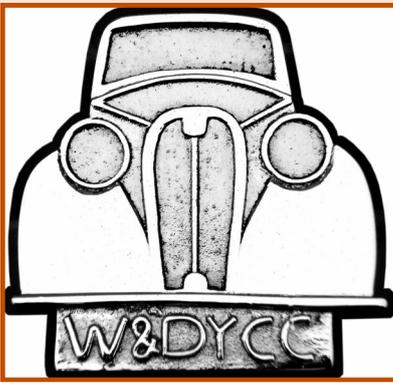


## CHAIRMAN'S NOTES



**March  
2026**

THE FAMILY FRIENDLY CLUB

**WALLINGTON & DISTRICT  
YESTERYEAR CAR CLUB**

We had good support for our February natter with ten members attending.

I haven't received any suggestions for events, but rather than listing dates in the and proposals Newsletter, I will shortly email members with my proposals together with date options and will be seeking confirmation from members of all the dates that can be supported to ensure we maximise numbers.

Another bumper issue of the newsletter this month with the feature on the Morris 8 series E along with input from three members who own this model of car.

Don't forget to check the website for last minute information, or the Facebook page, which can be found at <https://www.facebook.com/profile.php?id=61577133185397>.

### Government's Road safety Strategy

Publishing its first Road Safety Strategy in early January the government has taken the first steps towards a number of its proposed measures becoming law.

Transport Secretary Heidi Alexander says: "Our vision is clear: to ensure that people can travel safely on our roads however they choose. This strategy is not just a document; it is a call to action for government."

It comes in response to Britain's inability to reduce the number of deaths and injuries on its roads, which have plateaued in recent years, "in contrast to 22 other European countries which over the last decade reduced road fatalities".

The 60-page strategy is split into four themes, including drivers, collision research, the physical roads and enforcement.

At the same time, six separate consultations – totalling 46,496 words – have been published by the Department for Transport covering specific commitments outlined in the Roads Safety Strategy, to ensure that is more than a 'wish list'.

Amongst the review items is the reduction in the drink/drive limits, mandatory eye testing for over 70s and possibly developing options for cognitive testing for older drivers

Subject to the outcome of the consultations, which all close on 31 March 2026, the next step will be for the government to introduce changes to the law.

An initial examination of the Road Safety Strategy and the associated six consultations does not appear to raise any significant issues that would have adversely impact the Historic Vehicles community, says the Federation of British Historic Vehicle Clubs (FBHVC).

Says FBHVC Legislation Director Lindsay Irvine: "The FBHVC is traditionally supportive of well-conceived safety initiatives but as with all such consultations, the Federation will examine these in fine detail, and consider them in the context of Historic Vehicles.

"Should we consider that any elements of the proposals being consulted on might unjustifiably harm the operation of any of the many historic vehicle types that our 250,000 affiliated members use on the roads, then we shall not hesitate to respond appropriately."

### Drive-it-Day 2026

Drive it Day for 2026 is Sunday 26th April, the 21st year for this charity event!

Held each year on a Sunday in April, it is the day when historic vehicle enthusiasts and the public at large have the opportunity to celebrate the 'One Thousand Mile Trial'. This was an 11-day round-Britain public test, that started on 23 April 1900 to "prove the viability" of the new-fangled invention - the motor car.

At the time, few believed that the invention would be suitable for use and most people had never even seen a car (much like 'flying taxis' today). The 'trial' started on 23 April 1900 and cars were limited to the then legal maximum of 14mph.

Organised by the Automobile Club, there were 83 entries of which 65 made it to the starting point at Grosvenor Place, London. Six days in, by the time Edinburgh was reached, 51 cars were still running and 35 vehicles made it back to London, having covered 1,000 miles in the 11 days.

The event is publicised by the FBHVC to raise funds for the NSPCC Childline service.

I haven't proposed a club run, but I will be



participating in an event I am organising for the MGCC with a run to Gatwick Aviation Museum. I can make this event open to W&DYCC Members if anyone would like to join in.

The photo looks back ten years to our Capel Cow Show club display in August 2016.

