single aperture of 1 in. diameter or equivalent area.

Headlamps if used are specifically subject to the following limitations:

- (a) No light must be visible above eye level at a greater distance than 25 ft. from the lamp, and a hood must be fitted for this purpose.
- (b) The lamp must be so masked that light can emerge only through a horizontal slit not more than  $\frac{3}{8}$  in. wide, the upper edge of such slit to fall approximately on the centre line.
- (c) The whole of the reflector must be blackened.

Both headlamps should have a disc of card or thin sheet metal fitted immediately behind the front glass, in which the  $\frac{3}{8}$  in. slot may extend to within  $\frac{1}{2}$  in. to 1 in. of the edges of the disc. The latter should be blackened on the outside.

Projecting sheet-metal hoods should be constructed of thin sheet-metal and fitted on the outside of the lamps, the lower edge of such hoods to be level with, or just below, the lower edge of the slot in the disc.

The blackening of the reflectors is recommended to be done with paint or enamel: it should be possible, however, to contrive to get the same effect by covering the reflector completely with black paper, and so avoid damage to the delicate reflector surface.

No other external lamps are permitted, and no light which is visible from the outside may be used to illuminate the interior.



**THE MARCH OF TIME** in the chimney sweep trade has not been spectacular, but in one aspect it has brought about changes. Some of the younger sweeps go on their jobs in cars, whereas the old generation still pushes a wheelbarrow through the streets. Both sweeps are of the same firm.

### THE PETROL RATION

**A**S from the 23rd of last month petrol was officially rationed. For the benefit of those owners who have not seen or noted the scale of allowances, the latter are recapitulated hereunder.

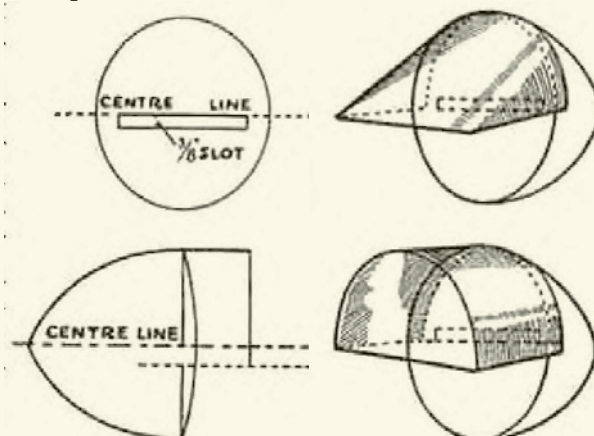
The scale has been fixed in units, one unit at present being one gallon. It should be borne in mind, however, that this arrangement is subject to alteration later.

Cars up to 7 h.p. will be allowed four units per month; 8 to 9 h.p., five units; 10 to 12 h.p., six units; 13 to 15 h.p., seven units; 16 to 19 h.p., eight units; and 20 h.p. and over, ten units. Motorcycles, two units per month.

Thus an owner of an 8 h.p. car will be able to get fuel sufficient for about two hundred miles' running per month, and a 20 h.p. owner approximately one hundred and fifty miles.

Ration books are, and will be, issued, covering the periods from 16th September to 15th October, and 16th October to 15th November. These books are obtainable at the post office or local taxation office where individual Road Fund licences are obtained. Applications may be made in person at post offices, or by post in the case of local taxation departments.

After these two ration books have been issued, the availability of fuel supplies will determine the question of further issues.





## Pictures from the Past

Presented by Ken Martin



The Mini was publicly launched by the British Motor Corporation on 26th August 1959 and again at the London Motor Show in October (above). It was the creation of Alex Issigonis (who made his name as the designer of the 1948 Morris Minor) on the instructions of Leonard Lord, Chairman of BMC, who hastened the work due to fuel rationing caused by the 1956 'Suez Crisis'. A remarkably small team worked with Issigonis to satisfy his obsessive desires to create a lively and responsive car with excellent road holding and handling, whilst maximising interior space. Key features contributing to the design concept, were the transverse layout of the 848cc ohv 'A' Series Austin engine and transmission unit, which took up only 18 inches of the car's 10-foot length; and the rubber-cone sprung suspension, designed by Issigonis' close friend Alex Moulton which, together with the positioning of the wheels at the corners of the car, gave the Mini go-kart-like handling. The Mini was made with two marque names and slightly different details. The 'Morris Mini Minor' (pictured) was built at Cowley and the 'Austin Se7en' at Longbridge. The tuned high-performance Mini Coopers came about through racing car maker John Cooper's friendship with Issigonis. The incredible success these cars had in rallying and racing contributed hugely to the legendary status of the Mini. In spite of its functional engineered form with minimal styling, the Mini caused a major sensation and became one of the foremost icons of 1960's popular design culture. In 1999, it was voted the second-most influential car of the 20th century, behind the Ford Model T.

[Motor Sports Images - Top: reference unknown; Bottom: Motor Plate 19429-31]







1929 Austin Seven Saloon

The epoch-making 'Baby' Austin Seven, launched in 1922, was designed and produced personally by Sir Herbert Austin and a small team. It gave remarkable value for money and brought motoring within reach of many thousands, becoming one of the most popular and meritorious cars in British motoring history. It followed the introduction of the 'horse-power' tax in 1921, killed the cycle-car and transformed the fortunes of the Austin Motor Co. It has an A-frame chassis, 4-cylinder side-valve engine, 3-speed gearbox, transverse front and quarter-elliptic rear leaf springs, and 4-wheel brakes. Sports and racing versions had incredible success.

[Motor Sport Images Plate Motor 538-8]

Coming 6 years after the Austin Seven, the Morris Minor was a better, slightly larger and more powerful car, for the same price, but it came too late, and it would be forever in the Austin's shadow. In 1927, William Morris had combined talents within Morris Commercial Motors and his recent acquisition, Wolseley, to design and produce the Morris Minor, the latter being responsible for the overhead camshaft engine and gearbox. The engine was too sophisticated and costly for such a car, and it was replaced by a simple side-valve unit in its third season when an austere two-seater model was offered for £100 to a disappointingly unenthusiastic public. The Morris Minor saw very significant development and refinement, and it sold well, paving the way for the extremely successful Morris Eight in 1934. The first MG Midget was effectively a Morris Minor sports car.

[Ken Martin's Collection]



A 1928 Morris Minor saloon

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



# Spanish Trip 2019 (Part 1)

Trip to Picos de Europa: A Spanish Adventure

Roz Parkes

At the end of 2018, Stephen and I decided to join John and Sue Hine on a motor tour of ten cars in the Picos de Europa, Northern Spain which we had greatly enjoyed in 2014: a total of about 800 miles including driving to Portsmouth and back. It was a good price, crossing to and from Santander by Brittany Ferries and staying in Paradores, the loveliest, most idiosyncratic hotels in the Iberian peninsula. Too good to miss!

We booked eagerly and relaxed as Gracie, our 1929 Doctor's Coupé, was in good shape and running well. A little work in the New Year, mid-January, would allow plenty of time for a few fine tweaks... Unexpectedly, Stephen discovered several problems at the end of March: broken valve collets required the cylinder head to be removed to ensure all existing collets were renewed (see pictures, right). Even later, the back tyre tread did not meet the pre-MoT check standard for approval and new tyres were fitted. Work was almost finished late on 24th April and Stephen made minute modifications to Gracie's settings by installing a battery isolator on 25th. (On a previous trip a car had suffered a frightening electrical fire).

We left home early on 26th to avoid the morning rush. 30 miles later, a diversion sign forced us onto the Coventry Ring Road amongst heavy, M6 traffic. We were happy to rejoin our planned route to cruise through Woodstock, a quick lunch at Chieveley and off again towards Winchester.

Gracie was going well, the roads were not too congested and we followed the motorway to Portsmouth arriving at the Travel Lodge at 2 pm. First arrivals! Gracie had covered 186 miles in five hours! Wonderful!

Gradually, the group assembled in the Hungry Horse and enjoyed a convivial evening. Once or twice, we wondered whether Storm Hannah would affect our crossing.

At daybreak, I lay in bed listening to the wind screaming and howling around the tall buildings in the centre of Portsmouth. Were we to cross in a bad storm? I opened the curtains to see mature trees bent double and heavy rain lashing our vehicles.

Mercifully, our cars were under cover on the Ferry and we arranged to meet for dinner that night. The ship was rolling and pitching a little but we were still in harbour!

At 30 hours the crossing was longer than usual without many passengers around. Most spent the time lying in their cabins! Some met at dinner: Dawn was helped to her table by a dishy French Ship's Officer! I'm almost sure she could manage really!

On 28th April, the ship sailed across the mill-pond of the Bay of Biscay and headed smoothly and rapidly for Santander. We travelled to the first Parador by A- road dual-carriageway, a distance of 80 miles. There was sizzling sunshine and as the temperature rose we stripped off layers of clothing: I'd worn a thermal scarf in bed on the ship!

We drove in convoy with Giovanni and Lynne D'Allessio and saw Marilyn and John following the same route. The planned stop at pretty San Vicente was abandoned due to a lack of parking spaces. All Northern Spain had come out with the sunshine! However, Susie and David Penberthy were lucky and picnicked there.

After an easy drive, we arrived at Cangas Parador, a beautiful restored monastery with superb rooms and great food. We joined Marilyn and John in the courtyard, in front of the cloisters, glasses of red wine in our hands in the sunshine. A great start to the tour!

The first morning was bright and sunny and we discussed how to spend the day. Most explored the village of Cangas due to the very long journey the following day and we'd visited the Basilica last time. I was happy to relax in the fresh air listening to bird song and gentle lapping of clear water from the nearby river.

We walked two miles following wide, uneven, but picturesque riverside paths. The fishing pegs proved it to be a salmon river. Tourist information told us where to find the Fourteenth Century Bridge Arch in the centre and as we ambled onwards we soon spotted Dawn, Marilyn and John outside a small bar. Peter joined us and we wandered through quaint streets to a restaurant lunch.

Peter and Dawn had sensibly brought their car: we had not! We four walked along the uneven river bank in searing heat until we reached the hotel for welcome, cool beers.







After leaving this delightful Parador, most of us took the Eastern route to Fuente De. This was less challenging than the longer, more arduous mountain Southern route favoured by Marilyn and John.

Our first stop was Panes, a sleepy little town, where we joined Susie and David for coffee and Kitkat at a little café beside the main road. Inside, the narrow building resembled a Tardis. It was a general store selling everything from greengrocery, cheese, cured meats and soft drinks to locally woven baskets of all shapes and sizes. To the rear, there was a bar purveying all manner of alcoholic beverages and, of course, the pavement café! What an entrepreneur! Great coffee, too!

Suitably refreshed, we set off for Potes a picturesque small town straddling the river. John and Sue were sitting with Dawn and Peter at a sunny table outside a pretty bistro in the centre of town. Eagerly, we ordered food which came two and a half hours later! Stephen's meal took longer! While we waited, we were entertained by John and Sue sharing cider from a traditional machine worked by vacuum.

It is steep and winding from Potes to Fuente De and many of our cars boiled on this section: Gracie definitely disliked following a rather sedate Bullnose! No harm done!

The Parador at Fuente De has wonderful views of the mountains and the famous cable car. A flock of sheep and herd of cows grazed on the steep mountainside making music with bells around their necks. The farmers rounding up their stock at dusk to lead them home were a fascinating sight.

Stephen and I joined Peter and Dawn and Sue and John for a beer. Marilyn and John arrived fresh from a challenging route above the snowline. John's leg injury wasn't too good after the riverside trek, but Marilyn is the only wife who enjoys driving a vintage vehicle and Roger, the tourer, arrived in fine fettle.

Paul collected Viv from hospital in Santander where she'd spent a few days: she appreciated the "real food" and was full of praise for Santander hospital and its staff. We were so pleased that she was recovering well.

First of May! A European holiday, but in Great Britain it's almost any date in the first two weeks so long as it's Monday! Logical Europeans respect the date! We mused: will anything be open? Will we be able to park? Will we be able to visit the ironmongers? (In Potes there are three traditional ironmongers which the men love to explore, taking in the unique aroma of oils, polishes, wood, rope and string.)

First, Stephen needed to work on Gracie's starter mechanism. Ian Westrope checked his car completely including charge and battery and found everything was fine. Most remained in the hotel as the entire area was crammed with families and school trips and it began to rain. To avoid the cold and wet, I sat in the warm lounge with Lynne and Giovanni in front of a log fire where Peter, Dawn and Stephen joined us.

All at once, a jolly priest, aged about forty entered the bar where a hundred other people jostled around him before being ushered into a private room. Hours later, baby Matteo (Matthew), oblivious to his convivial Christening, remained asleep as his buggy, complete with its flock of blue and yellow balloons, was pushed out of the bar and the party disappeared as fast as it had arrived.

The stoics among us including John and Sue; David and Susie; Maureen and Peter and Paul had climbed the mountain summit and sent us pictures to prove it!

I slept in my thermal scarf again! Deep, white frost covered the ground in front of our balcony.

There were NO TEAPOTS at breakfast! After waiting some time, I received a (crockery) pot of tea but Marilyn's came in a miniscule metal coffee pot and Dawn finally received hers in a most lovely metal pot but accidentally sent it back!

Sensible and hardy Ian and Carol; John and Liz and Lynne and Giovanni breakfasted early and ascended the mountain by cable car with unhindered by cloud or queue.

Our precious Morrisies were covered in knobbly, melting ice. Colder than the 4 degrees promised by the forecast! Now, Stephen discovered the umbrella basket normally sitting beside Gracie's bonnet was still at home!

Warming the cars seemed interminable! To avoid too much travel in the cold we decided to potter in Potes. Parking restrictions from the previous day were still in place and many shopkeepers, including the largest ironmonger, had taken an extra day's holiday!

At last, we parked in the market square and watched most of





our group tour the streets until everyone found safe places for their vehicles. We joined Marilyn and John (who still had a problem with his leg) in the old town drinking coffee in the sunshine beside the river overlooking the ancient cobbled streets.

Next, we travelled the steep, winding mountain road towards the third Parador. Ian and Carol; Giovanni and Lynne and John and Liz were parked outside the first restaurant but we stopped later. John; Peter and Dawn and John and already eating in the restaurant at the we appeared with Susie and David; and Peter! We relished the hearty food mountain region!

We descended towards Campera by plain of fields dotted with wild daffodils contented cows with calves and lambs around ewes with thick woolly coats. lake, crossed a bridge and arrived at where everyone sat on the warm terrace overlooking the lake.

On 3rd May, we drove to Campóo, we'd visited before but with so many we couldn't park at all.

With Marilyn and John, we took "white" roads past lakes, though tiny hamlets with derelict buildings betraying signs of rural depopulation: lovely roads with very little traffic indeed. Finally, we reached the town of Guardo where we hoped for lunch. Everywhere was closed: the season had not started.

We strode into a cake shop with a coffee and snack area, ordered coffees and asked for a menu. "This is a cake shop!" was the surly reply. We were shown six dry, much-handled pastries, made our excuses and left!

As we returned to the cars, we received a message from Brittany Ferries cancelling our return until 11th May due to a fire on the Pont Aven, our favourite ferry, on which we'd planned to return. John Hine booked us onto the first available ferry and a stay in a comfortable hotel in Suances, near Santillana. We looked forward to an enforced seaside holiday.


*to be continued*



outside the Marilyn and Sue were top when Maureen in this cold

crossing a and gazed at frolicking We skirted a the Parador s u n n y

an old town sightseers,



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# Ringin' The Changes in a Pre Series 10/4

*Richard Abraham*

When I retire, I will never be able to say I'm bored! Unfortunately, I have at least 22 years to go and there really aren't enough hours in a week for me to enjoy all of my hobbies. I am a beekeeper, I have an allotment, I collect antique gramophones, and I enjoy attending 1940's weekends. In one way or another my 1934 Morris 10/4 is my constant companion, tying all of my interests together, either driving me to the allotment or taking me to wartime weekends, but by far the greatest number of vintage miles are clocked up Bell Ringing. Yes, I'm also a campanologist.

