



# Vintage Minor Register

Incorporating Pre-War Prescott



[www.vintageminor.co.uk](http://www.vintageminor.co.uk)

Newsletter - April 2022

[www.prewarprescott.com](http://www.prewarprescott.com)



Clive Press sets off up a Welsh hill in Jo Langford-Yates' 1930 tourer DV 3600 (M18960) at the VSCC Light Car Welsh weekend.

## Welcome

Welcome to the April Newsletter, and did you enjoy spring last week? The good weather window lasted just long enough to bless the VSCC Light Car section's Welsh weekend, where a very healthy eleven vintage Minors were booked in, but sadly only eight made it to the start. A full report will be included in our Summer Magazine.

## The VMR Spring Pub Meet – Sunday 24<sup>th</sup> April



Everybody will be most welcome to come along to the historic Old Bull, Inkberrow, Worcestershire at lunchtime on Sunday 8<sup>th</sup> May. We avoided Sunday 24<sup>th</sup> April (the FBHVC Drive-it-Day), and also Sunday 1<sup>st</sup> 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 publy manner.

## New Register Member in March



Nick Cook on his potent 1907 Stanley Steamer H4 20 h.p. Gentleman's Speedy Roadster at Pre-War Prescott last year, reputedly good for 80 mph. He will be there again this year.

In March, we welcome Nick Cook to Register membership with his wondrous Stanley Steamer. Nick opened the hill at Prescott last year and he and his family also brought along his Lagonda for the weekend. This year, Nick has booked the Steamer in for Saturday and the Lagonda on the Sunday Navigation Rally, since finding water along the rally route for the Steamer would add to the challenges of the day! Welcome to the Register, Nick, Debbie and family.

### **Summer Rally and Pre-War Prescott – Friday 15<sup>th</sup> to Sunday 17<sup>th</sup> July**



Your target for 16<sup>th</sup> July – Prescott! We are honoured and highly delighted to be able to bring you the RAF Battle of Britain Memorial Flight's fabulous Avro Lancaster PA474 once again this year. Three bombing runs are timed to commence at 1415 hrs precisely. 2022 marks the 80<sup>th</sup> Anniversary of the first Lancaster bombing operation, when on the night of 10<sup>th</sup> March 1942, 44 Sqn Lancasters attacked Essen from RAF Waddington. 44 Sqn was the first RAF squadron to convert to the Lancaster.

In 2011, we were allocated the Lancaster which was at Fairford for RIAT the same weekend. It was due for its Prescott display at lunchtime. The weather was appalling, so we abandoned all thought of the appearance. In the afternoon, the overcast slowly lifted and the deluge eased. I was giving out awards at 5 p.m. and was interrupted by Frank Ashley who was standing in front of me in the crowd, frantically waving behind me. I turned to see the Lancaster boring down on us! It was precisely 5 p.m., the event end time on my BBMF request form. The surprise of the arrival amplified the spectacle enormously. It was only afterwards that I found out that the Lanc crew had moved heaven and earth to get to us from Fairford by the closing time of the event. The weather had also played havoc with RIAT, to the point where they had two Dutch F-15's blasting up and down the runway in re-heat to clear the standing water! I can't wait to see it thunder across the paddock again this year.

March was an extremely busy month for our Summer Rally weekend preparations. Jayne has been working flat out on the Sunday route which is coming together extremely well. Meanwhile, I'm working the Friday Tour, which is also looking amazing.

As of today, we have 177 entries for the weekend (up 48 in the last month), and 347 climbs booked (up 77 from last month). Climb bookings were throttled back to one pre-bookable climb (plus the free one) in March, when we hit 300 climbs. When we hit 375, they will be throttled down again to just the free one. We do this so as to be able to hold back some climbs for distribution on the day for those

who cannot commit to booking before the day for various factors, including medical and health reasons. These climbs will be available at the VMR marquee on the day.

Recent entries include Railton, Essex, Brough Superior (the car), Frazer-Nash, Amilcar, Stanley Steamer, Lagonda, Hillman, Standard, and of course many Morris's, M.G.'s and Austin Sevens. The full 2022 Summer Rally weekend entry list can be found online at [http://prewarprescott.com/?page\\_id=547](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 ([http://prewarprescott.com/?page\\_id=161](http://prewarprescott.com/?page_id=161)) and I will add the extra day to your existing entry.



