

Magazine of the



Vintage Minor Register

Issue M 151

Autumn 2014





Brian Ryley and his Semi-sports PO 3440 at the Morris Register Rally at Thoresby Hall in August. Brian has owned this car since 1946 when he was in the Fleet Air Arm at Ford in Sussex. Brian used the car regularly until 1952, after which it remained almost untouched until 2009. It was put back on the road again this year. Looks like the weather was no better than we had for our Summer Rally! (Peter Brock)



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Front Cover

The OHC tourers of Peter Hills (left) and John Paternoster somewhere in the deepest Cotswolds on our Navigation Rally, Sunday 20th July.

Rear Cover

David Roscoe sent in this interesting photo of his Semi-sports on the banks of the river Dart in Devon showing two World War Two Fairmile motor gunboats laid up in the background. Designed and built by Noel Macklin of Invicta fame, four examples plied the western waters and River Dart for many decades post-war until loosing their license for taking passengers. The boat on the right (Western Lady III) was recently returned to its original wartime specification, but sadly other was broken up. This is just the sort of photo that we like to publish, so if you are ever out and about amongst interesting scenery, please take your camera with you!

The Small Print

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From the Driver's Seat



Summer Rally 2014 with the 10/6 Cunard Special of Ian Harris keeping the Minors in order. A world record twenty Minors were present and correct! (Phil Jones)

Welcome to a belated Autumn Magazine! As many of you will have heard by e-mail, there are two reasons for this. One is that we are transferring the printing and distribution of the VMR Magazine to the UK, and this has required a considerable amount of work to establish the technology with our new printing partners.

The second reason, and also the reason why the website has been quiet of late is that I got caught up with a company downsize in September. My company's sales fell off dramatically over the summer and there was a 25% cut in personnel – including yours truly. Of course, the job search and preparation for interviews took precedence over all else. But the good news is that I accepted a new position here in Seattle, as a senior systems engineer on the new Boeing 777X (<http://www.newairplane.com/777x/>). I'll be responsible for the autopilot and computerized 'fly-by-wire' flight control system. The position is with Rockwell Collins, but I will be working directly with Boeing here in Seattle as they develop this amazing new aircraft. (It is going to be so large that the outer eleven feet of each wing will fold so it can park at the gate!).

After the uncertainties of the last couple of months, I am looking forward enormously to getting back on track again and planning ahead for the New Year and our visit to England next July for our Summer Rally and Pre-War Prescott. The plan is to get this Magazine issue to you by Christmas and the winter issue (M 152) very shortly after that in January.

But enough of all that! There is plenty going on in the Register and this is a packed issue with a full report on the 2014 Summer Rally, together with some other great input from many of you. In particular, Tailpiece includes some fascinating Minor adverts originally published by South Queensland Motors Ltd. and unearthed by Col Schiller – thanks Col! There was insufficient space to include a report on our Lakeland Weekend, so this is being held over for M 152. The photo below will have to suffice for now!

A quick note on subscriptions. These are now due for 2015. Because of the quirks of the postal system, if I included a renewal form with this issue, it would put the envelope weight *just* over 100 grams and more than double the postage! So as an alternative, renewal details may be found on page 31 of this issue. Please do NOT tear the page out! Just use the information to send in your subs! The form can also be found at the foot of the December (e-mailed) newsletter and on the website. Thanks for attending promptly to this important matter!

In addition to the production of two Magazines during December, plus the e-mailed newsletters, our 2015 Summer Rally planning is well in hand and the website now includes full details. Just click '2015 Register Events' at the top of the website home page. In 2015, we will be marking the 75th Anniversary of the Battle of Britain, so expect some interesting news of air support during the weekend! Our request to the Battle of Britain for support has already been lodged. More details will be circulated shortly.

So as the end of the year approaches, it only remains for Jayne and I to thank everyone who sent in good wishes over the last couple of months and, in return, to wish every member and their families around the world a blessed Christmas and prosperous, safe and successful New Year.