There are 6999 village churches, Cathedrals, and Town Halls in the British Isles with traditional bells hung for Change Ringing, so where ever you are, you won't have to drive far to find one. Ringers are a friendly bunch and there is a code amongst fellow Campanologists that whenever you find yourself away from home you will always find a tower that will welcome you with an evening of ringing and a couple of pints afterwards.

At the risk of perpetuating a stereotype, most ringers are cut from the same cloth and appreciate history and traditions, and as bells are essentially large installations of heavy machinery a lot of ringers are mechanically minded too. With this in mind you won't be surprised to learn that a few also own vintage cars, a 1932 Standard Little 9, a 1939 Standard Flying 10, and a 1935 Austin 10/4 Cabriolet, all within a two mile radius of me and my pre series 10/4.

My Morris (AKA Mrs Fox), spent most of July and the first half of August off the road with ignition problems, so when she was returned to rude health by Jon Newbould of Inskip Motor Engineering, with an electronic ignition and a rebuilt carb, I was eager to get out there on a few vintage ringing trips before the winter weather set in.

One of the problems my car had was a broken front manifold stud, unfortunately someone had tried to remove it and had snapped an Easy-out in it. The manifold wasn't blowing so adopting the policy of "If it ain't broke don't try to fix it", we set off on a 110 mile round trip to the Yorkshire Society of Change Ringers monthly meeting at Saltaire, the Victorian model village and UNESCO world heritage site near Bradford. My co-pilot on this trip was Susan Thompson, an old friend and fellow ringer, and the only one brave enough to put her trust in Mrs Fox. We had arranged to meet a few other less adventurous ringers at our destination. The electronic ignition was a controversial modification, but it is very discreet and can easily be returned to the original points and condenser arrangement. For me the benefits of reliability, steady idling and improved performance outweigh any reservations I had about originality, especially as the engine still retained the burbling exhaust note of a pre-war car.

The A59 from Preston to Clitheroe is a good wide and mainly straight road through pleasant Lancashire countryside, and I was able to cruise happily at 40 mph with the odd burst at 45 mph. The recent work carried out by Jon seemed



to have transformed the car and I realized that in 12 months of ownership she had never actually run properly. A leaking carb float had also made it impossible to set the fuel mixture correctly, but now with a rebuilt carb the old girl seemed to have more power and moderate gradients no longer brought her to a slow crawl.

With the first 20 miles under our belts we decided to detour into Clitheroe for lunch at Holmes Mill, and to nip the remaining manifold studs up once the engine had cooled. Holmes Mill is an entertainment complex





consisting of a hotel, bistro, food hall, café, function room, and beer hall containing one of the longest bars in Britain – 42 hand pulls and 24 individual cask beers. All this is housed in an old 19th century textile mill, whose centre piece in a room just off the main bar is the original cross-compound horizontal steam engine named Elizabeth (pictured above right). Refreshed with cheese and onion pie and chips, we hit the A59 again, crossing from Lancashire into Yorkshire just passed the village of Gisburn, then on towards Skipton. The rest of the journey was largely problem free apart from realizing my offside trafficator had stopped working as we headed down the A629 towards Bradford, and having to resort to hand signals in heavy traffic.

We arrived in Saltaire at about 3.30 pm and parked outside the beautiful United Reformed Church for some photos. Then there was just enough time to find a pub for a quick drink and to relax before joining the ringing meeting. The car attracted a lot of attention from tourists and ringers alike, and I have also been asked to write an account of my journey for the bell ringing magazine.

The drive home was even more enjoyable, almost effortlessly purring westwards through the countryside into the setting sun. A perfect day, and one that allowed me to indulge two of my favourite interests at the same time.

## 58th HCVS London to Brighton Run L2 Commercial Van ETW 749 *Laurie Cook*

The alarm sounded at 4 am. Even the street lights weren't on. Breakfast, food bag filled, and entrance documents put in the van. The usual engine checks: oil, water, petrol, lights. Opened the gates of the garage in readiness. It's now 4:50. The driver turned up: Mike Adams and put his gear in the back of the van. Mike started up the vehicle and drove into the crescent.



I closed the gate and joined Mike in the cab. Destination Crystal Palace London. The starting point of the run. A fine trip to London and across Tower Bridge. At about 6.15 in Camberwell I spotted an urban fox standing on the footpath within Burgess Park (where Time Team did an excavation of the old streets bombed in the Blitz). We arrived at Crystal Palace at 6.50.

Check in with control to collect the pass for entry to Madeira Drive Brighton. A quick hello with fellow enthusiasts. We started the run proper at 7.10. The local mayor shook our hands before sending us on our way. Marshalls directed us onto the road, holding up the traffic for our ease of exit up a steep hill heading towards traffic lights. Unfortunately the lights changed to red and we had to hold for some time on the hill. Eventually green appeared and we were off.

The route took us to the A23. In front of us there were 4 vintage motors: one being a white van. We passed the old London airport at Croydon. There was no halfway stopping point this year. Last year there was gridlock at Pease Pottage because of the bank holiday and a boot sale just off the roundabout. This caused a lot of vintage vehicles to overheat and breakdown, even some moderns were affected. This year we had a new route which took us onto the B2036 just before Redhill. Everyone was a bit apprehensive because it was a new route.

We were trying to keep someone in front of us hoping that they knew the way. By this time the white van mentioned earlier, was in front of us. We followed him. Approaching one roundabout he turned left. We did likewise. Looking at the route card I realised we had gone in the wrong direction. He, in turn, drove right round the next roundabout and back the way he had come. We followed suit and re-joined the planned route. We had to hurry up because 10 minutes previously we managed to overtake a steamer which we had been following for a number of miles. It was a steam artie with two trailers going at about 3 mph belching out clouds of hot coaly smoke. A number of entrants were having problems overtaking this beauty. We certainly didn't want him to get in front of us again. At Hassocks we joined the old London to Brighton route, and eventually reaching the A23.

At this point there are 2 concrete pylons; one on either side the road. I take this as a timing marker. One of the good things is that drivers on the run are allowed to use the bus lane along the route in Brighton. We pass under the viaducts. Then we come up to the old fire station. This always reminds me of the 1950's film Genevieve (if you haven't seen it, it's worth a watch). At this point white van man, who we have been following, took the wrong route again. This time we followed the official route. Driving towards the seafront we saw white van man driving up a side road on the right in readiness to join our route. We were now in front (the small things that please). We drove into Maderia Drive and reached the checking in point. It had taken us 15 minutes from the pylons. Previous years it took us up to an hour and a half. The entire drive from Crystal Palace to the sea front was much smoother, more enjoyable with no holdups.





By 9:30 we had booked in, collected our packaged lunch and plaque, before parking up to face the sea. And who should park next to us – the white van. We laughed with the driver for going the wrong way - twice! There was a tremendous amount of banter with other participants during the day. Refreshed from a much needed cuppa, we began to inspect the other vehicles as they came in. The steamers were arriving well into the afternoon. We mixed with old acquaintances. Brian Wilson managed to avoid us all day but we knew he was there because we'd spotted his Land Rover in the line-up. We saw him on the way out though.

After the prize giving, vehicles began to move off. We left at 5 pm. There was much more traffic in Brighton then. At the outskirts of town traffic eased and we began to relax a bit. Our planned route was the A23, M23 and M25. I use the motorway because other vehicles can pass easily and I don't hold up others at 35 mph. On the M25 doing quite well in the nearside lane, causing no holdups for anyone. We were just passed the Clacket Lane Services when suddenly there was a bang followed by a crashing noise from the engine. Mike pulled over to the hard shoulder, at the end of the services slip road. Within 5 minutes Highways England Traffic Officers joined us to assist. The 2 women officers helped Mike push the van further along the hard shoulder while I steered. The breakdown did not spoil what had been a really enjoyable day helped by pleasant motoring weather.

Breakdown people arrived on scene within half an hour. ETW was loaded onto the back of the lorry and floated the rest of the way home, in comfort. Investigations will now take place. Already I've ordered a gearbox jack. We think it might be a broken dynamotor chain, but want to keep an open mind. Will update.

Laurie Cook Photos: Mike Adams



## Brooklands Relived

Mike Kent

**B**rooklands Relived took place on Sunday 11th August. The aim of this event is to recreate the atmosphere of the Brooklands Track during the 1930s. Only pre-war cars are allowed on site and we are supposed to play the role of the customers' cars. However, such is the dearth of competitive sports cars with owners willing to risk them for more than one run, we get to take part if we wish.

Three Morris cars were thus entered for the events. Linda Pike in her Morris Eight with, as some will recall, her Alta head. The car, not Linda; the old jokes are often the best ones. Linda took part in all three events.

In the race around the newly re-created finishing straight, Linda can be seen leading two MG sports cars. Or put somewhat more accurately, about to be lapped. My Cowley Four and Will Edward's 10/4 were considerably faster than the Lanchester 12 entered with us but there was to be no overtaking.

Test Hill seems to be too much of a challenge for some of the expensive monsters and every year we have to wait while at least one has to be slowly run back to the bottom before limping off. The cars made by William Morris never fail to reach the top at excessive speed, requiring the driver to throttle back for safety reasons. So long as one stays in first gear all the way up.

The standing start races were the most popular of the events. All those who entered cars or motorcycles for this one wanted to win and pushed their cars hard.

Linda was brought up to the start line against a Singer Sports and didn't she go. Some smoke from the exhaust but that's a different matter. She won, much to the excitement of the girls assembled by me to cheer the only lady competitor with chants of Linda, Linda.

If you wish to see more of this event, it is available at this address.

<https://vimeo.com/brooklandsmembers/bmtv/video/353881315>







# MINOR MUSINGS

by Chris Lambert of [prewarminor.com](http://prewarminor.com) | [info@prewarminor.com](mailto:info@prewarminor.com)



## Pre-war Morris Minor owners - please take note

As has been mentioned in this column more than once, it's surprising just how many Morris Register, Minor owning members are unaware of the Pre-war Minor Network and its activities. If you are among this sizeable throng and want to know more, then please read on or drop the author an email at [chris@prewarminor.com](mailto:chris@prewarminor.com) and I'll happily attempt to provide the information you need, both in order for you to gain access to the website or forum, or for anything else connected to the model come to that. If you have more than just a passing interest in the Minor, then the website Member's Area is something of an Aladdin's cave. It's home to a wealth of historical and technical data, much of which has been written or donated by members, along with scores of period photographs which should be essential viewing for those rebuilding or restoring a Minor, whatever the version.

## Network News

The summer months are always crammed full of vintage motoring events which in the case of the Network is pinnacled by the annual rally gathering each June, our 2019 Marlborough event being reported upon in July's Morris Monthly. What follows here is a summary of other Network news and activities that have taken place throughout this period, along with information of upcoming Minor based events.

### The 2020 PWMN 'Marches' Rally announced

The big news, announced at the tail-end of August, concerned the venue and dates for next year's rally, which in 2020 will be based upon the village of Titley in Herefordshire. The three day event will take place over the weekend of 5th-7th June and is to be hosted by Morris Register member's, Tony and June Adlard. Two tours are planned through the Welsh Marches taking rallyists along some of the U.K.'s most picturesque byways. The weekend isn't just about driving. Interspersed between the tours are a number of social events topped-off by the Rally Dinner on Saturday evening. For those who haven't attended a Network rally as yet, they are friendly, informal affairs and great fun in which to take part. If you are interested in joining us and want to find out more, visit the website's rally page <https://www.prewarminor.com/2020-pwmn-rally>

### The Network's Home Counties group

A very active group of members are based in the southern home counties (Surrey, Sussex and the Middlesex borders). They meet regularly all over the region, at least half a dozen times a year. One of their annual events takes place at the Brooklands Museum while another regular venue is the RAC Club at Woodcote Park, Surrey. All pre-war Morris owners are made welcome as are those with Wolseley Hornets and MG Midgets. Once again the website's forum [www.prewarminorforum.com](http://www.prewarminorforum.com) carries details of these events, although if in doubt contact the group's organiser, Kenneth Allen, via email at [allen.kenneth33@yahoo.co.uk](mailto:allen.kenneth33@yahoo.co.uk)

### East Anglian activities

Regular activities also take place in East Anglia. The long-standing spring (Drive-it-Day weekend) and autumn (first Sunday in October) pub meets have now been supplemented by two additional morning runs covering approximately 40 miles, being followed by lunch. The inaugural event took place in early September and ran between two local micro breweries, the Star Wing in Redgrave and St. Peter's in South Elham. Ten cars and crews took part over what was a beautiful scenic route along the Waveney Valley. The next run in spring 2020 is entitled the Five Airfields Tour and will take place on Sunday 10th May. This one will take a circular route around just some of the many former WWII aerodromes in the area. Further details will appear shortly on the Minor Events section of the Network's forum. These events are free to enter and will include route details for all participants.



*Between breweries – a 1932 Minor Two-seater negotiates a bend on the way to the St. Peter's Brewery, South Elham*

### Thoresby 2019

The Minor presence at this the Register's flagship event was a little down on previous years with just eight cars in attendance. However, Frank Ashley also attended in his 1929 MG M Type Midget so must get a mention here as the Network also caters for this model along with the 30-34 Wolseley Hornet. Frank won the Peeling Cup, an award for



the greatest combined age of owner and years of ownership. Avril Ovenden collected the Best Minor award (not for the first time I believe) for her extremely well cared-for 1931 Minor Two-seater while Peter Yates and his 1933 Saloon was runner-up in the Best Minor category. Peter must also have given Frank Ashley a run for his money in the Peeling Cup having owned his car for over five decades.

### Restorations and rebuilds

For very good reason, the acquisition by Mick Roberts of the £100 Morris Minor Two-seater prototype JO 764 has dominated news from the pre-war Minor world of late, in fact the September 'Musings' article was entirely dedicated to that topic. As Mick begins his painstaking restoration journey another Minor build is nearing completion. Geof Wilson from Nuneaton, Warwickshire has constructed an aluminium two-seater sporting body on a 1930 OHC Minor Saloon chassis. (It's important to add here that the car's original saloon body had long since disappeared and had been replaced with a tourer body tub. The Tourer body has subsequently been sold and now sits upon another restored 1930 rolling chassis.) Geof had aimed to have 'Wilson's Wasp' fully roadworthy for the Network's 2019 rally but just failed to make it. These latest images illustrate perfectly how well his design captures the essence of a thirties sporting special and is somewhat reminiscent in appearance to Barbara Skinner's White Minor of 1934.

### Peter Brock's achievement

Newcastle resident Peter Brock is the long-term owner of 1934 Minor four-door Saloon AAO 463. Several years ago he completed an epic restoration of a car he has owned since the sixties.

On 22nd July, Peter drove his Minor to Newby

Hall near Ripon, North Yorkshire which each year hosts the largest Classic Car Show in the North of England; a prestige event organised by the NECPWA. There were 1,500 cars on display representing all era's up to to 31st December 1972, the very earliest being a 1900 De Dion Bouton. The Morris Register was well represented, and there were over 40 classes for individual marques. Peter's Minor Saloon won the Morris Class prize, and then went on to be judged as the Car of the Show, a very significant award and a fitting testament to Peter's restoration skills. As a result, few who attended the show that weekend will harbour any doubts over the genealogy of the Morris Minor.