### Car Events and Dates:

Events being held in March in our area:

**3rd Mar - Club Natter Night, The Doghouse**

**7th Mar - Four Counties Gathering, Bletchingley Arms, 9.30am**

**8th Mar—SVVS lunchtime meet Kingswood Arms, Kingswood, KT20 6EB**

**21st Mar - Four Counties Gathering, Bletchingley Arms, 9.30am**

**The next natter is on 3rd March, to be held at  
The Doghouse, Walton-on-the-Hill, Tadworth, KT20 7RU**

**This Month, we are featuring a car model owned by several of our members. The article provides information about the car as well as member's ownership recollections.**

### **Morris Eight Series E**

The Morris Eight is a small family car produced by Morris Motors from 1935 to 1948. It was inspired by the sales popularity of the Ford Model Y, styling of which the Eight closely followed. The success of the car enabled Morris to



regain its position as Britain's largest motor manufacturer. The Series E announced in October 1938 brought a major restyle with a "waterfall" dummy grille, headlights in

the wings and the running boards had gone. The car was longer, wider and heavier but the wheelbase was actually 1-inch (25 mm) shorter at 7 feet 5 inches (2.26 m). There was now an "inbuilt luggage compartment with external access" with a space available of 'close on 5¼ cubic feet with the door closed'. There was also a parcels tray the full width of the dashboard. The "alligator" bonnet was now rear hinged making engine access poor.

A vertical-lensed headlight conversion was available from Lucas, to give better lighting.

### **USHM engine**

The engine was upgraded to the Morris USHM series, getting a new cylinder head, still side-valve however, the unit being very similar to those used in Series I and II cars. Increased power to 29 bhp (22 kW) was now available and the crankshaft was counterbalanced and fitted with shell-type bearings. The gearbox was now four-speed with synchromesh on second, third and top. The Lucas electrics remained at 6 volts, but now with automatic regulation of the dynamo in a two-



brush system. Top speed was around 58 mph (93 km/h). The engine went on to be used, with very minor changes, in the series MM from 1948 till 1953 Morris Minor and was also adapted as an auxiliary power unit in Centurion, Conqueror and Chieftain tanks. Morris also used this engine as the basis of special Marine and Stationary power plants.

### **Production**

Production continued through the war for the military, essential civilian use and some export. Post-war general production restarted in 1945 but there were no more tourers made in the UK. In Australia, however, a flourishing bodybuilding industry continued to provide tourer versions on imported chassis/mechanicals.

A very similarly styled Wolseley Eight was also prepared in the 1930s and offered after 1945. An original 1939 prototype survives, having for many years been owned by Lord Nuffield.

### **Overview**

**Production** 1938–1948

120,434 produced<sup>[7]</sup>

**Body style** 2-door saloon, fixed or sliding head

4-door saloon, fixed or sliding head

2-seater convertible

Tourer (4-seater) convertible

2-door roadster utility

2-door coupe utility

2-door panel van

**Engine** 918 cc Morris Type USHM Sidevalve engine Straight-4

**Dimensions**

**Wheelbase** 89 in (2261 mm)

**Length** 144 in (3658 mm)

### **Mike Gorman's Morris 8 Series E 2 Door sliding head saloon FXV 494**

My Morris 8 was registered in September 1939 literally days before the Second War was declared which presumably meant its running in was postponed until 1945. Although I acquired the car in spring 1974 and received the old buff logbook there was not a lot of historic information on the car. It sports a badge on the interior door post indicating that it was supplied by Naylor & Root of Clapham Junction S.W.11, the FXV 494 registration shows that it was London registered. The old logbook reveals it was registered to owners living in the Tolworth area of what is



now South West London.

I acquired it from a family living in Elgar Avenue which leads from Tolworth to Surbiton. It had been left in their garage unused for 11 years which meant it required an engine rebuild including a rebore and for the brakes to be rebuilt. It was my entry into post vintage and classic motoring and by the autumn of 1974 I had joined both the Morris Register and the Surrey Vintage Vehicle Society, both of which I am still a member of.