VMR Lakeland Weekend – The Margels approach the slate mine as they ascend the one in four Honister Pass in their 1932 M Type. See page 24 to find out how Tony brought his M to the Lakes. (Gracefoto)

Register Ramblings



David Rolfe and daughters bimbbling through the Warwickshire lanes on the Light Car Summer Rally in June. Find more rally photos in Out and About on page 18. (David Hinds)

With this issue, I am delighted to welcome 1930 saloon UT 7156 (M23813) back to the Register! When we were living near Botley in Hampshire back in the early 1990's, I was heading down through the New Forest one Sunday morning in my modern when I came across this car being taken somewhere on a trailer. I followed it for a few miles before the tow car turned off towards Ringwood. I could contain my curiosity no longer, so flashed the car down! It turned out that the owner had just collected the car, which had been off the road for many years, from his mother's house somewhere up in the Midlands and he was bringing it home to sell. Ten minutes later the Minor had a new owner! In the early days of the Register, it was owned by David and Claire Rolfe, but has now been passed on to the Rolfe's two daughters Eleanor and Philippa, whom we warmly welcome to the Register under David's original membership number 99.

Col Shiller has added another Minor (see next page) to his wonderful collection of Morrises. ex-Gary Troth. Col acquired it from Gary Troth in August. Col reports, "Gary was looking to purchase a 1963 Morris Major from another of our club members and needed some money so he offered the Minor to me at a good price. There is still a bit of restoration to go, but Gary has completed most of the hard stuff. Unfortunately I haven't found the body plate yet." This car looks to be an excellent prospect, and a rare open SV four-seater. We look forward to learning more!



Col Schiller's new acquisition – a 1932 tourer. The rear end of Col Schiller's 1932 tourer, looking like it might be a cut down saloon, which suggests that the body is of Australian manufacture.