### The Network's Discussion Forum

This really is an amazing searchable resource. The forum now holds 69,000 posts on 6,300 differing topics. If the numbers seem daunting, a simple Google style search using the forums own search engine will bring rapid answers to most Minor related queries. If that doesn't work then simply ask the 270 registered members via a 'post' of your own. Someone will know the answer or will point you in the right direction. A friendly welcome is guaranteed to all newcomers.

Even if you don't own a Minor, and simply have an interest in Morris vehicles in general then the Network's website is well worth a visit. I look forward to a 'virtual' meeting there soon.

Find us at [www.prewarminor.com](http://www.prewarminor.com)



*Geof Wilson's Minor Sports Special 'Wilson's Wasp' nears completion in Nuneaton*



*The Wasp's cockpit*



*Peter Brock's trophy haul from the Newby Classic Car Show sit on the rear seat of his 1934 Morris Minor four-door saloon, AAO 463 (See also NE Region report)*





## National Rally Thoresby Park Award Winners August 2019

### CLASS 1: MORRIS MINOR (Cup)

1st	Avril Ovenden	1931 Minor 2 seater
2nd	Peter Yates	1933 Minor saloon

### CLASS 2: MORRIS 8 TOURER (Forrester Shield)

1st	Neil Pye	1936 Series 1 2 seater
2nd	John Anderson	1935 Pre Series 2 seater

### CLASS 3: MORRIS 8 SALOON (Lou Weekes Trophy)

1st	John Overton	1935 Series 1 2 door saloon
2nd	Neil Spencer	1936 Series 1 2 door saloon

### CLASS 4: MORRIS SERIES E (Silver Salver)

1st	Alan Perkins	1939 Series E tourer
2nd	Stephen Gant	1948 Series E 4 door saloon

### CLASS 5: PRE 1930 OVER 8 HP (Stanford Hall Cup)

1st	Paul Pleasants	1924 Bullnose 2 seater with dickey
2nd	Philip Stead	1928 Cowley Flatnose saloon

### CLASS 6: POST 1930 PRE-SERIES 10 & 12 (Peter Levett Shield)

1st	Sue Harris	1935 Pre Series Special Sports
2nd	Brendan Jones	1934 Pre Series tourer

### CLASS 7: POST 1930 SERIES 10 & 12 (Shield)

1st	Anthony Tideswell	1937 Series 2 sliding head saloon
2nd	Peter Freeman	1936 Series 2 saloon

### CLASS 8: POST 1930 OVER 12hp (Stanford Hall Cup)

1st	Mark James	1931 Major saloon
2nd	Christopher Baker	1934 Cowley 6 saloon







### CLASS 9: MORRIS COMMERCIAL (Gold Cup Trophy)

1st	Nigel Chapman	1927 Cowley Light Van flat bed
2nd	Cliff Smalley	1937 Series 1 GPO hybrid van

### CLASS 10: MEMBERS' POST 1948 MORRIS (Mowog Shield)

1st	Trevor Smith	1969 Traveller
2nd	Stuart King	1958 Minor 4 door saloon

### CLASS 11: ANY MAKE CLASSIC (Tankard)

1st	Frank Ashley	1929 M Type 2 seater sports
2nd	Keith Herkes	1930 18/80 Mk1 Speed Model

### CLASS 12: SUPERCLASS (Salver)

1st	Bob Williams	1967 Minor Traveller
2nd	Mick Roberts	1934 Twenty-five saloon

### LONG HAUL AWARD

Ian Milford	1922 Oxford 2 seater with dickey	356 miles
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### PEELING CUP

Frank Ashley	1929 M Type 2 seater sports
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### ROSE BOWL (Voted Best in Show by members)

John Wood	Morris Cowley Commercial
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### BOB BEAUMONT TROPHY (The Machrg Trophy)

Neil Pye	1936 Eight Series 1 2 seater
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### PRESIDENT'S TROPHY

Brian Gove	10/4 Pre-Series sliding head saloon
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### GYMKHANA

1st	Avril Ovenden	1931 Minor 2 seater
2nd	Ian Milford	1922 Oxford 2 seater with dickey

### MORRIS VEHICLE ASSOCIATION TROPHY

Ian Westrope	1925 Oxford Bullnose tourer
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Photos: Rob Symonds







**The 59<sup>th</sup> Morris  
National  
and  
5<sup>th</sup> Morris  
Associates**

**Thoresby  
Nottingham  
9<sup>th</sup>/10<sup>th</sup>/11<sup>th</sup>**

**£**

**NATIONAL  
AND  
RALLY**

**Photos: David Allan**





**Chris Register  
National Rally  
and  
Classic Vehicles  
National Rally**



**by Park  
Hampshire  
August 2019**

**1**

**ONAL  
MVA  
Y 2019**



**son, Rob Symonds**



# The Morris Mirror, Feb 1947

Tom Bourne

There is an overall gloomy feel to the February 1947 issue of the Morris Mirror. The Editor tried to be upbeat with the delightful front cover picture which was taken by Mr JW Thomas, and captioned: "The suggestion of spring is very encouraging when we have to endure such weather as has been our lot for the past month".

The Editor opens his column by saying "Ablly assisted by the Clerk of the Weather, who decided to inflict a visitation of blizzards and snow storms of unprecedented severity, 1947 has opened, from the point of view of industry, almost as calamitously as an MCC test innings against Australia. The effect of the drastic shutting down of factories in order to conserve fuel, considered in relation to the Government's recent White Paper, must have given everybody food for thought. It must be obvious that, if Britain is to survive as a commercial power, everyone must pull their weight unflinchingly and call upon their last ounce of reserve in an effort to recoup the tens of thousands of man hours lost."

Although not as cold as 1963, the winter of 1947 caused severe hardships in terms of the economy and living conditions in a country still recovering from the privations of the Second World War. There were massive disruptions of energy supplies for homes, offices and factories; people suffered from the severe cold, and many businesses had to close down temporarily. The snowdrifts blocked roads and railways, restricting the supply of coal to power stations, many of which had to cease production. Food, still on wartime rations, became even more scarce as distribution networks broke down and vegetables were frozen into the ground. The coal and electricity industries had recently been nationalised, but there were inadequate stocks of coal at the beginning of the winter, just four weeks supply, compared to the usual 10 to 12 weeks. It was estimated that the year's industrial output would be reduced by 10%, which was added to by the heavy government spending (15% of GDP) on the Armed Forces, and the recently introduced National Health Service. The impact of the 1947 winter was later seen as a major event in Britain's decline from superpower status.

The government had recently published a White Paper, entitled "Statement on the Economic Considerations Affecting Relations Between Employers and Workers", and the Cowley factory had introduced a consultation process, by which employees were invited to contribute their views. The Editor states: "the paper clearly analyses the difficulties that lie ahead before Britain can once more become a self-supporting self-reliant and prosperous country. In a nutshell, the White Paper says that in order to win the war Great Britain deliberately distorted and unbalanced its economic system, suffering loss and depreciation of capital resources and selling at least half of its external capital assets." Noting that a 75% increase in volume over pre-war exports was now required to make the country self-supporting and independent of credits, he concludes that "the answer, therefore is not only increased production per hour worked, but increased production per annum." For the next five years, British industry was going to have to "export or die", and the vast majority of the cars made by the workers at Cowley would go for export.

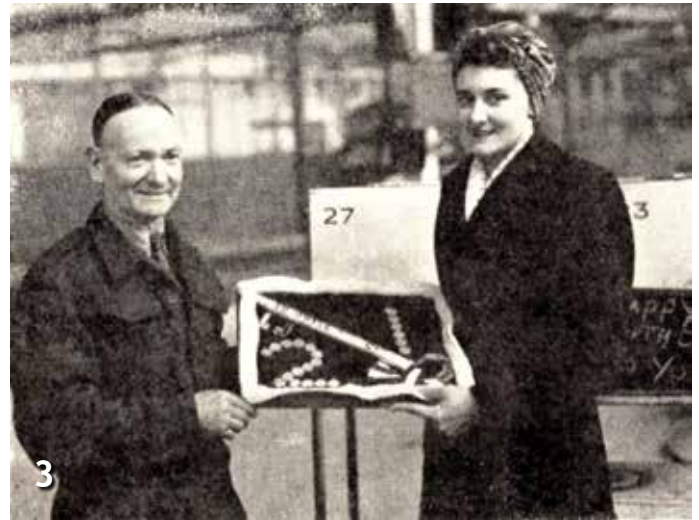


Claude the Canteen Cat continues his monthly column of gossip, and also reports: "this cold weather is very hard on us poor cats, and I take a very poor view of the boys in the Apprentice School who threw snowballs at me recently".



The usual range of reports on sports and social activities continue. The dramatic society presented Daphne du Maurier's Rebecca at the clubhouse in January. Although the performance was well received, the length of the gap between scenes and acts seemed to be interminable. The works band went to Leicester on the 25th January, where they took part in the broadcast programme "Let's All Sing" from the De Montfort Hall. The greatest thrill of the evening was to hear the capacity crowd's enthusiastic appreciation of the Band's rendering of Sibelius' Finlandia.

Members of the Transport Department feature in a short article entitled "Keeping the Wheels Turning". Many are seen as sporting giants, particularly Sam Cambray, who is a leading light on various local sports committees. Chargehands Ernie Bowman and Jack Lovell deserved special mention due to their bonhomie which contributes to the Department being a "cheerful crowd". Ernie Bowman started work for Morris Motors in 1921; at that time, Jack Lovell, who had been working in Wiring, had started with Morris two years previously. He joined Transport in 1929 where he has been ever since. Four other "old stagers", Freddie Coober, Bill Townsend, Jack Barrett and Dick Johnson have a total of 107 years unbroken service between them, Freddie Bill and Dick started in 1920 whilst Jack started in 1918. Jack was one of four brothers, all working at Cowley.



There was an excited murmur in the Trimming Line of Mounting Shop on Friday 24th January, when Joyce Cook from the canteen appeared on her morning visit with the tea wagon. The shouting, cheers and counter-cheers gave the impression of a lightning strike or a meeting of shop stewards, but as Joyce brought her wagon to a halt, the slight figure of "Doctor" Rockall appeared, nervously clutching a covered tray. After more cheers, everyone burst into song - "Happy Birthday to you - Happy Birthday, dear Joyce." Joyce was 21, and the present was an outsize in door keys, and twenty-one shillings laid out on the tray to form the figures 21.

The final two pages of this month's issue are given over to representative views on the White Paper. One of these is from Kenneth C Revis, MBE, of Welfare Department, which merits mention, due to its conciliatory tone. He says: *"we need no statement by the Minister of Labour to tell us that this old country of ours is economically very unsteady. What would our talk be if it were not of shortages, rising prices, strikes, permits, controls, utility goods, and so on? We know, too, that exports are vital for our survival and that to produce the goods we must have the man hours, efficiency, and 100% more cooperation between employer and employed."* He concludes that rather than everyone "sticking up for one's rights" all must work together as a team, and this *"would go a long way in assisting the recuperation of this badly shocked land"*. He concludes: *"war produces many new bosses, but we can't all be the boss now"*.

Ken Revis, a civil engineer, had joined the Royal Engineers on the outbreak of war and was badly injured and blinded while defusing mines on Brighton's West Pier. He learned to read Braille and to touch-type, and used a capstan to make throttle levers for Spitfires. After the war, Lord Nuffield offered him a job at Cowley, which employed more than 200 handicapped workers. After qualifying as a solicitor, he worked briefly in private practice, then returned to Cowley as Assistant Press Officer. He became President of the Bullnose Morris Club, in succession to Lord Nuffield, an honorary post he held until his death in 2002.



#### Photos:

1. "Harmony of Spring" - Front Cover of the February 1947 issue of Morris Mirror
2. Ernie Bowman, Bill Townsend, Jack Barrett and Nick Johnson, all of the Transport Department, holding an animated discussion
3. "Doctor" Rockall of the Trimming Line in Mounting Shop presents Joyce Cook, from the canteen, with her 21st birthday present, amongst cheers from all present
4. Bev Hicks, left, founder member of the Morris Register, presents Ken Revis, Assistant Press Officer at the Cowley Factory, with a club tie of the Morris Eight Tourer Club (as our club was then called). This photo was taken at Cowley on 7th February 1968 to mark the enrolment of the 1000th member of our club.





# Regional Round Up



## THE RED ROSE

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

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### Thoresby National Rally

The Thoresby forecast was wet and windy weather, and guess what?... It was wet and windy! I drove over in the modern on Friday with four other members' Morris cars and stayed in a local hotel for just one night, having to be back home by Saturday evening for a family celebration the following day. At least Saturday morning dawned quite bright and sunny but as the rally field began to spark into life, the clouds rolled over, the wind blew stronger and by lunchtime the heavens had opened. Autojumble stalls were rapidly covered up and poor Mike Brears and Derek Russell were soaked to the skin running the Gymkhana. Regrettably, some entrants decided not to run the course in view of the conditions. I do not know the numbers, but some brave souls were setting off on the afternoon road run when I decided I may as well head for home.

I am told Sunday was a much better day and the North West Region had award winners in Peter and Dawn Freeman's Series II Ten/Four awarded Runner Up in Class Six, and the Major of Mark and Sara James awarded First Place in Class Seven. Well done to both. No doubt there will be further reports on the event elsewhere in this issue.

### Lytham Wartime Weekend

We had a magnificent turn out of twelve cars at the 1940's themed event at Lytham St Annes. (Ignore anyone who say there should be an apostrophe in Annes, – there isn't one). I was there in Army field khaki on Saturday with my chums from the Military Vehicle Trust and the crowds were as dense as I have ever seen. It was bright and breezy and fingers were crossed for the same or better on Sunday. It actually turned out to be better as Kate and I and Richard Abraham and his Mum drove onto The Green and the crowds grew as the day wore on, but surprisingly, not to the same levels as Saturday. There is always a parade around the town in the early afternoon, but in view of the numbers of civilian cars of the period, the organisers decided to do two separate parades, civilian cars first at 12.30 and military vehicles later at 1.30. By the time we were allowed to leave The Green at 4.00 there were raindrops in the air, but nothing serious and it was much later that evening before the rain arrived. A special mention for Ken and Angie Oram who made the lengthy trip from The Wirral in their lovely Series II Eight saloon to be with us. Although I have been going to the Lytham event for several years, this was the first time for the Morris Register and I am sure it will be repeated in future years. The end of the season is in sight, but I shall still be enjoying plenty of

Happy, if chilly Morris Motoring. I hope you do the same.

Photos:  
Above Right:  
Ann and Bill Dyke  
Left:  
Dr David Young and  
Chief Petty Officer  
Studdart  
Right:  
Alan and Jean Johnson



L to R: Sara and Mark James,  
Peter and Dawn Freeman







# WELSH REGION NEWSLETTER CYLCHLYTHYR RHANBARTH CYMRU



EDITOR AND SECRETARY: John Howells, "Bronllys", Vicarage Road,  
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## SECRETARY'S SPOT

On Saturday 14th September, the village where I live put on a Street Fair. The main road was officially closed to traffic from 6 am, but, of course, I had offered to take some cars to exhibit. First was our 'The Morris' (Eight), and then came our son's MGB and daughter's Minor 1000. The theme for this year was 'The Eighties', so they all fitted the bill – just with a little exhibitor's license.

I had to get all three cars in position before the tables were delivered, so an early start was the order of the day. This was quite problematic, as I'm a member of the Rhondda Amateur Radio Society, and was involved in delivering and setting up equipment for their stand too.

## NORTH WALES NEWS

Well, the Friends of Llangollen Rally has come and gone. We had a great time, with good weather, daily runs in beautiful surroundings and great visits. Rhiannon and I did a lot of work in organising hotels, devising and pre-driving the routes in Mid Wales several times earlier in the year, the printing of rally plaques and route books, but it all turned out to be worthwhile in the end, and gave us and the tourists much enjoyment in August. We were grateful to Charles Brotherton for devising the routes for the first two and a half days in North Wales – it does ease the workload greatly.