During periods in the 1970s I used it as my everyday transport. It did have its teething troubles the most notable was its reluctance to start every time it rained heavily or I washed it! Turned out to be a porous Bakelite distributor cap disadvantaged by drips of water falling through a hole in the middle of the bonnet on which the chrome strip is mounted.

In 1976 Pam and I drove it to York for an Easter weekend sightseeing. We stayed in a guest house on a main road near to the centre of town. We were assured by our host that parking restrictions were not in operation on Saturday.

### **Mike Gorman's Car contd....**

We locked and left the Morris and visited York Minster and the Shambles. I was horrified to find on our return that the Morris was not there. Our host wound me up by saying she had no idea what had happened to the car! All was however well. Parking restrictions were enforced over the weekend, and I was about to get a parking ticket. An elderly neighbour of our host had a working knowledge of Series Es. He unscrewed the driver's door handle, opened the door releasing the hand brake and with assistance from other neighbours they pushed it around the corner where it was off the main highway.

I used the Series E for several Morris Register International Manneken-Pis Rallies to Geraardsbergen in Belgium. The rally took place every two years and started in 1973, the last one was in 1999. In 1982 I took the Series E to the second of the Rallies. I was accompanied by my father, brother, and Simon Bishop. Two events occurred before even getting on the ferry. The first one involved a tyre which developed a sidewall split. We proceeded without a spare from then on. The next problem was a bit more involved. The running of the engine became progressively worse as we drove through the customs and ticketing booths. It was progressively getting worse but managed to power itself on to the ferry. They would not let us work on the car whilst crossing the channel. We had a good meal on the crossing and carried out a theoretical diagnosis over a convivial lunch. We hoped it was, at worst a head gasket change ahead of us. We pushed it off the ferry at Zeebrugge.

Sure, enough it was the gasket with the dividing seal between pistons one and two completely blown we fitted a new gasket which I had with me. The most challenging part was finding a truck driver who had some grease to apply to the gasket on refitting!

Having completed the gasket fitting we located some water, topped up the water level, and set off to catch up with the Morris (about one hundred of them) on their way to Geraardsbergen under a police escort. We were disadvantaged as my rally preparation had failed to include a map of Belgium, only a map of the London Underground! Something I am still ribbed about even now. We did not catch up with the convoy but I did manage to get us to Zottergem where there was a pub I used to frequent called The Fox. After a pint at the Fox, Geraardsbergen was easily reached. The car behaved itself for the rest of the rally and return home. The rally itself was great fun as indeed they all were. Some referred to it as a Mobile Beer Festival!

The current situation of my Series E is that it is in my garage, not having been on the road for about 20 years. I hope to revisit its recovery this year.

### **Peter Nash's Car**

The car, (Morris 8, series E, four door saloon FYE365), which was first registered in July 1939, has been in my family since 1955. It was bought as a 21st birthday present for my father by his parents, on condition he gave up his motorcycle. It was bought from an address in Priory Avenue, Cheam, Surrey for £245.

It continued to be used as our everyday family transport until 1969 – I still have the final tax disc for it, which expired in October of that year. I have many memories of trips in the car, visits to relatives, trips to the coast, shopping, being picked up from school and so on. Being aged only five when the car was taken off the road, I had no notion of it being "old" compared with other vehicles, it was just "our car".

The car was replaced by a Morris Traveller, as my father had set his sights on buying a Sprite caravan, so something more powerful and modern to tow it was needed. The old Morris 8 was kept in my grandparents garage. Over the

following years, the body was hand painted by my grandfather (a coach painter by trade), gold leaf lining applied, all of the chrome work etc. polished up to a high lustre. The mechanics had also received attention, but unfortunately I was too young to remember the details.

By 1980, the car was considered to be complete and usable. The enclosed picture dates from this time. It passed an M.O.T. test with no outstanding problems. The following year, I went out in it with my father driving it around locally for a few days on "Trade" plates; it ran fine, also passing another M.O.T. test later that year.

Unfortunately, life gets in the way of living sometimes. The car was kept as a retirement interest for my father, but although he enjoyed a long and happy retirement, he seemed to always have his hands full with other things and never got to spend any time with the Morris, which was never run and lapsed in an increasingly unsuitable garage with a leaking roof and rodent access.