A recent spectator entry was Howard Wilcox with his rare and fascinating 1935 Brough Superior Dual Purpose Eight Cylinder drophead coupé.

The Sevens are the featured marque this year as we mark their Centenary. I am hoping to run a cavalcade up the hill in the lunch break and also I'm offering FREE spectator entry to anyone arriving in a Seven. These spectating Sevens will be gathered together in the Orchard. We are expecting a large number as the main Centenary event starts on Monday at Moreton-in-Marsh where over TWELVE HUNDRED Sevens are entered!

By comparison, we currently have eleven Minors booked in for the weekend and would definitely like to see many more! (That reminds me that we have the Centenary of the Morris Minor (and M.G. M Type and 18/80) coming up in 2028. For all those with examples under restoration, why not set this (or an earlier date) as your target to get your project on the road. This is the once-in-a-lifetime opportunity to gather a truly significant number of Minors, M Types and 18/80's. If the numbers are there, I'd be very ready to put on a week of events, in addition to organizing a tremendous presence at Pre-War Prescott.)

**The Charity Action.** This traditional auction, run in aid of the RAF Charitable Trust will take place as usual in the lunch break, in front of the VMR marquee. Please bring along any surplus quality items of automobilia and drop them off at the Vintage Minor Register marquee in the morning and please plan to join in the auction during the lunch break. 100% of the proceeds will be passed on to the RAF Charitable Trust, the Register's nominated charity.

**The Raffle.** Plans are also being made to assemble a range of tremendous prizes. Each pre-booked entry comes with a free £5 raffle ticket and additional tickets will be available on the day. If you think you might have a suitable prize to offer, please get in touch – your offer will be greatly appreciated. The draw will take place directly after the Charity Auction in the lunch break. Last year, many great prizes, including the Tiger Moth flight, went unclaimed because the winning ticket holders were AWOL! These were then auctioned off to the highest bidder. You have been warned!

**A word about Friday.** Following the tremendous success of last year's Friday Tour, we're mounting another one this year. Like last year we will foregather in the morning at the Royal Oak at Gretton where their wonderful bacon butties and hot drinks will be available before meandering eastward to a visit and special Rally Ploughman's lunch and optional tour of the historic Victorian Hook Norton tower brewery. The on-site museum and brewery shop will also be open for us. As with the Sunday Scenic Tour, the route will be provided for every entrant in the form of a Tour Handbook issued at the start which will also include informative comments on various places of interest that we will be visiting along the route. These will include a country distillery and also a visit to a farm near Chipping Norton that you may have seen on Amazon TV! The afternoon will conclude with cream teas at the charming Plough Inn at Ford, a venue which we frequented many times in the early days of the Register's Prescott events.

And as mentioned, planning for Sunday is well advanced. So far, we have 58 entries – 43 for the Scenic Tour and 15 for the Navigation Rally, including Adrian Newey, OBE who has entered his 1938 Jaguar SS100 in the Navigation Rally. Fortunately, the weekend slots fit neatly between the Austrian and French GP's.

Finally, could I ask everyone, and in particular other Club and Register officers to forward/publish these notes to all who you consider may be interested in joining us over the weekend. My circulation list is only rudimentary and limited in its reach. Thanks.

### **Camping for the Pre-War Prescott Weekend - IMPORTANT**

Repeating from the previous newsletters, 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](mailto:vintageminor@gmail.com)) and I will sort you out. Fees are £15 per night for campers and caravans, tents £10 per night. No extra charge for trailers.

Additionally on camping, please be aware that the Peugeot Sports Club of the UK (PSCUK) will be holding their day at Prescott on Sunday 17<sup>th</sup> 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.

## **The Register Magazine**

Our Spring Magazine M 181 has just been sent to the printers and M 182 is already on the blocks, so I would welcome any material you might like to see in print for this issue. Included in M 182 will be a major gearbox article, plus rally reports on the Herefordshire Trial, the Light Car Welsh and the Wessex pop-up trial.

## **2022 Subscriptions**

The Register's 2022 subscriptions fell due at the end December. Sincere thanks to those who have settled up but around 45 remain outstanding. Individual chasers will be circulated shortly, but please settle up if you have not done so already and save me hours of thankless work! (If you are not sure if you have paid or not, please just ask.)

The 2022 payment form can be found below.

