



Vintage Minor Register

Incorporating Pre-War Prescott



www.vintageminor.co.uk

Newsletter - March 2022

www.prewarprescott.com



A rare find. The ugly yellow wheels and metal panels cannot hide an original 1931 season Morris Minor Semi-sports. PL 6199 (M32961). Note the original maroon trim and fabric-covered dashboard with cubbies. The car was first registered in Surrey on 24th March 1931 and has recently been acquired by James Spiteri, having previously belonged to his wife's late grandfather. The car is currently fitted with a later Morris engine. By the looks of the wheels and tyres and the larger engine, it may have been used for trialing at some point. Note also the radio aerial! James lives in Cornwall but the car is currently bricked up in a South London garage, so the first challenge will be to liberate it and recover it to Cornwall. We look forward to helping James with the restoration to original specification in due course.

Welcome

Welcome to the March Newsletter, and hopefully better weather across the UK this month!

Stop Press - Cars for Sale

Just as I was wrapping up this Newsletter yesterday, these two Minors came up for sale, so I'll slip them in here. For further information, contact the seller via Ronald Trumpi at r.trumpi@planet.nl.



1931 scuttle tank SV Minor saloon, chassis SV1784. 12,400 Euros.



A very rare 1934 Morris Minor 4-seater tourer, AL-18-51. 21,700 Euros.

And here's one you are possibly too late to pick up – an incredibly rare M.G. J1 salonette being offered on eBay at:

<https://www.ebay.co.uk/itm/255410187726?ssPageName=STRK%3AMEBIDX%3AIT&fromMakeTrack=true>

The listing is reporting 'Under offer' as of this morning, but still possibly worth contacting the owner if interested. It is understood that only four of these J1 salonettes survive worldwide, with only one on the road.



The VMR Spring Pub Meet

Everybody most welcome to come along to the Old Bull, Inkberrow, Worcestershire on Sunday lunchtime 8th May. We avoided Sunday 24th April (the FBHVC Drive-it-Day), and also Sunday 1st May (May Day). The landlord Joe Reed reports that the engine rebuild for his SV Minor saloon (VSU 308, SV15890) is finally complete after eight months, so he will have his own car there for the first time. Do join Joe to mark the auspicious occasion in the time-honoured manner.

New Register Members in February



The late Richard Sanders in his busy motor home. It was Richard that was instrumental in helping the VMR join the FBHVC in the early days of the Register. We welcome his son to Register membership.

We were delighted to welcome five new members in February, including two second-generation Minor owners.

Francis Sanders, son of Richard Sanders, joins us with his late father's Minor fabric saloon and 1928 Black label Vanden Plas Bentley 4.5 litre (chassis KM 3087). The fabric saloon MU 3485 (M32249) was a very late Minor fabric saloon, laid down in January 1931 and first registered 14th July 1931. It has recently been recommissioned and Francis takes up his father's membership number 100, Richard having originally joined the Register in 2001.

We also welcome second-generation member Paul Cooksey with his late mother Wendy's unique Morris Minor Duple van/tourer. Duple Coachworks were responsible for this vehicle, carefully cutting the rear off a standard tourer and constructing a van rear end, such that the vehicle could be used by a trader for business as a van during the week to take the family to the seaside with the tourer body fitted. After Wendy's death in 2018, the car passed into the ownership of Paul and his brother Nick. The brothers now drive it regularly, continuing in the spirit that their mother used it. I first met David and Wendy in the seventies when they used to be regulars at the Phoenix at Hartley Wintney where the VSCC met on first Thursdays. At the time, the family also owned a Morris Traveler and often turned up for the evening in it, with their young children asleep in the back! It is marvelous to see those children owning and driving Wendy's Minor today.



Minor Duple van/tourer GN 4524 (M27283) in van mode. The curve of the original tourer body can just be seen under the word Southampton.



New Australian member David Smallacombe's 1933 season Minor. New members in Australia or New Zealand are always particularly welcome.

We also welcome new members David Southcott (693), David Boyd (694), and David Smallacombe (695) who, between them own a variety of interesting vehicles.

David Southcott's collection comprises a 1934 Austin 7 RP saloon, a 1935 Standard 10/12 Speed saloon and a 1939 Vauxhall 10/4 H Type saloon.

David Smallacombe joins us from Victoria, Australia where he is restoring a SV Minor 2-seater. We look forward to receiving more details.



David Boyd's 1925 Type C 5 hp Citroën Cloverleaf XY 9884 (chassis 57999). David is active in the VSCC and BOC and is looking forward to Pre-War Prescott in July.

Summer Rally and Pre-War Prescott – Friday 15th to Sunday 17th July

Last week I finally completed the update of the 2022 Summer Rally weekend entry list and posted it online at http://prewarprescott.com/?page_id=547. I would be most grateful if everyone would check the accuracy of their entries – particularly all of you who requested to have your 2021 entries rolled over to 2022. Please note that if you would like to enter the Friday Tour, you should enter using the entry form (below) or using the online entry form and I will add the extra day to your existing entry. (http://prewarprescott.com/?page_id=161)

From the list you will see that we already have 129 entries across the full range of pre-war cars and are expecting at least 100 more. 270 climbs have been pre-booked and so the number of pre-bookable climbs will be reduced from two plus a free one to one plus a free one once booked climbs reach the 300 mark, which won't be long. This is to ensure that everyone who enters has a chance of climbing the hill – even if they enter on the day. For those who arrive on the day and enter at the gate, 50 climbs will be held back and will be sold on a first come first served basis at the VMR marquee.

Talking of the VMR marquee, we are in the process of having a bespoke Register marquee manufactured, so the days of the old white plastic tents will finally be over and nobody will be in any doubt where to find us in the Paddock. Thanks to Paul Tunnicliffe for helping source the manufacturer who is the same firm that manufactured the VSCC marquee, which I am sure many of you will have seen at their events.