Since the car passed into my care I've housed it in a new garage and have resolved to fully enjoy using it in the company of like minded friends. Not possessing the skills or knowledge to recommission the car myself, I'm looking to have this work done by professional restorers.

I believe the car to be mainly in original condition. It's had minor alterations, like the installation of one of the Smiths fan heaters, which I think takes heat from the hot water in the radiator (?)

but this doesn't appear to be properly connected. The choke or mixture control is missing from the dashboard, so another alteration there, maybe, though I wouldn't have thought it could be started without it. The car also wore fog / spot lights at some point, apart from which, the wiring appears original. I can't tell if the loom has been replaced. The engine looks very clean, so it was probably overhauled sometime in the 1970's. The odometer reading is 13,937, but as this is only a 5 digit instrument, it's unclear whether or not the vehicle has been "round the clock". I suspect it hasn't. The engine can still be turned – considering its long period of idleness, that's a good start!

It's an interesting project. I'll report on it's progress once the actual investigation work begins.

### **Christine Layton's 1948 Morris 8 – Series E 'Harriet Morris'**

Bill and Christine owned for many years a Robin Hood Series 1 kit car, which looked much the same as a Caterham 7. They actively participated in the owner's club events and regularly went to the Stoneleigh Kit Car Shows. As the years progressed, Bill and Christine started to struggle with accessing the rather low seats and restricted access. Whilst attending a car show at Blindley Heath, they met up with John Duggans and the W&DYCC display.

The chat with John encouraged them to think about changing to a historic car. John was looking to undertake one final restoration project before retiring despite suffering from ill health. He mentioned to Bill that he had two disassembled Morris 8 Series E cars, one 4-door and the other 2-door.



## Christine Layton's Car contd....

Bill agreed to buy the 4-door once restored and John completed the work over some 3 years. This included mounting the 4-door car body on the 2-door car chassis, which was in better condition, and undertaking a lot of bodywork restoration. Brian Walton helped with the upholstery and head lining. Overall, John had completed an excellent restoration.

When Bill received the Morris 8, it was undrivable due to some major faults as John had been struggling to complete



the final detailed work. The brakes were poor, the steering was bad, the tyres did not fit on the rims properly and the radiator was blocked resulting in the engine overheating. The first job was to clean out the radiator and fit new hoses. The radiator had a leak and this was repaired by soldering. A new brake master cylinder was fitted along with new wheel cylinder rubbers. New kingpins and bushes were fitted and the steering box was adjusted to reduce play in the steering. The offside front floor was modified to provide access to the brake master cylinder. The dynamo and starter motor were overhauled, new trafficators and a new electronic voltage regulator were fitted. The front seats were raised in height and the floor strengthened.

The exhaust system was modified to delete the tail pipe and a bespoke stainless-steel silencer was installed with a tail pipe exiting in front of the nearside rear wheel. The engine breathing was improved, the carburettor overhauled and pancake air filters fitted. For safety, a cutout switch was fitted to the fuel pump.



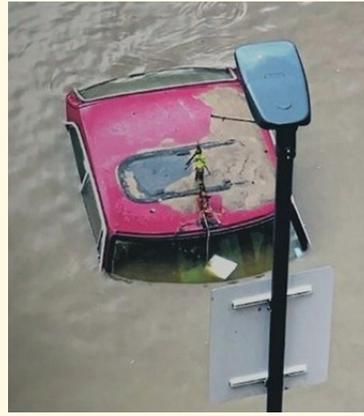
On one of the early trips with car, the car broke down with a head gasket failure. After getting the head skimmed, it was found to have a hairline crack. Fortunately, Mike Gorman came to the rescue as he had a spare cylinder head. Car has performed well since then.

Bill and Christine loved their 'Harriet Morris' despite the

initial problems. It has regularly been used in W&DYCC events as well as attending other shows such as Cranleigh and Amberley Museum. Christine added that because of John, they have met some lovely folk in the club, which is a blessing.