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](mailto:vintageminor@gmail.com) to confirm payment.)

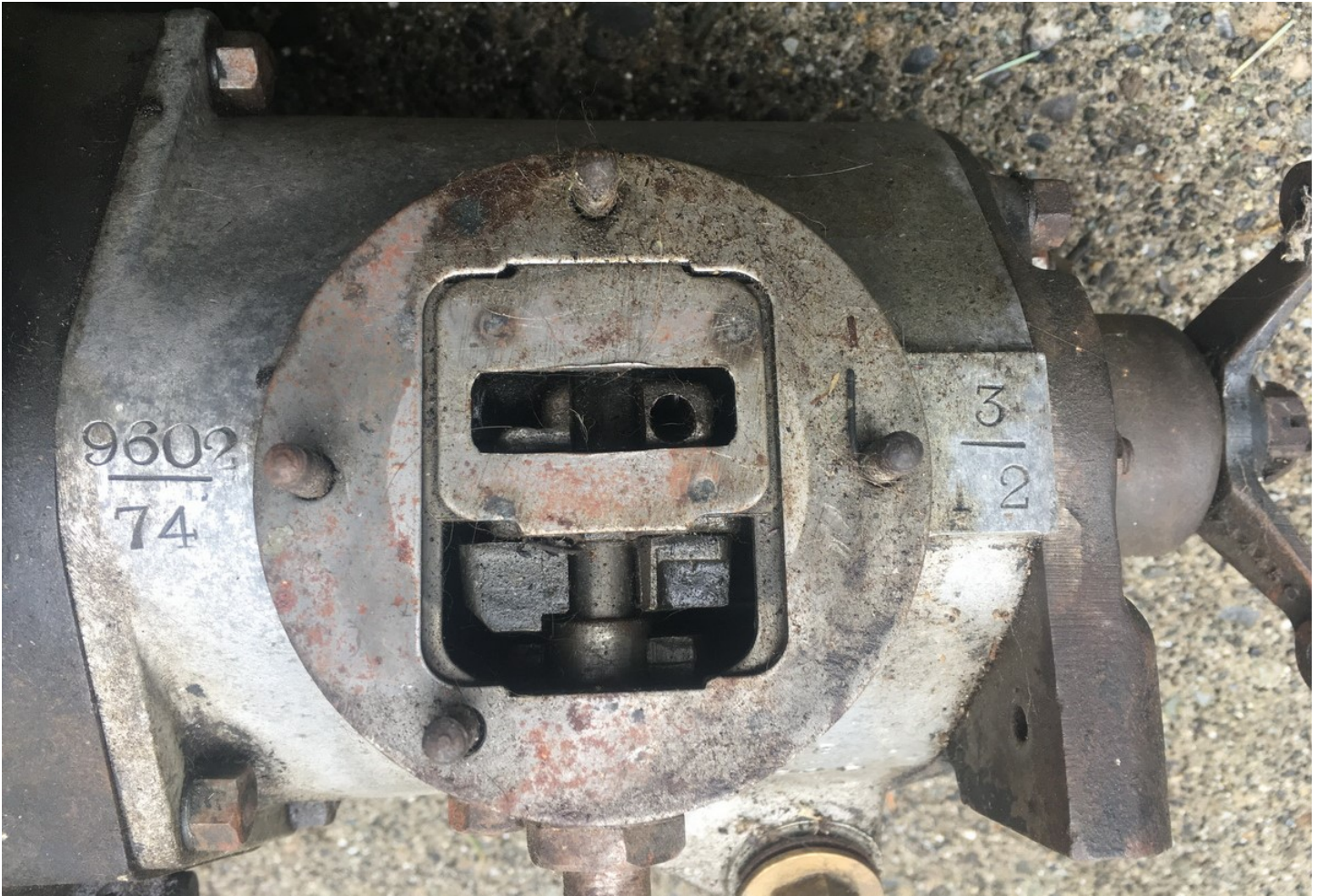
If you would like to pay by PayPal, you can do so to the account at [vintageminor@gmail.com](mailto:vintageminor@gmail.com).

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.