As for our travel plans this year, they are somewhat complicated! I will be at Farnborough the week before and the week after the Summer Rally weekend supporting the UK debut of the new Boeing 777X at the Farnborough International Airshow which kicks off on Monday 18th July – immediately after our rally weekend. The aircraft will arrive from Seattle the week before for display practice and public display authority flights. After the 777X returns to Seattle, Jayne and I will be looking forward to a couple of weeks at our cottage near Ludlow where we hope to exercise our Minors and meet up with local members, which may be an excuse for a Herefordshire pub meet – watch this space!

Camping for the Pre-War Prescott Weekend - IMPORTANT

An important reminder from the February Newsletter – I have only received one camping booking so far.

An important word about camping at Prescott over the weekend. After a few twists and turns, camping WILL be available all weekend in the Orchard – from Thursday night to Sunday night inclusive. And, unlike recent years, camping should be booked through the Register and not through the Bugatti Owners' Club. I don't want to complicate matters by adding camping to the already 2-page entry form, which is already out there anyway. So if you wish to camp or bring your camper van, just let me know (vintageminor@gmail.com) and I will sort you out. Fees are £15 per night for campers and caravans, tents £10 per night. Now please read more on camping on the next page ...

Additionally on camping, please be aware that the Peugeot Sports Club of the UK (PSCUK) will be holding their day at Prescott on Sunday 17th and I am co-ordinating with them to ensure all goes smoothly over the weekend for both clubs. Some PSCUK members will be camping over the weekend and we will need all campers to pitch their tents or campers at the BACK of the Orchard – that is anywhere between the farm in the lower corner and the bridge at the top of the Paddock, and NOT along the track across the bottom of the Orchard, between the Bugatti Trust building and the farm. This will allow the PSCUK staff to stake out the main area of the Orchard on Saturday evening for their spectator parking requirements for Sunday.

VSCC Light Car Welsh Rally – 26th/27th March



Richard and Sue Woodward with their much-traveled OHC Minor 2-seater on the 2005 VSCC Light Car Welsh Tour.

Entries for the VSCC's Light Car Welsh Weekend are still open - Mark Drayford has reopened Wales and it appears that after a hiatus of two years the LCES can go ahead. Despite all of the trials and tribulations, The Metropole is ready for the Section again, although sadly, for people who stayed there previously, The Glenn Usk is no more. The minimum entry age for the Trial remains 14 years (the MSUK limit). Entries for under 23's are being rebated on completion of the course.

Saturday will see the Section taking to the roads for 55 to 120 mile circular tours on the quiet local roads via a couple of smaller Welsh towns. There are several short cuts available for the less ambitious (either cars or drivers!) but you will miss the best views. This is followed in the evening by the Section's legendary Annual Dinner and Awards at The Metropole Hotel in the heart of atmospheric Llandrindod Wells. On Sunday, the Section will be up early for the Trial, finishing in time for lunch and the results of the Trial before departing. Let's see if we can gather another really good vintage Minor (and vintage M Type) turnout once again and give the Sevens a run for their money! (The Light Car Section is restricted to pre-1931 light cars.)

Entry links:

<https://forms.gle/XCEh2pj4epFLEa9>

[Regs and Entry form in PDF format](#)

[Regs and Entry form in Word '97 format](#)

[Regs in PDF format](#)

[Regs in Word '97 format](#)

[Entry form in PDF format](#)

[Entry form in Word '97 format](#)

Invitation

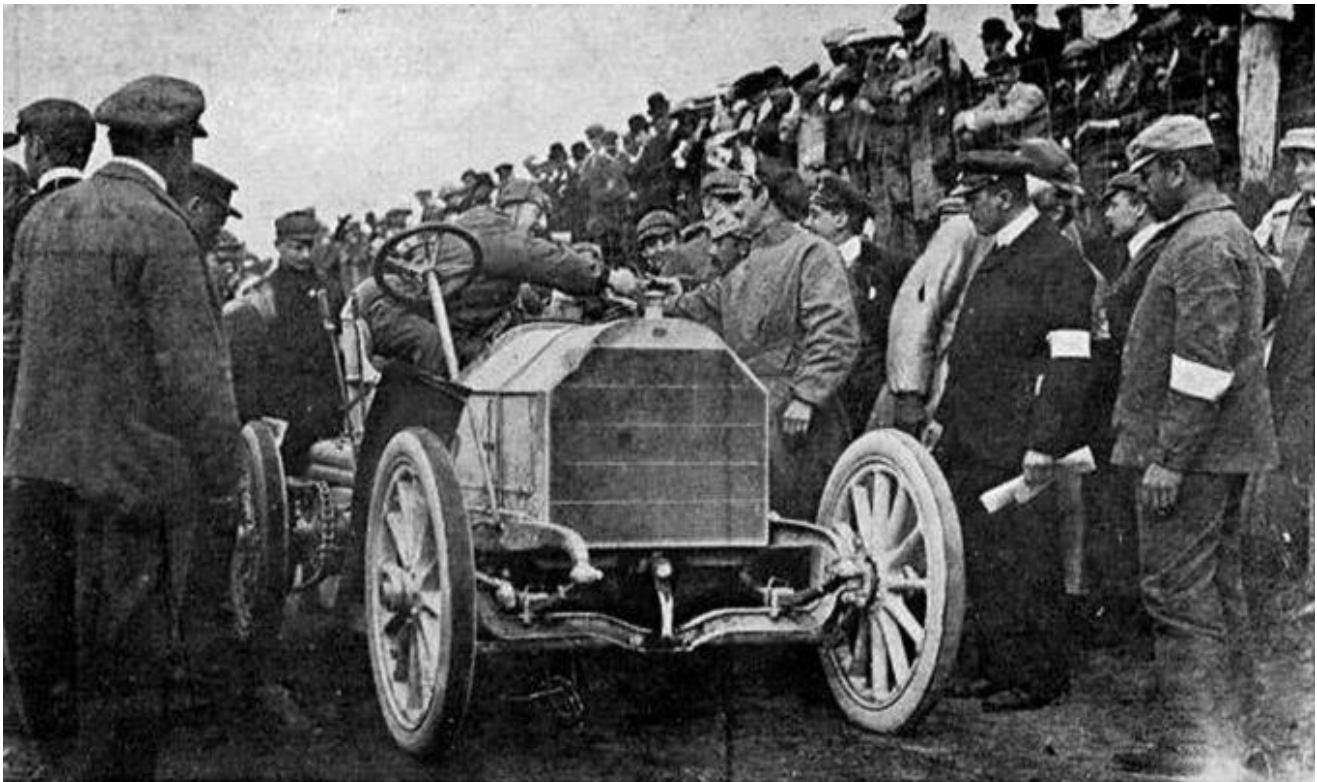
The Historic Racing Car Association (H.R.C.A.) of Ireland The 1st running of The Gordon Bennett Reliability Trials - July 1st 2nd 3rd 2022.