## Flooded mg will rise again

Work to restore an MGB GT that was flooded on New Year's Eve is already well underway.



High winds, heavy rain and snow battered the UK on New Year's Eve, resulting in floods and subsequent damage to property. Sadly, one of those affected was Scott Adshead, the owner of this 1972 MGB GT.

Scott and residents of the Meadow Mill apartment block in Stockport were trapped in the building until 4pm the next day with no electricity or running water when the River Tame burst

its banks in the early hours of New Year's Day. Along with the damage to the apartments on the ground and lower floors, all of the vehicles that had been left in the converted cotton mill's car park were submerged.

Scott posted a video online showing only the roof of his MG visible and the caption 'Two years of graft gone in an instant'.

Scott told Classic Car Weekly: 'I've been working on restoring the car for two years. Before this it had been left sitting for 20 years due to the grief of my girlfriend's grandad passing.

It was his car, and it was a project even back then so there was a lot of work to take on.

'My goal has always been to keep as many of the original parts as possible and get it close to its former glory.

'I've poured my heart into this, learning to do the jobs myself, including changing the ignition system, water pump, re-wiring, fitting new brakes and re-building the suspension. Having got it running, I'd just booked it in for a tune-up and was getting ready to really enjoy turning my attention to some more cosmetic work.

'Beyond investing so much time and money, this is my daily driver, and it's sentimental. I'm devastated but determined to return it to the road, even though I'm starting from zero.'

Not being able to enter their flat meant that the strip down and clean up began only days after recovering the car, with Scott jet-washing the silt from the MG, both inside and outside, as well as in the boot and engine bay. The engine has been drained and topped up with oil but a lot of work lies ahead.

Scott said: 'I've been blown away by the kindness of the community and the messages from companies and individuals offering help. I'm hoping that I can get the MG back on the road and even better than before'.



## **Unique Alfa Romeo 8C is Best of the Best**

By Alastair Clements—C&SC Jan 2026

The Keller family's sensational 1938 Alfa Romeo 8C-2900B was crowned the winner of the prestigious The Peninsula Classics Best of the Best Award for 2025 tonight (26 January) at The Peninsula Paris, before going on display at Rétromobile, which takes place in the French capital from 28 January-1 February.



*The 8C was one of two Alfa Romeos in contention*

The shortlist for the annual accolade was taken from the victors of the world's leading concours events throughout 2025 – although the Pebble Beach Concours d'Elegance winner elected to withdraw.

The Alfa Romeo gained eligibility for The Peninsula's prize after winning Best of Show at The Amelia last March.

This one-off Alfa Romeo was first owned by the maiden F1 drivers' champion. Powered by a 180bhp, supercharged, twin-cam straight-eight and with all-independent suspension, the winning 1938



8C was first owned by legendary Italian racing driver Giuseppe 'Nino' Farina, who would go on to be crowned the first Formula One world drivers' champion in 1950.

It features unique coachwork by Stabilimenti Farina – a firm founded by Nino's father in 1906 – rather than the more familiar Touring designs, and was a prototype for the Mille Miglia car.

The current owners bought the Alfa in a partially restored state and had the work completed in 1995. That same year it graced the lawns of Pebble Beach, before heading to Europe where it was shown at various concours events.

"The winning 1938 Alfa Romeo 8C-2900B represents the pinnacle of pre-war performance engineering," commented Christian Philippsen, co-founder of The Peninsula Classics Best of the Best Award.

"It served as the fastest and most exclusive Italian automobile of its era, and we could not be more thrilled to recognise it as the best of the best."