There had been one glitch earlier in the year, as we heard through the grapevine that our North Wales hotel had suddenly stopped trading, but we hurriedly switched to a different one, so that was alright. As before the tourists came from all over Britain, and tell me that they really enjoyed themselves.

We met together on Monday the 26th August at The Chainbridge Hotel, Llangollen. Rhiannon and I arrived early and found ourselves a place in the lounge to receive the tourists and hand out the Rali-Packs (well we are in Wales).

They started to arrive gradually, but of course, we had the occasional message from those who would be late due to technical problems, distance or work commitments. There was much handshaking and hugging among the rallyists that afternoon, as many met for the first time in a year.

On Monday we didn't have to start out until 9.30 am, driving along the beautiful River Dee valley to Chirk, and then back along the hidden Ceiriog Valley to Glyn Ceiriog to Visit The Tramway Museum, where we had a really informative talk by the manager. The tramway museum is a centre dedicated to educating people about all aspects of the old tramway, which is no more.

However there is a separate group of volunteers who are interested in resurrecting the actual Tramway. They have already been clearing the route of the original Tramline, and have uncovered the actual platform used by the trams, right adjacent to the main line station at Chirk.

If you are interested in the Tramway progress, look up [www.glynvalleytramwaytrust.co.uk](http://www.glynvalleytramwaytrust.co.uk) on the Internet. The group would be delighted if you became a member.

As it was the first day, we then had a short drive back to Llangollen, to find a suitable venue for lunch. In the afternoon there was an arranged visit to The Llangollen Motor Museum, the place where the Rally started 39 years ago. The rest of the afternoon was free to return to our hotel or see the sights around the town.

*Above Right:*

*I thought you may like to see some of the motorcycles in the museum. More next month folks*

*Right:*

*For the caravanners amongst us, I'm including this shot of an Eccles caravan at Beaulieu this year*







**WALES CHRISTMAS DINNER  
THE AUBREY ARMS  
Swansea Road, Bonvilston,  
Cardiff, CF5 6TQ**

**SATURDAY 30th November  
To book,  
Contact John Belgion  
01446 793 038**



**Starters**

Broccoli & Stilton soup, with warm bread & butter  
Tomato and pesto tart tatin, topped with a balsamic glaze, served with salad garnish  
Smoked salmon & capers, dressed with a lemon & dill dressing, served with malted bloomer & butter  
Ham hock and pickled carrot terrine, with our own apricot & Brains S.A. chutney and toasted crostini

**Main Course**

Traditional roast turkey, with pigs in blankets, Thyme roast potatoes, stuffing, gravy and Cranberry sauce  
Roast topside of beef, with homemade Yorkshire pudding, thyme roast potatoes and gravy  
Baked cod loin, in an orange and dill butter sauce, with new potatoes.  
Chestnut and cranberry nut loaf, with thyme roast potatoes, and Vegan gravy  
(All of the above served with carrots, sprouts and broccoli)

**Desserts**

Traditional Christmas pudding in brandy sauce  
Mulled berry crème brûlée with shortcake biscuits  
Billionaires chocolate & caramel bar with fresh raspberries and raspberry coulis  
Classic Sicilian lemon tart, drizzled in honey and topped with cream

**WALES EVENTS**

- 8/10 Nov:** NEC Classic Motor Show. The Morris Register will have a stand, and your Chairman is looking for five or six Morris Cars to display. Things are hotting up now, with the display details at an advanced stage. It should be really at least as good as any of the other stands at the show. I hear John Ford exploding with indignation and saying "What do you mean? Ours is far better!"
- 17 Oct:** Wales Region Noggin & Natter at the Aubrey Arms on the A48 just south of Cowbridge. 7.00pm, or whenever you can arrive. All members/wives friends cousins, etc. welcome.  
Contact: John Howells 07976 301 723 for more information. Please come if you can.
- 30 Oct:** Wales Region Christmas Dinner at the Aubrey Arms, Bonvilston.  
Please contact John Belgion on 01446 793 038 to book.



**The Yellow Pages  
No.500**



*EDITOR: mdadams1969@hotmail.com*

**FROM THE CHAIR**

Please note that we have moved the location of the Essex Noggin again! We will now meet on the usual second Thursday, 10th October at The White Hart, Margaretting Tye. Hope to see you there!

The whole family enjoyed our annual jaunt up to Thoresby once again this year. Happily, despite the weather we had a trouble free run mostly up the M11/A14/A1 in the M8 Jensen-bodied tourer at its happy cruising speed of 50 mph. The organisation of the whole weekend was outstanding, thanks to Ben and his team. It was lovely



to catch up with friends from far and wide and as usual to

spend time hunting for bargains in the autojumble. Our Dandy Destiny folding camper withstood the wind and rain and kept us snug from Friday to Monday. There weren't as many East Anglian campers this year, but most seemed to have upgraded to the hotel. Maybe I'll get there one day...

As next year is the 60th anniversary you have to be at Thoresby! There was a good selection of East Anglian prize winners in several categories, well done!

My daughters enjoyed themselves looking at all the cars, Pippa (on the left) hopes to be driving a Morris 8 to Thoresby by 2022. Polly





(on the right) prefers the post war Minors and really liked Ray Newell's 1949 tourer, Poppy just looks grumpy! Sadly, whilst at Thoresby, Mick Roberts had clutch trouble with his 25 Saloon, which meant a journey home on a recovery truck and a lot of time to get to the offending clutch. Just look at the size of it compared to a pre-war minor clutch plate: As, you can see, he was running out of corks. I think most of us have offered to help him acquire some new ones! I know he hopes to have it rebuilt soon as he is itching to make some more progress with the £100 Minor prototype.

*Mike Adams*

## CLUMBER PARK (NEAR TO THORESBY!)

This year's weekend visit to the National Rally at Thoresby Park was a little wet and windy, but it was very nice to see so many from our East Anglia Region. I'm sure you will be seeing lots of photos and reports in our MM. So I thought you may like to see what was next door at National Trust Clumber Park.

Only recently completed is a replica WW2 Trench digging tank. Originally 5 prototypes were ordered from Ruston Bucyrus of Lincoln on behalf of Winston Churchill in 1941. Why was Clumber Park selected? The original test trenches are still in place. I'm not sure if it had a Morris engine like many others, someone out will know.

*Colin Moles*



## THE COUNTESS OF WARWICK SHOW, LITTLE EASTON

Sue and I attended the Countess of Warwick's Country Show at the weekend. People were dropping like flies in the sweltering heat – 100 plus degrees. Ambulances were running a shuttle service carting away the casualties and the local lady vicar and her assistant, another lady of the cloth were offering counselling and a shady shelter for the delirious overcome by the local yokel junketing's of a bygone age.

Thanks be to God we were able to take shelter in the little ancient church of Little Easton, where all was cool and quiet and was far from the maddening crowd, being little interested in an amateur art show therein.

Fortunately, it was only a minute's stroll to the classic car display organised by P and A Wood whose modern Rolls Royce and Bentleys were on offer - brutish rather Teutonic looking things. By contrast they had some delightful Austin Sevens - a rather sporty Arrow or Gordon England bodied special, a very upright doctor's coupé, perhaps capable over accommodating the doctor's top hat which they used to wear in those days and a quaint saloon. They were their shop window examples of their restoration skills - somewhat better than my own - a sample was parked nearby - the Morris 8 Jensen, BCE 394. A proper Rolls Royce of 1920s vintage, running silently and without a tremor was giving rides around the estate for a fiver a time for those of the hoi-polo with delusions above their station.

Alarming there were no other Morris 8s and no MGs. Very unusual. There were however, a very grand 1920s Sunbeam open tourer, a couple of 1930s Rovers, one a very sporty cream and black four door 12. Most of the others were the so-called common or garden classics of the Fifties and Sixties and American Corvettes. There were a couple of immaculate BMC Morris Minor and a surviving Morris Oxford that looked like an overblown Minor.

A lot of interest was shown in the Jensen 8 and must have been the most photographed for people to pose by. The judges also had a good look, although not under bonnet. They no doubt would have noticed the various chips and dings and the rear mudguard damage caused by vintage Lagonda wheel spinner nut (only the best you know!) which bear witness to its regular use at home and abroad. We had a bumpy ride home bouncing from pothole to pothole. We could only get up to 60!

*Peter Sanders*

## ROOKE'S RAMBLES

How lucky we were with the weather on Sunday, the main day of the club's annual National Rally at Thoresby Hall. The day before was pretty dismal! How lovely it was also that the weather did not put off too many attendees and it was great to see the line up of cars, particularly Eights, the open version of which were of course originally with the early Minor the core of the club.

We thoroughly enjoyed the weekend and it was good to see three of the regions members walk away with tinware. Mick and Judith Roberts with the Morris 25 and Ian and Carole Westrope with their Bullnose. Last but not least new member Nigel Chapman displaying his recently acquired Cowley Flatnose Flatbed truck. I say new member but he seems to have been around for ages!

Thanks to all organisers and participants for making the weekend a success and hopefully all are already thinking of next year.

Whilst to a certain extent I can understand why numbers at 'The National' are less than in the past, I do not really understand why the event does not appeal to more members. Whilst I may not be so young these days and am certainly more reluctant to use the







garage which is tight. So after many years it really was time and I have now fitted this particular accessory. Having successfully fitted one to the saloon my thoughts turned to the two seater.

It was perhaps fortunate that I had acquired a selection of mirrors over the years so having selected a suitable piece, found some small bolts and suitably shaped the heads, it was only a matter of drilling and tapping the windscreen pillar. It should have been an easy task however three broken drills later the pillar had not been suitably pierced. I came to the conclusion I needed new drills as those I had been using were pretty ancient. So as I have always said with the right tools any task can be accomplished and indeed that is what happened. Having succumbed to new drill bits I did however still use a very ancient tap and equally ancient handle. It felt very satisfying when the bolts fitted snugly into the bodywork.

*Ivan Rooke*



## NORTH CAMBS NOGGIN

The North Cambs Noggin was held on Wednesday 4th September at the usual venue in West Row near Mildenhall. A record number of members and guests (19) attended and as can be seen in the photos there was also a record number of Morris vehicles. This included a Series 3 Morris Twelve previously owned by member Cecil and Gill Jay and now owned by Bob and Bren Hale. Dudley is working on them to become members of the Register. Also new to the Noggin was Nigel Chapman's 1927 Cowley Light Van Flat Bed with which he won a prize at Thoresby. Another prize-winner was Ian Westrope with his 1925 Oxford Bullnose Tourer. Nigel and Ian both brought their prizes (a Cup and a Shield respectively) along for us to see.

Our meal was unfortunately not up to the usual standard and it transpired that although the landlord was fully aware of our requirements, he did not communicate this information to his manager - hopefully Dudley has sorted this out



with the manager and all will be well at our next Noggin.

When we had finished our meal, Nigel Chapman gave a talk regarding his work at the Ministry of Defense's Military Vehicle Test Facility. The facts and figures which he produced, along with photos and diagrams, were staggering. Many thanks, Nigel, for that talk. Also thanks go to Bob Hale for providing the photos of our cars.

The next Noggin will be on Wednesday 13th November starting as usual at 12 o'clock and here's hoping we will have yet another dry day so that we get another record number of people and their Morris cars. Dudley has decided that it is time he put his money where his mouth is, so to speak, and will be giving a talk entitled "My life as a semi-pro musician".

*Dudley Hedge*





## CAPEL MANOR CLASSIC CAR SHOW

Tony Nathan took his Minor 1000 tourer for a spin to the car show in Enfield on 8th September and reported that it seemed as busy as usual, but lacked pre-war Morris cars. He enjoyed catching up with a few Register members including Mick and Judith Roberts with their 2 seater Minor, Tony Etheridge and Graham Storey who had brought his 1934 Rolls Royce 20/25.



### EA REGION EVENTS

- 10 Oct:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 20 Oct:** High Easter Car Meet & Auto Jumble, 10 am-2 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 01245 231 262
- 27 Oct:** Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 31 Oct:** Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 13 Nov:** North Cambs Noggin at Jude's Ferry, Ferry Lane, West Row, IP28 8PT from midday onwards.
- 14 Nov:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 24 Nov:** Coffee & Cars at The Museum of Power, 9 am-1 pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 28 Nov:** Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT
- 7 Dec:** East Anglian Region Christmas Noggin at Great Leighs Village Hall, Boreham Road, Great Leighs, CM3 1NH
- 12 Dec:** Essex Noggin at The White Hart Inn, Swan Lane, Margaretting Tye CM4 9JX
- 22 Dec:** Coffee & Cars at The Museum of Power, 9am-1pm, Hatfield Road, Langford, Maldon, CM9 6QA
- 26 Dec:** High Easter Vintage, Classic & Supercar Meet, 10 am-2 pm, Lodge Coaches, The Garage, High Easter, CM1 4QR, 01245 231 262
- 30 Dec:** Chelmer Valley Car Meet 8 pm onwards at The Lodge Country Inn, Rettendon, SS11 7QT



# CHILTERN CHATTER



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**EDITOR:** Geoff Campbell, 01494 875 783, [g.campbell1937@btinternet.com](mailto:g.campbell1937@btinternet.com)  
**SECRETARY:** John Powell, 01895 672 706, [flatnosejp@gmail.com](mailto:flatnosejp@gmail.com)

## EDITORIAL

One of the biggest transport rallies in the South-East of England is the Alton Transport Rally held at The in Anstey Park in July. The event caters for cars and commercial vehicles with a large contingent of vintage buses. I travelled to this year's event in a Country Area Routemaster bus which had been new to High Wycombe Garage in 1966. Below are some pictures which were taken at this excellent event.







## BROUGHTON CASTLE CAR SHOW

My Series 'E' decided at the last moment that it would like to stay at home. It refused to show a charge on the Mammeter. I was lucky enough to be offered a lift by Bill Giles in his 1927 Cowley Flatnose.

This was my first excursion in an open topped car, especially one as old as this. The weather was quite warm but even so it was advisable to wear a jacket. All too soon I discovered that I am too tall for the car and had to squat down so I could see through the windscreen. We took the quiet roads and it was most surprising how one noticed the country smells that otherwise go unnoticed in a saloon car; cut grass here, farmers leading muck there etc.

The journey to Broughton (near Banbury) was along peaceful country lanes. They may have been quiet but the road surface was more than a test for the Cowley's suspension as it got a bit lively at times.

The approach to the venue was up a rather narrow lane. Fortunately there were few cars waiting so not too many hill starts were needed. The entrance led to a pretty field





with grass and trees and a lot of classic cars ranging from pre war to 80s models. There was plenty to see and a decent autojumble to boot.

The Morris Register was quite well represented (around six cars) and we all enjoyed a chat and a picnic lunch (see picture). There were very many nice cars to look at as the pictures show. A Morris Minor side by side with an Austin Seven shows how similar they are. The Lagonda was well worth a second look as was the car with two engines. It must have been a handful to keep on the road even if you could afford the petrol bill.

On the return journey Bill kindly let me have a go at driving the Cowley. It was my first experience of a car with a crash gearbox. Gear changes were not silent but not too bad, even if I do say it myself. The car has no indicators so hand signals are necessary. I have not had to give hand signals since I was a milkman and drove a milk float, but they came back to me as did the technique of signalling and slowing before the corner because both hands are needed to turn the steering wheel. I've still got a big smile on my face when I think of the journey home despite having to crouch down so I could see through the windscreen. People must have been a lot shorter in the twenties.