Register members are cordially invited to this event by our good friend John Stanley. The event is open to any type of pre 1940 vehicle being run to commemorate and inform about the 1903 Gordon Bennett race held in Co. Kildare, Ireland on July 2nd, 1903. This race is virtually forgotten but it was the race that:

- Saved motor racing - previous races were on open to the public roads and were causing many casualties and deaths to the public
- Established the template for modern Grand Prix races
- The first race in Europe to take place on a closed roads circuit
- Reports of the period claimed over 1 million spectators attended
- Nations ran in national colours and as a tribute to Ireland the British raced in Shamrock green which became known as British Racing Green

The 2022 reliability trial is an event based at the original race venue of Athy, Co. Kildare, Ireland and runs on the original 92mile figure 8 circuit consisting of the Kilcullen 50ml and Carlow 40ml loops. The 1903 race consisted of 4 laps of the 50ml and 3 laps of the 40ml loops alternating, the final race distance was 328miles with a winning average speed of 50mph. The 2022 event gives competitors a choice of any distance from 1 lap of the 40ml loop to the full 7 lap original race distance. Plus any number of drivers can be nominated. The trials will take place on Sat 2nd. The Shackleton Museum in Athy will be putting on a display of 1903 Gordon Bennett memorabilia and talks will be taking place throughout the weekend. A schedule of other ancillary events will announced nearer the event.

For more information please e-mail - 1903gordonbennett@mail.com. Telephone - From Ireland - 087 1720009. From outside Ireland - 00353 87 1720009. The HRCA website is at <https://hrca.ie/>.



JENATZY'S GOOD-BYE.

Regulations

Entrants in the 2022 event will declare for any distance they feel able to complete, the distances available being from one short lap (40mls) to any combination of laps up to the seven lap distance of the original course. Awards will only be given to entrants successfully completing their elected distance. A special award will be given to pre 1904 entries. Time or speed will play no part in this event.

Entries will be open to any pre 1940 (pre war) powered vehicle to include cars motorcycles etc. All vehicles must be road legal and be in roadworthy condition.

To comply with event insurance entrants will be required to produce their driving license and insurance covering the vehicle being entered.

The event will take place on open public roads and all laws of the road must be obeyed. The organisers take no responsibility for infringements.

Start times to be decided.

The distance to be declared on entry. Declared distance will range from 1 short lap to a combination of laps up to a maximum of 3 short and 4 long as per original race distance (327mls). Any number of drivers per car will be allowed and must be declared at the start.

This is a navigation event. No check points or stewards will be used on the course, results will be based on trust.

Entries will be divided into decade classes based on the year of the vehicle. Within these classes the order will be decided by maximum distance completed with the fewest number of drivers placed highest. Year of car being used to decide a tie. **Time and speed will play no part in the final results.**

Awards will only be given to entries successfully completing their elected distance.

The following outlines the historical context of the event:

THE IRISH TO THE RESCUE!

Gordon Bennett was in a right pickle. The second of the runs named after himself, aka the III Coupe Internationale, held in 1902, had been won in France, by Selwyn F Edge, the famous British racing driver. This meant that the hosting of the next event, in 1903, fell to the British – but there was a problem. In fact, there were several problems.

But firstly, who was Gordon Bennett? GB Junior, to give him his full title, was the son of GB Senior, a Scot who had emigrated to The Big Apple and had started up the New York Herald Tribune. Unlike his taciturn Scottish father, GB Junior was an outgoing type, always up for a bit of self-promotion. He sponsored the Gordon Bennett Cup in ballooning; organised the ill-fated USS Jeannette expedition to the North Pole; and was responsible for sending a man out into the wilds of Africa to look for another man, which ended, happily it has to be said, with the rather comical query of one to the other, “Dr Livingstone, I presume?” Yes, it was Henry Morton Stanley who uttered those immortal words – and Gordon Bennett had fully financed the rescue mission.

But let's rewind a bit, to the beginning of motoring, to see how GB Jr got himself involved. The first petrol-driven car was a three-wheeler made by Carl Benz in 1885. To be honest, it was more of a tricycle than a car. But that didn't stop Carl's wife, Bertha, from taking it on a 184km round trip in 1888, from Mannheim to Pforzheim, to prove the value of these mechanical contraptions. She had to do a few running repairs en route and organise her own fuel stops at various pharmacies (no garages back then, remember!) and should have put an end once and for all to the notion that women are no good at mechanical things – would a man have had a hat-pin about his person to use to unblock a fuel line? Doubtful. Or a garter to wrap around a faulty HT lead?

Unlikely.

