

The 6/80 & MO Oxford & Cowley Club

Issue No.

193



Date.

September 2026





Don't forget
The deadline for the December 2026
issue (No. 194) is
Saturday 7th November 2026

Magazine Submissions

Articles and reports from members are welcome and can be submitted in Word (PC), Pages (MAC), but preferably as a pdf. Please provide the file as a high resolution pdf. Today there is no need to use double spacing between sentences and lines as they have to be removed anyway. If articles or photos are subject to copyright please advise when submitting them so that wherever possible reproduction permission may be obtained. While we endeavour to acknowledge individual photos in the case of article illustrations they are attributed to the author, unless stated otherwise.

Pictures/Photos

For optimum reproduction quality please do not embed images in your text, but instead provide them as individual files (tiff, jpeg, png are typical formats that are fine). Pictures printed on plain paper are usually too grainy. Old photos, newspaper or magazine articles are fine but photocopies are usually illegible when reprinted. Please send the originals and they will be returned in good condition at the earliest opportunity.

If you are sending photos by email please ensure the file size is above 300kb and please don't try to enhance the image.

Club Rules

All members are entitled to a copy of the club rules which can be obtained as a pdf download from our website www.680mo.org.co.uk. A printed version may be obtained from Pat Carroll. SAE required. His contact details are on page 2.

Disclaimer

The 6/80 & MO Oxford & Cowley Club does not necessarily support the opinions expressed in this publication.

Hot Weather Policy

Members are reminded that we have a hot weather policy whereby Club organised events will be cancelled during excessive heat conditions. Notification of cancellation will be placed on our facebook pages and website prior to the event.

website: www.680mo.org.uk



**Check out our
website or keep in
touch through
social media.**

Find us on 

Front cover: On our return from the Puffing Billy Vintage Festival RVV was photographed in front of the Big Koala at Dadswell Bridge, 14th October 1991. The Big Koala stands 14 metres high and weighs 12 tonnes. RVV travelled just under 800 kilometres that day from Mount Waverley, into Melbourne CBD and then home to Elizabeth Downs and it didn't miss a beat. (Steve McNicol)

The club for the preservation of the Wolseley 6/80, 4/50, Morris Six MS, J & JB van and derivatives, Morris Oxford MO and commercial derivatives, Oxford SII, III & IV, Morris Cowley 1200/1500 and commercial derivatives, Isis SI & II, Hindustan Landmaster 1956-58 and Hindustan Ambassador 1958-2014.



Contents

Event Calendar	4
Editorial	4
Treasurer's Report	5
Website Manager's Report	5
Membership Report	5
Post-1954 Historian	5
Rally Secretary	6
NEC Show Report	6
Australasian Branch	6
DVLA Support Officer	7
2026 UK National Rally	9
News Exchange	16
Spotters Corner	20
Cars in the News	21
Hot Weather Policy	22
Steering Wheel Removal	22
Isis Meanderings 2026 - Part 3	23
Choke Cable Repair	26
Why Join a Club?	26
Fuel Rationing in Australia	27
Messing with an MO	28
Running on Gas	31
6/80 Trip to France	32
The Top-Gear Oxford	34
Keeping My MO Reliable and Safe	36
Morris Range 70th Anniversary	38
On Reflection	45
MOT Exemption and Classic Car Insurance	48
Accidents with an Uninsured Driver	48
Federation News	49
PBIS Classic Car Insurance (Advert)	52
Classic Motor Show 2026 (Advert)	52

Magazine Production

Steve McNicol: Editor, Design, Pre-Press, AU Print Liaison & AU Distribution.

John Weir: Scheduling, Proof Reading & UK Print Liaison.

Brian Holdsworth: UK & ROW Distribution. Pat Carroll: Email Distribution.

Printed in the UK by JPS Print Consultants Ltd.

Printed in Australia by Para Print.

Publication months are March, June, September & December.

EVENT CALENDAR

2026

1st-7th September	National Rally (Australia)	Maitland (NSW)
12th-13th September	Beaulieu Autojumble	NMM Beaulieu (UK)
13th September	All British Day Sydney	Clarendon, New South Wales
18th-20th September	Goodwood Revival	Goodwood Motor Circuit, West Sussex
17th October	FBHVC AGM	British Motor Museum, Gaydon
18th October	Bay to Birdwood Run	NMM, Birdwood (SA)
24th October	6/80 & MO OCC AGM	Zoom
7th November	<i>Closing day for magazine content</i>	<i>December club magazine</i>
13th-15th November	Classic Motor Show	NEC, Birmingham
14th-15th November	Bendigo National Swapmeet (AU)	Bendigo, Victoria

2027

16th January	FBHVC Club Expo 2027	British Motor Museum, Gaydon
6th February	<i>Closing day for magazine content</i>	<i>March club magazine</i>
6th March	Brit & Euro Canterbury Car Show	Wigram Airfield, Christchurch (NZ-SI)
19th-21st March	PC Classic Car & Restoration Show	NEC, Birmingham
19th-22nd March	Morris Minor National Rally (AU)	Benalla, Victoria
25th April	National Drive-it Day	UK
1st May	<i>Closing day for magazine content</i>	<i>June club magazine</i>

Official club events are listed in bold print.

For more details about club events refer to our Club Officer reports and the event ads at the rear of this magazine.

Non Club and invitation events are listed in good faith for members information only. If you plan attending please check with the organisers to ensure the event has not been postponed, the venue changed or even cancelled. Please note that some events require entry forms which need to be completed in advance.

If you are involved in any club related events during the year please let us know and we can add them to the calendar.



EDITORIAL

I was going to start this editorial with an apology and then I thought there were not really any other options. Yes, its another photograph from Oz and our MO is on the front cover again, but it is not because of choice. I have a desktop folder titled 'Magazine Front Cover Options' and at the moment it is empty. Faced with this dilemma I revert to my own photographs and, of course, the most photographed car is our MO.

Please, if you have a (or some) nice **portrait** style photos of club vehicles that are suitable for the front cover send them to me. The only criteria is they should be high resolution files, nice and clear and sharp. Please note I do prefer to use just the one full page portrait photograph rather than split the page in half with two landscape scenes.

So there is your challenge. A photograph of a club vehicle perhaps with a nice scenic background, possibly in the Lake District, the Grampians, Snowdonia, Yorshire Moors or a coastal scene in Cornwall. There are so many beautiful locations in the UK (and elsewhere in the world) to choose from. It is up to you!

While on the subject of photographs the AI images in the last magazine did not have quite the impact I would have liked. I was forgetting that the print media is very forgiving

when it comes to photos. Something that looks pretty average on a computer screen may actually print quite well. The photos of my Triumph Herald illustrated this point.

In this magazine, instead of just recording the usual highlights from the Federation's 'Historic' magazine we have reproduced two of the articles in full, one being very topical at the moment - fuel supplies! The other explains car electrical systems and is a very good read, especially for those new to the classic car movement.

I was going to include some 'Tech Pages' or a real 'Spot the Difference' but as this magazine is already a bumper issue I will hold them over until next time (space permitting!).

Thanks again to all of those who have contributed to this magazine. We seem to have quite a variety of articles covering various different subjects and I hope you enjoy reading them. Please keep them coming.

Don't forget our AGM is on the 24th October via Zoom. Please contact our secretary for the link. It is a good chance for you to catch up with club events, meet members of the committee and put forward any ideas you think would be of interest to the club.

Unfortunately there has been nothing of interest on our car front although we have managed to use our MO on a couple of recent outings.

Steve McNicol



CLUB NEWS



TREASURER'S REPORT

I am pleased to confirm our accounts are holding up well and we are maintaining our balances allowing for all planned expenses to be paid on time. Member's subscriptions are continuing to be paid on time with some chasing to be undertaken, as late payments still arrive.

The Pre-54 spares account is holding up well allowing Bob to continue to invest in important spares for club members. The Club at present is looking at reproducing sills for the Wolseley 6/80. If successful replacement sills for the MO will also be investigated.

The annual stocktake will be undertaken in September when I visit Shrewsbury to help Bob with the counting and recording. The stock valuation will be available at the AGM. My Wolseley is progressing well, with the hot weather slowing progress a bit. Having said that, the wings are in the process of being painted, leaving only the doors, boot and bonnet to paint. Hopefully all will be complete and away for winter storage soon.

Tim Rouse



WEBSITE MANAGER'S REPORT

I've made a number of changes to the club website in recent months, with the most important being the introduction of online membership and renewal forms. These seem to be working well with a steady stream of renewals coming through in recent weeks. Payment can be made by BACS, so everything can be done on line, although payment by cheque is, of course, still possible for those who prefer it. Please let me know if you have any problems with the system.

I've also made a number of other changes, mainly involving simplifying some pages, particularly the home page, but adding more options on the menus. This is designed to make the website easier when accessing via a phone, as previously it was necessary to scroll down a very long way before finding some information, including the club news. There's a new page for 'cars for sale' so that these don't clutter the news, and the cars menu now has separate sub-menus for pre-and post-54 models.

As the club's policy is only to supply club spares to members, full contact information for the spares service can now be found on a separate 'Parts, spares and technical advice' page in the members section. The members section also contains loads of extra information, including back copies of all magazines and various bits of technical advice. To access the member's area, click on 'members login' at the top right of your screen. Any problems email webmaster@680mo.org.uk.

Steve Langton



MEMBERSHIP REPORT

HAVE YOU RENEWED YOUR MEMBERSHIP SUBSCRIPTION?

The subscriptions reminder is vitally important to the survival of the club. Please be reminded that you will no longer receive the magazine until I receive your payment, which was due on 1st July 2026.

Having just returned from our annual rally it is clear to see that the enthusiasm for our vehicles and their ownership is still evident. A good time was had by all on a lovely weekend, including a surprise birthday party for myself organised by Sheelagh McHardy - it was much appreciated.

I am sad to report that this will be my last Membership Report after 18 years and my position will be taken over by Steve Langton, our current Website Manager. Although not finalised the club intends to make some changes in the way the magazine is distributed and for the UK/ROW this will be handled by an outside company. We hope that this will be a smooth transition and I am sure Steve is the right man for the job.

Just four new members this time as follows:

MO 1960 - Andrew Sparkes-Chalkley from Chelmsford in Essex has a black 1954 Morris Oxford MO. Reg. No. OFJ 288. Chassis No. DAA11/148725, Engine No. 184706. The car is said to have a chrome coloured trim and it is in restored condition.

W6 1961 - Gunnar Gallis is a new member from Norway with a black 1950 Wolseley 6/80. Reg. No. Z 68706. Chassis No. 48/7148, Engine No. 31025. The car is painted silver and black and has a green interior.

MO 1962 - Terry Teasdale from Shiregreen Sheffield has a Morris Oxford MO which is in regular use. Reg. No. NYP 842. Chassis and engine details to follow.

CW 0265 - Hywel Owen from Bangor Gwynedd has a Empire Green 1958 Morris Commercial Series III Pick-up. Reg. No. 416 HUO. Chassis No. PFE 1148790, but the engine number is not known.

Brian Holdsworth



POST-1954 HISTORIAN

Only two "new" vehicles since my last report, the database now stands at 480 vehicles. I say 480, but Microsoft Excel (honest guv, it wasn't me) has allowed a few duplicate entries in the main database - these have now been removed, otherwise I would have been telling you it was 483!

The first newbie is this Series II offered by a Manchester dealer at a reasonable £5k - its nice but needs some work to "age related marks, imperfections, paint wear, surface rust spots, and signs of storage/use". I can't find it on ebay any more so I guess it's sold.



The second spot is Colin Berner's Cowley 1200 about which he posted details in the Club's main Facebook group. He says it "needs some work" (unless I'm mistaken, that's not an electric hook-up cable at the front!)



Martin Hamilton

RALLY SECRETARY

Firstly, and largely for health reasons, I have decided to step down from this role. If anyone out there would like to take on the role of Rally Secretary please contact Club Secretary David Reeve or President Pat Carroll.



Over the last four years in this role, I have built up a suite of documents and checklists that show what must be done and when on a week-by-week basis before a rally - from choosing the location to taking down the marquee at the end of the event. There is also the template for a risk analysis (which many locations now require) and examples of all the supporting documents necessary to run a rally. Its straightforward!

Heat Health Alerts

In June, during the second heatwave of the year and a Red Heat Health Alert I sat sweltering in my office remembering the 2022 rally, planned for Hatton Country World (as is this year's rally).

Our Club has instigated a Hot Weather Policy and for more details refer to page 22.

Martin Hamilton



NEC SHOW REPORT

The club has been allocated a stand at the CMS26 to be held at the NEC between 13th - 15th November 2026. We will be in main area for car clubs in Hall 5 on stand 490.

This year's club theme will be the 70th anniversary of the introduction of the 1956 Morris range at the October 1956 London Motor Show. I will therefore be seeking examples, if possible, of a late 1956/early 1957 Cowley 1500, Oxford SIII and Isis SII. If you have one of these models and would like the opportunity to show your car at the UK's largest and most prestigious indoor show, then please get in touch. My contact details are on Page 2. I have already received provisional offers of an Oxford and Isis which is great, but I would like to have a larger pool of options to consider.

The CMS26 theme is "Debutants" and they are asking clubs to present at least some of their cars that have not been seen at the NEC before. This will be quite a challenge for a club our size, but I am hopeful that we can achieve this especially if we can include a rare surviving Cowley 1500.



If you would like to visit the show and our stand, make sure you use our unique club discount code CC680MON6 to get your tickets.

John Weir



AUSTRALASIAN BRANCH

I hope everyone in Australia is surviving the cold and everyone in the UK is surviving the heat.

At the time this magazine comes out we will be on our National Rally in Maitland. We are all very excited to go on all the activities that Alf has organised for us. I look forward to seeing everyone's reports in the next magazine as well. At this stage, I will not be taking one of my Morris's. It will be the first rally that I have driven a modern car.

This is also the first magazine for a long time that I haven't purchased any vehicles. So, there is nothing for me to report here.

Also a reminder to all members that are yet to pay their fees. So far we have had 36 members that have paid and 34 members not paid.

Jotham Hardy



DVLA SUPPORT OFFICER

Martin Hamilton



A reminder

This role supports members in registering or re-registering Club vehicles with the DVLA where the original registration mark is not on the DVLA database due to:

- The vehicle having been untaxed / off the road since before DVLA records were computerised;
- Imported having previously been exported – for example: exported as a kit to the Antipodes; as a full vehicle to Eire or the Channel Islands; or because the then owner emigrated and took the vehicle with them;
- The original registration mark having been sold, but is now available as “unallocated” on the DVLA database (i.e. does not appear as registered on a vehicle in their database);
- Vehicles which were allocated an “A” suffix when the original registration mark was sold – in the early 1960s the DVLA ran out of 3 letter/3 number registration marks and allocated the “A” suffix to original pre-1960 cars. With the scrapping of many pre-1963 vehicles it now has a stock available of period-correct numbers which can be applied for. (I know of a 1960 Series IV bearing an “A” plate);

Registration of significant modifications to a vehicle (by law the DVLA should be informed of these). A recent change in the DVLA’s approach means that as long as the overall appearance of the vehicle has not been substantially changed and any parts used are new-old stock or reproductions of parts that were available over 40 years ago, a vehicle is likely* to retain historic status. (*but not certain to)

Documents you will ideally have – an old V5C; the original or copy buff registration book; original sales invoice showing the original registration mark, British Motor Museum (British Motor Industry Heritage Trust) Heritage Certificate, old tax discs.