*Article & photos: Steve Gant*



## MORRIS IN HOLLAND, Part 4

In the evening back at the hotel we were briefed about the highlight of the trip – the visit to the Culemborg car fest. The venue was about 30 miles away from our base and they wanted us there by about 9am. That meant we had to be ready to start by 7.30 the next morning. So an early night was called for. There was a choice of two routes – motorway or “pretty way”. After experiencing some motorways it was a relief to hear that we would travel in convoy on the pretty way. Cars with sat navs were to be interspersed in the column to minimise the risk of getting lost if the column was split up at traffic lights. So, bright and early, we were ready for off. At first we kept together but inevitably the cars were spread out as we passed through some very pretty villages in rural scenery. The local farmers spread slurry on the fields and this has a distinctive aroma – particularly noticeable in a village called Vaartland. (The Dutch pronounce ‘v’s as ‘f’s in case you have missed the innuendo). I was keeping a good lookout in the mirror for cars behind but after a while the last 2 seemed to have disappeared. A brief stop for the group I was in saw us separated from the leading cars and there we were on the top of a dike and not another Morris in sight. The motorway was close by and as we knew we were not too far from Culemborg we elected to take that road instead. As it was Saturday morning the traffic was lighter so lane changes were less scary. It was heartening to see some other classic cars pass by so at least we knew that we were going the right way. One of the Series E’s had been overheating for some time and while it ran happily on slow roads the faster run on the motorway got it hot and bothered and it was boiling away merrily by the time we got to the outskirts of Culemborg. Perhaps now I know why cars are usually referred to as female because this one





was definitely an old boiler. Its driver had a gallon of water and topped up the radiator so we could continue to the venue itself. There were plenty of marshals to direct us to our place of honour in front of the church.

Our cars created a lot of interest and soon people were asking questions about the cars and if we really had driven them all the way from England. Judging by some of the puzzled looks and shaken heads they had heard of the phrase "mad dogs and Englishmen".

Our entry ticket entitled us to a free coffee at one of the many coffee shops on the main street. This was greatly appreciated and we could sit and watch the cars arrive. The variety of cars was huge and there were so many vehicles that cars were directed to overspill areas close by the main street.

At around midday we learned that the road run was starting. The road run was about 50 miles, a bit far for most of us after the run from the hotel that morning. But most of us decided to do some of the run and set off slowly down the main street. A lunch bag was thrown through the window (yes it was open) so we would not starve on the way. The route instructions were very comprehensive but referred to street names in Culemborg. Not so good if you are trying to keep up with the cars in front. Inevitably we lost them at a junction, took a wrong turn and had to try to get back on the route. Luckily there were so many cars on the run we could just join the "snake" and continue. A group of us needed petrol and so we stopped to refuel, eat lunch and watch the cars go by. I had the driver of the boiling Series 'E' as a passenger and so we needed to get back to collect his car. Once most of the cars had passed we headed back to Culemborg. Unbeknown to us the Bullnose Oxford had a real mishap. The head gasket blew and he had to stop and call the car recovery service for shipment back to the UK. Fortunately there were enough spare seats on other cars so he and passenger could hitch a lift back to Gouda.

The journey back to Gouda was on the pretty way. We crossed the river on a chain ferry. This was just a flat landing craft type boat, anchored by a chain so that it swung in an arc from one bank to the other. The journey time was about five minutes and all cars successfully negotiated the rather steep incline from boat to bank. Then it was on to quiet roads along the top of the dike. It was fortunate they were quiet because one car had a fuel blockage problem and kept stopping. It gave passing cyclists something interesting to see as they passed some old men peering under a car bonnet. Eventually the car got going and we could trundle along the dike to more normal roads. Unfortunately the car stopped again, this time about ten yards from a petrol station. Two men on the pavement swiftly gave the car a push so it could fill up. They seemed delighted to be able to give some hands on assistance. Other customers at the garage were also pleased to be able to see our cars close

up. After some new petrol there were no further problems and we got back to Gouda at a reasonable hour.

Sunday was the day we returned to our respective ferries. My ferry sailed quite early so I had to say my goodbyes early in the morning. It had been a splendid week and without the organisational efforts made by Roy and Val things could easily have gone wrong. As it was we had an excellent week with good weather and plenty to see and do. I successfully negotiated a somewhat less busy motorway to the Hook of Holland and waited for embarkation to start.

The ferry docked in the evening. What was noticeable was all the potholes in English roads after the luxury of smooth ones in Holland. I did not fancy a two hundred mile trip at night in the Morris so I had booked a Travelodge room about an hour's journey out of Harwich. It was dark by the time I reached it so I was glad I did not have to travel further with glow worm headlights.

As a postscript I learned that in the following week Dutch transport workers were on strike, so there were no trains, buses or planes. One can just imagine how busy the roads would have been – even less Morris friendly than they were the week before. Also the Series E old boiler continued to have trouble and consumed large volumes of water but it got to the UK safely. The radiator was found to be completely blocked so was sent off to be re-cored. The cylinder head had not fared well either, because when it was removed for inspection (it had been weeping all week) there was a 6 inch crack between the two middle cylinders. Prolonged boiling of an engine does not do it any good so we have to hope that the block did not suffer too much.

Article & photos: Steve Gant





## CHILTERN EVENTS

- 26 Oct:** Steam-up at Honours' Yard - contact Den Jarrott  
**3 Nov:** VCC London to Brighton Veteran Car Run  
Herbert Austin's birthday - Red Lion Little Missenden  
**26 Dec:** Boxing Day meet, Sarratt



# THE MIDLANDER

MORRIS REGISTER MIDLAND REGION

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## LEICS AND NORTHANTS NOGIN

With the warmer weather following Thoresby, lots of us have been overheating as well as our cars and there have been lots of opportunities to take the cars out either to shows or on runs. Barbara and I have attended Earls Barton Steam and Transport Show, Langham Classic Car Show and Street Market, at all of which gives the opportunity to meet Morris friends, old and new!

Stuart King attended the 100 Years of Morris event at Nuffield House which was celebrating 100 years of Morris Motors having taken over WRM Motors in 1919. There were around 70 vehicles on display including Morris's, Wolseley's, Rileys, etc and it was a good opportunity to meet up with fellow members from other areas.

Lord Nuffield died in 1963 and during his lifetime he gave away some £33 million to medical science, education, etc. Stuart, a first-time visitor to Nuffield House was struck by its simplicity and he also visited the very low-key grave in the churchyard a couple of miles away.

He would recommend a visit to the property which was now looked after by the National Trust having been owned by the Nuffield Foundation. Stuart went on to show photographs of vehicles present on the day.

Having talked about the National Rally at Thoresby, we were shown a presentation of photographs produced by Bob Williams and Martin Gregory which relived the event for those who attended and gave those that didn't, an insight into what goes on.

We then went on to discuss forthcoming events and were wondering if members would like to participate in a group run or visit in the months ahead and we would welcome any suggestions.

The noggin was advised that the new website was now up and running but inevitably there were a few teething problems which were gradually being dealt with but on the whole, we all liked the new look.

After a bout of illness, we welcomed back Jeff Crawford and Matthew Creak and his mother, Pauline, also joined us. Matthew had inherited his father's 1936 Morris 8 and was now slowly rebuilding it and hoped to have it roadworthy in 2020.

Many of us had experienced vaporisation issues during the hot weather but for us, the problem with our Oxford seemed to be down to a radiator blockage, so this is a work in progress!

Stuart King in his role as FBHVC rep, pointed out that petrol pumps were now showing small roundels, e.g. B7, E5, etc which indicates the percentage of ethanol in fuel – he will be posting a separate article elsewhere in Morris Monthly.

We have just returned from the International Autojumble at Beaulieu and enjoyed good weather for the weekend, with good company. Our thanks go to Jackie and Steve Harrold for all their hard work and time in making the Morris Register stand a successful focal point. Our presence at this event is always appreciated especially from our overseas members and visitors always welcome the chance to have a sit down, a cup of tea and a chat!! Roll on next year!

Our monthly noggins are always held at The Angel Hotel, Market Harborough, on the 1st Tuesday of the month and all motoring enthusiasts are welcome!

Pat Farmer



## HEREFORDS & WORCS NOGIN

Our noggin took place on 3rd September and we were pleased to welcome Paul Gibbs currently over here from Florida. He recently sold his Morris to Mark from Knighton who came along with Paul to the meeting and was introduced to everyone. A prospective new Morris member who is planning to do some restoration work on the car. Paul & Christine spent some time in Derbyshire visiting friends and took the opportunity to visit Thoresby during that time. He gave an overview of the day spent there and showed several slides of the cars on display.





Following on from this Len Dixon had taken lots of pictures of the vehicles at Peopleton Autumn Show and these were also shown including all of the various classic car category winners in the ring receiving their awards. (see photos on next page).

The Gloucester Classic & Retro Festival took place on 24th August. John along with several other Morris friends went along to this – a good turn out of Morris cars. Vintage Trains added to its own steam powered nostalgia with a trip to Gloucester hauled by 7029 Clun Castle from the West Midlands. Vintage inspired entertainment and classic car relics from bygone eras, including over 400 vintage and classic cars, a music stage, dancing, fashions from all ages were on display. The original cast from "Allo Allo" paraded around the streets and World Wars 1 and 2 featured in displays plus rock and rollers, American gangsters and Star Wars stormtroopers.

Webbs Classic Car Show was held on Sunday, 25th August and as usual was very well attended. John took our Morris, John and Alma Humphries took their Morris and Wolseley cars, and Geoff Salminen was there in his Ford Model Y.

Pershore Plum Festival followed on 26th August, a very busy Bank Holiday weekend. John, Bob Bryant and Mark Lander went along and met up with Geoff Salminen. Approximately 800 classic cars were on show and there were plenty of plums for sale and entertainment throughout the day.

Peopleton Autumn Show was held on 31st August and had a very good attendance of 192 vehicles including a very good turnout of Morris cars. This show benefits all of the organisations in the village. This is a traditional village orientated event with something for the whole family, i.e. eight military vehicles, stalls and stands, country pursuits and exhibits, fruit and vegetable shows, and many others with live bands playing throughout the day. The classic cars were presented with awards for best in their category.

We were very grateful to our photographers, Len Dixon, Bob Bryant, Paul Dodd and Mark Lander.

Next month, on 1st October, David Sargeant will come along with Becky and give a talk about their garages adapting to electric cars and the rules and regulations regarding them.

*June Sargeant*



## WARWICKSHIRE NOGGIN

We had a lively noggin meet this month, with the near destruction of the large dining table (one of those ones that extend and tip up, emphasis on the tip-up!) After clearing up we at last settled down to some interesting and lively chat. We commented on the recent local shows, many of which were well supported by the club, and we also talked about the coming NEC Classic Car Show, with several offers of help setting up and manning the stand. There was long discussion regarding John Bates 10/4 brakes cylinders, and Gillian still has some problem with the Family Eight engine noise, possible thrust bearing was suggested. Steve Harrold is looking at it at the moment. I hope he can get it sorted for her. Roger Pantling is working on his newly purchased MG TD, an American import, with the amount of MG owners at the noggin you could be forgiven for thinking "am I at the right meeting!" All interesting stuff. We also discussed (dare I say it) Brexit and the effect of travelling abroad in our cars, perhaps some information or advice could be put in our MM. Our meeting finished just after ten. We were the only ones left in the pub, how times change. Our next meeting is Tuesday 8th October. We will be finalising the set up plans for the NEC plus other Morris (or MG) topics.

*John Ford*



## PEOPLETON SHOW PICTURES



## LICHFIELD SHENSTONE NOGGIN

At the Bulls Head gathering on Tuesday 17th September, everyone was delighted to meet new member, John Whalley. He has recently purchased a 1932 Minor 2 seater and he explained some of the slight problems he has encountered with this vehicle. He showed us pictures of the immaculate dark blue car which needed attention to the ignition coil, timing and brakes.

Lots of technical chat kept the meeting going till 10 pm.

The group also discussed the possibility of a November Sunday lunch at the Nelson Inn, Burntwood and a short car run at another time.

The next meeting is 7.30 for 8.00 pm on 15th October at the Bulls Head, Birmingham Road, Shenstone WS14 0JR: you will be sure of a warm welcome from our group!

Stephen Parkes

### MIDLAND REGION AGM

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

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

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

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

Contact Barbara Farmer for further details: patbarfar@gmail.com or 01536 711 620.





## THORESBY 2019



There weren't many members from the South-East Region at Thoresby this year but of those who made the approximately 430 mile round trip from deepest Kent, we had two class winners in Alan Perkins and Avril Ovenden. Alan again took the prize for the best Morris 8 Series E with his Series E Tourer and Avril won the best Morris Minor award with her 1932 Minor. Congratulations to both Alan and Avril for their achievements.

Congratulations must also go to Avril for winning the first "Morris Gymkhana" and I'm sure all who took part in or watched the Gymkhana event on the very windy Saturday will want to thank Mike and Val



Brears for all their hard work in organizing the event. Hopefully it will happen again next year in much better weather. Thank you to Ben Gadsby and his team for another great National Rally and hopefully there will be more members from the South-East at next year's 60th anniversary rally.

Jenny Smithson

## WEST SUSSEX NEWS

This month has been an eventful one for our group. In addition to our usual monthly Noggin, Doug Groves has been busy organising both a picnic and car run and we are all very grateful to him. The Trundle, an Iron Age hill fort just outside Goodwood was chosen for the picnic where there was a good turnout of members in their classic cars. Some are shown below overlooking the beautiful Sussex countryside. From this view point it is possible to see the Isle of Wight and ships sailing on the Solent.

Being a high exposed site, the wind kept the temperature down and some members were forced to don their Winter woollies before sitting down for the snack. Among the party was Dave Gardner with his superb 1936 Morris 8 Tourer (shown in the pictures). Dave is a new member of our group and keeps us amused with his endless supply of brightly coloured jumpers. He purchased his car from Penzance a couple of years ago and has since fitted a new hood. .

A week after the picnic, our group met at Wyevale Garden Centre, Findon to start a 23 mile car run through the Sussex countryside to Staplefield. Here we sat for lunch in "The Jolly Tanners" and discussed the events of the day.



All completed the course although one unfortunate member made an unexpected stop - the 'points' had closed in the distributor. Most are familiar with Staplefield as it provides the perfect spot to watch the London to Brighton car run each November. Some of the cars are shown alongside Staplefield Green.

Keith & Isabel Salmon





## SURREY NOGGINS

The July meeting was planned as an evening noggin as it was deemed light enough to travel home afterwards without the need for battery draining head lights. A bit of a departure from our usual lunchtime meetings. The noggin was organised by Janice and Eric Cheetham at the Sportsman in Tamworth and was well attended by those not away on holidays. I could not make the noggin but apparently the food was superb, especially the pies! Eric unfortunately had a little Morris problem and despite much help from the rest of the Morris men, had an early ride home on a recovery truck. It turned out the distributor roll pin had broken and the drive gear lay somewhere in the sump!



The August meeting was hastily arranged at The Oatlands Chaser in Weybridge where some 16 members and three cars attended, Geoff and Sybil in their Morris 8 Series 2, Eric and Janice in their Morris 10 and Monty and Barbara in JR the trusty Austin Ten Lichfield. John and Pauline Minty were delighted to inform the group of their cars winning way at the Phillis Tuckwell classic car show in Tilford on 4th August. Red8 (aka Noddy) took the winning trophy in the Veteran, Vintage and pre war vehicles section. The group also attended the Normandy fete and dog show however no prizes were being awarded but a worthy event to support. Good to see three of our cars on parade. With many members on holiday in September the next noggin will be held on the third Friday in October, the 18th at The Queens Head East Clandon Nr Guildford GU4 7RY. Meeting at 12 for 12.30 for lunch and sprocket talk.