This was the catalyst needed to get motoring on its feet. Within a few short years, cars had developed out of all recognition to that early Benz, with its single cylinder, solid tyres, and exposed flywheel. By adding extra cylinders, engines became bigger and bigger, and, ergo, cars got faster and faster. And, naturally, people wanted to compete with each other to see who was the fastest. It's a man (and, occasionally, a girl) thing. Needless to remark, Gordon Bennett found himself caught up in the excitement, and, in 1899, awarded the Automobile Club de France with a trophy to be presented every year to the winner of a race named after him. So far, so good.

Unfortunately, although engines had got more powerful and reliable, the same couldn't be said for the rest of the car. Brakes and steering just hadn't kept up with developments. It was still considered dangerous to have brakes fitted to front wheels, so they weren't. Direct steering by tiller had, it is true, been replaced by steering wheels in the majority of cases, but self-centring, never mind power assistance, was still a dream. When we look at racing cars in the early part of the 20th century, those bespoke behemoths, with their minimal bodywork, questionable handling, and outrageously powerful engines, were, literally, accidents waiting to happen. And happen they did.

The 1901 Paris – Bordeaux Race, run on open roads, resulted in the deaths of eight onlookers. We can't blame those unfortunate people, either; most of those cars were going faster than anything anyone had ever seen before, faster even than express locomotives; and people's reactions just weren't quick enough. The casualty tally of the Paris – Madrid Race was even worse, resulting in its being cancelled at Bordeaux. This was despite France being at the forefront of motor car development at the time, and had enthusiastically embraced motor racing, seeing it as a valuable showcase in which to display its latest mechanical accomplishments to the world.

So now, in 1902, Gordon Bennett was in a fix. His beloved race was to be transferred from automobile-loving France to automobile-hating Britain, where, it has to be remembered, the notorious Red Flag Law had only been repealed six years previously. Things weren't looking good.

GB contacted his friend, John Scott Montagu, MP for the New Forest, and a passionate petrol-head, as we say nowadays. This same J S Montagu was, in time, to pass on his petrol-soaked genes to his son, Edward, Lord Montagu of Beaulieu, who opened the National Motor Museum in due course. But we're getting ahead of ourselves. He was also responsible for persuading his secretary, Eleanor Thornton, to pose for the sculptor Charles Sykes, to produce one of the most memorable pieces of automobilia today – she was the model for the Spirit of Ecstasy, to be seen, billowing folds a-fluttering, on the prow of every post-1911 Rolls Royce (much to Henry Royce's disapproval of such frippery, it is reliably reported!) Sadly, JSM was unable to persuade his fellow parliamentarians to permit such a reckless show of speed on mainland British roads.

But wait – was there any part of the Empire where such entrenched attitudes didn't prevail? Indeed there was, and right next door – Ireland! As a mainly agricultural society where the horse still ruled supreme, and with a total count of fifty cars (yes, fifty!) over the whole island, the people of Ireland were virtual strangers to this new-fangled mode of transport, and were found to be far more kindly disposed to any new and exciting motoring venture.

Approval was sought and obtained; a 90-mile figure-of-eight closed course was laid out going through the towns and villages of Counties Kildare, Carlow, and Laois; and, on the 2nd of July 1903, with the help of hundreds of police and marshals, a claimed one million spectators (most of whom had never even seen an ordinary motor car before) were treated to the sounds, smells, and sheer speed of these magnificent machines, driven by the drivers of the day, Henri Farman, Rene de Knyff, Fernand Gabriel, Selwyn Edge, and Camille Jenatzy, who won the 3rd Gordon Bennett Race, aka the IV Coupe Internationale, at an average speed of 49.22 mph. It was the first race ever to be held on closed public roads. As an aside, Selwyn Edge, unfortunately, was disqualified for availing of a push-start; however, he made up for it a short time later by winning the powerboat championships in Cork Harbour.

As can be seen from the above, the 3rd Gordon Bennett was the race which saved motor racing for posterity. The combination of closed public roads along with strict policing and marshalling made a potentially dangerous pursuit relatively safe, and ensured continuity at a critical period, giving time for brake, steering, and other roadholding technology to catch up with engine advancements, at least until Brooklands – the first purpose-built banked motor circuit in the world – was opened up in 1907, where, perhaps, they didn't matter as much any more!

The Committee of the Historic Racing Car Association has decided that it is time to emulate these brave men in their fantastic machines. Let the highways and byways of Kildare, Carlow, and Laois reverberate once more to the sounds and smells of veteran and vintage machines as they wend their way along the actual roads and lanes which were used in the Race which set the standard for all future Grand Prix events. It is proposed to hold a commemorative Reliability Trial on the weekend of the 2nd of July 2022, open to any machine, two- three-, or four-wheeled, manufactured up to and including 1939. This, it is felt, would be more in keeping with the spirit of the original Gordon Bennett IV Coupe Internationale. A memorable and enjoyable weekend is guaranteed, even for those not particularly interested in motor racing. The three counties in which the event is to be held are part of Ireland's Ancient East, and are an absolute treasure trove of historical sites – see separate list for things to see and do in the area.

We look forward to seeing you there.

The Register Magazine

Our Autumn Magazine M 180 should be with almost everyone by now, although I am currently waiting for the copies for US, Canadian and Japanese members and I believe Keith Montell is in the same situation for the Australia and New Zealand copies. Meanwhile, M 181 (our Spring issue) is well under way, so I would welcome any material you might like to see in print for this issue. Thanks.

2022 Subscriptions

The Register's 2022 subscriptions fell due at the end December. Sincere thanks to those who have settled up but around 80 remain outstanding. For those, the 2022 payment form can be found below. The subscription has been increased slightly to £40 for 2022. This has been forced upon us by escalating printing and postage costs, but hopefully you will consider it good value.