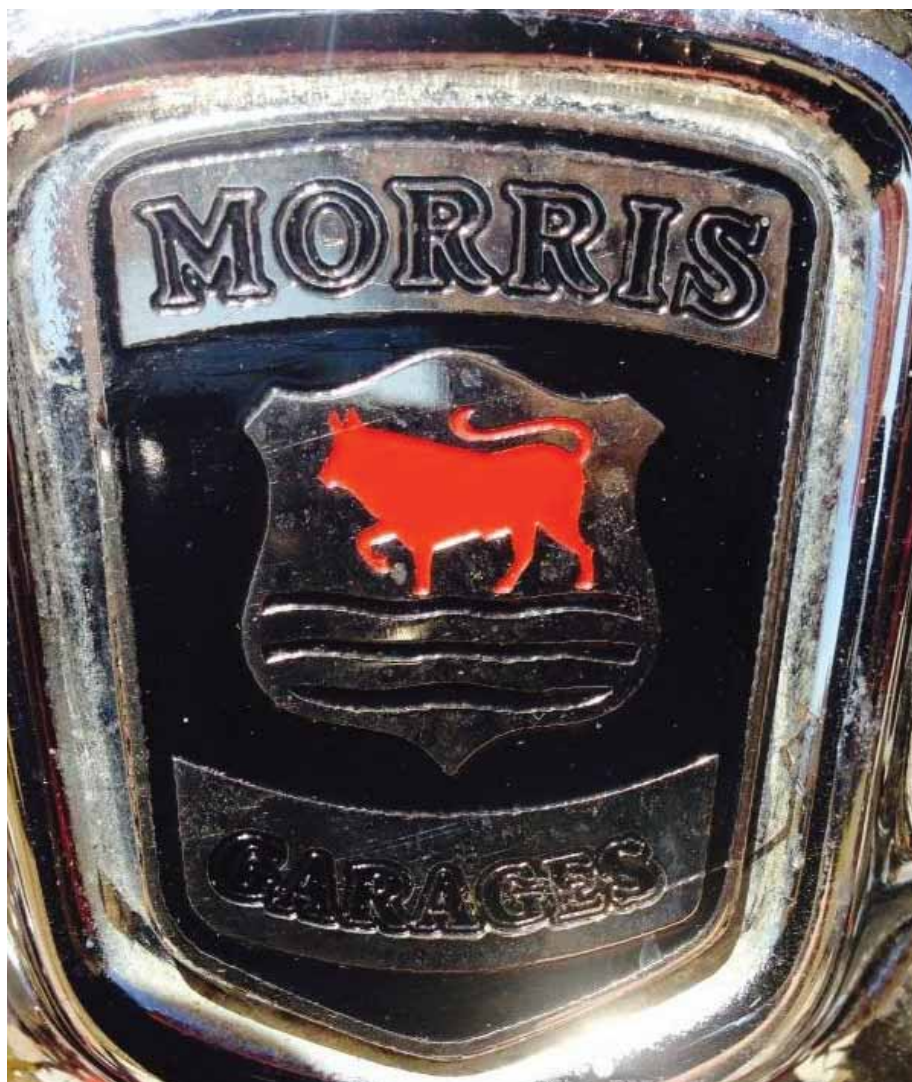


Mark Lynch's new acquisition – a 1932 roadster.

In other news from Australia, Buddy Smith has sold this Minor roadster (SV14933). This car is built on an export chassis that was laid down about 14th March 1932. It was once in the ownership of Steve Murphy back in the early eighties. Buddy bought the car from the Robinson family who he assumes bought it from Steve Murphy. The car has now been acquired by Mark Lynch who is in the process of repatriating this unique car back to the UK. This car was advertised in Australia as a Morris Garages special, although clearly a SV Minor. But ...! On the next page is a close-up of the radiator badge which very clearly states 'MORRIS GARAGES'! Has anyone seen anything like this before on a Minor?



Summer Rally lineup with the 1934 2-seater (ANF 593, SV44981) of Ian Roberts to the fore. (Gracefoto)



With this issue, we welcome the following new and re-joining members and their cars:

99	Miss Eleanor and Miss Philippa Rolfe, New Lodge, Coldmore Lane, Well End, near Bourne End, Buckinghamshire	1930 Minor saloon
254	Rob and Martin Constant, Trevelyan, St. Gennys, near Bude, Cornwall	1931 MG M Type
470	Ian Roberts, Trincomalee, Little green lane, Severn beach, Bristol	1934 Minor 2-seater
472	Michael Watts, Mossbank, Barmore Road, Tarbert, Argyllshire, Scot.	1929 Minor saloon
473	Graham Watkins, 10 Repington Avenue, Atherstone, Warwickshire	1933 Minor 2-seater
474	Alan Dolman, Bay Lodge, 8 Wossiters, Seaton, Devon	1930 Minor saloon
475	John Balson, 15 Calder Court, Gringer Hill, Maidenhead, Berkshire	1930 Minor saloon

The 2014 Summer Rally



An historic Skinner reunion – the Red and White Minors together for the first time since before the war.

What a weekend! Neither storm nor tempest (both of which we had in full measure) could dampen spirits or prevent us from a world record Minor gathering. The Saturday forecast had been full of foreboding – and was deadly accurate. A massive storm cell was working its way north from France and hit the Cotswolds - just as the Prescott gates opened, so did the heavens! But it was a warm torrent, and so it didn't really seem to matter – if anything, spirits were higher than ever!

But I am getting ahead of myself. As usual, planning for the 2014 Summer Rally started before the running of the 2013 event, it taking about 15 months to put such a weekend together. Preparations culminated with Jayne and I departing Seattle on Wednesday and arriving at Heathrow via Iceland on Thursday. Friday was spent sorting final arrangements with the Bugatti Owners Club at Prescott for the next day, and then running around the rally route for Sunday, checking for any final problems. We check for such things as closed roads, diversions, the depth of the various fords along the route (there were four this year), confirming that the navigation rally clues all work and – most importantly – checking out the pub for the lunch stop, this year at the Victoria at Eastleach Turville. All of this had to be completed before heading to the Shutters Inn at Gotherington for our traditional Friday evening informal reception. By the time we arrived, the car park was filling up with VMR members and Pre-War Prescott entrants. Also present was Elizabeth Halls with her 1935 Singer Le Mans on a very smart transporter in the colours of the RAF Benevolent Fund, of which more anon.