The other finalists in the running for the Best of the Best award were:

1926 Rolls-Royce Phantom I '*Phantom of Love*' (Best of Show, 2025 Concours of Elegance),

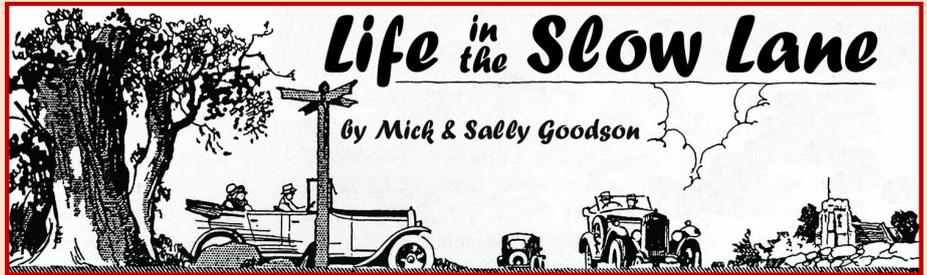
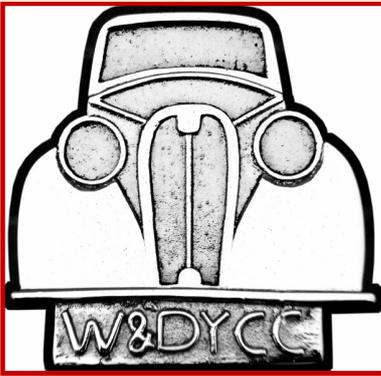
1934 Alfa Romeo Tipo B (Best of Show, 2025 Concorso d'Eleganza Villa d'Este),

1936 Mercedes-Benz 500K Spezial Roadster (Best of Show, 2025 Salon Privé),

1951 Bentley MkVI Cresta II (Best of Show, 2025 Goodwood Festival of Speed Cartier Style et Luxe),

1954 Ferrari 375MM (Best of Show, 2025 Palm Beach Cavallino Classic)

1996 Ferrari F50 GT (Best of Show, 2025 The Quail, A Motorsports Gathering).



THE FAMILY FRIENDLY CLUB  
**WALLINGTON & DISTRICT  
 YESTERYEAR CAR CLUB**  
**March  
 2026**

After the cancellation of last month's noggin, it was nice to see a good attendance at the February meeting held at The Dog House, Walton-on-the-Hill. Unfortunately, some regular members couldn't make it as they were still feeling under the weather including **BRIAN WALTON** and **CHRISTINE LAYTON**. We send you both good wishes and hope you recover soon ..... Pubs seem to be having a tough time at the moment. Our group appeared to be the only visitors so we had no difficulty finding our tables and chairs. **PETER ANDREWS**, who brought along **PHIL SOWRY**, was the first to arrive. He said that he had been taking his Morris 8 Tourer on lots of short runs to Banstead, Ewell, Sutton and Epsom which attracted a lot of attention from the general public. He added that the car was running really well and seemed to run better the more he used it. He said he still has a small problem with the petrol leaking from the sensor on the petrol tank so he is not able to put more than three-quarters of a tank in the car at a time i.e. about £20 worth..... Phil also had a bit of news. He said he has finally completed work on the 1929 Austin 7. All the engine problems he encountered, the faulty ignition, were caused by new NGK sparking plugs. He advises "Don't use them!". At present, Phil is rebuilding two windscreen wiper motors..... **KEITH CHARIE** attempted to start his Healey but it would not cooperate. He purchased a can of Easy Start from Amazon but then, annoyingly, the Healey decided to start without it!..... **PETER NASH** was contacted by the garage at Byfleet who said that they would be in a position to take his Morris Series E in for work within the next couple of weeks. We should therefore be hearing more about his car soon ..... **JOHN MORGAN** has been working on the Midget and the MGTC. The TC has had a rebuilt distributor fitted, refurbished by Distributor Doctor, and set up for the tuned engine. He said the car seems to be running without pre ignition occurring now, but it needs further testing. The Midget has had a new choke cable and the faulty water temp/oil pressure gauge replaced. The next job for John is sorting his MGB..... That's all the news for now. The next meeting will be held on Tuesday 3rd March at The Dog House, Walton- on-the-Hill.



**The next Natter is at The Doghouse,  
 Walton-on-the-Hill, Tuesday 3rd March 2026**

Chairman - John Morgan 07802 770025; Secretary - Brian Walton 0208 645 0809;  
 Treasurer - Mick Goodson 01737 210965; Membership - Sandra Walton 0208 645 0809  
 Web Site: [www.walliescarclub.co.uk](http://www.walliescarclub.co.uk)