If you would like to pay by direct transfer, the account details are:

Bank: Barclays
Branch: Canary Wharf 3
Account name: IB and JM Grace
Account number: 70037737
Sort code: 20-02-43
IBAN number: GB61 BARC 2002 4370 0377 37
SWIFTBIC number: BARCGB22

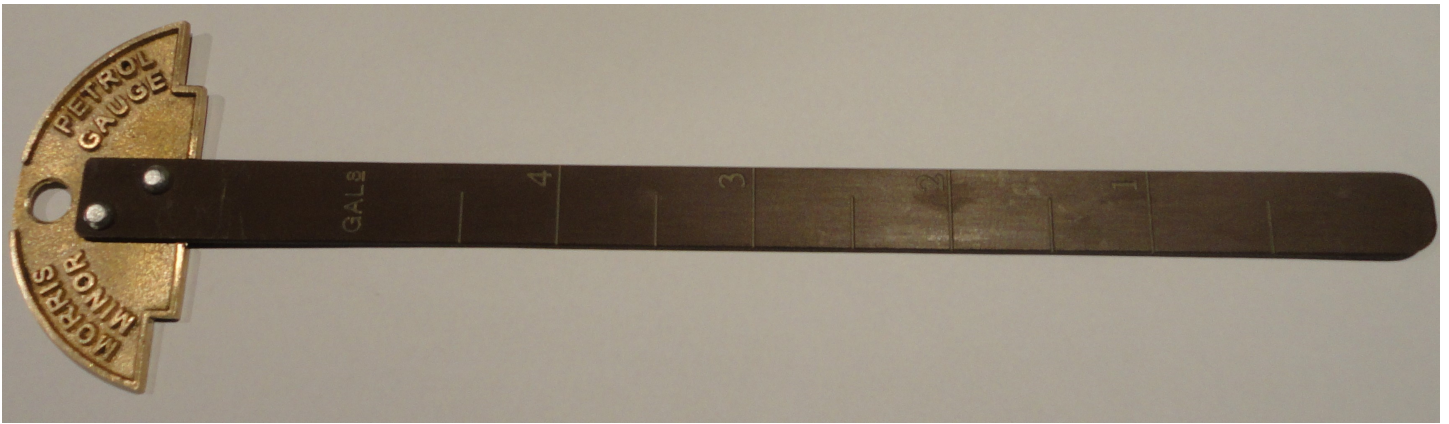
(If you make a direct transfer, please e-mail vintageminor@gmail.com to confirm payment.)

If you would like to pay by PayPal, you can do so to the account at vintageminor@gmail.com.

Remember that Register membership is open to owners of ALL pre-war cars, not just owners of Minors and M Types and that your membership entitles you to a substantial £15 discount on your Pre-War Prescott entry.

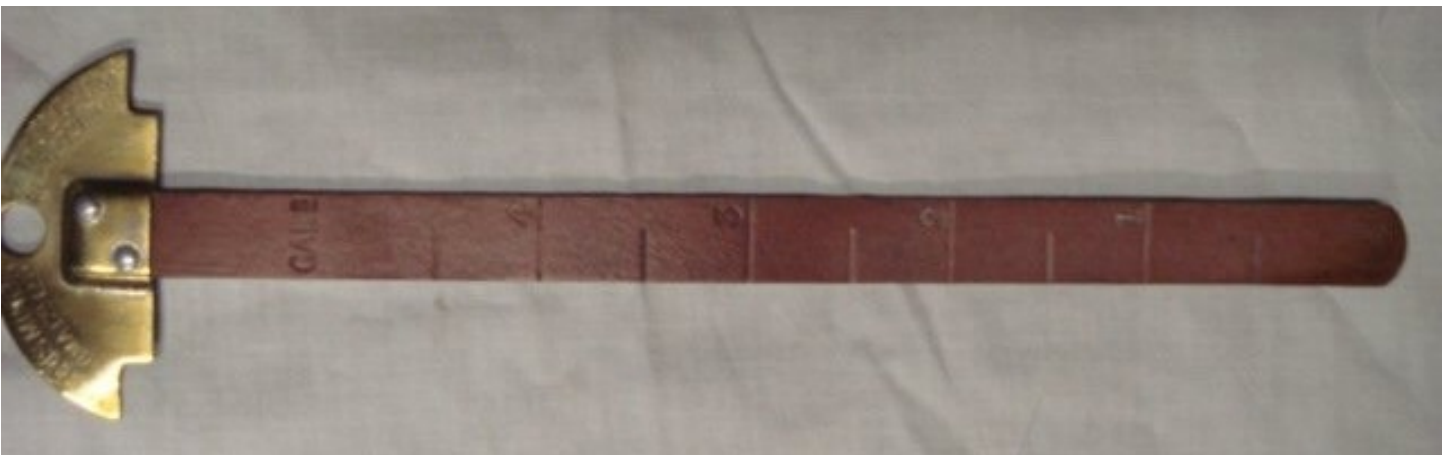
New Morris Minor Parts and Accessories

Haydon Edwards has been busy prototyping a replica of the original Prima Morris Minor scuttle tank petrol gauge and can now offer these to Minor (and M Type) owners. Interested parties should contact Haydon at haydon.s.edwards@gmail.com. The price is £28.50 plus P&P.

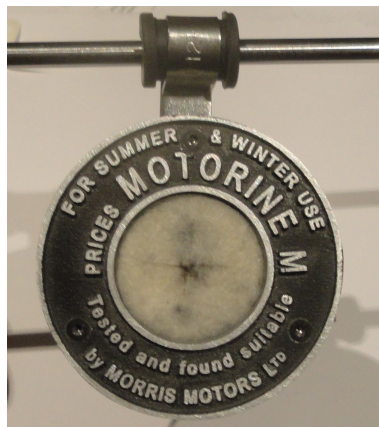


Above Haydon's prototype replica petrol gauge.

Below An original.