The Surrey Noggin for December has been booked for, dare I say, Friday 13th 12 for 12.30 at The Thatchers Hotel, Guildford Road, West Horsley, Surrey. KT24 6TB. Any new members are welcome to join us at either noggin but would appreciate contact first to book numbers at the venues. The meeting in November will be announced soon. Contact Geoff Mullens. [morrisgbm@gmail.com](mailto:morrisgbm@gmail.com) or Monty Mumford, [monty.mumford@gmail.com](mailto:monty.mumford@gmail.com)

Monty Mumford

Stop Press: The November noggin has been visited and arranged by Donna and Mick Fordham.

Meeting on Friday 15th November at 12 for 12.30 at the Jolly Farmer, Burdenshot road, Worplesden, Guildford, Surrey. GU3 3RN.



### AUTUMN MOTORING

# WESTWORDS

THE NEWSLETTER OF THE MORRIS REGISTER WEST REGION

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## Wanted!

### West Region Magazine (Westwords) editor

#### Requirement:

- (a) To put together two to four A4 size pages of reports and news from across the region every month
- (b) To submit them in a timely fashion (14th of preceding month) to the editor of Morris Monthly.

#### Qualifications:

None, but a reasonable understanding of English grammar and spelling would be a boon!

#### Skills:

The ability to:

- (a) write short articles and to edit contributors written and photographic submissions
- (b) use computer software and have familiarity with a word processing package (such as Microsoft Word) and e-mail.

#### Facilities reqd:

Access to, and use of, a computer.

#### Time demands:

This varies throughout the year and is dependent on the number and complexity of submissions each month. In general it requires two-four hours a month, but occasionally more, if complex editing (e.g. lots of photos) is needed.

#### Training:

If required I would be happy to provide any advice and guidance to a candidate.

Jim Riglar





## EDITORIAL

In the absence of an editor (we have not had one since the regional AGM in April) can I remind West Region members that the West Region newsletter editor post remains vacant and it would be of benefit to the region if one of its 350 members would volunteer for the role! Please look at the job description on the previous page.

As editor, I produced Westwords from May 2007 to April 2019; 149 editions, noting there was no Jan 2009 issue pending the establishment of Morris Monthly in Feb 2009. Subsequently I have provided informal cover for a further 6 editions from May 2019 up to so far this October 2019 issue.

*Jim Riglar*

## NEWS FROM THE GROUPS

**Hants (New Forest):** What a palaver! 4 pm on the day of the noggin and I find out indirectly that the pub is shut because of lack of staff! This is despite leaving a message in the morning booking two extra places and leaving my phone number! Luckily I think I managed to e-mail, facebook or phone everyone who might turn up and we went and put a sign on the fence at the Royal Oak, North Gorley directing people to the Alice Lisle, Rockford (down the same road towards Ringwood, just in case anyone ever finds the Royal Oak pub shut in future on the 3rd Tuesday of the month!) My main concern was that Cath & Steve Knight were travelling over on a whim to see us at the New Forest noggin but that all worked out OK and they arrived in their "modern" sports car to compliment my Minor saloon in the car park.

The Alice Lisle is very popular with tourists as well as car clubs and is lunch stop on the Bean club's annual Daffodil Run from Reading to Christchurch. Whilst the food was good, it is not as intimate a venue as our independently owned normal haunt. I hope we are not going to experience more issues at the Royal Oak. Also present were Christine and Geoff, John and Vera, Toby and Linda as well as Rachel. As always there were varied discussions such as LED bulbs – I fitted some to my Minor sidelights recently, continental cars of the 50s and non-motoring topics such as has digital camera technology resulted in more images but less photos!?

**Please note pre-booking, and in some cases pre-ordering of food, as well as a deposit will be required for our Christmas noggin meal. I will be taking orders and deposits at the October noggin.**

**With immediate effect the Hampshire (New Forest) Noggin will be held at the RED SHOOT INN, Toms Lane, Linmore, BH24 3QT.**

*Toby Sears*

**Somerset:** For whatever reasons, in recent years the September noggin seems to attract fewer than normal numbers and this year was no exception with only 23 of us present. It was noted that in anticipation of the club's 60th anniversary, a couple of noggin members have already booked for Thoresby next year, prompting a few others to make early bookings to ensure they get accommodation. Peter Maslen had decided it was time to have a bit of a clear out from his garage and arrived at the noggin with a boot full of Eight bits and a range of tools, all available for a small donation to the British Heart Foundation. Quite a few bits and pieces found new homes. The only Morris in the car park this month was Chris Murry's M8 S1 tourer. Chris obviously has enough confidence in his cars lights not to be put off by the rapidly shortening day-light hours!

On the restoration front, Roy Bowden's M8 Special is now at an advanced state, with the body tub all but complete and preparations for door hanging well advanced. Steve Knight continues to progress his M8 tourer based pick-up truck, with most of the chassis and mechanics complete. Michael Shears is progressing work on his early pre-series M10, with refurbishment of the sliding roof one of the next milestones. The noggin raffle made £29 profit to add to the funds.

*Jim Riglar*

**North & West Devon:** As previously arranged our September noggin was temporarily replaced to accommodate a visit to a private classic and vintage car museum consisting of mainly Rolls Royce cars with others being De Deon, Ford model Ts and model As, Riley and Porsche amongst others. Ian and Sally could not be with us due to a medical appointment, also John Garrod with other commitments.

We had 22 members attending and met at 12.30 at a restaurant



for lunch en route to the venue. After partaking of an excellent lunch and refreshments



we drove in convoy to the museum with ten moderns and two brave-hearts, being Tony Sparrow in his Morris Oxford Flatnose and Martin Aldridge in his Morris Ten Four Saloon flying the flag. We arrived at 14.30 to be greeted by John and Elizabeth, the proud owners of the collection, and we were permitted to wander around and view the splendid collection of cars in a magnificent setting at our leisure, with John on hand to answer the many questions



we had for him. John has his own workshop as part of the collection in clinical condition, in keeping with the pristine condition of the rest of the premises (see photo) and he replaces the lubricants on all the cars every 200 miles.

We spent two hours or more viewing in awe the collection of cars complete with an original AA box and also an array of hand operated vintage petrol pumps. John and Elizabeth then extended their kind invitation by providing us with afternoon tea, coffee and pastries. We expressed our deep gratitude and thanks to John and Elizabeth for inviting the N&WD MR to view their collection of immaculate cars and also for the hospitality they gave us. Special thanks also go to Russell and Christine Beresford for arranging and making the whole event possible, it was indeed a special day to remember and reflect on.

As the season draws to a close, for our October noggin we will again return to the Hunters Inn, Newton Tracey, EX31 3PL on the 2nd Thursday of the month at the usual time of 11 am.

*Jim Callaghan*

**South & East Devon:** Sixteen of us met at East Hill Pride Farm Shop, Sidmouth on 15th August where Morris members were slightly outnumbered by visiting Citroen owners. After some concerns about starting Edward Coleman's Morris Cowley we were soon on our way and after a stop to look at Walford Bruen's Citroen collection, we continued on to Coldharbour Farm, Ottery St Mary where we enjoyed a very pleasant brunch.

A Noggin was held at The Blue Ball, Sidford on 5th September where a record twenty one of us enjoyed lunch. There was much talk about Phil Armour's proposal of a trip to France in June next year and he is now investigating the possibility of us taking the ferry from Plymouth to Roscoff.

Our next Noggin will be at Blue Ball, Sidford at 12.30 on Thurs 3rd October. Visitors always welcome but please check to confirm venue by contacting me, dcjp@hotmail.co.uk or 07770 235 518

*David Palmer*

**North East Wilts:** The only Morris gracing the car park for the August noggin was Paul and Celia James' M8 2 seater. Chris Habgood's restoration of his M8 5cwt van has stalled whilst he pays attention to some essential engine maintenance of his Star. He needs to free the head from the block in order to do this and so far all known "tricks" to loosen the head, including the judicious application of Coca Cola, have proved in vain. Aldred Collard continues to acquire parts to complete the build of a spare M10 SM engine for his Series M engined pre series M10 tourer.

## AUTUMN AMBLE



This year's amble, on 5th September, attracted an entry of thirteen cars, including three post war Morris; two "poached egg" Minors and Brian Doggerell's "land crab". Run organiser Simon Colledge had somewhat of a surprise as he was leaving home to head to the run start at the A303 Cartgate service area; the starter motor on his M8 tourer started pouring out smoke and flames. Quickly isolating the battery and smothering the fire, Simon managed to limit the damage but then had no option but to come on the run in his modern! The run also presented John and Celia Goodland with their first opportunity to get their recently acquired and smart looking M8 S1 2 seater out on a run. Although a little thirsty, the car performed well and John has subsequently started tuning the engine to improve fuel consumption as well as fettling odd bits and pieces of trim to tidy the car up to his liking.

The run, which was to take in parts of Somerset, Devon and Dorset, started with a quick burst westwards along the A303 dual carriageway until the junction with the eastern end of the Ilminster by-pass. Here the route then followed the old A303 westwards to Seavington St Michael, before taking a loop on minor roads to the south of Ilminster through Kingstone, Dowlish Ford and Sea until a junction with the A358. From here it was just a short run north up the A road to the lunch halt at The George Inn, Donyatt. The pub kept the car park clear of other vehicles and with our exclusive use of it there was a chance for a photo shot with the village church in the background. It is a shame that my photo has distorted the tower so it looks akin the Tower of Pisa, whereas in reality it stands vertical. Having had a bright start to the day, it clouded over whilst we were at lunch. However as we





set out for the afternoon session, the skies brightened again.

After lunch we headed south back down the A358 before turning west and south to head on minor roads, and a short stretch of the A30, to Axminster travelling via Crock Street, Sticklepath and Membury. This section of the route offered stunning views westwards towards the Blackdown Hills.

From a busy Axminster, we arrived just as the local schools were finishing for the day, the route turned east to Blackpool corner and then through the West Dorset countryside, via Marshwood and Birdsmoregate to a finish at Lucy's Tea Rooms, Oathill.

Just as we arrived at the tea rooms, we were joined by Bob and Christine Brock, who had popped across in their 1932 Morris Major Special Coupé directly from the East and South Devon lunch-time noggin at Sidford. How any of us managed full cream teas after two courses of lunch earlier is another story, but most of us did! So after the customary cream teas, it was time to head off back home.

*Jim Riglar*



## A TALE OF TWO SHOWS

Four days and, as the crow flies, 18 miles apart, the Gillingham & Shaftesbury Show on Wednesday 14th August and the Mid Somerset Show, Shepton Mallet on Sunday 18th August experienced the mid-August wet spell.

Wednesday 14th August, the rain poured down all morning and it was not until early afternoon that the rain abated and the skies brightened a little. However not to be put off by a little rain (ok a lot of rain), those members who were booked for the event put in an appearance (along with one non-member Morris).



*Tony Nelson's  
1932 Minor tourer*



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



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



*Three for the price of one! - Sandra and Derek Brockway's 1935 Pre S M8 tourer, Roy Bowden's 1937 M8 S1 2 seater and a non-member's 1931 Minor tourer*



Just a few days later and the rain, which had been pouring down on and off between the two show dates, stopped a few hours before the start of the Mid-Somerset Show on Sunday 18th August. The ground was a bit dodgy in places, but most of the show field was in reasonable condition. Four of the cars that had attended the G&S made also made it to this show, along with Colin Baker's Eight Series 2 tourer and an ex-member's Twelve Series 3 saloon.



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



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



*Colin Baker's  
1937 M8 S2 2 seater*



*Roy Bowden's  
1937 M8 S1 2 seater*



*938 M12 S3 saloon  
(known to the Register)*



*Sandra & Derek Brockway's  
1935 Pre S M8 tourer*

### **WEST REGION EVENTS**

**2/3 Nov:** Somerset: Classic Vehicle Restoration Show - The Royal Bath & West Showground, Shepton Mallet  
Ticket Website: <https://www.classicmagazines.co.uk/product/show/id/21> gives a £2 discount (£9) off the £11 on the gate price. If you turn up on the day in a classic car, the driver can get in for £5, but for any passenger it's full price.

**Dec '19/Jan '20:** Noggin Christmas Post-Christmas meals – don't miss out – Contact your noggin organiser/point of contact

### **POTENTIAL EVENTS for 2020 – Dates & Details under development but –**

**May 2020:** West Region Break – Cotswolds. Anne Riglar is investigating a 5 night break in (or bordering on) the Cotswolds. Contact Anne , 01225 754 981 or [anneriglar@blueyonder.co.uk](mailto:anneriglar@blueyonder.co.uk)

**Jun 2020:** West Region Break – Brittany. Phil Armour is investigating the possibility of a short break in Brittany (travel via the Plymouth-Roscoff ferry). See E&S Devon noggin report.

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# The North East Region Local News

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## CHAIRMAN'S CHATTERINGS

In the August edition of the magazine, I am sure you will have noticed that the North East Region event at Beamish Living Museum featured on the front, middle and back pages. Our worthy editor (unpaid) pieced together information submitted from various sources and illustrated the event in a very professional manner. Many thanks, Rob. Beamish is a National event and we are the only car club allowed to drive around the whole site during the weekend which is free to club members and that includes camping, caravans and mobile homes. Attendance by club members in our region is growing year on year. Why not join us in 2020?

With all the continuing discussion over the future of whether the National Rally should continue to be held at Thoresby Park, the organiser, Ben Gadsby, must have been very pleased with the increased turnout this year. It is a great location with good facilities and entertainment on offer. We had more auto-jumblers and the weather was better than expected. For the past 30 years I have attended the National Rally at Thoresby Park staying in diverse accommodations ; a tent, a caravan, B & B and hotels. The weekend is a must in my diary.

Next year we will be celebrating 60 years of Morris Register at Thoresby Park and, in anticipation of the rush, I have obtained discounted prices for staying at Warners Hotel. Please see the bulletin board for details.

In the meantime, autumn heralds the start of the colder weather and thoughts will be turning to car maintenance and laying up for the winter. May you all get to the bottom of your lists of "must do" tasks. I've never reached mine!

*Malcolm Dixon*

## MORRIS WEDDING

These pictures are from the wedding of John Anderson's daughter Rebecca to Mike Powell at Faxfleet near Hull on the 14th August. They feature John's his 1935 Morris 8 tourer which featured in August's magazine.

*Roy Smith*





## ROY SMITH'S 1979 PURCHASE

Recalling my early years as a Morris Register member, in 1979 I purchased my first Morris car, a 1946 black 2 door sliding head Series E Eight which needed a large amount of restoration work before it could be considered roadworthy. After careful assessment of work and components that would be required I decided to look for a donor car to dismantle and rescue various parts to use for my project. After many months of searching for the numerous parts and a complete vehicle I needed I came across and advert for a 1939 4 door green Series E for sale in Liverpool in 1980.

After a lengthy discussion with the seller who explained that he was not mechanically minded but was selling the car on behalf of his late brother who 7 or 8 years previously had asked if he could leave the car in his front garden and it had never moved in that time! After confirming the car seemed to be complete with some spare parts in his shed I decided that I would hire a car trailer and with my father-in-law for assistance I travelled to Liverpool to check out the car. On arrival much to my surprise I discovered that the car was in a front garden measuring roughly 20 feet by 10 feet but totally surrounded by a 6 feet high privet hedge!

I asked the seller how did he think we were going to remove the car and his answer was "pull some privet out with the trailer winch"! So we hitched up the winch and ripped the privet out of the ground with leaves and soil everywhere! With perished tyres and seized brakes we dragged the car across the pavement and onto the trailer and strapped the car securely to the trailer ready for the journey back to Teesside.



*Roy's donor car*

The seller then called out to tell me that we should take the bits from his garden shed as he wanted it all away as his wife was threatening him with violence! Opening the shed, to my surprise for the second time there laid a collection of Series E parts: 2 engines, complete, 3 gearboxes, front and rear axles, radiator grilles, starter motor, dynamo, 2 road wheels with tyres and numerous bits and pieces!