## **The Queen's Jubilee Weekend in Herefordshire – an Appeal for a Car**

David Hinds has been approached to arrange a suitable prestigious car to take the Lord Lieutenant of Herefordshire, and perhaps his lady, from the centre of the village the short distance to the village green where he will plant a tree. This will be on Thursday 2<sup>nd</sup> June. It is uncertain if the Lord Lieutenant will be in full regalia or more sensible dress. Refreshments will be offered to the driver. If anyone can help David, please contact him at [garagiste.david@gmail.com](mailto:garagiste.david@gmail.com).

## McEvoy (and other Minor) Gearboxes and Remotes



The gearbox from my 1933 McEvoy Special NV 2803 (SV31897). On the left is the serial number (9602) and the sanction number (74), indicating that this is a Minor 4-speed non-synchromesh gearbox. On the right is the speedometer drive gear ratio 3/12.

During March, I have been carrying out a good deal of research into Minor gearboxes. The results will be published in the Summer Magazine, M 182, but you can help with that research right now.

First, it turns out that at least three of the four surviving original McEvoy Special Morris Minors have gearboxes with a previously unknown speedometer gear ratio of 3/12. It is believed that the standard sanction 74 gearboxes – those fitted to most of the 1933 season Minors - were fitted with 4/17 tooth speedometer gear ratios. To date, four 3/12 gearboxes have been identified. Three of them are in three of the four surviving McEvoy's (and I have not been able to check the one in Belgium yet). One more is in the hands of Toby Sears who is unsure of its origins. So I would be particularly interested to hear from anyone else who has a sanction 74 gearbox with the 3/12 speedometer gear ratio.

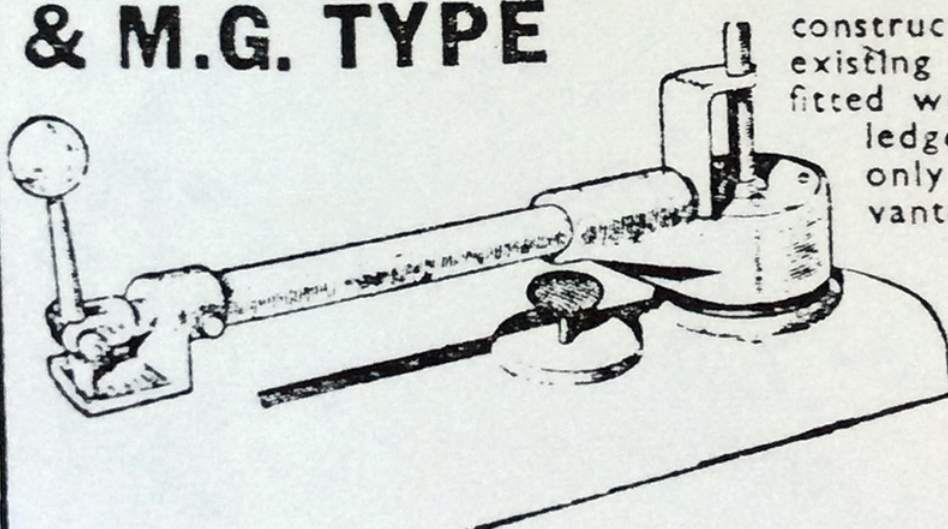
Second, as mentioned above, the 4-speed sanction 74 gearbox was introduced on the 1933 season Minor. These started to roll off the Cowley production line in June 1933. But the problem is that two of the four McEvoy's were constructed well before June 1933! And to make matters worse, they have gearboxes with serial numbers 7875 (RC 300, chassis SV7012) and 8387 (VK 6158, chassis SV14288). The first 1933 season chassis was SV18457. So where are all the other thousands of Minor sanction 74 gearboxes?

Third, McEvoy acquired his driving chassis straight off the Cowley production line and had them shipped to Jensen for bodying and transfer to his works for tuning. So did he specify these 3/12 gearboxes for his chassis, or did he buy them direct from Wolseley and fit them himself? (Pre-war Morris Minor gearboxes were made at Wolseley's Ward End factory in Birmingham.) This is highly unlikely for a couple of reasons. First, this would have added significantly to his costs and second, McEvoy offered Moss gearboxes among his tuning accessories, so wouldn't he have fitted Moss gearboxes if he chose to replace the standard gearboxes? And finally, why specify a different speedometer gear ratio in the first place? The ex-Cowley Minor driving chassis destined for coachbuilders had the same rotating drum speedometers, rear axle ratio (8/43) and tyres sizes. If anyone can throw any light on any of the above, I'd be very grateful.