Hayden is also producing a batch of period dipstick cleaners that attach to the radiator tie rods. The centre is a piece of felt with a cross-cut in it, through which the dipstick is pushed to clean it. The price is £29.50 plus P&P.



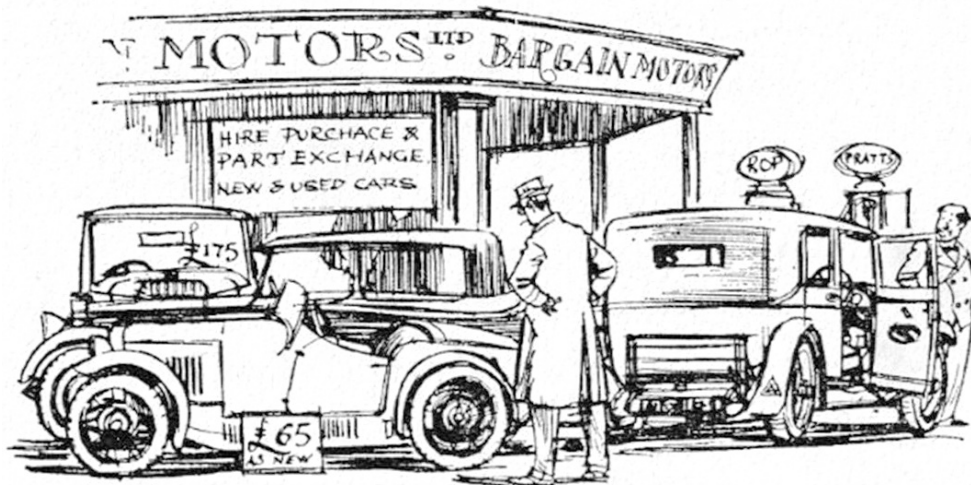
The Motorine dipstick cleaner, 'tested and found suitable by Morris Motors Ltd.'



An original Terry's Morris Minor tappet spanner for the OHC rocker eccentrics. The Register is planning to produce a batch of these. They were designed to set the rocker finger eccentrics on OHC Minors, M Types and several other MMM cars. E-mail the Register with your interest.



The Register is also running off a batch of these ignition wire spacers in original red fibre which were fitted to all but the earliest OHC Minors and M Type M.G.s, all SV Minors, Hornets and probably other 4-cylinder MMM models. These are offered at £10 per set of three plus P&P. E-mail the Register with your interest. There will also be a supply at Prescott in July.



Marketplace

Please get in touch if you would like to include a For Sale or Wanted advert for vehicles, parts or information, whether Morris, M.G. or otherwise. All advertising is completely free to members. Trade adverts also welcome – contact the Register for our very reasonable rates.

Please also let me know when your adverts are no longer required, so that they can be removed from future Newsletters.

For Sale



For Sale 1930 M Type VR 4370 (2/M747). Considered to be the first Abingdon-completed example. For sale through Robin Lawton – details at <https://www.robinlawton.com/cars/1929-mg-m-type-midget?page=vintage-classic-cars-for-sale&pg=1>.



For Sale 1932 Morris Minor sliding head saloon MV 6416. A matching number car still retaining many of its original features. Work to date includes: engine rebuild with receipt for work carried out (750 miles covered), new tyres all round (750 miles covered), new clutch, clutch fingers, and driven plate, new fabric prop disks, side and rear lights converted to LED, new sundries, plugs, leads, rad hoses, fan belt, etc., distributor rebuilt, brakes relined, new brake cables all round, new grease nipples all round, rear shocks converted to telescopic, fuel tank reworked and painted, fuel pump rebuilt, new genuine Lucas starter solenoid, carburetter rebuilt including new needle and stay up float. All in all a very original little car with all the hard work carried out. Starts on the button first time every time and runs very well having had the crank and flywheel balanced. VSCC eligible. Genuine reason for sale. £6,000 ONO. Call Dan Brockway, Marnhull, Dorset on 07922/821645.

For Sale I have an engine, gearbox, old wheels (2), refurbished radiator, copper core etc., two carbs. I would like to offer the items to Club Members first. My post code is GL11 5SG Gloucestershire, Tel number 07596/995393. Mike Coleman.

Howard Annetts has manufactured a number of cork seals for the Enots fuel taps. If you would like one, you can contact him at bsa.scout1937@virginmedia.com. (Note: Keith Montell reports that he has used one of these and it works perfectly.)

For Sale (New) Over in Holland, Ronald Trumpi has a Morris diff. casing with dipstick for sale for £100. Also a complete and sound SV Minor Lucas C45E dynamo £100. Both can be delivered to Prescott in July. Contact Ronald at r.trumpi@planet.nl.

For Sale I have an OHC head, manifold and carburettor still to dispose of. I also have a good vertical drive small diameter dynamo and a very useful folding fabric garage that I used for my M type, it was just the right size for it. There are a few other bits including new valves and rear shackle pins. If anyone is interested in any of these parts my phone number is 07831/230577. Tim Burton.

For Sale Sundry Minor and Morris parts:

Early Minor SV Manifold
2 x SV Minor Tappet Chest Cover
SV Minor Flywheel (The bearing housing has a ding in and will need straightening)
2 x SV Flywheel Bellhousings
Lucas DKH 4A Distributor to rebuild or for spares
Morris Drag Link with Track Rod ends (Possibly Morris 8)
Boot Escutcheon (Needs rechroming)
Lucas 471 Rear Light Lenses (Plastic)

Haydon Edwards haydon.s.edwards@gmail.com.

Wanted

New Wanted Could anyone please help me out by supplying an M Type MG chassis? Chassis with V5/identity would be preferred, but open to offers. The chassis will need an M Type dumb iron, so no Minor chassis please. Rufus Cole beavertown08@gmail.com.

New Wanted Does anyone have a set (or part set) of SV Minor wide-flange brake drums. Ian Grace vintageminor@gmail.com.