Hartley Capel’s MO

I was musing that artificial intelligence (AI) has the potential to do lots of damage to the world, but it might help re-registering a classic vehicle!

In the last mag, you will have read Hartley Capel’s article about his 1953 Morris Oxford Series MO that had been re-imported (from Australia) and was rejected for historic status by the DVLA after 3 applications and numerous letters from former DVLA contact David Ferguson and from me.

This car was exported as a CKD (Complete Knocked Down) kit to Australia in “about” 1953. The only information available to David Ferguson (my predecessor) was a 1996 Aussie tax certificate and our club’s expertise in dating chassis numbers.

The car was imported to the UK along with its migrating owner in 1997 and stored. In 2024 the then owner joined our

club and David Ferguson took on an epic struggle with the DVLA to obtain an historic registration. Two applications and several letters later, the DVLA rejected historic status.

The owner gave up and sold the car to Hartley who made a further application, also rejected.

The sticking point was that the DVLA refused to accept the likely date of first registration; their replies suggested they considered it a possibility that the vehicle could have lain abandoned - still in kit form - in an Australian workshop until the first piece of documentary evidence we possessed (obtained by Hartley), a 1996 “Vehicle Registration Renewal Notice” from the State of Queensland Transport Department. Obviously if 1996 was the only “provable” date of first Australian registration then the MO would not qualify for historic status in the UK and this was what the DVLA suggested - the dreaded “Q plate”.

As you read in the previous magazine, the fourth application was successful. It was supported by many, many, hours-worth of research by me and an 8-page report into shipping / transit durations; Australian storage, assembly times, distribution and sales volumes.

Armed with a BMIHT Heritage certificate showing the “date of dispatch from works” to Nuffield Exports my research demonstrated on a step-by-step basis, the shipping timescales at each stage of the journey, including how many vehicles per ship and how many ships were in transit, how long the journey was to Australia; and waiting times at ports – all for the early 1950s.

We were also able to show that the vehicle definitely left the Zetland (Australia) assembly plant as a fully constructed vehicle because of the correct Nuffield Australia chassis plate. We knew from a former (overseas) BMC/BL production worker that normal practice was for the chassis plate to be affixed to the vehicle only after the vehicle was fully assembled.

I was therefore able to show that from Cowley work’s dispatch on 6th March 1953, the completed car would most likely have left the assembly line in Zetland (Australia) on 29th June 1953.

The final piece in the jigsaw concerned the date of first registration. I noted that in the late 1940s and early 1950s the UK Government’s credo was “Export or Die”. This would have applied significant pressure on BMC to ship, assemble, sell and repatriate sales income to the UK as quickly as possible; furthermore, there would have also been normal commercial pressures to repatriate and report profit. As a result, it was highly likely the date of first registration would have been during July or August 1953.

This meant that we were able contend pretty much beyond reasonable doubt that the “Date of Assembly (manufacture)” and “Date of First Registration” qualified the vehicle for historic status and the DVLA accepted this.

Postscript (Hartley's MO)

Oh, if I had thought of using AI before embarking on my research odyssey I could have saved myself so much time! I asked one of the main AI platforms all the questions I had spent so much time researching for my report to the DVLA. In less than 10 minutes (I read it and wept!!) it answered each question in detail and (phew!) gave almost exactly the same figures as I had spent so many hours obtaining.....

Had the DVLA still argued that the MO could have sat, fully constructed, in a dealer's warehouse between 1953 and 1996, AI had provided an answer to that too (although we didn't need it). AI pointed out that in the early 1950s the Australian economy was booming; there was huge demand for new cars and as a result there was a waiting list of many, many months. A newly assembled Morris Oxford Series MO would not have touched the showroom floor before it was on its way to its first owner.

AI is not a panacea - it can't find information if that information does not exist - but it's something I'll use as an additional tool in the right circumstances.

David Scurrah's MO (Rules are Rules)

David owns a 1951 Morris Oxford Series MO, registration mark NMB 270, which he is restoring. The car has been off the road since the mid-1970s and so its taxable status pre-dates computerisation and centralisation of vehicle records to the DVLA. There is a VED tax disc on the car (pre-computerisation); (N)MB was the Cheshire registration district. David has obtained a BMIHT Heritage Certificate, but there is no buff logbook.

The Club inspected David's MO and confirmed it is a 1951 MO because "chassis and engine numbers recorded on the car's bulkhead information plate accorded with the original factory records. Furthermore, the same chassis number is also stamped directly onto the bulkhead thus leaving no doubt of the authenticity of this 1951 vehicle"

The DVLA will allow Historic Status as a result - case closed, you would think.

Well, almost. While we have provided enough evidence for the DVLA to grant historic status, they will not award the MO the number shown on the ageing registration plates attached to the car.

The answer to "why not" is that (not unreasonably) the DVLA rules require evidence to prove a link between the chassis number and the vehicle registration mark. What David has is a BMIHT Heritage Certificate which shows chassis number

but not registration mark; and a tax disc which shows registration mark but not chassis number.

We know that the index number on the car is from the Cheshire registration district and, to be honest, the odds on it having had a different number when it was first registered seem small to vanishing - but not zero.

Pre-computerisation each county-based* registration district was solely responsible for the vehicles registered in their area - there was no central database. Some, but not all, counties have transferred the paperwork associated with vehicle registrations to their archive department and these are open to the public.

(*London was a county in its own right for registration purposes)

Our pre-1954 Historian, Nigel Anderson had already suggested David might visit the Cheshire Records Office to look for details of his car that could link chassis and registration numbers - and he has started this process.

In my experience, there are a few barriers to discovering a vehicle's chassis number and registration mark from these records -

1. There are gaps in the records;
2. The chassis number is not consistently recorded on every document (that is, it may not be recorded at all);
3. Records are unlikely to have been indexed - you can't look up the registration number and find all records "just like that";
4. The archive may be paper, microfilm or a mixture of both it is unlikely to have been scanned and available via computer. As a result, the researcher has to slog through reams of paper or rolls of microfilm, a very, very time consuming process.

Could it be worse?

5. When David contacted the Cheshire Records Office, they told him they were closed due to relocation until sometime in 2027.

We have advised David that - if he doesn't want to wait until "sometime in 2027" - he could agree to an age related registration mark for the time being, but advise the DVLA that once the Cheshire Records office has relocated and is up and running, should the registration is found to exist (linking registration and chassis numbers) he will be seeking to apply to recover the vehicle's original registration NMB 270. That becomes a straightforward, unarguable case; rules are rules, after all.

MEMBERSHIP REMINDER

HAVE YOU RENEWED YOUR MEMBERSHIP SUBSCRIPTION?

Subscriptions are vitally important for the survival of the club. Unfinancial members are reminded that this will be the last magazine you receive until you are financial again.

Subscriptions were due on 1st July 2026.



2026 UK NATIONAL RALLY

Martin Hamilton



Early arrivals on the Saturday.

I would say this year's 'National' was a great success. 22 Club vehicles attended over the two days; a further 7 members attended without their club vehicle. 12 Club vehicles visited on Saturday and 16 on Sunday, 6 of which were there on both days. This is pretty much double last year's rally, although for well-documented reasons attendance last year was exceptionally low.

The Rally

Tuesday/Wednesday - Hatton had (still) not confirmed which of the two events fields we would be using and there had been some confusing messages from them regarding camping. We have always (in 11 previous rallies) camped on the event field. By Wednesday Hatton did confirm our vehicles would be on the large events field, but suggested camping was only on the camping field. I set Club Hon President Pat Carroll the task of getting approval for camping on the events field from Hatton's Events Co-ordinator as she had been un-contactable for many days.

Thursday - Approval finally gained for camping on the events field (thanks Pat!!).

Friday - The plan was for Angus Brown to deliver the Club's trailer to Hatton Country World at 14.00 hours. I arrived at 13.45 after a four hour magical mystery tour having set Google maps to "avoid motorways". I was surprised just how many other cars (moderns) Google was sending down the same single track lanes with few passing places (for the homeward journey I used the M5 and it took 2 hours 30 minutes).

Already sitting by their caravans were a couple of club reprobates - Nev Holmes and Ron Wood along with non-member Allan (or "the 3 amigos"). They had volunteered to help erect the marquee on the basis that "we're old blokes, but we can still hold stuff". There was also a Morris Oxford Traveller Series V (Farina) belonging to Adrian Claxton parked up in the shade of a hedge.

Angus arrived with the trailer at 14.10 and Adrian Claxton re-appeared a minute later and marquee building commenced at pace. The frame - no problem; I remembered what Angus and I did wrong last year: you have to put the end panels on before the legs or you have to stand on the bonnet of Angus' Landrover to fit them and this year he came in his Merc and was less than keen for any of us to be standing on that.

At this point we had a visit from the site manager who told us the field was ours and we could pitch up anywhere. I reckon it's about 20 acres and in theory we could have pitched on the far edge, nearer the canal and Hatton Arms pub, but a healthy 15 minute stroll from the loos and Hatton village. We didn't do that; we pitched in the shade of the only tree in the field that actually gave some shade.

It soon became clear that Adrian had a better idea (that is, a correct idea) of which side panel went where and what to do with the dangly loops down the side of a couple of panels. Meanwhile I had put out some chairs for the three amigos to hold stuff (rude comments?); offer useful advice and heckling ("It goes the right way up" and "you can't get the staff", for example) and to leap up (stagger?) to assist with dragging the roof over the frame.

I can testify that hammering 6 inch tent pegs into the concrete that passed for a grassed field was a bit of a struggle, but as a brisk wind was forecast for the weekend it was (and proved) entirely necessary. A footnote, the Club

Treasurer is ordering some new pegs/anchors and (as it turned out) a very necessary peg puller.

All done by 16.00 and I left the 3 Amigos to their luxury accommodation (a caravan and 2 motorhomes); remembering to pay my £2 parking. Reminding attendees to pay for parking was a recurring theme across the weekend - Hatton didn't charge us for the use of the field, but there was a cunningly worded notice that every owner had to agree to pay £2 or £100. I'm fairly sure we all managed the £2 and some of us were entertained by the ticket machine repeatedly asking "are you sure".

Saturday - The park officially opens at 10.00, I arrived about 9.15 and - blimey - several members had beaten me to it. By close of play we had 12 club vehicles, including our webmaster Steve Langton who had driven the 160 miles all the way down from Leavening (near Malton) in Yorkshire and won the Long Distance Award as a result.

What can I say to describe the day? Well, lots and lots of talking about our cars; advice dispensed - some of it useful; stories told and re-told; the occasional sale of spares; me giving David Burley a matching pair of green suitcases that also nearly matched the green of his MO (well, I promised my wife I would return home with less stuff than I went with) and many pictures taken most by "someone else" - not me, in other words.

I'm sure a lot more happened, but I was busy doing Rally Secretary stuff and being asked if I was sure by the parking machine.

In the evening, 8 of us who were staying over dragged and forced our weary bodies to the Hatton Arms for force feeding and some alcohol - and more stories, rumours and advice and several photos - but again, none by me, sorry! Pat Carroll, Brian Holdsworth, Sheelagh McHardy, Steve Langton, Nev Holmes, Ron Wood, Allan and I were the guilty parties and a great time was had by all.

So many members have already posted pictures in our Facebook groups that we couldn't possibly include them all here, so if you do Facebook, pop over and have a look.

Sunday - Once again a few members beat us to it as we'd had a chatty and leisurely breakfast at the Indian Motel (I had a delicious curry on Friday evening). Today was yesterday on repeat, but with more club cars - 16 in total and a few members without their cars, plus Ray Pritchard in his Jag.



Steve Langton chatting with Brian Holdsworth.



Club cars displayed on Sunday.

I'll confess to stifling a groan when Howard Dent arrived with two Isis (Isisii?). Not content with winning past individual categories and the Masterclass with MY 1515 (MY ISIS), up pops TUY 31 resplendent in a fetching cream (it looked yellow to me) and 150 BJO in turquoise over grey, both looked potential winners. Howard bought TUY recently because "it was too good not to", washed it, put on some new tyres, drove to Hatton and allowed it to win the Masterclass.



Meanwhile Howard's 150 BJO, which was like TUY 31, on our stand at the NEC this year, was voted best Post-54 despite missing some door cards - I'll confess I voted for both of them, showing either excellent taste or a need to improve my observational skills in the case of BJO.





I was most taken with Colin Richardson's fantastic MO GTY 197 which won Pre-54 - I voted for that one too. Rounding up the awards Angus Brown's 6/80 Woody won best modified - which I didn't vote for, beating Howard Riddell's V8 MO, which was just pipped at the post - which I did vote for. I know that someone's got to win but I felt a draw would have been a good result. It reminds me of the Marcos Owners Club "Best in show" award 20 years ago, the winner's car was "best" because the heads of the Phillips screws along the inside of the engine compartment were all lined up, whereas the loser's screwheads were at random angles.....



In other news one of our curmudgeonly older members spent a few minutes berating a member, explaining why the over-riders fitted to his MO were incorrect. When I queried this he said he'd prove this from his MO manual, pulling a manual out of his shopping bag he opened it, only to read "Wolseley 6/80" at the top of the page; Next out of the bag was a mixture of assorted paperwork and some random detritus followed by the admission that the MO manual was "probably still on the kitchen table". Never mind, the MO in question won "Spectators Choice", so it wasn't all bad - I voted for that one too.

Next Year

The committee has not discussed or decided on a venue for next year, yet. After last year's rally we discussed in vague and informal terms the possibility that we would alternate our rallies - one year a club only event, the next year partnered with another club and the following year a club only event (and so on).

Following various informal chats and suggestions, one possibility is that next year's rally (2027) could be partnered with the Morris Register and 2028 would be a club only affair again. BUT no plans have been considered formally or agreed by the committee as yet.



Sunday meal.



Brian's birthday bash.

We are open to suggestions from members regarding next year's rally. If you have any thoughts or suggestions, please do let me know - my term as Rally Secretary ends at our AGM and I would encourage you to attend, it will be an on-line Zoom meeting, where at least one of you can volunteer to be my successor.