Now, turning to remotes, it has also emerged from this research that three of the four surviving McEvoy's are fitted with a very unusual gearbox remote – quite unlike the others on our cars, such as those fitted to the Wolseley Hornet and the Derrington remote, which feature a one-piece, full length alloy casting.

McEvoy also advertised his replacement remotes:

**MORRIS, WOLSELEY HORNET  
& M.G. TYPE**



construction. It replaces the existing control, and is easily fitted without expert knowledge. Increased safety is only one of the many advantages of the McEvoy Remote Gear Control, since gear-changing demands the minimum of effort and attention. Fit this important improvement to your car, and make driving a pleasure.

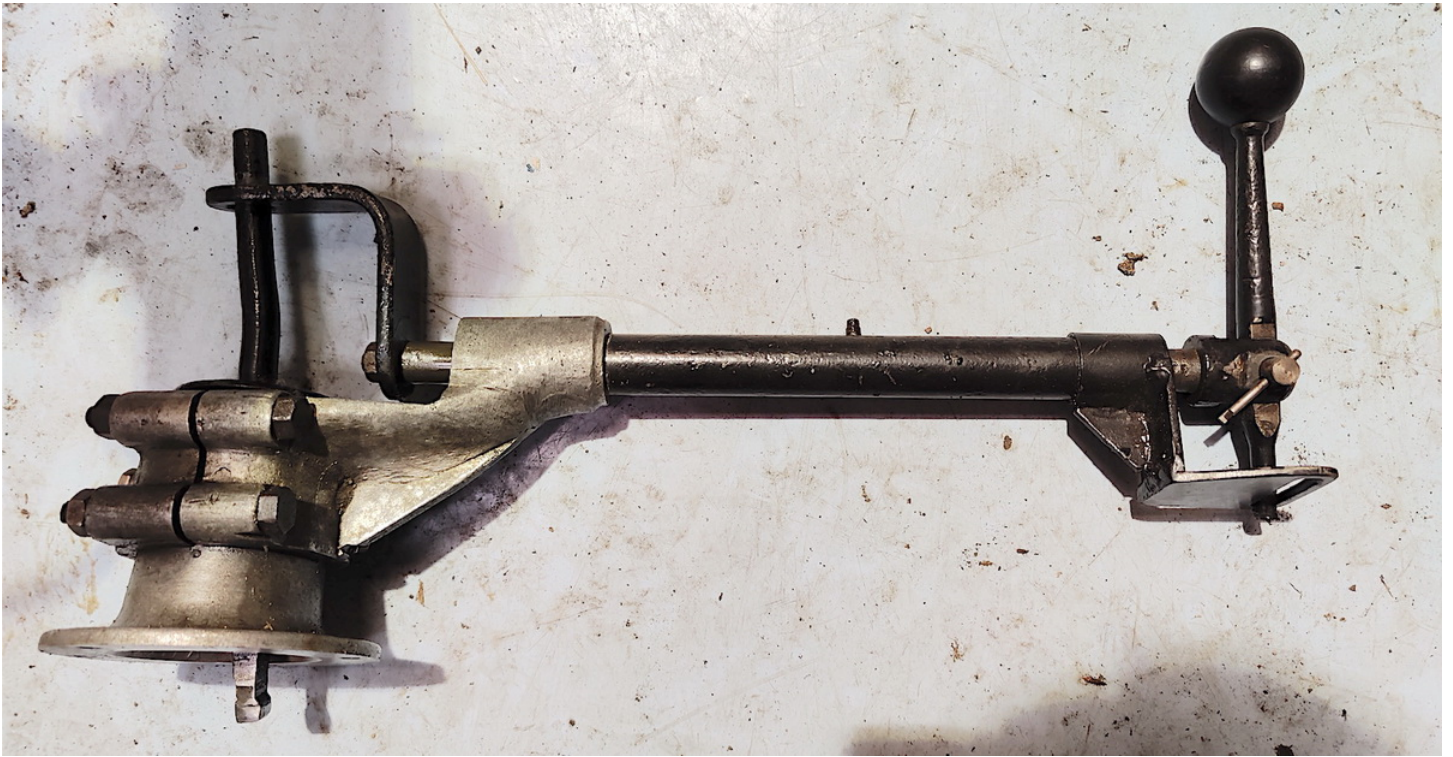
PRICE

<b>M. A. McEVOY (London) LTD.</b>	3-Speed - £2 - 0
146, HIGH ST., NOTTING HILL GATE	4-Speed - £2 - 5
*PHONE ..... PARK 5438	Works: Leaper St., Derby.

