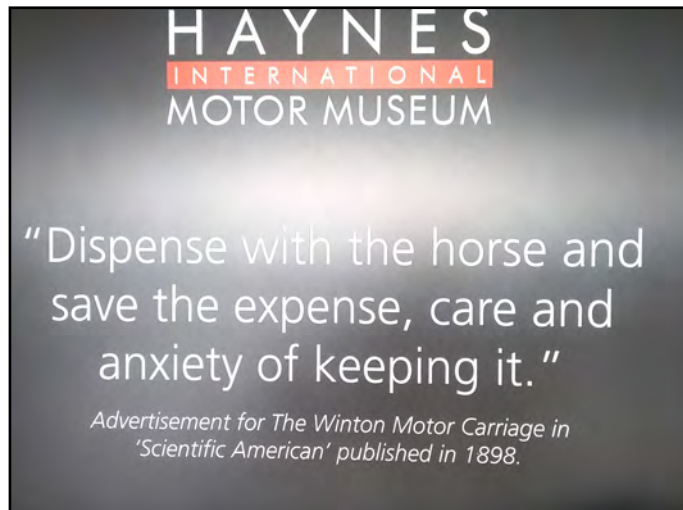


Mid North Coast

Rhonda & I are still cruising around the southern counties of England, this time in my brother's Lexus (very smokey when it starts, but cruises quite well).



Interspersed with stately homes, castles, Stonehenge and watching some jousting & falconry, I have managed to see the Haynes & Beaulieu car museums, both of which are very impressive. Also, the lakeside museum at Lake Windemere - again, very well done: they have a dedicated display on Donald Campbell's land & water speed record cars/boats. Cheers, Colin Trusler (in absentia.... Still, not a bad report from someone on the other side of the planet. Ed)



1930 Morris Oxford Six Saloon

1927 saw a marked change in the styling of Morris cars, the familiar 'bullnose' radiator was replaced by a more conventional, flat type. Fitted with a six cylinder engine, this revised Morris Oxford went into quantity production the following year.

Building a reliable, honest, quality car at a fair price is the reason why William Morris was so successful. Interestingly, all Morris customers were invited to look around the factory at any time they wished. This car was given by a father to his daughter, who owned it for forty years - and was chauffeur maintained and driven throughout that time.

This was the first vintage car bought by John Haynes, which started his collection and in turn was to become the nucleus of the museum.



1935 Morris Minor Van

This van started life as a G.P.O. mail van. Three basic types of 'Minor' van were used. The Mail Van was known as the '35 cu.ft.' van, with a coach-built body finished in red. The Internal Engineers' Van and the External Telephone Engineers' Van were both of a similar design, but painted green. Something like 4,000 'Engineer' vans and 3,700 'Mail' vans were used by the G.P.O., none of which are known to have continued in service much after 1948.

The chassis were purchased from Morris Motors, Cowley and the bodies are believed to have been constructed by Duple Bodies and Motors Limited of Hendon.

This vehicle had been with its previous owner, Mr Ward of Bromsgrove, for many years. During that time it had been in daily use as a garage runabout, collecting spares for 'modern' cars.

Having bought the vehicle, Haynes Motor Museum undertook a full restoration in our own 'Morris' workshop garage, which was situated inside the Museum.