We had been closely monitoring the long-range weather forecast for a couple of weeks, and as the weekend approached, the forecast firmed up – it was going to be wet on Saturday – very wet indeed! As we drove over the Cotswold escarpment from Cirencester and down into Winchcombe early on Saturday morning, the cloud was on the deck and light rain was falling. Things were to get worse – much worse – before they got better!



Some of the early arrivers at the Shutters on Friday evening. From left to right, Philip Butland's Minor CMS Special, the 1937 MG TA of James Thomas, who drove up from Totnes in Devon and John Nagle's immaculate 1934 Minor 2-seater. (Gracefoto)



Colin Lee inspects the soggy Minor parade on Saturday morning. (Phil Jones)



Our man and Prescott marshal John Hicks is also secretary of the Prescott Marshals Club – a post that he has filled for many a long year. That's the blown J2 of Gil Collins. (Phil Jones)

Nevertheless, by nine in the morning, our faithful team of VMR marshals had taken up their posts on the gates and in our tent, and cars were arriving from all directions. The hill was scheduled to open at ten, and by that time, the rain had really set in and was getting heavier. The weather radar was consulted on our mobile phones (what technology!) and we could now clearly see what was coming – an enormous super-cell of thunder storms heading directly for Prescott. When it hit, it hit hard! There was thunder, lightning and biblical tempest! However, all things must come to an end, and we could see the back edge of this super-cell on the radar. We estimated that the clearance would reach us around 12-30 p.m., so we decided to close the hill early for lunch so that the re-start would hopefully coincide with the clearance. This plan worked sublimely and by the time we re-opened the hill for the afternoon session, the rain had eased and patches of blue were breaking above.

By now the Paddock was packed and the hill ran at full capacity for the rest of the afternoon. We continued to monitor the radar and could see a smaller, but by no means no less fierce storm cell approaching. It hit around 3 p.m. I was on the hill when it hit, driving Janie Shepherd's (ex-the late Brian Maeers') 1929 Minor tourer Prudence, which she had generously loaned me. I left the line amid thunder, lightning and a torrential deluge which certainly made the climb very interesting! It was so dark under the trees on the return road, that it felt like night and I needed the headlights to find my way back to the Paddock. All great fun!

In fact the whole day was great fun for everyone. Spirits were high after we all resigned ourselves to a thorough soaking early in the day. During one of the heavier downpours, approximately fifty bods were crammed into the VMR tent to shelter and a convivial and hilarious time was had by all! Among us were our Patron, Lady Tanya Field and her husband enjoying their first VMR gathering. Meanwhile, the SU boys were baling out their tent which was made up of three square tents with gaps between them which offered no protection from the walls of water pouring from the separate canopies! The MG D Group tent was also heavily frequented by the MMM fraternity and anyone else seeking shelter!



Yes, it was dark enough to need headlights when the tempest came through! Nigel Stroud conducts his M Type 12/12 rep. towards Orchard in the mid-day gloom. (Phil Jones)

Notwithstanding the dreadful forecast and weather for much of the day, the turnout for this, our fourth running of Pre-War Prescott, was the biggest yet. Our main sponsors, SU Carburettors, brought along their Skinner Special (the original Red Minor of 1934 origins) once again, and this year, it was joined by the original White Minor, kindly loaned by David Baldock. For many years, David has been labouring over an heroic restoration of this historic car to its original pre-war Barbara Skinner specification, replacing the post-war Ford engine with a perfect replica of the original blown Minor SV engine. The engine ran for the first time this spring. The car was not quite ready for the hill this year, but we fully expect to see it in action next July. What a sight and sound that will be!





Above Elizabeth Halls' 1935 Singer Le Mans. Elizabeth's late father was a World War Two night fighter pilot who landed at over sixty UK airfields during the war. In his latter years, when suffering from Parkinson's, the RAF Benevolent Fund provided tremendous support to him and his family. Elizabeth wanted to pay back that generosity by raising donations for the Fund. Her late father had run a Singer Le Mans during the war and so she bought one and is planning to drive it to all sixty airfields next year to raise funds for the Benevolent Fund.