The AGM is at 10.30am on Saturday 24th October if you'd like to join in - or even volunteer for a committee position - please

contact David Reeve (Club Secretary) and register your interest. David will send a joining link in the weeks before the meeting. Club members can contact David via the Club website, here: <https://680mo.org.uk/secretary/>



A good display of club vehicles. (Pat Carroll)

AWARDS 2026

ANNUAL UK SHOW JUDGING 25th/26th JULY, HATTON RALLY

1. INDIVIDUAL CLASSES - CLUB AWARDS:

Categories as judged by attending members at the Rally:

SPECTATOR'S CHOICE 1948-'54: Colin Richardson, Morris Oxford, GTY 197

SPECTATOR'S CHOICE 1954-'60: Howard Dent, Morris Isis, 150 BJO

BEST MODIFIED VEHICLE: Angus Brown, Wolseley 6/80 'Woody', OVO 57

2. SEPARATELY JUDGED CLASSES:

MASTERCLASS (BEST IN SHOW): Howard Dent, Morris Isis, TUY 31

LONG DISTANCE AWARD: Steve Langton, Morris Oxford Series II, 160 miles

THOSE ATTENDING HATTON 2026

No People	Name	Vehicle Model	Registration	Travelled from	Distance	Fri	Sat	Sun
2	Anthony Smith	Morris Oxford Series MO (LOT 162)	Came in modern	Romsey	113		X	X
1	Angus Brown	Wolseley 6/80 "Woody" (Mod)	OVO 57	Woolaston	55	X		X
1	Gerald Lovegrove	Morris Oxford Series III	XLJ 549	Redditch	15		X	
1	Steve Langton	Morris Oxford Series II	SVF 136	Leavening	160		X	
1	Russ Lee	Morris MO Cowley Van	165 XVE	Kidderminster	40		X	
1	Richard Perrin	Morris Oxford Traveller Series IV	XSK 706	Kidderminster	40		X	
4	Mark Simpson (& Mike Burbidge)	Morris Six MS	LKB 176	Qadby	41		X	
1	Pat Carroll	Wolseley 4/50	MYO 742	Amersham	76		X	X
1	Joseph Turner	Morris Oxford Series III	225 XUB	Droitwich	26		X	
1	Martin Hamilton	Morris Oxford Traveller Series IV	XLO 459	Bridgwater	120	X	X	X
1	Dave Burley	Morris Oxford Series MO	751 AHX	Braintree	127		X	X
2	Ron Woods	Wolseley 4/50	KOR 34	Newark	73	X	X	X
1	Brian Holdsworth	Hindustan Ambassador	N574 PVL	Wendover	69		X	X
1	Sheelagh McHardy	Wolseley 6/80 (PAR 663)	Came with Brian Holdsworth	Wendover	69		X	X
1	Nev Holmes	Wolseley 6/80	Came in modern	Harby	87	X	X	X
2	Chris Ware	Morris Oxford Series II	749 GUX	Shrewsbury	69			X
2	Roger Elliott	Morris Oxford Series III	645 BFC	Northampton	35			X
3	Derek Heath (& Dave Robinson)	Morris Oxford Series III	848 UXW	Roade	49			X
1	Colin Richardson	Morris Oxford Series MO	GTY 197	Lincoln	92			X
2	Norman Pepper	Wolseley 6/80	YUG 100	Melton Mowbray	55			X
2	Tony Keen	Member, no club car	Came in modern	Maidenhead	77			X
1	Howard Riddell	Morris Oxford Series MO (Mod)	RFF 879	Woking	101			X
2	Suraj Karavadra	Hindustan Ambassador	M572 MYM	Wellingborough	45			X
2	David Beak	Morris Oxford Series II	423 UYR	Banbury	24			X
1	David Barker	Wolseley 6/80 (NGH 929)	Came in modern	Rugby	23			X
2	Howard Dent	Morris Isis Series II	TUY 31	Bicester	40			X
1	Howard Dent	Morris Isis Series II	150 BJO	Bicester	40			X



Above: Suraj Karavadra's Hindustan Ambassador. Below: Norman Pepper's Wolseley 6/80.



NEWS EXCHANGE



FOR SALE

1953 Morris Six Series MS

This car is totally restored, repainted and totally retrimmed in leather. Engine and gearbox have been rebuilt. Brakes rebuilt with power assist, stainless steel exhaust, new windscreen rubbers, genuine heater and flashers fitted. All chrome has been done. This vehicle has never been welded. Also a donor car and loads of spares, including new valves go with the car. This car is a drivers show car and not a restoration as all work has been done. Price: £15,000. Tel: 07885 458663.

Gerald Jenkinson



WANTED

A Morris Oxford Series MO starting handle for my MCV - as per photograph.

Email: johntidy777@gmail.com Tel: 01702 540 206

John Tidy

Club Keyring Fobs and Bumper Bar Badge

Bumper Bar Badge

£40.00 each incl UK P&P

Specially manufactured for the Club by Trophies & Medals Ltd from enamel on stainless steel. Available to order from Membership Secretary Brian Holdsworth.



Keyring Fobs

£3.00 each including UK P&P

Available from Membership Secretary Brian Holdsworth.



Paypal payment preferred to brianspost1@msn.com (friends & family payment method), or cheque to his home address, payable to 6/80 & MO Club.



FOR SALE

1953 Morris Oxford Series MO

This car has been garaged since 2010, and the previous owners, Andy and Joan Andrews, always kept it garaged. The paintwork appears original and the car overall would be described as average condition, with some tidying up required. Bodywork is solid, with no apparent rust.

This car has had a number of modifications over the years, as follows: Wolseley 1500cc engine fitted; halogen lights and flashing indicators; CD player; cigarette lighter/power point; temperature gauge; new radial tyres 185 x 15; stainless steel exhaust; new voltage regulator, new brake cylinders and hoses; new tie rod rubbers.

The original side valve engine is available, which is in good order and fitted with new timing gear, plus the longer gearbox shaft is available to mate up with the original engine.

Car is located in Kingston upon Thames, Surrey UK. Asking price is £4,000, Tel: 0208 549 6860.

Richard Rosling



FOR SALE

Hub Extractor

An original 1950s hub extractor for the Morris Oxford Series MO. Price: £300. Email: a.dix208@btinternet.com
Tel: 01493 661626.

John Dix



MORE YEARS APART

I liked the 'Years Apart' photos in the last magazine and that got me searching in my own photo archives to see what I had of me with my 4/50, which I bought in 1971. Unfortunately, the only photo I can find from the '70's of the 4/50 was of my wife and our friends on a visit to them in Hastings, Sussex, but that doesn't really count as it doesn't include me! It was just my 'old banger' at the time so didn't warrant many photos.

I think the furthest apart I have and as it turns out with a very appropriate family link, are those attached, one from September 1987 at the Wolseley Register Rally at Hendon RAF Museum with my eldest daughter Emma (who was 13 at that time and I was 37) and the 2nd from June last year with me acting as chauffeur for Emma's 16 year old daughter Leila, ready to set off to her school prom! 38 years apart, with me at 75 years of age in the 2nd one!

I've sent you the 1972 Hastings photo as it does complete the three generations of my wife Linda, her daughter and grand daughter, who have all travelled in my Wolseley. In fact, I can add a 4th generation of women, with the extra alternative Hendon photo that includes my mother!! It's definitely a 'Carroll family' car. (Pat, I have included the 1972 photograph because, after all, you were behind the camera at the time ...Ed)

Pat Carroll

(Do any other members have similar photographs to share?)



CLUB CAR MEMORIES

The Morris Isis 549 MMM had travelled less than 10,000 miles when I bought it in 1995-96 and I subsequently sold it to the late Fred Davies who took it to his home in Ireland.

Pictured alongside the Isis is my Wolseley 6/80 which I had at the same time. The club helped me to obtain the car's original registration NWA 667.

In the photograph they were parked at Clumber Park, Nottinghamshire and my father Kenneth drove the 6/80. On the front valance was Dad's Sherwood Forester cap badge from World War II and displayed on the nearside front and on the opposite side is showing the club badge.

The 6/80 handled better than the Isis, but I enjoyed driving both of them

I hope you find this short story of interest.

Graham Charlesworth

A 'THANK YOU' NOTE

Posted on our Facebook Group:

"A big thank you for Bob Oakley, Club Spares Secretary (Pre-'54 Parts). He helped me get the correct brake parts ordered for our '53 Morris Oxford MO. Then he packaged and shipped the parts to me in the US, advancing the shipping expense. After their trip through various shipping companies, VAT and Duty charges, a trip over the seas, customs, and a final handoff to the US Postal Service, they arrived in perfect condition. Fantastic job. Thanks again Bob."

David Spragens

Don't forget we have a Club stand at this year's Classic Motor Show at the NEC.



13th - 15th November 2026.

Use our unique club discount code CC680MON6 to get your tickets.

Say hello to us in Hall 5 Stand 490.



Above: Graeme Dorling is always looking for something unusual to photograph and this time he captured a Vickers Vimy about to land on the roof of his Series II Oxford. The mural is painted onto the side of one of the Aircraft Museum's walls at Port Adelaide. It depicts the Vickers Vimy aircraft (Registered G-EAOU) that won the 1919 air race from England to Australia. It was flown by Ross and Keith Smith and took 28 days to arrive in Australia after departing from Hounslow on 12th November 1919. The original aircraft is preserved in a purpose built state of the art temperature controlled museum at Adelaide Airport.

Below: The original Vickers Vimy in its museum at Adelaide Airport. (Steve McNicol)



Left: During a recent local car club run the editor's MO Oxford (with Anne driving) was photographed passing the World War I war memorial in the centre of the small town of Mallala, just north of Adelaide. Seven roads converge at this point which can make it confusing for the motorist. (John Badcock)





SPOTTERS CORNER

John Weir



Les Wateridge and his wife are pictured in their MO passing a few of the vintage cars in attendance at the show. An Austin of the left and two well presented Morris 8s directly behind his car.

The Bourne is a small village in south west Surrey and is a 10 minute drive from my home. For over 90 years the village has held a summer fair. This includes arts and craft displays, flower and vegetable produce, bread and baking produce, a dog show, pop-up food and business outlets showcasing local producers, plus a small but friendly and informal car show (for cars made up to 1995).

The dog show was unfortunately cancelled because of the high temperatures. The show field was parched and dusty, but hundreds of locals braved the 32 degree heat. I attended in my MG with about 40 other cars ranging from a 1904 Citroen to a 1995 V12 Jaguar. It is amazing what is dragged out of local garages! There was an impressive pre-war turnout and good representation of Morris models, but no sign of a Wolseley.

I was delighted when a Morris Oxford MO turned up, looking very smart and sounding beautiful. UXS 179 belongs to club member Les Wateridge from Hampshire who acquired the car from Mathewson's auction in 2023. This 1952 Oxford is well known to the club and was previously registered as ODE 444 that attended past club rallies and the NEC. It was good to chat with Les and his wife and see a club car being appreciated by the public.

Right upper: Les Wateridge with his MO.

Right lower: Les and his wife arriving at the fair in their 1953 Morris Oxford MO saloon.

Below: Parked next to my MGB was this smart Morris Minor 1000 Traveller.





CARS IN THE NEWS

Michael Paulley



Hello to you all again

Its sure has been too hot this year. We are just not used to it here in the UK. I hope you all managed to take good care of yourselves.

Here are some more of my latest online finds.

UK

- 1 - 1950 Wolseley 6/80 for sale at £7,500. Tel 07943 642150.
- 2 - 1950 Wolseley 4/50 for sale at £5,500. Tel 07581 333698.
- 3 - 1953 Morris Oxford MO for sale at £8,900. Tel 07888 704738.
- 4 - 1953 Morris Oxford MO for sale at £8,450. Tel 01827 383008.
- 5 - 1956 Morris Oxford SII for sale at £4,800. Tel 01618 508515.

(photograph is on page 6)

- 6 - 1953 Morris Oxford MO for sale at £4,650. No Tel no.
- 7 - 1953 Morris Oxford MO for sale at £6,450. No Tel no.
- 8 - 1959 Morris Oxford SIV Traveller for sale at £14,950. No Tel no.

Australia

- 9 - 1959 Morris Oxford SIV Traveller for sale at \$10,000. Tel 0431 241 039.

When you receive this club magazine some of the finds may be sold I am afraid. That's your lot for now. Until next time, as always, Keep it Classic.





HOT WEATHER POLICY

Martin Hamilton



The club cancelled the 2022 rally as a result of a red extreme heat warning (and the covid infections of a couple of committee members) and recalling what a chaotic process the cancellation was I decided to produce a draft policy to guide the club should we find ourselves in a similar heat health situation again.

In 2026 the UK Health Security Agency published a scale of heat health alerts (HHA) which can be found here:

<https://ukhsa-dashboard.data.gov.uk/weather-health-alerts/heat>

There are 3 levels of alert, graded in terms of their severity - it is the two highest levels of alert that concern the Club: Amber and Red. Your club believes that an Amber and Red HHA could lead us to cancel a club event.

An **Amber Heat Health Alert** has the "potential for the whole population to be at risk" (from the effects of the heat) and a **Red Heat Health Alert** indicates "significant risk to life for even the healthy population".

The following grid shows the potential outcomes from different combinations of HHA. Amber or Red alerts for all three days will certainly result in cancellation of the rally in its entirety.

Rally Cancellation Grid

Friday	Saturday	Sunday	Action to be addressed by rally status committee
Amber/Red	Amber/Red	Amber/Red	Cancel rally
Amber/Red	No alert	Amber/Red	Cancel rally
Amber/Red	Amber/Red	No alert	Cancel Friday and Saturday - one day rally
No alert	No alert	Amber/Red	Cancel Sunday

If a cancellation is agreed by the relevant committee members the Rally Secretary will post immediately on Facebook announcing this. Next year in addition to Facebook and the website there will be forms in the magazine!

If you intend to travel in hot weather, please ensure your vehicle is serviceable - check oil, water, tyre pressures and fan belt tension - and carry simple tools and water both for your vehicle and yourself. Make sure you have with you details of any breakdown cover for your vehicle.



STEERING WHEEL REMOVAL

Michael Paulley



People are still trying to take off the central horn on the MO steering wheel with a big screwdriver. In the last two months people have telephoned or emailed me to see if I had a new central horn because they have been trying to get it off their car with a screwdriver and without breaking it. Rather than risking damaging parts on their car they should ask some one in our club to help if they are not sure on how to do some thing or fix some thing. Neville Holmes is a good man to ask.

The only way to take off the central horn and steering wheel on the Morris Oxford MO is to jack up the vehicle on the front drivers side, then take off the road wheel. At the bottom end of the steering column is a switch terminal you need to take off and the big nut at the bottom. You can then go into the vehicle you can then pull off the central horn with the indicator switch on it by hand, then all you need to do is take off the big steering wheel nut then the steering wheel will come out. If you do not do it this way then you will damage the central horn and the indicator switch, which means you will need a new one (refer to the photos).

Please ask if you not sure on how to do a job on any club vehicle.





ISIS MEANDERINGS 2026 - Part 3

Howard Dent



Having made it to the NEC with all four Isis and then covered in a little more depth what went on behind the scenes, life should have gone back to normal – except 150 BJO was nowhere near finished! Obviously it looked like a complete car, because that was the goal, but in reality only the outside of the car was actually completed – so once it was back in workshop



I started to pick away at the multiple tasks; I had laid a new loom in but it wasn't connected anywhere, the engine and gearbox were back in but both were missing vital componentry, and I had ignored the brakes/ suspension completely – plus there was only half an interior.

The first task was to dismantle all the front suspension and the brakes from both ends. This went quite surprisingly well, with no need to resort to violence, and all the brake backplates/ drums/wishbone parts went off for powder coating (although I did have to weld up and re-machine the ends of the lower arm tie rods where they had worn). I raided my ever diminishing stash for a pair of new uprights and all four trunnions plus all the necessary bushes and spacers. A pair of new track rod ends was also located, and I also discovered I had a complete car set of new old stock shock absorbers too! I cleaned and painted various smaller bits (eyebolts for example), and stocked up on new hardware ready for the re-assembly – once the powder coating was done it was a fairly straightforward job to get it all put back together, although fitting the tie rods is a challenge; basically they are too long (even though they are adjustable) and have to be fitted before the lower arms, and right at the end of the refit one of my new bushes split, so I had to invent a cunning method of removing and refitting without complete disassembly. I like a challenge...

I fitted a new master cylinder and all the brake lines, then a set of new hoses and freshly rebuilt wheel cylinders before cleaning and regreasing all the wheel bearings and fitting new seals – no stone was left unturned! I also replaced the fuel hardlines and hoses, unsoldering the brass ends from the old lines and soldering them on to the fresh cupronickel pipe – this complemented the cleaned out fuel tank and electronic fuel pump already prepared. Whilst the pedals were out for painting I cleaned the pivot pin and checked the bushes, and fitted new return springs – I also freed off the operating rods on the pedals so I could adjust them later.