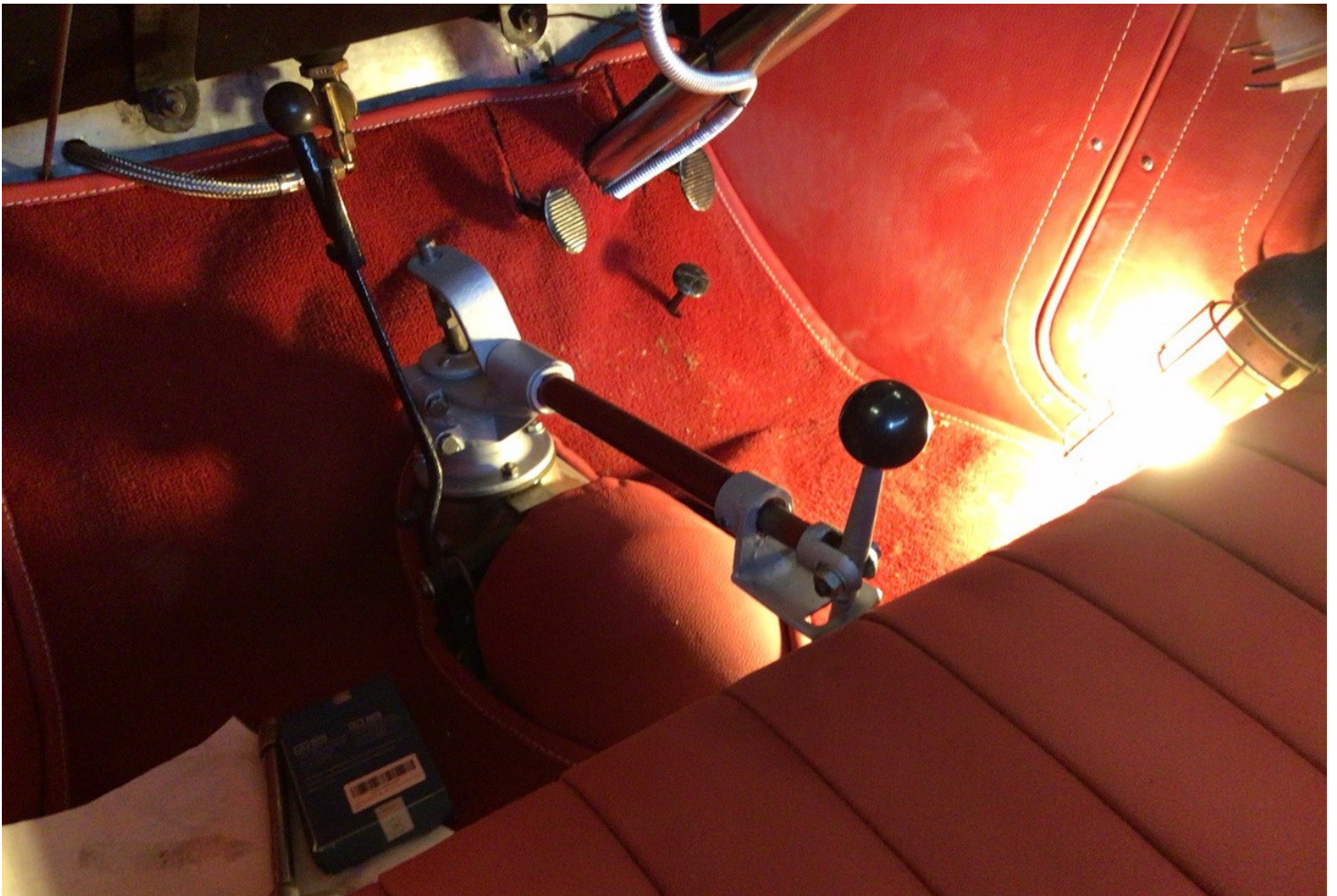
The McEvoy gearbox remote, as advertised in *The Motor* of 18<sup>th</sup> October 1932.