Wanted A four-speed Minor crash gearbox. Derek Chatto derekchatto@gmail.com.

Wanted For my 1930 Morris Minor coachbuilt saloon:

Door pillar outside mirror, door card pockets, interior dashlight, interior mirror, jack handle, small hubcaps (with "Morris Minor" wording), pedal rubbers

Tony Wilson Tel. 07799/508889 or e-mail tonywilson137@yahoo.co.uk.

Wanted My son Joe who has just turned 15 has been saving up for two years to buy a vintage rolling chassis to build a car from. In lockdown when schools were closed he worked with me and was an absolute god send as I was recovering from knee surgery and I paid him a fair rate of which he put every penny into his "car fund". So we are looking for a complete rolling Minor chassis in which to do this. Ideally a cammy Minor but SV is fine too. It's more important that it's complete in all honesty. Any help gratefully received and a good home and documented updates promised. Adrian Tyldesley adrian.tyldesley@icloud.com.

Wanted For my 1930 OHV Minor. A new pinion for the Lucas M35S starter motor as mine has a crack in it. Please telephone Tony Wilson on 07799/508889.

Wanted My son (51!) who lives nearby with his family, is now enthusiastic to purchase a Minor, having owned a couple of A7s. Is there anything open, on the market at a half-way reasonable price? We would like to buy an oily rag car and tidy it up, keeping it as original as possible. The VMR is still

the chattiest and best fun car club out there and we want to become more involved. Peter Burt pghb@arthurbray.com.

Wanted For my McEvoy Minor. Standard Minor nearside front wing support bracket. Ian Grace vintageminor@gmail.com.

Wanted Fred Singleton (Western Australia) is looking for an oil gauge for his 29 Minor. "Eureka" with Morris on face. Contact Fred at fs193402@bigpond.net.au.

Wanted I am looking for a speedo and/or oil/amp gauges for my 1931 OHC Ruskin-bodied Minor roadster M25803. (I have no speedo at all, but have working VDO amp/oil pressure gauges but would like to replace.) David Taylor (Victoria, Australia). balfour71@hotmail.com.



These high-quality Register cloth badges and our new lapel badges are available from John Hicks at 19 Long Furlong Park, Gotherington, Cheltenham, Gloucestershire, GL52 9FA. Please add 75p for postage. These will also be available at the Register marquee at Prescott, along with our chrome and enamel car badges. John can be contacted at hickups@btinternet.com.



The Vintage Minor Register

Rediscovering history, preserving history, making history

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vintageminor@gmail.com
www.vintageminor.co.uk

2022 Register Subscription Renewal Form

Dear member,

Your 2022 subscription to the Vintage Minor Register falls due on 31st December.

To renew your membership, please remit the sum of £40 (cheques made payable to Ian Grace). Australian members please remit \$Au50 (all cheques made payable to Keith Montell) to Keith Montell, 178 Hargreaves Road, Steels Creek, Victoria 3775, Australia. NZ members please talk to Keith at k.montell44@gmail.com regarding payment options.

Payment may also be made via PayPal at account name vintageminor@gmail.com, or by direct deposit to the Register's UK bank account. If you would like to pay by direct deposit, please contact the Register for account details.

USA and other worldwide members please remit \$US55 via PayPal to the above account mail a \$US check made payable to Ian Grace) to the above address.

I would like to take this opportunity to thank you for your support of the Register in 2020 and look forward to your continued association in 2022.

With kindest regards,

Ian Grace

Please detach and return the payment slip below with your remittance.



Please find enclosed my Register subscription for 2022 £ _____

Please send me a Register car badge (£25 ea. including P&P) £ _____

Please send me a Register cloth badge (£3-75p ea., including P&P) £ _____

Please sent me a Register lapel badge (£3-00p ea., including P&P) £ _____

Name: _____

Total enclosed: _____



The Vintage Minor Register

13716 Kellogg Lake Road
Sultan
WA 98294, USA

(+01) 360-243-8776
vintageminor@gmail.com
www.vintageminor.co.uk

Application for Membership

Welcome to the Vintage Minor Register, catering for the pre-war Morris Minor, M Type M.G. and all pre-war cars. Members receive four quarterly VMR Magazines and monthly e-mailed Newsletters, access to the Members' Area of the Register's website, discounted Pre-War Prescott entry and other benefits.

The Register subscription is £35 (Australia \$Au50, New Zealand \$NZ60, USA \$US50). English members, please send cheques made payable to Ian Grace to the above address. US members, please send cash or checks made payable to Ian Grace to the above address. Australian and New Zealander members, please send cheques made payable to Keith Montell, 178 Hargreaves Road, Steels Creek, Victoria 3775, Australia. Alternatively, payment can be made by all members PayPal to vintageminor@gmail.com. Or if you would prefer to pay by direct bank transfer, please contact the Register for account details. Members joining after October 1st receive membership the rest of the year and all of the following year for their annual subscription.

You do not have to own a pre-war car to join the Register – enthusiasm is all that it required!

Your Details

Name

Address

Telephone No.

e-mail address

Your details will be kept on computer file for the maintenance of membership and chassis register records, and the production of mailing lists for Register newsletters and other Register publications. These registers and membership lists will be available to all Register members. If you do not wish your details to be published in the Vintage Minor Register or any related Register publications, please advise.

Your Vehicle's Details

Registration No.

Date of first registration

Chassis No.

Engine No.

Body No.

Body Type

If you have a moment, please use the reverse of this form to provide a few notes about your car – history, previous owners, rebuilds, modifications, condition, etc. Can you spare a photograph of your car? If so, please send one in with this application for the Register archives. Your support for the Vintage Minor Register is greatly appreciated.