It took around three months, but eventually I had a rolling shell again, but now with all new or refurbished underpinnings. I then set about the wiring - not a bad job but a bit fiddly to get to all the connectors behind the dash and once that was all done I tested everything to my satisfaction.

The only part that caused any issues was the fitting of the trafficator/horn assembly and getting the wires down the stator tube - achieved with a length of welding rod fashioned into a hook!





I am pleased to report that apart from me connecting the coil feed direct to the distributor for some random reason, the only thing that didn't work was the interior light - which was not vital to actually getting it running.

Many years ago I bought a car which came with a new crated Gold Seal engine and it ended up in BJO, plus before I started the restoration I had it running to prove it worked - I stripped and checked both the starter motor and the dynamo (fitting new brushes in the dynamo) but once I was ready to make some noise again, would the engine turn over properly - no of course it wouldn't. I tried all the things I could think of - earth leads, connections, charging the battery, even tried rebuilding another starter - hopeless. After much deliberation a third starter was rebuilt one evening (even though I kept telling myself it worked before I took it all apart) and finally this did the trick, but I had lost about a week and Hatton was getting very close. Like a week away.

Did I mention the gearbox? Of course not - I was lucky to have a new old stock Gold Seal overdrive unit in the shed and following a precautionary strip and check (believe it or not, it wouldn't have worked - maybe that was why it hadn't been used) that was bolted in before the NEC 'do', but it had no linkage attached; I rebuilt all the old linkage, welding up worn ends and pin holes, plus I turned up a new set of bushes for the joint between the lever and the operating rod outboard of the chassis rail.





Interestingly, I discovered that at some point the operating rod that passes through the chassis had been fitted upside down (there is a notch to clear the torsion bar), and one of the bushes in the chassis rail had been fitted in the wrong place - now all fixed!

Moving on, I fitted a replacement clutch cylinder along with a new hose and finally bled the hydraulics. There wasn't much of a pedal, but a second bleed and more adjustment fixed that, so now I had to press on and get under the bonnet sorted. Another raid on the stores saw me fitting a new stainless exhaust system and then I rebuilt the carburettor with a Burlen Services repair kit and gave the distributor a once over (points/condenser/leads/cap etc - you know the story), so now I had a good starter and spark at the points - BJO started first pull of the cable. Three days to go.

I still had a long 'to do' list, but worked my through the list steadily - remove wiper motor again and sort out the park position/make the bit of loom for the brake light switch/find a washer bottle and bracket/find a working washer pump(!)/sort out the gear lever gaiter/curse my way through fitting a set of door seals/fit the repaired heater blower and find the trunking/fit all the bonnet catch mechanism and make a new cable.

I even re-flocked the inside of the glove box liners. I think we have all been there, but it was now Saturday and the Rally had started and I hadn't driven the car yet - a quick run round the industrial estate showed a couple of small issues, but with these sorted I set off for home thinking I would clean it Saturday evening (got my future son-in-law to do that, thanks Tim) and let my long suffering wife know that she would be driving Victoria (TUY 31) to Hatton on Sunday. I threw the old carpets in to make it a bit quieter and adjusted the throttle return spring - and come Sunday morning both cars were fit (enough) for service. Palli hadn't driven a Series II in many years, but once on the road she kept up with me doing a leisurely 50mph on the motorway to Hatton.



Footnotes - nothing fell off, and neither car missed a beat; Victoria (TUY 31) hadn't been this far since 1979 as that was her last MoT test date and BJO hadn't been roadworthy for almost twenty years (Mick Venn I hope you're pleased!). They both did 130 miles with ease. I still have a job list for BJO, but it is getting shorter - although I need to grow some deep pockets to fix the interior.



CHOKE CABLE REPAIR

Richard Monk



If your choke cable has parted company with the carburettor it is a simple job to repair it. Removal from the car is straight forward. Disconnect the outer cable clamp and cable from the carb. On Series II Cowleys/ Oxfords and Series I Isis, lower the control panel by removing the two wing nuts under the panel by the heater blower motor and drop the panel down enough for access. Remove the securing nut from the back of the cable and withdraw the complete cable.

On Series III/IV Oxfords and commercials the nut is easily accessed behind the lower dash. Once you have your cable in front of you slide back the sprung clip to remove the small "stop" piece - don't lose this ! You can now withdraw the cable.

The cable is fitted into the end of the brass choke fitting and secured by solder. Carefully heat this up enough to melt the solder to enable the cable to be pulled out. Once it has cooled down, have a look at the notches on the shaft, if worn, the choke won't stay out which is why some people use a peg to hold the choke out during starting from cold. It can be re profiled with careful application of a small file. These are the notches that the small stop piece locates onto, a twist of the choke knob is required to disengage the stop and return the choke to the off position.

A replacement length of suitable bowden cable can be found at any bike shop and cut to size. This can then be soldered into place, a squirt of oil into the outer cable is a good idea then thread the new cable into place. Re-fit the stop piece and the spring clip then check to make sure it is working correctly before fitting it back on your vehicle. Replace the rubber grommet it fits through on the bulkhead if required.

Check your choke operates correctly then that should be it for another 30 years !



WHY JOIN A CLUB?

John Blackburn



On a few occasions at various shows I've asked people if they are members of a club one said they didn't know there was one. Another only joined to get some spares, one was quite vocal "WHAT DO I WANT TO JOIN A CLUB FOR WASTE OF MONEY".

Let me put forward a case for the benefits of club membership. I mentioned to Nev (Holmes) that I needed, as I thought, an idler box for my 6/80 - he said try Angus Brown. Not having any contact details I emailed Brian (Holdsworth) to ask Angus if he minded if I contacted him. I then received an email from Pat (Carrol) with a page from the workshop manual steering gear diagram asking me to correctly identify the correct part as he was going to see Angus later in the week (wasn't idler gear it was a transfer box - so much for my mechanical acumen).

Later that week I had an email from Pat with Angus's contact details. When I contacted him he said that I could have one for the cost of the postage and if that wasn't any good he had another one. It arrived very quickly and is perfect. Thanks once again Angus. Upshot is several people rallied round to help me because I was a club member.

A couple of days ago I spoke to Dave (Barker) about a brake pedal return spring. Whilst I was doing this article I received an email from Dave picturing the correct part - he has a couple. Ergo the benefits of club membership are infinite as I reckon to get parts like that outside of a club membership you have more chance of getting struck by lightning and winning the lottery on the same day!!!!



FUEL RATIONING IN AUSTRALIA

Graeme Dorling



The War in the Middle East has certainly put Australia's fuel security under the spot light! More than eighty five years ago the same concerns were also raised for similar and not so similar reasons.

In September 1939, at the beginning of World War II, Australia did not have any oil wells or petroleum refineries of its own and relied entirely on imported fuel purchased in American dollars. Recognising the threat to its oil supplies at the outbreak of the War the Commonwealth Government initiated petrol rationing in late 1940.

Private motorists were initially limited to 130 km a week and required petrol ration coupons/tickets issued by the Liquid Fuel Control Board to purchase fuel. The coupons were issued in each State and Territory in various quantities from 1 gallon (4.55 litres) to 44 gallons (200 litres). Only essential users were granted the larger quantities. Each ration coupon or ticket had to be endorsed by the purchaser, with name, licence number and vehicle registration number.

Along with petrol rationing, a system was developed that ensured that the oil company's market share remained the same as it was when petrol rationing was introduced in 1940.

Apart from restrictions on private car use, fuel rationing had a huge impact on public transport as buses and taxis services were severely limited and suburban and country rail services were stretched to the limit. Fortunately all Australian capital cities still had electric tram services at the time.

Travel restrictions were applied to interstate rail services with a priority travel permit system introduced.

As the war progressed, the distance allowed for private motorist travel was progressively reduced and following the invasion of much of South East Asia by the Japanese in late 1941 and early 1942 was reduced to just 25 km per week. To avoid the use of petrol some cars were equipped with a gas producer extracting gas from charcoal burned in a bulky gas producer unit fitted to a car's rear bumper however many private cars remained cold in the shed.

A less desirable consequence of petrol rationing was unsafe hoarding and a brisk black market trade of both genuine and forged petrol coupons.

Towards the end of World War II petrol rationing was progressively relaxed with motorists able to buy more fuel per week. At the War's end in August 1945, many people expected

that petrol rationing would be abolished however the Government at the time continued with it, as rationing of petrol assisted with Australia's balance of payments.

By 1949, petrol rationing as well as rationing of butter and tea had become very unpopular with the public and became a significant election issue. A change of Government in Australia on the 10th of December 1949 saw the incoming Liberal Government, lead by Robert Menzies abolish all war time rationing. Petrol rationing ended in Australia on 8 February 1950 and paved the way for the rapid expansion of private car ownership in the 1950s. Fortunately for Morris Motors, the abolition of petrol rationing greatly assisted in the sales of its new range of cars including the Morris Minor Series MM, Morris Oxford Series MO and Morris Six, Series MS.

It would be another thirty years before fuel rationing came on the scene again. In 1979 the Islamic Revolutionary Guard overthrew the Government of Iran lead by the Shah resulting in the establishment of the Islamic Republic of Iran. At the same time, Iraq and Iran were engaged in conflict causing a global oil crisis. This had a serious effect on petrol prices in Australia that rose from about 12-16 cents a litre in the late 1970s to 23 cents a litre at the start of the conflict and rose to 30 cents a litre by 1980.

To compound the situation, workers at Australia's oil refineries went on strike. As a result the Government initiated petrol rationing by restricting access to service stations by using an odd and even number plate system to reduce purchases to alternate days and mitigate panic buying. Purchases at service stations were also restricted to \$7 or approximately 30 litres while closure on Sundays was mandated.

The fuel crisis was relatively short lived and petrol supplies returned to normal. By contrast to the 1980 when Australia had eight oil refineries only two exist today that can only supply approximately 20% of the country's liquid fuel requirements making it very vulnerable to supply disruptions.





MESSING WITH AN MO

John Ramsden



I've always had an interest in cars, it comes from my dad. We both joined the Yorkshire thoroughbred car club around 1976. I had a Morris 8 Series E and he had a Wolseley 14/60. Fast forward to 2022 and I was thinking of getting another old car, having had a few years without one. An MO Oxford was a strong contender and I found one at a dealer in Peterborough. It was a car that had been restored but not used since.



Arriving on the transporter

There were no records of what or when the restoration was done. The car ran well on the test drive and I found I could manage the column change OK so I bought it. Having not run for a while it was decided to have it delivered to Watford.

Although the car looked great there were a few jobs that were obvious. First was a broken bonnet hinge, but I found one on eBay from India. Apparently these are not as good a quality as the originals, but mine looked fine and fitted OK. I also added a hidden USB socket and replaced the non working manual windscreen washer pump with an electric one, using a two position



Brakes checked



New wiper switch

light switch to work wipers on position one and washers on position two. (Switch and knob from ESM) I've also fitted a couple of door mirrors clipped onto the quarter light glass but I'm thinking of changing these to some mounted on the stainless steel triangle in front of the quarter light like I've seen on a lot of morris minors.

I had all the wheels off to find everything was new and working. I treated the carburettor to a rebuild kit and replaced the broken exhaust manifold with one from Neville Holmes (thanks Neville). I greased everything and was ready to pop to Tesco to fill up as the petrol in the tank smelt really old.

Arriving home after my first short drive to fill up there was petrol leaking from the seam all around the tank. This was a non original tank but the original was in the boot. I thought I might as well try fitting the original to see what was wrong with it.



Leaking tank



Old tank sender



Refurbished tank inside



Refurbished tank outside

It looked like the sender had been leaking because two bolts had broken off. I thought the best thing would be to drill and tap all the threads to a known size and fit new bolts. However when I drilled and tapped a piece of scrap, the bolts were too loose, bearing in mind they go through into the petrol. I tried a few places but ended up taking the tank to Slough to find replacement bolts the same as the original having drilled out the broken ones without damaging the threads. I also found a local chap who made me mounting straps in stainless steel.

So with everything fixed I decided to go to Quickfit safety belt services in Loudwater for some front seat belts. Coming home with excellent new seatbelts the car coughed and died on a hill near home. The petrol pump was ticking away but no fuel was coming through. After recovery home, I found an air leak at the tank outlet pipe which I sealed. But on another outing, the car coughed and died again, this time, despite having added two petrol filters - there was rust in the carburettor!

I decided the best thing was to get the tank sealed so took it to Kempston Radiators in Bedford and it came back like new, so is that the end of the petrol problem? No! There was another air leak at the soldered join under the bonnet and then after being recovered home again I found a piece of rubber blocking a rubber pipe to the carburettor. I also suspected the petrol pump needed a rebuild, but after that it stopped working when hot. I ended up buying a new pump from Gower & Lee (who also supplied the carb and pump rebuild kits) as they are very near me.



Temperature gauge



Flashing indicators

I've also added a water temperature gauge and flashing indicators with reflectors at the back. It had previously had a modification to use the brake lights as indicators.

I also fitted new pedal rubbers and a boot handle plus a few other bits from ESM as they are the same as a Morris Minor. At my last oil change I replaced the sump and gearbox drain plugs with ones with magnets on them hoping there won't be metal particles but just in case.

I think it's running well now but there is a bit of exhaust smoke, an oil leak from the gearbox and the engine does sound a bit tappety despite me having checked the tappets twice. But I love the camaraderie of the club and the helpful spares service.



USB socket



New pedal rubbers



New boot handle



Tappets

Below: A few club cars at a monthly club meet in Amersham. Left to right: Tony Keen, John Ramsden (Oxford MO), Brian Holdsworth (Hindustan Ambassador), Alec Davis (Wolseley 6/80), Patrick Carroll (Wolseley 4/50). (Pat Carroll)





RUNNING ON GAS

Graeme Dorling



With petrol rationed during World War II some cars were equipped with a gas producer extracting gas from charcoal and burned in a bulky gas producer unit fitted to a car's rear bumper bar.

On a recent visit to the Mount Laura Homestead Museum at Whyalla I had the opportunity to examine a gas producer fitted to a 1939 model Ford Anglia tourer which is very similar to the Morris Eight of the same period and fitted with a side valve engine.

The Brig Charcoal Gas Producer fitted to the car was made by the company in Adelaide and other locations throughout Australia. This type of unit could also be fitted to farm machinery, tractors, trucks and buses.

To operate the car using the gas producer, the car was initially started using petrol from a small tank mounted under the bonnet in the engine bay. The gas generated by the gas producer was drawn into the engine via the suction of the manifold. Once the engine was running satisfactorily the petrol was turned off and the gas/air mixture was regulated to attain the correct mixture by using two manual controls mounted on the dash of the car. About one third of the performance of the engine was lost when the car was running on gas.

The gas producer needed to be treated with caution as the bottom of hopper got very hot and when the car was parked the top lid needed to be opened to allow the excess gas to dissipate.



Right: The 1939 Ford Anglia tourer and its gas producer.



Above: The South Australian Railways (SAR) operated a fleet of thirteen Morris 25's and one Wolseley as Motor Inspection Cars (MIC) from the mid 1930s and the survivors lasted until the mid 1970s. With petrol shortages during the Second World War gas producers were fitted to the MICs at the railway's own workshops. Charcoal was burnt in one canister to produce gas as a substitute fuel. They were larger units than the ones used domestically and were front mounted onto the vehicle. MIC123 was photographed at Islington Railway Workshops circa 1943 with gas producers fitted and relocated headlights.