Below Blue skies in the afternoon, and the Minors come out to play! (Gracefotos)





Above David and Diana Roscoe anchoring the VMR tent. We had been offered a sturdier tent this year, which had already been erected for the Bugatti Owners Club Garden Party the next day. It had a roof but the sides never materialized! **Below** The ATC Cadets provided great support once again. (Gracefotos)





Above The engine room of the White Minor. **Below** No comment!
(Gracefotos)





Colin Lee's daughter attempts to steal her father's beer at the evening BBQ. Colin has generously offered to anchor the Pre-War Prescott postal entries for next year, taking over from Frank Ashley who has ably filled that post for the last four years. (Gracefoto)

As usual, the day flew by and it was time to close the hill at 4 p.m. This year, it was decided to present the awards in the Clubhouse before the start of the evening BBQ. Among the awards was the Sports & Vintage Cup which was awarded this year by Mike Dowley to Janie Shepherd, daughter of the late Brian Maeers. Brian had been a Minor stalwart for many years, owning no less than four examples. After his passing, Janie took up the cause with great gusto and entered one of her father's tourers in a number of rallies across the country. For this tremendous gesture in memory of her late father, she was a very popular winner of the trophy this year.

Janie had also donated a new trophy to the Register this year, in the form of an antique silver wine cooler, to be named the Brian Maeers Trophy. This trophy will be awarded annually to the Minor owner who enters most events and/or uses his or her car the most during the year – a sort of Register Car of the Year award. This year, it was decided to present it to Clive Hamilton-Gould who has, for many years, entered (and had great success with) his 1930 Minor tourer in countless VSCC competitions, driving tests, and other events up and down the country.

Following the presentations, a great evening was had by all, with a sumptuous BBQ at the Prescott Clubhouse on the hill and dancing to the ragtime music provided by Mike Dowley and his band. Happily Peter and Sandy Hills were able to join us for the festivities after their race down from London. And the weather? It was the perfect English summer evening!

Thus concluded Saturday and Jayne and I headed back to Cirencester in the small hours to grab a few hours sleep before heading back early on Sunday morning for the Navigation Rally and Scenic Tour.



Above Janie Maers accepts the Sports & Vintage Cup from Mike Dowley (right).
Below Clive Hamilton-Gould is the first recipient of our prestigious new Register award – the Brian Maers Wine Cooler. (Gracefotos)





Navigation rallyists and scenic tourists gather in the Orchard at Prescott on Sunday morning. In the foreground, Peter and John Stubberfield plot the route. (Gracefoto)

Thankfully, Sunday dawned dry and the radar was clear! We arrived in the Orchard at Prescott to send a record entry of nearly forty cars on their way – some taking part in the competitive Cotswold Navigation Rally, while others chose the less cerebrally-taxing Cotswold Scenic Tour. This year the theme was the Centenary of the outbreak of World War One, and many of the clues and points of interest visited during the day related to those from the area who had fought so valiantly for our freedom. Naturally, we visited a number of War Memorials, but we also stopped by the sleepy village of Upper Slaughter which is a rare 'double thankful' village. Doubly thankful because not one villager fell in either World War One or Two. This is why you will not find a War Memorial in this village. In the village hall there are two plaques – one to the men and one to the women of the village who fought in these two great conflicts, every one of whom returned home safely.

Another stop was made at the church of St. Peter, Little Rissington, which contains a magnificent window honouring all those who served at nearby RAF Little Rissington during the station's active period from 1938 to 1976. The churchyard contains about a hundred graves of those RAF Little Rissington personnel who perished during the station's active years. In particular, we visited the grave of Air Cadet George Edward Kenneth Stone. On the 11th September 1943 at 1650 an Airspeed Oxford DF277 from 1525 Beam Approach Training flight based at Brize Norton collided with another Oxford, from 1539 BAT flight, out of South Cerney. Oxford DF277 crashed at Eastleach in Gloucestershire. All aboard were killed - Flying Officer Barrie Barkworth, bomb aimer, aged 21, Warrant Officer Robert Renalt, pilot, aged 29, and this Air Cadet First Class, aged just 16, who was on flying experience.