After loading all the extras on to the trailer and about to leave I asked the guy how much did I owe him and he said "nothing, I'm just delighted to see the back of everything before my wife files for divorce"! As a gesture I gave him £100 cash and set off for home.

Some weeks later after removing all of the reuseable parts I then took the bare body shell to the breakers' yard as scrap.

Over the last 40 years the parts have been used or sold on and my car is up and running with thanks to my collection of bits!

*Roy Smith*



*Roy's first Morris*

## DENNIS LESLIE GRIFFITHS FISHER

**6/4/1932 – 20/7/2019**

It is with deep regret that I have to inform you of the passing of a well known and respected West Yorkshire member, Dennis Fisher. Many older members will remember Dennis from the Manneken Pis days of the 1980s and 90s. He will, however, be best remembered by many as the owner of JN 50 his beloved 1930 Morris Isis which he bought in auction in 1982.

Dennis bought a 1934 Isis saloon a few years after buying JN 50 and also a 1937 L2 15cwt van, that car was sold several years later and the van was sold only 3 years ago.

Dennis was born in Birmingham in 1932. From humble beginnings he started work for the Cooperative Society in Darlington where he was soon promoted to area manager. After moving to Morley in West Yorkshire he decided that he wanted to work for himself and took over the Post Office at Slaithwaite Huddersfield in 1977 before starting his own chain of Candyman shops in Dewsbury and several other local towns. Whilst living in Morley, Dennis became a local magistrate then a governor at Woodkirk High School and a member of the rotary club. He attended the West Riding Noggin regularly and arranged for us to have a display at Morley Rugby Club on St George's day for many years in the 1980s.

Three years ago he sponsored a Strawberry and Champagne event to which all our local members were invited. Then when the club's Morris T2 truck came to our region he paid for half the cost of a repaint.

Our condolences to his wife Margaret, daughters Linda, Karen, Victoria and granddaughter Megan.

RIP Dennis.

*Trevor Willsden*





## NEWBY HALL, 21st JULY

Here are a few pictures of Morris cars at the Newby Hall Historic Vehicle Rally which may be of interest. Newby Hall, near Ripon in North Yorkshire, hosts the largest Classic Car Show in the North of England, organised by the NECPWA (North of England Classic and Pre War Automobiles)

1,500 cars were on display from all eras, registered prior to 31st December 1972, the earliest a 1900 De Dion Bouton. The Morris Register NE region was represented, and there were over 40 classes for individual marques. There was also a large autojumble.

My car, a 1934 Minor 4-door saloon won the Morris Class prize, but even more unexpectedly also won "Car Of The Show", which just says that it isn't always about having a rare or exotic vehicle, or even one in concours condition, but about preserving the age and character of a car designed and built over 80 years ago.

However, I should add that it's up to individuals to choose to have their vehicles judged and I've no way of knowing how many out of the 1500 that was, so it could be I was the only entry!

*Peter Brock*



*NE Region display*



*1938 Morris 10cwt Series 2 truck*



*1928 Morris 2-seater tourer*



*1935 Morris Eight 2 seater*



*1934 Minor 4-door saloon and 1948 Eight Series E*



*1933 Cowley Sports Coupé with 1934 10/4*



*1935 Morris 8 Saloon*





The winning 1934 Morris Minor 4 door saloon with the NECPWA Newby Hall Car of the Show and Diamond Garage Class Winner Trophy plus suitably delighted owner (See also Minor Musings)



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# The Harry Edwards Archive as donated to the Morris Register (Pt 1)

Ken Martin

This is the first of three articles to show the membership what constitutes the Harry Edwards Archive, which is the foundation of the Morris Register Archive, currently stored at the MGCC at Abingdon in the care of the Club's archivist, John Powell. The articles will consist almost entirely of schedules of documents, photograph collections and other items, but some introductory words are necessary. These articles are the result of a mention of the Archive in a letter from Chris Lambert suggesting the re-publication of some of Harry Edwards' articles (Morris Monthly September 2019). It occurred to me that few members know anything about The Harry Edwards Archive.

Harry Edwards was the club's co-founder, historian and editor for nearly 50 years. Born in 1929, he was old enough, when the Morris Eight Tourer Club was formed in 1960 (later the Morris Register), to have a good career, be married, and settled in his own house. He used a Series II Tourer as his everyday transport and he was the first member to pay his fee.

Harry was a meticulous researcher and archivist of pre-war motoring material and a collector of motoring magazines, documents and photographs. He developed a passion for Morris vehicles and he wrote hundreds, probably thousands, of letters by hand to seek information to further his researches. Fortunately, a lot of key people in the Morris story were still alive during the first years of this work at least. The results of his efforts were generously shared with the many members and professional historians and journalists, who sought information. He wrote 120-odd master articles of historical value for The Journal; compiled the first Club

car manuals for the 'Minors', 'Eights' and 'Tens', and two standard reference books for the Club: 'Morris Cars – The First Years', and 'Morris Commercial – The First Years', still invaluable 40 years after first publication. Harry also wrote two books for commercial publication: 'The Morris Motor Car 1913-1983' and 'Morris Commercial Vehicles'. If anyone wishes to find out more about Harry, look at the November 2010 edition of Morris Monthly in the member's section of the Club's web site.

Harry died in hospital unexpectedly in September 2010. As a friend of 47 years, I helped his widow Barbara clear Harry's huge archive from his study and attic and assemble the items for disposal. Most of the collection was bought by a dealer. However, the many items that were to form The Harry Edwards Archive were transferred to me for the Morris Register by agreement with Barbara. Some were clearly labelled 'Property of the Morris Register' and others were known by me to have been donated to the club. Where there was any uncertainty about the ownership of a large number of items, Barbara generously gave the Club the benefit of the doubt. In addition, Barbara gifted to me, all of Harry's research papers, many photographs, cine films and other papers including Harry's meticulously kept loose leaf register of Morris vehicles, owners and specifications. I have in turn given most of this latter material to the club as part of the Archive. The first of several schedules of documents follows – others will be published in the next two month's editions of Morris Monthly.

## Morris Motors Ltd Publications and Documents

1. Morris Motors Ltd; The Morris Owner; 28 Bound Volumes of Magazines, 1924 to 1942. [Not inclusive – see separate schedule below]
2. Morris Motors Ltd; Master List of Spare Parts and Price List Volume II [undated]
3. Morris Motors Ltd; Master List of Spare Parts and Price List; 1st April 1934
4. Morris Motors Ltd; Master List of Spare Parts Volume II; 1st November 1935
5. Morris Motors Ltd; Master List of Spare Parts Volume III – Morris Cowley Four Illustrated List of Spare Parts; 1st April 1934
6. Morris Motors Ltd; Illustrated List of Spare Parts and Price List; 1st April 1933. (Lever arch file)
7. Morris Motors Ltd; The Morris Minor SV Models, Illustrated List of Spare Parts; 1st April 1932
8. Morris Motors Ltd; The Morris Eight (Series 1), Illustrated List of Spare Parts; 1st April 1937 – Two copies
9. Morris Motors Ltd; The Morris Eight Series E (1946 onwards), Illustrated List of Spare Parts; November 1946
10. Morris Motors Ltd; The Morris Eight Series E (1946 onwards), Spare Parts List; November 1946 [non-original card cover]
11. Morris Motors Ltd; The Morris Eight Series E Illustrated List of Service Parts; February 1952
12. Morris Motors Ltd; The Morris Ten-Four Series III, Spare Parts List [non-original card cover]



Harry Edwards, pictured in 1994



13. Morris Motors Ltd; The Morris Ten-Four 1933-5, Service Parts List
14. Morris Motors Ltd; The Morris Ten-Four Series M, Illustrated List of Spare Parts [non-original card cover]
15. Morris Motors Ltd; The Morris Ten-Four Series M (Preliminary Copy) and Morris Ten-Four Series III, Illustrated List of Spare Parts. (No cover or binder)
16. Morris Motors Ltd; The Morris Ten (Series M) 1946 onwards, Illustrated List of Spare Parts October 1946
17. Morris Motors Ltd; The 15hp Morris Oxford Six, Illustrated List of Spare Parts; 1st April 1932
18. Morris Motors Ltd; The Morris Cowley & Morris Oxford Light Cars, Price List of Parts; 1924. (Photocopy)
19. Morris Motors Ltd; The Morris Cowley & Morris Oxford [Continental Engine] 11.9 & 14/28, Parts List. Issued 1930. (Photocopy in card covers)
20. Morris Motors Ltd; The Morris Cowley & Morris Oxford Four Cylinder Models, 11.9HP – 14/32HP, Illustrated List of Spare Parts (1922-1932); 1st January 1932
21. Morris Motors Ltd; The Morris Cowley Four, Illustrated List of Spare Parts; 1st April 1934
22. Morris Motors Ltd; The Morris Cowley Six, Illustrated List of Spare Parts; 1st April 1934
23. Morris Motors Ltd; The Morris Fourteen Six Series II, Illustrated List of Spare Parts (non-original card covers)
24. Morris Motors Ltd; The Morris 25 Series III, Illustrated List of Spare Parts (non-original card cover)
25. Morris Motors Ltd; The Morris Isis, Illustrated List of Spare Parts; 1st Oct 1929
26. Morris Motors Ltd; The Morris Isis Six, Illustrated List of Spare Parts; 1st April 1932
27. Morris Motors Ltd; The Morris 5-cwt Van (Series 'Z') – 1939 and 1946 onwards, Illustrated List of Spare Parts: April 1947
28. Morris Motors Ltd; The Morris Navigator Marine Engine, Service Parts List
29. Morris Motors Ltd; The Morris Eight (Series E) Workshop Manual
30. Morris Motors Ltd; The Morris Ten (Series M) Workshop Manual (Four copies)
31. Morris Motors Ltd; The Morris Oxford (Series MO) Workshop Manual; Issue 3
32. Morris Motors Ltd; The Morris Oxford (Series MO) Workshop Manual
33. Morris Motors Ltd; Operation Manual for the Morris Eight Car (Series E) 1954 Edition
34. Morris Motors Ltd; Instruction Manual: Oxford Taxicab (Second Edition [Post War])
35. Morris Motors Ltd; General Service Information
36. Morris Motors Ltd; General Service Information (in over-labelled Morris Minor folder); Revised 1st January 1937
37. Morris Motors Ltd; General Service Information; Issued 3rd May 1948
38. Morris Motors Ltd; General Service Information; 1928-1931
39. Morris Motors Ltd; General Service Information, Volume II; Issued March 1934
40. Morris Motors Ltd; Service Information (Home Markets Only) [1928-1938] No cover – treasury tagged
41. Morris Motors Ltd; The Morris Minor, Service Information; Issued March 1932
42. Morris Motors Ltd; The Morris Minor, Service Information; Issued March 1935. (Four copies)
43. Morris Motors Ltd; The Morris Minor, SV Service Information; Issued March 1932
44. Morris Motors Ltd; The Morris Minor, SV, Service Information; Issued March 1935. (Two copies)
45. Morris Motors Ltd; The Morris Eight, Service Information; Issued March 1935. (Three copies – one without cover and treasury tagged)
46. Morris Motors Ltd; The Morris Fours - Series Issues - Service Information; Issued March 1936. (Two copies)
47. Morris Motors Ltd; The Morris Fours - Series Issues - Service Information; Issued May 1936. (Two copies)
48. Morris Motors Ltd; The Morris Fours - Series Issues - Service Information; Issued May 1938
49. Morris Motors Ltd; The Isis Six Service Information; Issued March 1935
50. Morris Motors Ltd; The Isis Six Service Information; Issued December 1929 (Two copies)
51. Morris Motors Ltd; The Morris Six, Service Information; Issued February 1929 (Two copies)
52. Morris Motors Ltd; The Morris 10Cwt Van, Service Information; Issued April 1938
53. Morris Motors Ltd; The 11.9hp & 14/28hp, Service Information; Issued February 1929
54. Morris Motors Ltd; The 11.9hp & 14/28hp, Service Information; Issued July 1928
55. Morris Motors Ltd; The Morris Oxford Six, Service Information; Issued March 1935
56. Morris Motors Ltd; The Morris Oxford Six, Service Information; Issued January 1931. (Two copies)
57. Morris Motors Ltd; The Morris Oxford & Cowley; Proprietary Fittings Data from Parts List. Issued 2nd July 1928. Photocopy with card covers
58. Morris Motors Ltd; The Morris Major Six, Service Information; Issued March 1935
59. Morris Motors Ltd; Morris Specialised Production – Booklet c1935
60. Morris Motors Ltd / BMC; The Morris Oxford (Series II) and Morris Cowley Workshop Manual Issue 4, Ref: 5142-11/56
61. Morris Motors Ltd / BMC; The Morris Isis Workshop Manual – Issue 2 5640-12/56
62. Morris Motors Ltd; File containing loose copies of Data Sheets for Morris Models

#### **Bound copies of Morris Owner Magazine: September 1924 - August 1945**

[Missing when donated to the Club by Peter Berthon of BMC/British Leyland:

March 1927 - August 1927; March 1936 - February 1939; March 1940 – February 1942]

Note: These are currently held by Rob Symonds who has scanned and made most of them available as an invaluable resource on the Club's web site. He has also published selected and reformatted pages from them in every issue of Morris Monthly over the past eight or so years.



### HISTORY SOUGHT

Dear Editor

I am the happy keeper of ABP460 a 1934 Ten Six Special and I send you some pictures of the Ten Six under the south France sun!

ABP460 participated at many small rallies in Provence during June and July (rallye Clauvalis, rallye des Caisses Carrées, Caderousse, Verclause...)

I take advantage of this letter to launch a request: are there any members who knows the ABP460 history? ABP460 was restored by Mr Charles Swain and one of his friends and I bought the car in 2017. Mr. Swain bought the car in March 1993 but I have tried to contact the Swain family with no success. There is only one unknown keeper between 1978 and 1993 and nothing before. If you can put a little request on Morris monthly, it will be perhaps useful to know more. (All information, pictures, etc., are welcome). Thank you very much.

Yvon Hubert  
14048/E  
France  
hubert.y159@orange.fr



Thanks, Yvon. Your car is certainly known to the Register as it is listed in Harry Edwards' handwritten records. As the Swains lived in Oxfordshire, maybe members in that area can help you. It might also be useful to look at old club Journals, available on the website, to see if it appears in any pictures.

### CLASH OF THE TITANS

Dear Editor

I have owned an Austin 10 for a number of years and recently bought a Morris 10, on an impulse, with the intention of selling the Austin.

My wife has told me to pick the car I liked least and sell it as I have to currently rent two garages for them. That's the dilemma, which one to choose, as I like them both for different reasons. My daughter Sarah thinks I should keep both cars and don't tell Mum.

I have currently put them both up for sale thinking the car which attracts the most interest should be the one to sell.

Yours undecided.

Michael Meehan  
14589/5  
E.Sussex

Thanks for this Michael. You won't be surprised to hear that I think you should keep the Morris, though Sarah could be on to something!





## LEAKY WASHER!

Dear Editor

With reference to Ian Harris's letter about my comments in John's Jottings in the July edition of Morris Monthly concerning the Minor/Eight Lockheed brake master cylinder. I am grateful for his good advice (as ever) and will add it to the brakes section in the next edition of the Complete Morris Minor, stating that the delivery end of the cylinder should NOT be disturbed without due care, and advising that to replace the seals the unit should always be disassembled by undoing the circlip at the other end. Thank you Ian!