19 Long Furlong Park
Gotherington
Cheltenham
Gloucestershire
GL52 9FA



(H) 01242/676848

vintageminor@gmail.com

www.prewarprescott.com

Friday 15th to Sunday 17th July 2022

Please use this form to enter any of the weekend activities. Print it off, fill it in and post it to the above address with your remittance. Alternatively, you can enter online at http://prewarprescott.com/?page_id=161.

Name, address, tel. no., e-mail address: _____

Vehicle make, model and year: _____ Registration number: _____

(Entry is open to all veteran, Edwardian, vintage and pre-war cars, plus some post-war cars with pre-war styling, such as M.G. TD, TF, Morgan, Alvis TA21, etc. If in doubt, please contact the VMR at the e-mail address above.)

The Friday Scenic Tour, Friday 15th July

A relaxed day, starting at the Royal Oak, Gretton (OS 150/015305) with hot drinks and bacon baps available for purchase on the morning, visiting various places of historic or scenic interest along the route. Lunch will be available at the impressive Victorian Hook Norton 5-storey tower brewery and should be pre-booked below. The return run in the afternoon will conclude at the Plough at Ford (OS163/088294, east of Toddington on the B4077). In the evening, we will gather at the Gardeners Arms at Alderton (OS150/998334) for our traditional Informal Reception.

I wish to enter the Friday Scenic Tour (£40-00 per car, including all occupants) £ _____

I wish to order _____ Ploughman's buffet lunches (£15-00 per person) £ _____

I wish to order _____ optional brewery tour tickets (£17-50 per person) £ _____

I wish to order _____ afternoon cream teas at the Plough at Ford (£6-00 per person) £ _____

Pre-War Prescott - Garden Party and Day of Untimed Climbs, Prescott, Saturday 16th July

A day of socializing and untimed climbs at this storied hillclimb venue in the glorious Cotswolds. Full catering will be available all day, or you may wish to bring a vintage picnic. Gates open at 8-30 a.m., climbs commence at 10 a.m. and the hill closes at 4 p.m.

I wish to order _____ tickets £ _____

(£60-00 per pre-war-car (or £45-00 for VMR/BOC members). Your entry fee includes all occupants, one free climb, a free Commemorative Programme and a free £5 raffle ticket.)

I wish to climb the hill YES / NO

I wish to order _____ additional climbs (£5-00 per climb – maximum of TWO additional climbs) £ _____

(Additional climbs may be available for purchase on the day, depending on demand)

I wish to order _____ spectator tickets (£10-00 per person) £ _____
(Free parking and children 12 and under free)

I would be willing to marshal at Prescott for 2 hours: YES / NO

The day will conclude with a convivial evening at the Shutters at + the Royal Oak at Gretton (OS150/016305) where **FREE BEER** will be provided for those who helped marshal during the day.

IMPORTANT - MSUK Clubman Licenses and Pre-Registration with the Bugatti Owners' Club

For Pre-War Prescott, drivers climbing the hill and all passengers (aged 18 and over) wishing to climb the hill will require Motorsport UK RS Clubman licenses (or higher competition licenses). These are free of charge, last for 12 months and can be applied for at: <https://www.motorsportuk.org/competitors/rs-clubman-licence/>.

Drivers AND passengers MUST also bring printed copies (or an image on your mobile phone) to Prescott on the day in order to receive your hillclimb wristband, which is required to access the start line.

Once you have your license(s) drivers AND passengers will also need to pre-register for Pre-War Prescott with the Bugatti Owners' Club, using a link to be provided by the Bugatti Owners' Club before the weekend. The link will be announced at www.prewarprescott.com before the weekend.

We understand that, for a variety of reasons, not everyone can commit to entering Pre-War in advance of the day. If you cannot commit in advance, you WILL be able to arrive on the day, enter at the gate and then register in the BOC office. However, we strongly encourage everyone to enter in advance, if possible, in order to avoid pressure on the BOC staff on the day who will be very busy checking licenses and issuing wristbands. Entries at the gate will also not receive a free climb or raffle ticket.

Tickets for those driving the hill will not be sent out without completion of online pre-registration with the BOC.

The Gloucestershire Navigation Rally/Scenic Tour, Sunday 17th July

This is our traditional day in the countryside with the Navigation Rally (not too serious!) and the parallel Scenic Tour, visiting a variety of places of historic or scenic interest and concluding with cream teas at the outstanding Jacobean Stanway House, courtesy of Lord Wemyss, where results will be announced, awards bestowed and concluding with a private demonstration of the fabulous 300-foot gravity fountain.

I wish to enter the Navigation Rally (£40-00 per car) £ _____

I wish to enter the Scenic Tour (£40-00 per car) £ _____

I wish to order _____ Navigation Rally/Scenic Tour cream teas (£6-00 per person) £ _____

I would be willing to marshal on the Navigation Rally for 2 hours: YES / NO

The weekend will conclude with a farewell evening at the Shutters Inn, Gotherington (OS163/959297).

I enclose a cheque payable to Ian Grace for: £ _____

Tickets for all the above activities and Final Instructions for the Navigation Rally will be posted to entrants in advance of the weekend.

Please note that ALL vehicles entering the weekend MUST be road legal, registered and insured)

Full accommodation details for local hotels and guesthouses may be found at:

<http://vintageminor.co.uk/Summerrally2022/Accommodation%20list.pdf>. Camping will also be available in the Prescott Orchard. If you wish to camp at Prescott, please contact the Bugatti Owner's Club at 01242/673136 to book.

If you have any questions about any of the weekend's activities, please do not hesitate to contact vintageminor@gmail.com. Your question may also be answered on our FAQ page at http://prewarprescott.com/?page_id=559.

Thanks for entering!

The Small Print

All information on this entry form is given in good faith at the time of publication but may be altered due to unforeseen circumstances. We regret no refunds can be made. The Vintage Minor Register reserves the right to alter or cancel the programme without notice.