Then on to St. John the Baptist, Great Rissington. In this church is a War Memorial, listing, among others, five men honoured as fallen in World War One who bear the surname of Souls. This is no simple coincidence; all five men were brothers, natives of Great Rissington. Three were killed in 1916, the final two in 1918. An entire family generation wiped out. Thought provoking stuff.

As previously mentioned, lunch was arranged at the delightful Victoria Inn in Eastleach Turville, and everyone arrived safely with no casualties along the way. Notes were compared, maps were consulted and cars were checked over before heading out for the afternoon section.



Morris, MG and Austin rest at the lunch stop. (Gracefoto)

Before leaving Eastleach, we visited the church of St. Andrew, in the churchyard of which is the grave of Jona Unstiov. Jona was of Russian, German and Ethiopian descent, and had served as a pilot and lieutenant in the German Air Force in World War I, worked as a press officer at the German Embassy in London in the 1930's, and was a reporter for a German news agency. In 1935 he began working for the British intelligence service MI5 and became a British citizen, thus avoiding internment or deportation during the war. His son, Peter Ustinov, became the famous actor, writer, dramatist, filmmaker, theatre and opera director, stage designer, author, screenwriter, comedian, humourist, newspaper and magazine columnist, radio broadcaster, and television presenter.

The afternoon route took us to various churches and memorials, as well as Lodge Park. Lodge Park was built as a grandstand in the Sherborne estate near the village of Sherborne. The site is now owned by the National Trust and the former grandstand is designated by English Heritage as a Grade I listed building. It is England's only surviving 17th-century deer course and grandstand and provided us with a superb backdrop for photographs of our cars which we were given permission to park on the lawns.

Eventually, we all arrived safely at the Plough at Ford for cream teas, results and the presentation of awards, among which was the Roy Hogg Trophy which this year went to Peter and John Stubberfield for the best performance in a Minor in the Navigation Rally.

The weekend concluded with our traditional farewell evening reception at the Pheasant at Toddington where a good time was had by all. It is impossible to do justice to such a busy and eventful weekend in a few pages and with so few photographs. A record 20 Minors were present (we had 13 last year – in perfect weather!), as well as four M Types. On Saturday we had nearly 200 vintage and pre-war cars of all marques gathered in the Paddock, plus a good number of post-war classics in the Orchard.

And so as you read these words, planning for 2015 is already well in hand and an even greater weekend is in store. Do plan to join us if you can.

It just remains for me to sincerely thank everyone who came along and supported the weekend, including all who volunteered to marshal in sometimes trying conditions! See you all again next year!



Above Philip Butland and his CMS Special at Lodge Park.
Below The gathering at the Pheasant on Sunday evening, including Mike Jones' wondrous Alvis shooting brake. (Gracefotos)





Thanks to David Hinds for sending in these photographs from the very successful VSCC Light Car Section's Summer Rally which was based at the home of Peter Stevenson in the village of Pailton near Rugby. Four Minors were present. It was good to see Paul Rogers out and about after a considerable break in 1930 saloon UX 6524 (below). In the intervening years, Paul finally got married, which may explain why the doors are *still* not painted! And that's Clive Hamilton-Gould having his card signed.





Above It was a good to see Phil and Janie Shepherd out in Prudence!
Below Paul helps his wife in the navigation department.





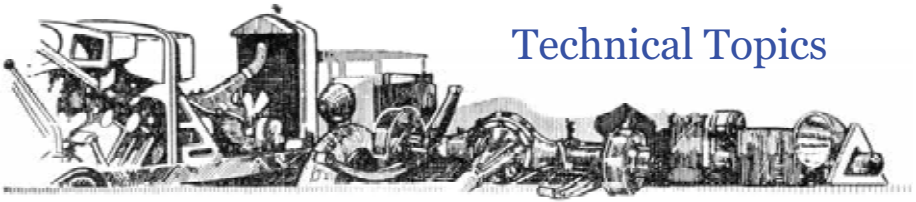
Above Every year, the third Saturday of May is the day for the Meet The M.G in Japan. This year, 17th May was the day for that gathering. It was the 25th Meet The M.G. and MG 90 was also celebrated - marking the 90th Anniversary of the first MG. This year, the overseas director of the MGCC-UK, Mr.Paul Plummer joined this gathering. The venue was the Shin-Nishinomiya Yacht Harbour as usual. It was a beautiful day, and 33 MGs including three MMM gathered from all over the country. Kenji Matsuoka's M Type (left) joined this gathering sporting its new VMR badge.