John Nagle

10971/3

Dorset

*Many thanks, John. Yet another addition by you to the fund of Morris information!*

## BUCKBOARDS

Dear Editor

I recently came across this article from Classic Motor Cycle, April 1990, on buckboards which shows how diverse our late esteemed historian Harry Edwards' interests were.

David Nation

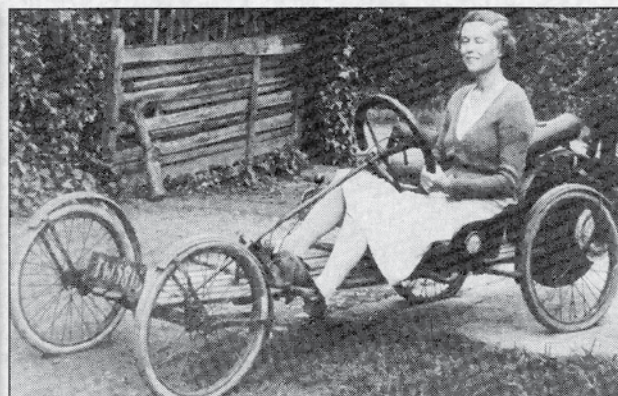
11535/3

Devon

### BUCKBOARDS

We've talked about these before, particularly the GW Buckboards built in the Grahame-White works at Hendon, which appear to have been little more than imported **Briggs & Stratton Flyers** from the USA. Harry Edwards of West Hanningfield, Chelmsford, is the historian of the Morris Register, but is also interested in locally-registered vehicles. He recently purchased the family albums from which this photo was copied, following the death of the lady at the wheel.

She travelled extensively, living for a time in France. Presumably the buckboard was purchased in the States, but another photo shows it on foreign registration plates. It later came to the UK, where it was registered TW 5816. Harry has looked up the local records and finds that it was registered as an **Auto**. This is probably correct, because the Briggs & Stratton Flyer (alias the Smith Flyer) was also known from around 1924 onwards as the **Auto Red Bug** (or Red Bug).



A fun machine in the Twenties, but Vehicle Construction and Use officials would frown on the Auto Red Bug buckboard today.

*Thanks, David. Yes, we never cease to be amazed at the breadth of Harry's knowledge. Apparently, a buckboard is "an open carriage with four wheels and seating that is attached to a plank stretching between the front and rear axles". I'd call it a motorised soapbox!*

## CLASSIC PRACTICAL CLASSICS

Dear Editor

Although 1991 seems like yesterday (to me!) whilst checking the autojumble at Capel Manor recently I spotted Practical Classic Aug 1991 – couldn't miss it really. Morris 8 on the front page! 50p and it was mine (the magazine)! I had forgotten how good Practical Classics was in the day. Anyhow, the front page had a picture of a 2 door Morris BRR 679. The article within, "Pre-War on a Budget", gave history and character, buying restoration and maintenance, plus owners view of the following: Ford 8 Model Y, CYH 780; Morris 8, BRR 679; Austin 10 Cambridge, DFC 771; and Standard Flying Twelve, JT 9189 (which must have been pretty rare even then).

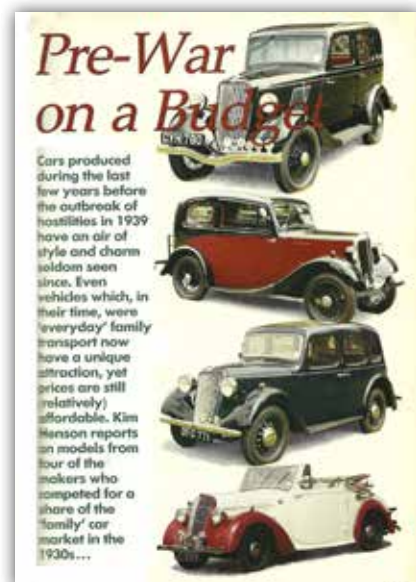
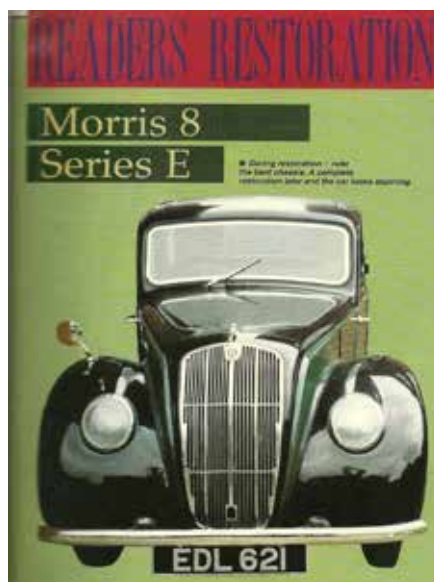
Also featured was Readers Restoration, which featured 1947 Morris Series E, EDL 621. It is comforting to see that both Morris vehicles appear to be fit and well according to the DVLA website.

Tony Nathan

3134/4

Essex

*Many thanks for these, Tony, which bring back memories, not the least of which is that I gave away my complete collection of PC mags when we moved house last year. They did go to a good home though!*





## TENS HELP PLEASE!

Dear Editor

I am a fairly recently re-joined member with a 1935 Morris 8. I am getting a friend's Morris 10M back on the road and have some queries. I wondered if it would be possible to speak to/email someone in the Club who knows the model well. I would be very grateful if I could be pointed in the right direction.

Jonathan Prideaux

09447/3

Devon

jonathanprideaux16@gmail.com

Dear Editor

Such a brilliant magazine, thank you! Unfortunately it encourages many like me to tackle jobs somewhat above our competence, so this time I am seeking out some guidance or even outsourcing before I plunge in. My 1933 Ten has little end noise (I think) and I would in my youth have already had the engine out and on the bench but now I want to be sure I can finish what I start and know where I can get with help if I need it. (I am out of touch when it comes to white metal work, etc., etc.).

I have looked on the forum but get a bit lost frankly and wonder if someone point me in the right direction to find a person who can either offer advice or even undertake certain key work?

David Fahie

12877/4

Suffolk/Essex border

david.fahie@gmail.com

Thanks for these gents. I am sure there will be members close by who can offer support. Email addresses are given here but I can supply Jonathan's and David's phone numbers if potential helpers require.



## Morris Mart



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

### Car for Sale

1938 Morris 8, 2 door fixed head saloon



Runs well in good condition for age. Illness forces sale. £5,500 ono.  
Jeff Prior 07749 491 379 (Dorset)  
Jcprior12345@gmail.com

### Car for Sale

1927 Morris Oxford Flatnose



Matching numbers car owned by a Morris Register member for over 30 years who passed away in 2011. No expense was spared in keeping it on the road. Since his passing the car has been turned over regularly and was runningseen at Thoresby this year. Good honest car that has been maintained not restored. Extensive history file with the car. The family would like it to go to someone who will love and cherish the car the way their father did. A little TLC would yield a superb car. Further pictures available on request. Available to view in Nottinghamshire. £12,000.  
Ben Gadsby 07999 869 572 (Notts)  
thoresby@morrisregister.co.uk

### Car for Sale

1936 Series 1 Morris Eight 2 door saloon



Engine/gearbox/clutch ok. Bodywork tidy (no rust), luggage carrier, rear window blind, trafficators and all lamps have been converted to LED. Heavy duty starter fitted. MG steering column mod fitted. Front seats need some attention but rear seats are ok. Offers.  
Roy Lowe 0121 764 5395 (W.Mids)  
roy.lowe4@virginmedia.com

### Car for Sale

1939 Morris 8 Series E 1939 4 door saloon



Reupholstered, good condition all round. New tyres, brakes, etc. Good history file with old green/buff log book. £4100 ono.

Roy Shenton

01202 471 362 (Dorset)

roy.shenton48googlemail.com

### Literature Offered

In exchange for donation plus p & p: Operation Manuals for Morris Cowley Six and for Morris 12/4.

Digby Saunders (St.Mary's Horse Refuge)  
01702 547 341 (4 - 6 pm) (Essex)

## DAVID MOLYNEUX MORRIS PISTONS for all models

**Morris 8 and Series E  
used parts supplied**

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

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

**01229 584 972 or**

**07715 059 280 or**

**dmmem@tiscali.co.uk**

## Morris Car Spares

**New and used  
spares available**

**Enquiries welcome**

**Happy to assist**

**For more information,  
contact**

**graham440@  
btinternet.com**

**or**

**07506 309 281**





**Car for Sale**  
1953 Morris Oxford



1476 cc engine, very good condition. Body/mechanically sound. Body paint requires attention. £7,500 ono.  
Nick Seymour 01403 891 647 (W.Sussex)  
seymourvera5@gmail.com

**Car for Sale**  
1947 Morris 8 Series E 2 door saloon



In excellent condition having spent 3 years restoring it and its rust free! List of new parts includes: All chrome, brakes, brake lines, master cylinder, wiring loom, distributor rebuild, charging system, battery, tyres, SS exhaust, steering joints, hub caps and more. Original seats. New MoT. Runs very nicely indeed. Very clean example the likes of which don't come up very often. £6,000  
Stuart Wood 07722 943 659 (East Kent)  
stuartwood15@outlook.com

**Car for Sale**  
1933 Morris 10/4 Fixed head Special Coupé



Good condition. Runs well. Major mechanical overhaul in 2005 and not used much since. Detailed history comes with car. Now becoming rare. £9,950 ono.  
Meehan 07721 672 936 (E.Sussex)  
Meehan.qs@gmail.com

**Parts Wanted**

2x chrome side lights (round around 2 inches diam). Also one pork pie rear light, as fitted to many 1930's cars. I do realize that I can get them new, but the car is old so would look better with original lights.  
Arthur Sainsbury 0238 047 3410 (Hants)  
sanda.11@outlook.com

**Parts for Sale**

For Minor Side Valve '30 '34. 1x camshaft, 1x camshaft rear bearing, 1x pair of timing sprockets, 1x crankshaft rear bearing housing, 3 unused pistons (std), 1x first/reverse sliding gear (3 speed), 1x front axle, 1x rear axle case, 2x front hubs (3 pin), 2x rear hubs (3 pin), 1x clutch cover, 1x clutch driven plate (split in disc, but good centre), 1x brake cross shaft, 4x leaf springs, set of brake drums.  
Brian Shufflebotham 01782 515 802 (Staffs)

**Car for Sale**  
Morris Oxford 6



Engine rebuilt, Brakes overhauled, good body. New blue leather upholstery, new roof lining. Very good condition. £14,000 ono.  
Nicholas Seymour 01403 891 647 (W.Sussex)  
seymourvera5@gmail.com

**Car for Sale**  
1935 Series 1 Morris Eight Tourer



Not pristine but two brides have recently been very happy to use it for their weddings. Engine runs well and has been looked after by my local garage. Paintwork is OK but not showroom standard. Lots of spares to go with the car including an extra spare wheel and tyre. Valuable number plate (suit an accountant! ADD 1+8=9). £10,000 ovno.  
Bob Rendell 07533 770 096 (West Sussex)  
bobrendall@yahoo.co.uk

**Literature for Sale**

Operation manuals in clean condition but with reassuringly rusty staples (i.e. not reproductions) as follows: Series E Eight 1939 complete cover £25; Fifteen Six 1935 complete cover £20; Ten-Four & Twelve-Four (Ser. II) 1936, complete cover £20; Isis Six 1932 Cover neatly trimmed to match internal pages £15. All above prices include UK postage  
Mike Kent 01428 643 594 (Surrey)  
cowleyfour@gmail.com

**Parts for Sale**

1x pair Morris 8 Z van £80 each, 1x pair fibre glass 1934 Minor front wings £150 each, 1x pair of 19"5 stud artillery wheels perfect in primer £150, 6x large heavy duty screw jacks £4 each, Morris 8E o/s front steel wing £75, very rare 16" Oxford 1935 wheel, wide and spoked in good cond £50, Minor or Pre Ser 8 aluminium diff in good order £250, free standing pillar drill ex Machinemart almost new £100, 1x new old stock Minor front bumper with mounting brackets £75, 1x new ORIGINAL o/s Morris 8 running board £160, 4x Metal Morris 8 running boards need new covers £50 each, Morris 8 E SILVERTOP cylinder head NEW £250, J type van headlamps with prefocus units 7 inch, 1934 Oxford water pipe with thermostat £120, Series E headlamp bowls, 1x new 1934 Morris Minor bonnet £350, 1x pair Morris 8 1&2 van steel wings with rear flaps in good condition £400 for the pair, Morris 8 1&2 van 18" wheels with small centre £60 each, OHC Minor engine & gearbox early with transmission brake for reconditioning £750, new Morris Minor mahogany dash panels polished £110 each, Morris 10/4 chassis £100, Morris 8 chassis £100.  
Gideon Booth 01931 714 624 (Cumbria)

**Car for Sale**  
1937 Morris 18/6 series 2 fixed head saloon



Late model with four speed gearbox and easiclean wheels. Reluctant sale after 33 years ownership. New white metal bearings 7000 miles ago. New battery. Tidy car and runs well but bodywork and ash frame would now benefit from some repair and restoration. Comes with many spares. OIRO £7,000.  
John Griffin 0208 941 8299 (Surrey)

**Car for Sale**  
1927 Flatnose Hoyles fabric body "D" shape.



Chassis overhauled. The engine has been restored and runs.  
Kenny Johnston 01569 767 091 (Kincardineshire)  
kenjohnston47@gmail.com

**Items for Sale**

Morris 10 hp: engine £100, gearbox £75, buyer collects. Morris 8: metal radiator frame assembly, requires new radiator core, offers, buyer collects (quite heavy). 2x new old stock centre steering columns, rusty shaft but gGear end well greased & wrapped, offers. 1x spare chrome windscreen locking slide, excellent condition, £10. Dynamo bracket, £5. Pitmans Book of the Morris 10 hp 1933 to 1948, cover slightly marked, £5. Pitmans Book of Morris 8 & Minor to 1954, £5. Morris J2 Light Van, Pick Up and Miniut genuine drivers handbook, £5. Pitmans Book of The Morris 8 & Minor up to 1956, very clean condition, £7.50. Wiper motor 6V in good working order With fittings, studs, apacers & brackets, £55. 2x fan blades, £4 each. Con rods, £10. Dynamo pulley £5. Lake & Elliot screw jack, part no 5423, very much like the Shelley Jack no 38265 for Morris 8 hp), 7¼" lowered, 11" raised, with handle & wooden cross piece. £35. Lake & eElliot twin screw jack, 5½" lowered, 11" raised, with handle & cross piece, £35. With the jacks you have a choice of 24" or 30" long metal handles with wooden cross piece. Stripped rear axle casing, offers, buyer collects. Grease gun as in Dec 15 Journal part no 35695, £12. All items Plus postage.  
Early Minor 1000: distributor, £5. Starting handle, £5. 2x rear shock absorbers, £20. Good Morris centre steering wheel horn button, £15. Jack ratchet, £5. 1x long, 1x short gear lever, £5 each. Bonnet motif, boot door lock & handle, £5 1x thermostat housing, 1x front hub, £5. Box of lots of nuts & bolts all used, £2.50. Brand new Morris motif, still in new wrapping, part no ADA 2871, £30 Small Morris motif used but good, with clips, £10. All plus postage.  
Alan Filby  
07976 353 953 (Beds)



## THORESBY SATURDAY

### MORNING GYMKHANA



**Bullnoses enjoying the Gymkhana: the sharks, aka Andy Wilson and Bryan Bland, competing in Andy's 1926 Bullnose Oxford and the Milfords in their 1922 Oxford**

### AFTERNOON ROAD RUN



**Anticlockwise from top left: Peter Tinsley's 1938 Ford Ten, Clive Robinson's 1929 OHC Minor, Terry Parry's 1948 Series E Eight and Andy Wilson's 1926 Oxford**

Photos: Keith Herkes and David Allanson