Left: Mail Van No. 119 (a Morris Commercial 30 cwt van with a Holden built body) was also fitted with a gas producer and photograph around the same time. (Both National Railway Museum collection/SAR)



6/80 TRIP TO FRANCE

Brian Holdsworth



After having given up on my proposed trip across the USA in the 6/80 I decided to stay closer to home and drive to southern France instead. After a few setbacks with who was going with me, my brother Roger stepped in and came with me for the first week out of the three.

What to take with me? Well obviously all my tools, together with obligatory set of spare bulbs, spare starter and dynamo and most of my spares from the garage, but there is a limit to the available space in the 6/80 boot. I also utilised spaces under seats and most of the nooks and crannies elsewhere around the car.

We set off from Aylesbury to catch the 2am ferry from Newhaven on 12th August 2002. Although I had undertaken as much preparation as I could for the adventure it was with a little apprehension that the car was going to behave, especially on the night drive down to the port!

All went well and we arrived in Dieppe at 8am French time that same morning. The purpose of the trip was to avoid main roads wherever possible and to take a country scenic drive down to the south where I had arranged to stay with an old school friend who had recently moved to France and who I hadn't seen for nearly 35 years! Roger expertly navigated us on such a route, and we passed along empty country roads and sleepy French villages, with the car running sweetly.

On the first day I drove until around 3pm and then we found a suitable hotel with evening meal, which tended to be the pattern throughout the whole trip. Some days we did more miles than others but each day averaged between 150 and 200 miles, which was easily achievable on the quiet French roads and although we were mainly staying on the D category roads



Outside a chateau

they were far superior to the equivalent roads in this country, with smooth flat surfaces and hardly a sign of any road works anywhere! We finally arrived at my friend Tony's home on the afternoon of Friday 16th August after completing 820 miles.

We were made very welcome. Tony and his wife Eva had recently moved to France to retire and bought a very rural French house



with extensive land upon which was the three, now empty, barns which had originally been used for rabbit breeding! An idyllic setting with beautiful views and warm climate - a different world!

Roger flew back from Carcassonne, which was about an hour's drive and I stayed with Tony and Eva who showed me around the area. Tony, being a keen photographer took every opportunity to take pictures of the Wolseley from every angle and at every location. He presented me with a CD full of all the digital photos he had taken when I left, a lasting memento of my trip.



Toulouse

I finally decided to cut loose and head back alone. I planned my first day's route and decided to return a different way and headed west towards the Atlantic coast, following the coast as closely as I could, passing through unpronounceable French resorts including La Rochelle. Again, I stuck to a similar routine of driving until mid to late afternoon, then picking a suitable small town hotel to stay in. This gave me some sightseeing time for exploring and taking in the French rural atmosphere.

It was on this return trip that the car finally let me down. It had blown an indicator bulb! - soon fixed and on my way again. The car was behaving faultlessly and proving to be very comfortable to drive on the long distances covered. Even after a 200 mile

drive I was not tired, nor weary in any way. I had periodic stops of course for the French food experience. It was wonderful to be able to stop when I liked and for as long as I liked, to explore a particularly scenic or interesting locality.

I eventually arrived at Dieppe on the day before my 11am return ferry and booked into a hotel, which made the business of checking in on time the following morning very comfortable as I was only 3 miles from the docks. During the trip the Wolseley attracted a lot of interest and I had placed a suitably French worded note on each rear side window explaining a little



about the car and the extent of the trip. Each time I returned to the car I usually found somebody reading the note and looking around the car with suitably agreeable gesticulations and almost certain never to have seen a 6/80 before!

Arriving home safely the Wolseley had covered just less than 1900 miles and had averaged 20mpg on unleaded fuel and had not missed a beat. I had somehow managed to obtain a scratch the full length of the nearside wing and I haven't got a clue how it happened. Also, I had a slight blow on the exhaust on the front down-pipe from the manifold. Not bad after such an epic adventure! I would do the whole trip again and thoroughly enjoyed the experience.



Brian was the keeper of HNL 607 for a number of years. In these photographs it was used as a wedding car for a neighbour who had admired the car for a long time. HNL 607 was also used in film work, with the most well known one being 'My Week with Marilyn' with Michelle Williams and Eddie Redmayne. The car was used in another film during her visit to the UK to star in the 1957 film 'The Prince and the Showgirl' which she appeared in with Laurence Olivier. HNL 607 was driven by Marilyn's bodyguard played by Philip Jackson. More recently it appeared regularly as a police car in the television series 'Father Brown'.





(Dave Barker W6/44 has sent us this interesting newspaper cutting from a 1953 edition of the Sunday Express. It is a time capsule from the past with this contemporary road test making interesting reading. Fortunately the cutting had been kept by early club member Frank Holmes W6/37 ...Ed)

MIKE HAWTHORN TESTS THE CARS ... No. 6

The top-gear Oxford

I have a cliché for British car makers..... the one about the ship and the ha'p'orth of tar.

They get some of the world's best body, engine and suspension designers, add all their efforts together, and have a right to be proud of the result. *And then what do they do?*

They embellish the car with horrid tin ash trays, plastic buttons which fall off, carpets which crinkle, window catches which would make a midget squint. The list is endless. Not so the patience of the buyer. A car freer than most from these irritations is the Morris Oxford. This is just a Lilliputian version of those slinky, comfort-oozing cars, attractive to an indoor type like myself.

Flat Out

The Oxford has the added advantage of being designed for the rolling English roads and that last tiny space in the car park.

Driving to Silverstone I soon found that there was to be no playing at sports cars. The Oxford is a top gear vehicle. And in top I cruised for miles at a speedometer reading of 55 to 60 miles an hour. (And that instrument was just over 4 miles fast at 50 miles an hour.) Flat out, the true speed is around 70 miles an hour mark. All the time there was a feeling of ease and draught-free comfort. It was a cold bright day, but with my window open there was no chill wind around my neck. Instead the heater made me reluctant to stop and eat in the primitive comfort of an English hotel. This is a car for wallowing in.

So what do you pay for all this ease?

Neatest Gear

The soft suspension induced a tendency to roll a little on bends. The steering, though accurate has that general post war insensitivity.

Against these complaints, there is the gear change. I don't usually care for the steering column lever. But on the Oxford it is the neatest, most positive I have met. It is possible to make a smooth, really rapid change. There is no sudden acceleration with this car.

But once the cruising speed is built up it will travel happily all day, and my back seat passenger praised the comfort of the ride and the leg room freedom.

The Oxford is a car with passenger comfort put first, second and all the way.

What is the statistics story?

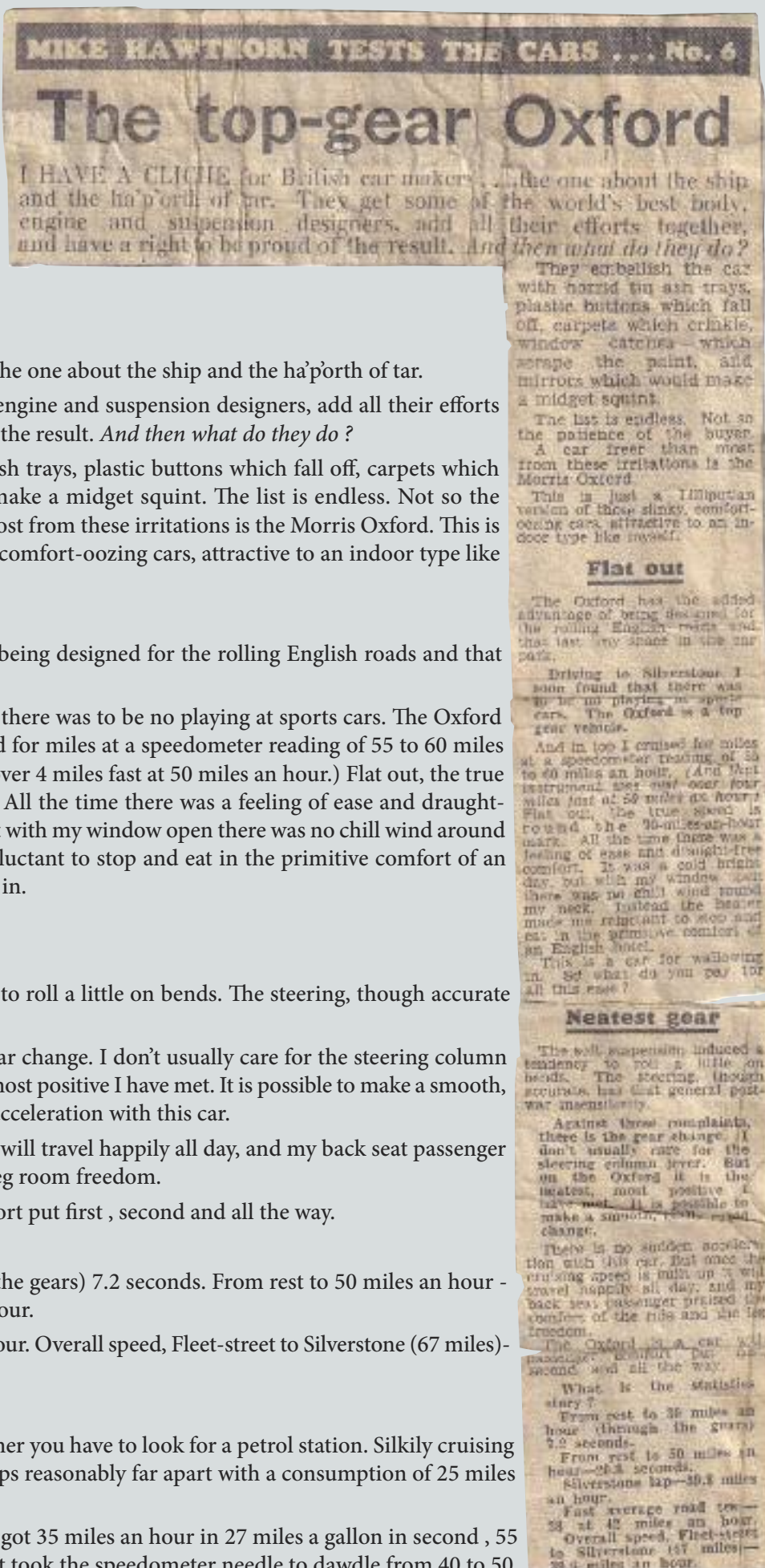
From rest to 30 miles an hour (through the gears) 7.2 seconds. From rest to 50 miles an hour - 20.8 secs. Silverstone lap-59.8 miles an hour.

Fast average road test -28 at 40 miles an hour. Overall speed, Fleet-street to Silverstone (67 miles)-39.6 miles an hour.

The Dawdle

Remember, the harder you drive the sooner you have to look for a petrol station. Silently cruising in the fifties, the Oxford spaces the pumps reasonably far apart with a consumption of 25 miles a gallon.

Wringing out the last revs in each gear, I got 35 miles an hour in 27 miles a gallon in second, 55 miles an hour in third. But oh, the time it took the speedometer needle to dawdle from 40 to 50.



Confusing

A GRIN; for seat comfort; for the leather work in my de luxe model; the skilful placing of the pedals; the unobtrusive door handles; that gentle, far from dazzling, rim of light on the instrument panel to indicate side lights are switched on; for the luggage space.

A GRIMANCE; for the clumsy, confusing dash buttons; for the almost unreadable instruments.

IN A PHRASE: Winter seems so much harder, colder, when you have to get out of the Oxford.

FOR THE TECHNICAL: Engine: 4 cylinder side valve; capacity 1,476.53 c.c.; Suspension independent front, semi-elliptical rear springs; price (De Luxe) £753 7s 6d. (Standard) £708 15s 0d.

WILL IT FIT IN YOUR GARAGE?

Length 13 ft 11 ins; width 5ft 5ins; height, 5 ft 3ins.

HAWTHORN SCORE CARD, REMARKS.

Points out of 10.

- 1) Engine score 8, splendid on top gear.
- 2) Steering score 8, not quite what I want.
- 3) Acceleration score 7, designed for cruising.
- 4) Suspension 9, Traveller's joy.
- 5) Cornering 8, a little roll.
- 6) Behaviour on circuit, score 8, faster than you think.
- 7) Comfort score 9, a great deal
- 8) Trimming and finish score 9, much care has being taken.
- 9) Gearbox score 10, smooth quick change.



HAWTHORN SCORE CARD		
	Points out of 10	Remarks
Engine	8	Splendid on top gear
Steering	8	Not quite what I want
Acceleration	7	Designed for cruising
Suspension	9	Traveller's joy
Cornering	8	A little roll
Behaviour on circuit	8	Faster than you think
Comfort	9	A great deal
Trimming and finish	9	Much care has been taken
Gearbox	10	Smooth quick change



FOR SALE

For sale is this early 1959 Morris Oxford SIII. It was purchased from a BMC dealership called "Mistys Garage" in Birmingham by a local man who then passed it onto his son in Surrey and then it was sold on to be in the Sussex area before it moved west to Somerset. A previous owner (some 25 years ago) was an old MCOC member. The current keeper is the sixth owner but not a club member. It was originally a monotone Birch Grey colour.

In 2002 a comprehensive restoration commenced that took several years and it was a variety of duotone colours. The car has been used for weddings and was on display at local car shows. The car subsequently toured in Europe and crossed the Pyrenees. It was fitted in 2005 with a B-series 1622 engine complete with twin carburettors and has floor change. The car is up for sale for £7,999. The seller can be contacted on 01278 723076 and is based in the Bridgewater, Somerset area.

John Weir has supplied some photographs that were taken very recently.

(While not being sold by a club member it would be great to have such a good car back in the club again.)





KEEPING MY MO RELIABLE AND SAFE

David Ferguson



Keeping my Morris Oxford Series MO Reliable and Safe for 2026

Well, that's the plan and of course there's the usual seasonal jobs such as steering and suspension greasing, changing the oil and filter and wax oiling the vulnerable unseen parts. Once the weather warms and the roads dry out from the winter mud, cow dung and slurry that are spread copiously round these parts, it's great to get the old car back on the road rather than the occasional attempt at exercising it on our rather too short driveway. However, two problems with the car needed urgent attention if driving the car was going to be enjoyed. Something had to be done!



The first problem was obvious from the start, even before the engine fired. Operating the choke on a cold start sent the engine into fits, making starting tricky. Once the choke was pushed back, it ran normally again. I had no idea what was causing this odd behaviour, so the only option seemed to be to remove and overhaul the carburettor. I ordered an overhaul kit from Burlen which included the jet seals and new jet. The dismantling bit was easy and was carried out before Christmas, but then procrastination set in, the weather got colder and no further progress was made until late February.

The cause of the weird behaviour with the choke out soon became clear: the large nut securing the jet assembly had worked loose, so operating the choke was upsetting the piston and needle's movement. Tightening the nut alone might have solved the issue, but as I had already bought the overhaul kit I pressed on dismantling the jet assembly, fitting the new seals and jet. I made sure that the jet was correctly centred and the piston was moving freely.



The carburettor was duly returned to the engine and a new choke cable fitted as the old one had a hopelessly frayed end. I sourced the new cable from ESM (Morris Minor parts supplier) who listed three alternatives, one for the side valve Minor, another for the pre-1098cc cars and finally one for the post 1098cc models fitted with solenoid starter switches. The latter seemed to be of the most suitable length.

Fitting the new cable was an awkward job requiring removal of the glove box to gain access behind the dash. Once fitted, the choke proved very stiff to operate. I managed to cure this by shorting the sheath a couple of inches to straighten the run. I didn't shorten the inner cable otherwise the strands might splay out and make re-inserting the cable into the clevis pin at a future date difficult or impossible. The choke cable caused me more bother than the carburettor repair!