Below Geoff Colquitt and crew out and about in his 1929 tourer WE 6554 earlier this year. Just what Minors are for!





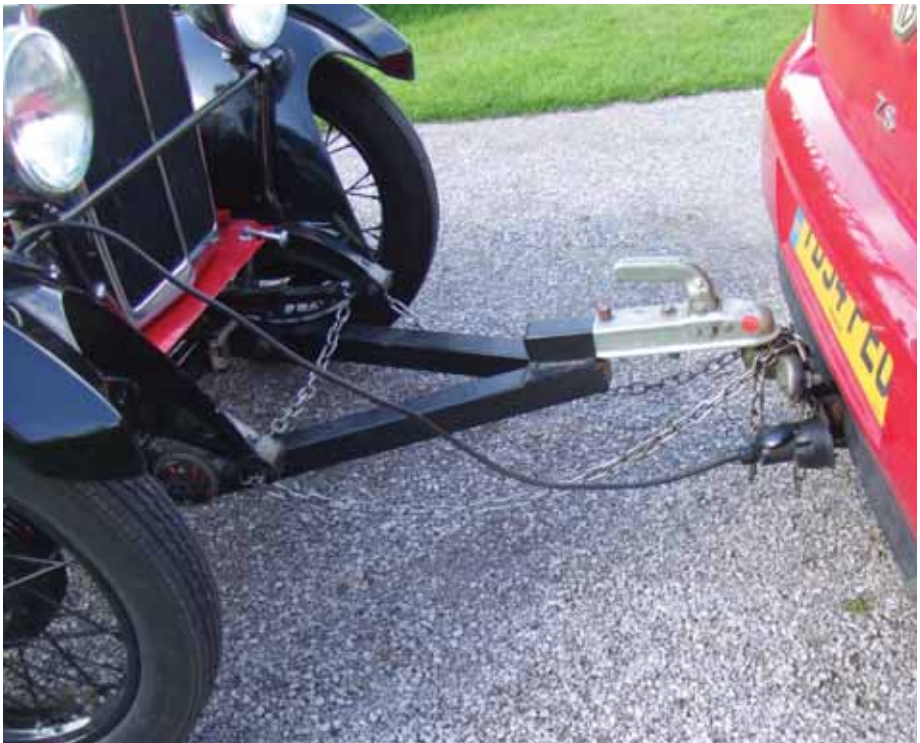
This fine period photograph was sent in by Norman Painting via Peter Seymour and shows a shiny new OHC Minor (believed to be a 1931 model) outside the Stewart & Arden Morris Cars showrooms in New Bond Street, London. The concierge watches as a prospective owner scans the new model specifications. Stewart & Arden moved their showroom from 18 Woodstock Street, London, to New Bond Street in 1923. Incidentally, they also opened a service station a parts store at Gatliff Road, Victoria, at the same time. Reflected in the shop next door to the right are most of the letters of what must be the word 'LEICESTER'. Leicester Square? Leicester Building Society? Red Leicester cheese?!



Technical Topics

An A Frame for Towing Minors and M's

While at the Lakeland Weekend, Tony Margel mentioned to me that he had transported his M Type to the hotel in Loweswater using an A frame that he had had made for the purpose, obviating the need for a trailer. Since many members have difficulty bringing their cars to our events because they are too far to drive, but they also do not possess a suitable trailer, I thought that the A frame idea may prove valuable to others. So here's some photographs of Tony's A frame, together with his comments regarding its use.



Tony Margel's A frame connecting his two MG's together!