In addition to the McEvoy remotes found on three McEvoy's, several others have been identified on various M Type M.G.'s. One of these is fitted to Fergus Flanagan's M Type and he has been busy creating CAD drawings of the device which opens up the possibility of manufacturing a small batch of remotes. If anyone might be interested in one, please get in touch with me to declare interest at [vintageminor@gmail.com](mailto:vintageminor@gmail.com).

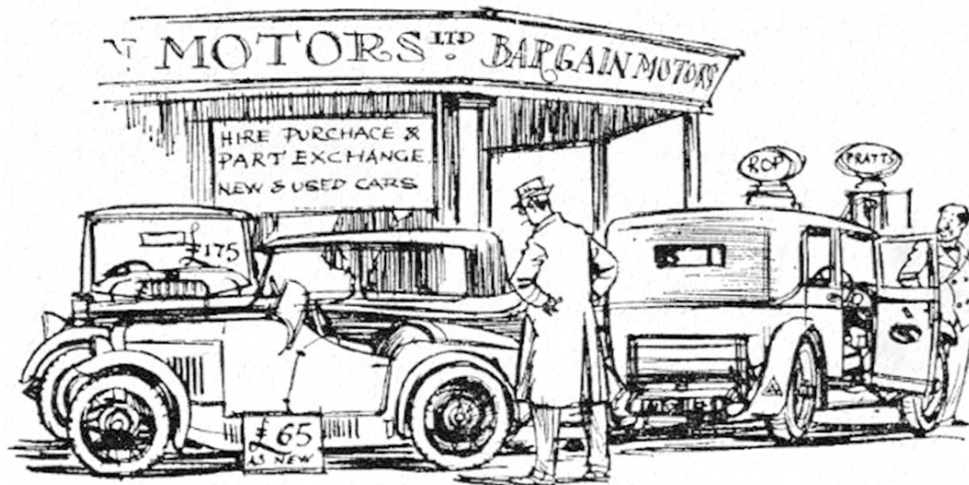




Fergus Flangan's McEvoy remote.



The McEvoy remote on Tony Gamble's Morris Minor Arrow special project.



## 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



The 1929 fabric saloon VG 2007 (M12458) is currently for sale by Tony Gamble. This remarkably original 'barn find' car was meticulously restored over a period of ten years by Halbe Tjepkema over in Holland and was acquired by Tony in 2020, but Tony has run out of garage space for all his Minor projects and is looking to pass on the fabric saloon to an appreciative new custodian. This is a fantastic opportunity to acquire a rare Minor in truly outstanding condition at a very reasonable price. Interested parties should contact Tony at [anthony.gamble@btconnect.com](mailto:anthony.gamble@btconnect.com) without delay.



The restored chassis of VG 2007. Note the neatly bound road springs.



**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](mailto:bsa.scout1937@virginmedia.com). (Note: Keith Montell reports that he has used one of these and it works perfectly.)

**For Sale** 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](mailto: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](mailto:haydon.s.edwards@gmail.com).

## Wanted

**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](mailto:beavertown08@gmail.com).

**Wanted** A four-speed Minor crash gearbox. Derek Chatto [derekchatto@gmail.com](mailto: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](mailto: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](mailto: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](mailto:pghb@arthurbray.com).

**Wanted** For my McEvoy Minor. Standard Minor nearside front wing support bracket. Ian Grace [vintageminor@gmail.com](mailto: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](mailto: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](mailto: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](mailto:hickups@btinternet.com).



## The Vintage Minor Register

**Rediscovering history, preserving history, making history**

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### 2022 Register Subscription Renewal Form

Dear member,

Your 2022 subscription to the Vintage Minor Register falls due on 31<sup>st</sup> 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](mailto:k.montell44@gmail.com) regarding payment options.

Payment may also be made via PayPal at account name [vintageminor@gmail.com](mailto: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.**

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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

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### 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](mailto: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 1<sup>st</sup> 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.



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GL52 9FA



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[www.prewarprescott.com](http://www.prewarprescott.com)

## Friday 15<sup>th</sup> to Sunday 17<sup>th</sup> 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](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 15<sup>th</sup> 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 16<sup>th</sup> 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](http://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 17<sup>th</sup> 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](mailto:vintageminor@gmail.com). Your question may also be answered on our FAQ page at [http://prewarprescott.com/?page\\_id=559](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.