At least my car would now start easily from cold and run nicely when hot. The other problem that needed a solution was the excessive brake pedal travel. Early in the Spring of 2025 I had myself fitted new front brake cylinders and new brake shoes. The work necessitates removal of the whole hub assembly but on the offside hub the inner bearing annoyingly remained

on the stub axle. The bearing had to be withdrawn together with the grease seal and then re-inserted into the hub before offering up the hub to the axle. A few years ago, I entrusted this to a long established garage situated in a nearby village, but the car thereafter always pulled to the right and the brake pedal travel was excessive. So doing the job myself, I now found out why the car pulled to the right – the garage had not used the correct hole in the shoes on the nearside wheel when fitting the return springs. The manual clearly shows which hole should be used and I had supplied the garage with the information. I don't use them now!

Although my more recent brake overhaul was successful in curing the unbalanced braking, I didn't cure the excessive pedal travel. I put a comment about this on Facebook and received a private message from Mike Parry, an expert on all things MO. He suggested I source another set of shoes from a known reputable supplier, namely ESM as he told me that the 1098cc Minors have 8-inch drums and use the same shoes as the MO Oxford.

I decided to bite the bullet with the intention of fitting the new shoes myself, though it was not a job I was relishing. As it happened, I had used another Ripon garage the previous year to fit new steering rack gaiters and track rod ends supplied by our Spares Secretary, Bob Oakley. They did a good job; the steering wheel remained properly aligned and the tracking was OK. So, I asked whether they would fit the brake shoes and this they readily agreed. The cost, remarkably, was only one hour's labour at £73 plus VAT - it would have been a week's work for me! When I collected the car, the mechanic said, "We love that car," which is the first time any garage has ever said that to me. I then asked if they would do the rear brakes as well and they said they were happy to. The pedal travel is now minimal and the car pulls up all square. It's not up to my wife's Suzuki Swift's standard but at least it's more acceptable.

Although I've had new flexible brake hoses fitted in the past, I think it might be time to have another set fitted and at the same time have the rear brakes overhauled and the brake pipes inspected for corrosion. I'll again ask J A Services, Ripon to do this work and in fact they are the nearest car repair and MOT test centre from my home being no more than a three mile walk via Fountains Abbey grounds and Studley Royal Deer Park, which is not too hilly and nearly all on footpaths. Interestingly, J A Services also service hybrid and electric vehicles as well as repairing dinosaurs!



My MO on display at Tractor Fest, which is held at Newby Hall and gardens in Yorkshire, 7th June 2026. There were over 2,000 exhibits at this annual show spread over approximately 120 acres of land.

On Spring Bank Holiday Monday we attended the Yorkshire Classic and Performance Motor Show held in the grounds of Ripley Castle.



70th Anniversary of the 1956 Morris range

October 2026 is the 70th anniversary of the introduction of the Morris range of Oxford SIII, Cowley 1500, Isis SII and November 2026 for the MCV half-ton commercials.

They were not “new” models but facelifts to the previous Oxford SII, Cowley 1200 and Isis SI that had been in production for between one and two years. Across the BMC range there were similar updates (based on existing vehicles) that were applied to Austin, Riley, MG and Wolseley to varying degrees. BMC like other competitors was keen to make their cars appear more modern and follow some of the American and European styling trends with some new colours, “sharper” lines, more brightwork, and improved performance. Post war austerity was beginning to ease; the economy was improving and customers wanted more modern looking cars.

The Morris design team at Cowley were no longer working alone, as part of the BMC organisation they were being incorporated with the Austin design office at Longbridge. This marked the end of an era of wholly Morris in-house design as thereafter other than the Morris Oxford SIV Traveller which was based around the Series III, the next updates to the Morris Oxford would be outsourced to Pininfarina in Italy, to be announced in 1959 as the Oxford Series V Farina.

1956 in perspective

Britain was still the major vehicle producer and virtually monopolised the UK market but with a complacent and conservative attitude. 707,594 cars were sold, down 23% on 1955. 317,992 cars were exported, down 14.3% on 1955. There was considerable disruption from industrial disputes in the car industry which constrained 1956 production and exports, especially at Cowley. Dismissed were the emergence of European models such as Mercedes, VW, Renault, Citroen, Fiat and the outputs of the embryonic Japanese car and motor bike industry.

1956 brought Rock & Roll, the album charts and a young pop culture, fuelled by a new post war society with new aspirations. We were in the depths of the cold war with Russia, there was the Suez Crisis, the Soviet repression in Hungary and Britain's global influence was waning. There was the birth of mass computing (the hard drive was invented) and the commissioning of nuclear energy. Sudan, Morocco and Tunisia gained independence. The summer Olympics were held in Melbourne. Jim Laker relieved the Australians of 19 wickets in the Old Trafford Test. Manchester United won the first division title and Manchester City the FA cup.



Queen Elizabeth was in the 4th year of her reign and Anthony Eden was the UK Prime Minister. Jaguar won the Monte Carlo Rally and at Le Mans. A gallon of petrol typically cost 64d (or £1.90/L in today's money) but because of the Suez debacle petrol was rationed and initiated the requirement for smaller more economical cars.

1956 London Motor Show

The 41st London Motor Show was staged at Earls Court from 17th – 27th October 1956. The Prime Minister opened the event which showcased 310 models from Britain and abroad and scores of associated suppliers. The show attracted over 250,000 visitors. BMC made huge efforts across their range to update many models and details of these Morris cars were only made available to the motoring press on 12th October.

The new Morris range was displayed on Stand 160 with nine exhibits. Four of these were the small, uprated Minor, three were the medium Oxford and Cowley and two were the large Isis models. Centrepiece on a circular revolving plinth was a Morris Oxford SIII with the top painted in Birch Grey and the lower body in Turquoise (the first presentation of a duotone paint scheme?). Several of the cars featured clear Perspex panels to show inner details or sectioned engines and working transmissions.

[illegible]

Generally, there were increases to power, new styling, and safety features with little or no increase to prices. Also on offer was fully automatic transmission and Manumatic clutch operation as optional extras on certain models. Engines were given higher compression ratios, raising BHP to provide better all-round performance and more lively acceleration but not at the expense of petrol consumption.

Body style changes were applied consistently across the range with sloping and fluted bonnets and on the saloons, squared off rear wings. Interiors were enhanced to provide refined comfort, safety and ease of driving. There were restyled and more ergonomically improved dashboards and dished steering wheels. The gear change was now generally floor mounted.

Further details of each Morris model are presented below.

Prices at introduction (Home retail ex-works)

Model	Serial No. Starting	Retail £ s d	Purchase Tax £ s d	Total £ s d
Cowley 1500 saloon	18001	532.00.00	267.07.00	799.07.00
Oxford SIII saloon	248401	565.00.00	283.17.00	848.17.00
Oxford SIII Traveller	248445	623.10.00	313.02.00	936.12.00
Isis Series II saloon (basic)	7201	607.00.00	304.17.00	911.17.00
Isis Series II saloon (deluxe)	7201	640.00.00	321.07.00	961.07.00
Isis Series II saloon Traveller	7201	725.10.00	364.02.00	1089.12.00
<i>Optional Extras:</i>				
Overdrive (Isis only)		42.10.00	21.05.00	63.15.00
Automatic (Isis only)		115.00.00	57.10.00	172.10.00
Manumatic (Oxford saloon only)		33.06.08	16.13.04	50.00.00
MCV Series III Half-ton chassis	44201			
MCV Series III Half-ton van	44201	521.10.00	83.11.07	605.01.07
MCV Series III Half-ton Pick-up	44201	510.10.00	83.11.07	594.01.07
<i>Optional Extras:</i>				
Tilt for the pick-up				20.00.00
Bench seat in van				10.00.00
Additional bucket seat in van				7.10.00

Morris Oxford SIII saloon and Traveller

The mechanics of the Oxford were not substantially changed from the Series II. The B-Series engine had compression raised from 7.15 to 8.3:1 resulting in 10% more power output. There was also a full flow oil filter. The gearbox was now floor change as standard with an option of column change.

By minor styling tweaks the shape was cleverly made to look less rounded and modern. The front wings lost their name and chrome flashes. A top and front finishing strip modernised the look of the wings. There was a new bonnet, lower with side flutes and a new badge with the Oxford name underneath. The air scoop on the bonnet had gone. Headlights now had chrome cowl surrounds. The rear wings were new pressings and much squarer with a hint of a top fin. These were also capped off with a brightwork finisher and new rear light clusters.

Inside was a redesigned dashboard that was closer to the driver with lids to the glove boxes, restyled dials and switches, a padded foam dashboard top edge, and a black dished steering wheel. Doors incorporated safety locks and the front doors incorporated ash trays. Front and rear leather seats both incorporated armrests. An uprated heater was fitted. Manumatic clutch operation was available only on the Oxford saloon as an extra (until 1957).



The Traveller had the Series III front end but retained the Series II “woody” rear. Few were made as it was a stop gap until the Series IV all-steel Traveller was announced in 1957.

There were few changes for the rest of the production run. In early 1957 a wider range of brighter colours became available including an option for duotone colours for the saloon. This required changes to the wing finisher brightwork strip position which was now extended along both doors and provided a demarcation line if the duotone colour scheme was requested. Production of saloon and Traveller was 52,236.



Morris Cowley 1500 saloon

The new Cowley was based on the 1200. It was revised as per the Oxford SIII but as previously, it was to a lower specification and hence cheaper. The most notable change was that it now shared the 1489cc B-Series engine with the Oxford.

The Cowley did not have cowled headlights, overriders, heater, and only top finishing brightwork to the rear wings. It was available in seven colours but not in duotone or with Manumatic operation. Only 4,633 were made as most buyers preferred to get the better-appointed Oxford for an additional £50.



Show car in Turquoise with clear perspex bonnet and boot panels.

Morris Isis SII saloon and Traveller

The mechanics of the Isis were not substantially changed from the Series I. As with the 4-cylinder B-Series engines in the Oxford and Cowley, the 6-cylinder C-Series in the Isis had its compression ratio increased from 7.3 to 8.2:1 which raised power output to 90bhp.

Column gear change was replaced by a floor mounted change, not located centrally but on the right-hand side of the driver's seat. Borg Warner automatic and overdrive transmission were available as options.

Consistent with styling changes to the Oxford/Cowley, the bonnet was restyled to include curved fluting, no air scoop and a new badge. The front wings had the top capping trim but retained the side chrome strips and name badges (inconsistent with the Oxford/Cowley). There was also a mesh front grille. The rear wings and rear light clusters were redesigned.

The interior was restyled as per the Morris Oxford to a high quality. On the deluxe version wheel rim embellishers, windscreen washers, HMV radio and an uprated heater were standard fittings. The size, power and quality of finishings made the Isis an attractive purchase at less than £1000.



The Traveller's rear retained the Series I woody body (shared with the Oxford Traveller), but otherwise the front body incorporated all the upgrades on the Series II saloon.

There were few changes for the rest of the production run. In early 1957 a wider range of brighter colours became available including an option for duotone colours for the saloon. This required changes to the wing finisher position which was now extended along both doors and beneath the windscreen which provided a demarcation line if the duotone colour scheme was requested. This was a variation to the duotone layout available for the Oxford. Production of saloon and Traveller was 6,414.

MCV SIII Half-ton commercials

The SIII replaced the equivalent earlier Series MO Oxford based models in November 1956. They were available as a van, pick-up and a cab with chassis for coachbuilders to create bespoke rear sections.

They utilised the Morris Isis 5-stud wheels and 6.00-15 tyre size and the Isis back axle. They had a side exit exhaust, a unique bonnet with no air scoop and no wing trim or name badge.

The van came with only a driver's bucket seat for the home market and a bench seat for export. Optional extras at extra cost for the home market included a passenger seat or a single bench seat. A heater was also extra. They were made with wipers as standard and back of wing mounted black rear view mirrors.



They gained a reputation for being reliable, strong and very practical work horses. Production of all half-ton variants was 16,177 with manufacture until 1960.

The legacy

The Isis SII saloon lasted until April 1958 whilst the Traveller only lasted until October 1957. The Isis name was never used again. The Cowley 1500 lasted until March 1959. The Cowley name was never used again.

The SIII MCV lasted until October 1960. There was no immediate replacement until 1962 when a variant of the Austin A55 was given a Morris badge until the arrival of the Morris Marina MCVs in 1972.

The Oxford SIII saloon lasted until March 1959 whilst the Traveller only lasted until August 1957. The saloon in 1957 introduced the option of duotone paint colours whilst the Manumatic option was dropped. The Oxford name continued onto the Series V (Farina). The "woody" Traveller was replaced by the first Morris all-steel Series IV Traveller in 1957. In 1959 Morris granted the Hindustan Motor Company free licence to produce the Oxford SIII saloon in India and sell it as the Ambassador of which nearly 5 million were produced until 2014.

YOU RIDE SERENE . . .



IN THE **MORRIS**
Cowley 1500



Publicity photograph of a 1956 Isis SII in Sage Green



the six-cylinder **MORRIS 'ISIS'** for thrilling, effortless travel....



Bright New Dress
FOR BRITAIN'S FAVOURITE
FAMILY CAR...

The MORRIS Cowley 1500

VALUE as big as its size!

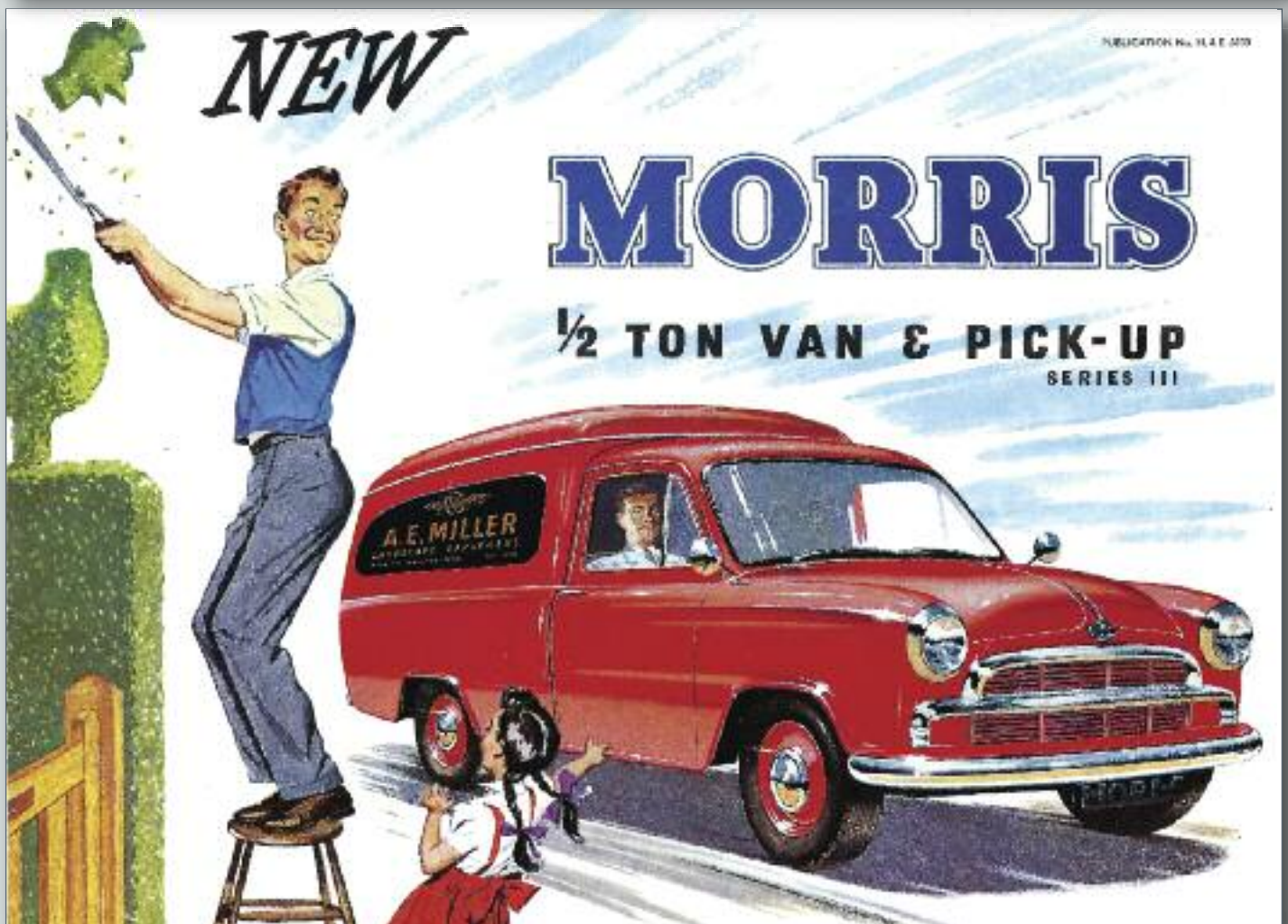
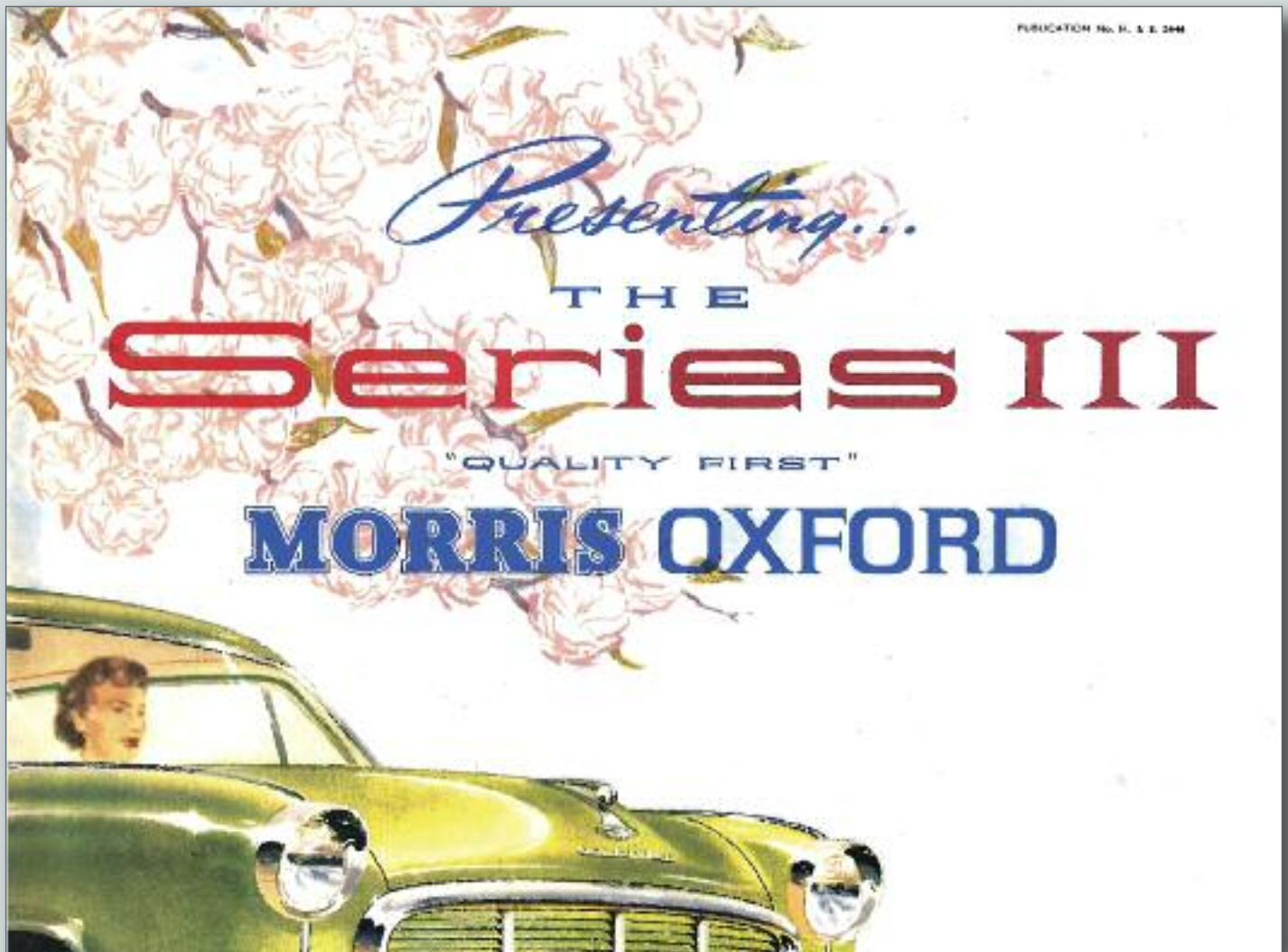
Quality First Six-cylinder
MORRIS ISIS Traveller

High performance and high styling too.
It's today's big answer to "Traveller" and it shows in
Cubic and Van the extra space and luxury, the finer styling
and finish, the exceptional chassis and 1700 cc. engine.
It's fast and bright, easy to handle, easy to drive, comparable in
every way to the best of them.

12 MONTHS WARRANTY

Price: £1250 (The 1700 cc. V17)
Delivery: £100 (including 12 months warranty and 12 months free delivery)

DEALER'S NAME AND ADDRESS





Above: 1956 Morris Oxford Series III - new front styling.

Centre: 1956 Morris Cowley 1500.

Below: 1956 Morris Isis Series II - new rear styling.

Posters, photographs and advertising material are from the author's collection. Where appropriate they are reproduced courtesy of the British Motor Museum, Gaydon.





ON REFLECTION

Robert Greenfield



To enhance safety from being rear-ended I have tried to improve the visibility of the rear lamps of my Cowley, Oxford and Isis and I am hoping that this article may encourage other Club members to do the same too.

Assuming that your lenses are clean inside and out, there are two other aspects that we can consider: the brightness of the bulbs and the lack of reflectors on rear lamps of our vehicles.

Bulbs - let there be light

Shortly after I bought my Series II Oxford in the late 1990s I discovered that the original incandescent 18/6 watt rear stop/tail bulbs were still fitted, so I exchanged them for 21/5 watt ones. A small gain yet better than nothing.



Subsequently I became aware that brighter bulbs were available. Firstly, I tried 35/5 watt halogen bulbs which were brighter, and with a noticeably larger current draw indicated on the ammeter. Some years further on I obtained the brightest red LED bulbs I could find and the ammeter hardly shows a response!

The '54-'56 Oxford, Cowley and Isis have one red rear lens on each side, behind which are a dual filament stop/tail bulb and an empty, fully functional single contact bulb holder originally intended for LHD cars with flashing indicators. The lenses themselves have a reflector at the top and two bullseyes - one for each bulb, whether they were installed or not.

On my Cowley and Oxford the stop/tail bulbs are now 50/5 watt LEDs, accompanied by 80 watt LEDs in the bottom bulb holders for flashing indicators. I wanted the flashers to be brightest because they are in the same lens and I wanted them to be as visible as possible when the brake lights are illuminated; ideally I'd have the stop lamp extinguish when the indicator on that side is flashing, or even better - have both bulbs flashing in tandem.

The '56-'59 Series II Isis, Series III/IV Oxford and Cowley 1500 have two separate rear lenses on each side. Cars with trafficators have the smaller, upper red lenses for tail lamps and the lower, larger red lenses are the stop lamps. Cars that left the factory without trafficators have flashing indicators in the top lenses (which may be amber) and combined stop/tail for the bottom red lenses.

The Guzzler is a series II Isis originally with trafficators only. I have wired the rear lamps so that the smaller red lenses are combined indicator/tail lamps and the larger lenses are the brake lamps. New lamp bases for the smaller Lucas L539 lenses which accommodate dual filament bulbs are readily available, whereas the lamp bases available for the larger L551 lenses are either single filament only, or had two separate bulbs which didn't look like they would fit without cutting into the bodywork of the car.

For The Guzzler, the indicator/tail lamp is 80/5 watts and brake lamp is 80 watts - both being the brightest I could source.

It is important to use the same colour LED as the lens it is illuminating; using a white LED behind a red lens results in a pink colour being emitted and probably a WoF fail.

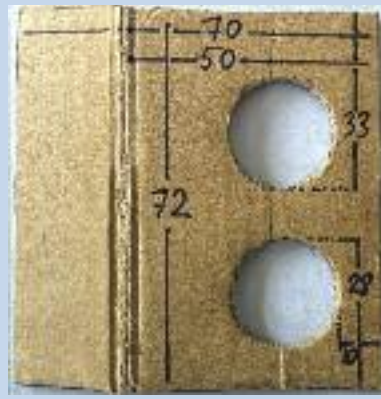
Reflectors - send forth thy beams

As they left the factory there aren't any reflectors in the '54-'59 cars. This means that the light from the bulbs is used less efficiently, no matter how bright your bulbs may be.

Initially I painted the bulb bases/brackets for all my cars with reflective silver paint. The result for the L539 and L551 bases is OK, but on the earlier cars the bracket is quite narrow compared to the aperture for the lens. I wanted a way to enlarge the reflective area.

After much highly scientific investigation into suitable reflective materials and long, gruelling, extensive experimentation, I now feel confident to share my results - but only with the esteemed members of The 6/80 & MO Oxford & Cowley Club; so lock the doors, shut the curtains or blinds, take the phone off the hook, check the house for bugging devices and read on...





Left to right: The initial sketch, the template with dimensions, using the template to cut a cardboard backing plate, glued rolled - finished!

The inside coating of salt and vinegar potato chip packets...

- is nicely reflective
- is available at low cost
- is able to be easily cut to shape
- comes with the added bonus of a quantity of delicious chips

To check the consistency of my findings, I knew that it was scientifically prudent to sample numerous packets of crisps over a long period of time. Potentially other flavours of crisps may have equally effective reflective material - I just happen to like salt and vinegar quite a lot. I'd like to invite



First attempt fitted with visible evidence of potato chip packet.

members of the Club to join with me in the important job of conducting further rigorous, exhaustive testing and reporting back about the packaging of other crisp flavours.

All in the name of science, you understand...

Stop Press!

I've found another potentially better source of reflective material - the packets that hold my loose leaf tea. Now I'll have to do my exhaustive testing all over again; Lisa and I will have to drink lots of pots of tea just so I can experiment with the newly discovered reflective packaging. It's a tragedy.

Better reflectors for the '54-'56 cars

For my Cowley 1200 and Series II Oxford I made the following template out of thin cardboard (e.g. a cereal box). To cut the holes I used a 19mm punch.

I suggest using a slightly thicker/stiffer cardboard to fashion a pair of backing plates. Be patient cutting the holes for the bulbs; I used the 19mm punch and a scalpel to reduce the risk of ripping the cardboard.

Check that the cardboard templates fit snugly against the lamp brackets in your car; avoid cutting them too short.

Use the template or the backing plates to mark and cut the reflective material.

Before applying glue (I used a spray on ADOS glue) to the cardboard, flip one of the backing plates over so you have a left hand and a right hand one. Score and bend the right-angled edge on each plate. Despite what the instructions for the glue said, I found it set rather quickly. Once the reflective material is in place, use a roller or something else such as a roll of wide packing sellotape to flatten out the reflector on both angled parts of the cardboard. I cleaned off any glue from the reflective surface with a rag and a small squirt of CO contact cleaner. Lastly, I put the larger surface under something heavy overnight to help the glue to do its best work.



First trial with my new template.



First attempt using the template.



With no backing.

To fit the reflector there is only one screw to remove and replace the rear lamp bracket. When the bracket is reaffixed with the new reflector behind the bulbs, there is a threaded stud on the car body that holds the edge of the reflector at 90 degrees.

For The Guzzler (with L539 and L551 lenses), I did try cutting donut shaped pieces of reflective material but I wasn't happy with my attempt to fit them, so I'll have another think about it. In the meantime the lamp bases are painted with silver paint.

I would love to know if something similar can work for the other vehicles in our club. If you do try this out, please take a photo and send it to our Editor.



Installed in the Cowley. Note how the stud holds the right angled flap nicely in place.

STOP PRESS!

FBHVC PRESS RELEASE

DVLA announces final tranche of revisions to historic vehicle registration policy

Further to its statement on 20th August last year, the DVLA has today (3rd August) announced the next stage in its of vehicle registration policy revisions following the Call for Evidence issued in 2024.

The Federation would like to repeat its thanks to DVLA staff for the obvious thought and effort that has gone into these revisions.

Today's announcement concerns the 'reconstructed classic' group with particular reference to the acceptance of 'period typical' newly-constructed bodies on vehicles with a chassis.

Additionally DVLA will now accept the date of despatch from the 'mother factory' as the date of manufacture for vehicles originally supplied in CKD form.

The Federation believes that with this latest announcement DVLA have now addressed all of the major concerns of the historic vehicle community and continue to be encouraged by the sympathetic and pragmatic approach being shown to the registration difficulties sometimes faced with older vehicles.

Says FBHVC Technical Director Ian Edmunds: "We will, of course, continue to pursue the few minor matters that remain and any new ones which may appear."

The INF318 leaflet can be downloaded here:

<https://assets.publishing.service.gov.uk/media/6a6c7ab5cceb23e867897787/inf318-making-changes-to-a-vehicle.pdf>

The text can of INF318 can be viewed online here:

<https://www.gov.uk/government/publications/making-changes-to-a-vehicle-and-registering-kit-built-kit-converted-and-reconstructed-classic-vehicles-inf318/making-changes-to-a-vehicle-and-registering-kit-built-kit-converted-and-reconstructed-classic-vehicles-inf318>

The entire DVLA guide can be seen here:

<https://www.gov.uk/vehicle-registration/print>

The Federation's guide to DVLA and the '40- year rule' is here:

<https://fbhvc.co.uk/mot-exemption-information>

"On first perusal this is little changed from the previous version and if you are simply restoring your car using like-for-like panels and/or mechanicals there is no change to the DVLA's guidance and no requirement to inform them unless you have changed a "V5C" item (e.g. a new engine and therefore engine number).

If you are making substantial modifications to the drive train, chassis and or body shell; and suspension, steering or brakes you should download and read in detail the document inf318.

Remember, the onus is on the owner to inform the DVLA of such changes and any substantial modifications. You must also ensure your vehicle is roadworthy within the requirements of the relevant legislation - obtaining an MoT certificate is the gold standard for this".

Martin Hamilton

MOT EXEMPTION AND CLASSIC CAR INSURANCE

MoT Exemption and Classic Car Insurance: What Owners Need to Know

from Peter Best Insurance Services

A question that Peter Best Insurance Services is often asked by classic car club members concerns MoT exemption and whether it affects insurance cover.

As you will know, since 2018 many vehicles over 40 years old have qualified for MoT exemption, provided they have not been substantially modified and are registered as a Vehicle of Historic Interest. The change recognised that historic vehicles are generally well maintained, used sparingly and cared for by knowledgeable enthusiasts.

The good news is that a valid insurance policy does not depend on having an MoT certificate. What matters is that the vehicle is roadworthy. An MoT simply confirms that a vehicle met the required standard on the day it was tested. Equally, the absence of an MoT does not automatically mean a vehicle is unsafe.

Another common concern is agreed value. Peter Best can confirm that agreed value is based on factors such as condition, rarity, provenance and market demand. Whether a vehicle has an MoT certificate or qualifies for exemption does not affect its agreed value.

Owners also sometimes worry that a claim could be declined because a vehicle does not have an MoT. In reality,

insurers focus on whether the vehicle was roadworthy and whether any known defect directly contributed to an accident. For well-maintained classics, this is rarely an issue.

That said, many enthusiasts still choose voluntary testing or regular inspections. Common problems such as tyre deterioration, lighting faults, brake wear and suspension issues can develop gradually and may be easier to spot during a professional inspection.

Having insured classic vehicles and club members for many years, Peter Best understands the passion owners have for preserving our motoring heritage. In our experience, MoT exemption does not invalidate insurance cover, reduce agreed value or create a route for claims to be declined. The key responsibility remains the same as it has always been: keep your classic vehicle roadworthy, safe and properly maintained.

Protect Your Classic with Peter Best - Advert

Whether your vehicle qualifies for MoT exemption or undergoes regular testing, having the right insurance is essential. Peter Best Insurance Services specialises in classic vehicle cover designed for enthusiasts, with every policy including free agreed value as standard.

To find out how we can help protect your cherished classic, visit peterbestinsurance.co.uk and get a quote today.

ACCIDENTS WITH AN UNINSURED DRIVER

What happens if you're in an accident with an uninsured driver.

from Peter Best Insurance Services

Recent news reports have highlighted growing concerns around the number of uninsured drivers in the UK and recent estimates conclude that there may be as many as 200,000 uninsured drivers on the roads.

At Peter Best Insurance Services, we regularly receive questions about uninsured drivers and what happens if you're involved in an accident with someone who shouldn't be on the road. So here is what you need to know.

Firstly, the issue affects more than just those breaking the law. Every insured motorist ultimately shares the cost. Claims involving uninsured drivers are often met through the Motor Insurers' Bureau (MIB), an industry funded organisation that helps compensate innocent road users. The funding for this comes from the insurance industry, which means the costs are ultimately reflected across the wider motoring community.

There is also a wider concern around road safety. Research has shown that uninsured drivers can be more likely to be linked to other motoring offences, creating additional

risks for law abiding road users.

The good news is that if you are involved in an accident caused by an uninsured driver, support is available. The MIB (which you help pay for) exists specifically to help victims of uninsured and untraced drivers, ensuring that innocent motorists are not left facing the financial consequences alone.

For responsible motorists, the message remains simple. Keep your insurance up to date, make sure all details are accurate and report any changes promptly. While most drivers continue to comply with the law, the recent news coverage serves as a timely reminder of why motor insurance exists in the first place: to protect all road users when the unexpected happens.

Classic Car Insurance You Can Trust - Advert

While you can't control the actions of uninsured drivers, you can make sure your own classic is properly protected. Peter Best Insurance Services has been helping classic vehicle owners for many years, offering specialist cover and free agreed value on every policy.

Visit peterbestinsurance.co.uk today for a quotation and discover insurance designed specifically for classic car enthusiasts.

NEWS

Edited Highlights from Historic Issue 10

These notes are presented as simplified highlights of key topics. Further detail can be found in Historic itself, all copies of which are available at <https://www.fbhvc.co.uk/magazine>

Automated Vehicles

Having examined the latest pair of consultations pertaining to automated vehicles, it was decided that no additional response was required beyond that previously made.

Insurance

Representations around the reissue of the Association of British Insurers (ABI) Code of Practice concerning the classification of damaged vehicles deemed 'write-offs' in insurance terms continues, with a meeting with the ABI about to happen. The current version of the Code would seem to risk the final destruction of valuable heritage vehicles without any consideration of their possible historic significance.

Martyn's Law

A consultation on how the regulator established under the legislation will carry out its role is underway which the FBHVC will respond to, and the government has published official guidance on how organisers decide whether their events come within the Act and if so, how they should comply.

DVLA

- No big news yet regarding the next stage of the policy review.
- Changes to the gov.uk website unintentionally removed references to 'substantial changes', causing some concern with owners of affected vehicles. Explains FBHVC's intervention and confirms that the regulations have not changed.

Fuels - Nigel Elliott

(In view of the topical nature of this subject we have reproduced this article in full ...Ed)

The ongoing issues with the US/Iran conflict and the blocking of the Strait of Hormuz has had a dramatic effect on global crude oil prices that has immediately fed through to UK petrol and diesel pump prices. Diesel has experienced the highest increase in price, often approaching and sometimes exceeding £2.00 per litre. The UK typically imports around 50% of its diesel demand but exports excess petrol to other countries such as the US.

UK refineries were originally configured like US refineries as gasoline (petrol) machines, as diesel demand was relatively low in comparison. They typically have large catalytic crackers that break down heavy refinery streams and produce lighter products such as catalytic naphtha's, and it is the most favoured method of



(John Weir)

increasing the ratio of light to heavy products from crude oil. Over the years, with the increase in diesel demand in Europe, refineries have invested in more units to increase diesel production, but this is expensive.

Esso Fawley Refinery has recently completed an \$800 million project to increase diesel production by 40% that should help the UK reduce imports by 25%. This required the construction of a new hydrogen plant in order to hydrotreat (desulphurise) the diesel to meet the European fuel sulphur specification of 10mg/kg (10 parts per million). Modern refineries are highly integrated and optimized and nothing is wasted.

The existing diesel plant and hydrotreaters use hydrogen produced in the refinery by the powerformers (catalytic reformers) that upgrade petroleum naphtha octane by dehydrogenization of naphthenes to form aromatics such as toluene. The amount of hydrogen from this process is ultimately limited, so a new hydrogen plant had to be constructed to enable the increase in diesel production.

The closure of Grangemouth and Lindsey oil refineries has exacerbated the diesel supply situation and it's vitally important for reasons of security of supply that the UK does not lose any more refineries. One good piece of news is that Phillips 66, that operate the Humber refinery, have purchased the adjoining Lindsey Oil Refinery from the liquidator and plan to make use of some of the processing units going forward.

The high cost of energy, carbon taxes and environmental legislation in the UK and Europe, make it very difficult to compete with larger, essentially non-regulated refineries in other parts of the world, such as India. However, it seems that the UK Government is happy to import higher carbon and environmentally poorer finished fuel, and risk security of supply, in the name of artificial net-zero targets that do not take into account the export of the UK's manufacturing industry to China and India.

We should remember that just over 70% of the UK's energy comes from oil and gas, and a complete switch over to renewable energy is not possible in the foreseeable future, due to energy density and storage issues. The UK should of course increase the use of renewable energy wherever technically and commercially viable. Security of energy supply is critical to any country, and this is best met by a diverse approach to energy production. This means a rapid expansion of nuclear power generation for baseload and stability, continued expansion of renewables

and the use of gas from the North Sea and possibly inland fracking for peak load management and back up for those days when the sun doesn't shine or the wind doesn't blow.

Parts and Services - Chris Cartmell

(We have also reproduced this article in full ...Ed)

Electrical Systems - Diagnose, Repair or Replace

Restoring a classic vehicle can be a thrilling experience for any auto enthusiast. But beneath the polished chrome, fresh paint and reworked engine, lies one of the most critical yet overlooked components, the electric system.

Whether you're working on a vehicle from the dawn of motoring, or something a little more up to date, ensuring that the wiring and electrical components are properly restored is key to both function and safety. Most classic vehicles were built in an era before modern electronics became standard, which makes their systems simpler in design but also more prone to issues. Understanding how to identify, repair and upgrade the electrical system helps you bring your classic ride back to life with reliability and confidence, while adding modern technology that is as good or better than before.

Understanding the Basic Classic Vehicle Electrical System

Most classic cars use a simple 6 volts, 12v, or in some larger commercial vehicles, a 24v electrical system, designed to power essential components such as the ignition, lighting, starter and gauges. Unlike today's vehicles with complex computer networks, early wiring systems relied heavily on straightforward mechanical switches and analog circuits.

However, over the decades, antique vehicle wiring can degrade due to heat, corrosion or wear. Insulation becomes brittle, connectors loosen and earthing points may rust. These problems can cause frustrating electrical failures or worse, pose a fire risk.

Before diving into repairs, it's crucial to check electrical system components thoroughly: battery voltage and terminals, fuses, switches and earthing points. A simple continuity test or voltage check can reveal hidden faults that might otherwise go unnoticed.

Common Electrical Problems in Classic Vehicles

Even the most beautifully restored vehicle can suffer from electrical gremlins. Here are some of the common electrical problems in vehicles, especially older models:

- **Corroded connections:** Moisture and oxidation can cause poor conductivity, leading to flickering lights or intermittent power loss.
- **Worn-out wiring:** Decades-old wires often have cracked insulation or exposed copper, increasing the risk of short circuits.
- **Faulty earths:** Classic vehicles depend on metal chassis grounding. Rust or paint between the connections can interrupt current flow.
- **Ageing Switches and Relays:** Time and vibration wear down internal contacts, causing inconsistent operation of lights or ignition switches.

- **Weak or dead battery:** Extended storage periods or infrequent use can drain classic vehicle batteries, especially during the winter period.

Recognising these problems early and addressing them correctly ensures your restoration is not only worthwhile, but dependable on the road.

Diagnosing and Testing Vintage Electrical Systems

Before replacing anything, conduct a detailed electrical inspection and check your classic vehicle for signs that it may need a professional restoration to ensure you're addressing any deeper electrical issues, not just the surface ones. Start with the basics: battery voltage, dynamo/alternator output and starter motor draw. If your vehicle has been sitting for a few years, remove/replace the battery and clean the terminals. Check for frayed wires, loose connections and brittle insulation.



(Steve McNicol)

For more advanced testing, use a multimeter to measure voltage drops, continuity and resistance throughout the circuits. Compare readings with the vehicle's original wiring diagram to detect inconsistencies. If you don't have any factory manuals, many classic vehicle forums and restoration books will provide you the necessary information and wiring colour codes. It is advisable that when working on classic vehicle wiring, label each wire during disassembly and take pictures before you start and throughout the process.

This gives you a visual reference that makes reassembly easier and helps prevent connection mistakes that could lead to damaging delicate components.

Restoring Classic Vehicle Wiring: Replace or Repair?

One of the biggest decisions in restoring a classic vehicle's electrical system is whether to repair or replace it entirely. In most cases, the answer depends on the vehicle's age or condition. If the wiring is only mildly worn, you might be able to repair specific sections by splicing-in new wire and using high quality connectors. However, if the insulation is crumbling or the system has been modified multiple times over the years, a full replacement is usually safer.

Modern replacement harnesses are designed to mimic original layouts but use higher quality materials and insulation that can withstand heat and vibration better than older ones.



New harness with wires colour coded as per original. (Steve McNicol)



Modern wires colour coded. (Steve McNicol)

When purchasing replacement classic vehicle electrical parts, choose reliable suppliers who specialise in classic vehicles. This ensures the connectors, colours and terminal styles and sizes match the manufacturer's specifications, maintaining authenticity whilst improving safety.

Upgrading for Safety Without Losing Authenticity

Many owners worry that upgrading their vehicle's electrical system will compromise its originality. However, subtle improvements can enhance reliability and safety without altering the classic look of the vehicle.

For example, converting a 6v to a 12v system can improve starting power, lighting brightness and accessory compatibility. Using a modern alternator instead of an old dynamo offers more consistent power delivery, especially if you've added accessories like electric fans or upgraded sound systems.

When installing classic vehicle electrical parts, always use proper fuses or circuit breakers. Early vehicles often lacked sufficient circuit protection, making them vulnerable to wiring fires. Adding inline fuses and relays where appropriate is a smart, nearly invisible way to prevent electrical overloads.

Heat resistant wiring sleeves, modern insulation and hidden earth straps can also make your system more dependable while keeping the under-bonnet appearance authentic.

Important Tips During an Electrical System Restoration

Document everything before, during and after, for future reference.

- Label and organise, using numbered tags or masking tape during dismantling.
- Clean thoroughly, remove corrosion from connection points, fuse boxes, etc.
- Inspect earths, clean every grounding point and reattach securely.
- Use correct gauge wire, always match the thickness for proper current capacity.
- Solder and heat-shrink connections, avoid quick crimp connectors.
- Test before reassembly, and once installed, check for function before replacing trim.

Attention to detail during this process ensures the system performs flawlessly when you finally turn the key.

Preventing Future Electrical Problems

Once your vehicle's electrical system is restored to its prime, maintenance becomes the key to keeping it reliable for years. Vehicles that sit for long periods benefit from trickle charges to maintain battery health. Periodically check the electrical system's performance by verifying the charging voltage and lighting brightness to spot early signs of trouble.

Trusting these notes may be of assistance to any of our members considering a repair to their vehicle's electrical system. However, if you are uncertain about any aspect of the work required, consult a qualified auto electrician.

Federation Activities

- Vehicle Excise Duty - be careful what you wish for - commentary on a petition to reduce the age for nil - rated VED.
- Update on the Federation-baked Heritage Skills Academy, with focus on current training and short courses aimed at enthusiasts.
- Drive-it Day, substantial donation from a club and report from a TR Register DiD event.
- Four clubs welcomed to FBHVC membership.

Features

- Déjà Vu - vehicle styling similarities.
- Vauxhall's dabble with motorcycle design and production.
- Crime and Historic Vehicles.
- Helping young people into classics – update from the Borrow a Classic scheme.

Books

- Stamford Bridge Speedway by Jim Henry and Keith Corns.

In case of doubt the definitive version is that published in the magazine.

FBHVC

PO Box 1563

Peterborough PE1 9AU

Tel: 01708 223111.

Email: secretary@fbhvc.co.uk

Registered in England, Company No. 3842316. VAT Reg. No. 636 7886 83.

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Federation Internationale des Vehicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.



Don't forget

**The deadline for the December 2026 issue (No. 194) is
Saturday 7th November 2026**

CLASSIC CAR INSURANCE

A choice of the finest policies, plus special discounts for Car Club members

up to 10% Discount
for Car Club members



Policy benefits may include:

- Free agreed valuations
- Free legal cover
- Roadside assistance and recovery within UK/EU
- Limited mileage options
- Multi-car cover discounts



Approved
Insurance Provider

PBIS PETER BEST
INSURANCE
SERVICES
EST. 1983



Our best rates online, all the time

www.peterbestinsurance.co.uk

or call 01376 574000

Peter Best Insurance Services Ltd. Authorized and Regulated by the Financial Conduct Authority. Registration No. 307045 | Registered in England No. 2213270



13-15 NOVEMBER
NEC, BIRMINGHAM

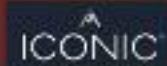
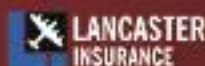
3000 CLASSIC CARS
LARGEST INDOOR
AUTOJUMBLE
310+ CLUBS

600+ VEHICLES FOR SALE
MOTORING CELEBS
& EXPERTS
450+ TRADERS

THE UK'S PREMIER CLASSIC MOTOR EVENT



NECCCLASSICMOTORSHOW.COM



*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 12 Nov and show open ticket prices thereafter. Full ticket information: www.neccclassicmotorshow.com/tickets. Book by 22 Oct to help your club earn extra benefits.

SAVE £4 OFF
ADULT DAY TICKETS
BOOK ONLINE WITH
OUR CLUB CODE*:

CC680MON6