To get the car to self-steer, it is essential that the frame is connected to the axle. If the car has a front chassis cross member (and the Minor is the same as the M and does not have one) then this will NOT do as an attachment point as the car will not self-steer. My frame is made to fit snugly - with about a 1/4" gap between it and the inside of the springs. As the pictures show, it is secured by a pin and a curly metal clip - I do not know the technical names for these - but they are available from trailer/caravan suppliers.

I have also added some foam to the inside of the clamp piece to reduce the amount of play between the frame and the axle. The chain, which is not part of the frame, is added for my peace of mind - as an anti-theft deterrent and hopefully to secure the M should the tow hitch let go whilst travelling.

I tend to travel at about 53-55mph whilst towing - this is a reasonable speed on a motorway, that allows lorries to pass and you are not holding anybody up. I must point out that I have fitted Hardy Spicer propshaft ends - which are somewhat more durable than the original fabric couplings. If you are using these then perhaps you should be a little more judicious with speed.

This year I have towed the car to and from the MMM annual event in Scotland - 350 miles each way and the VMR Lakeland Weekend - 130 miles each way without any adverse effects to the car.

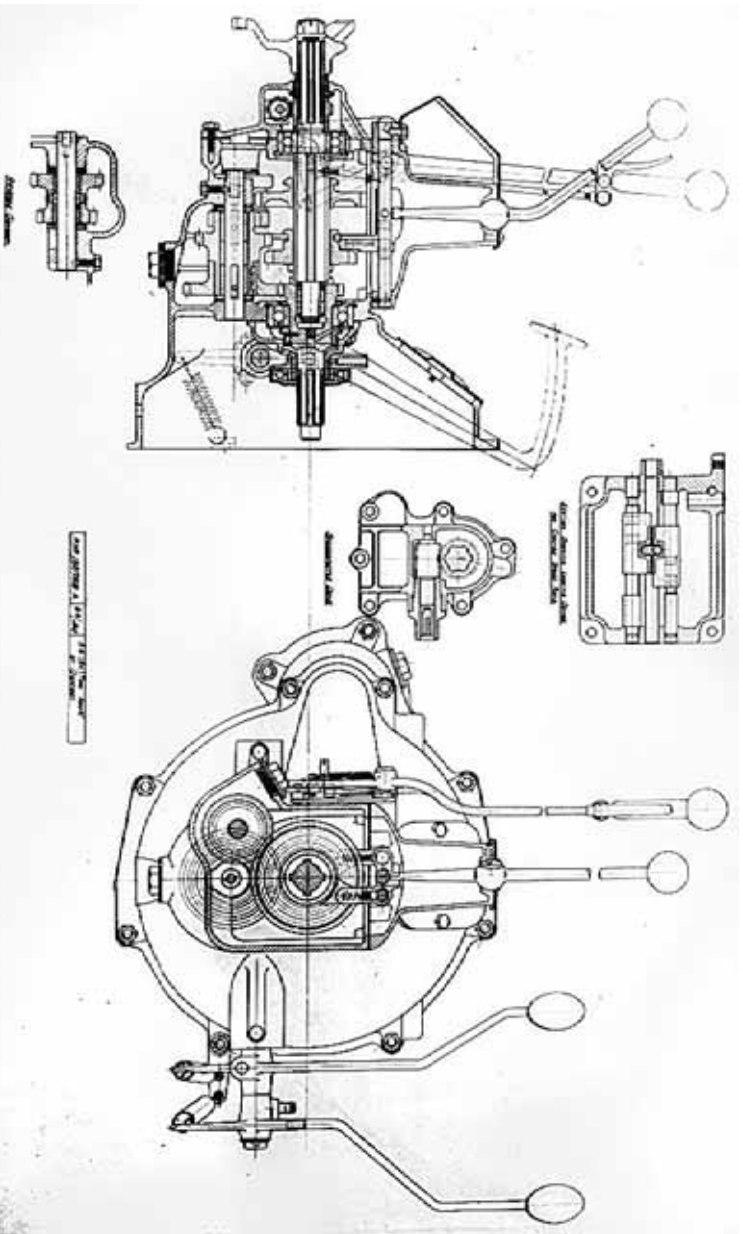
The frame is constructed from square tube, with the tow hitch bolted to the end. The amount of metal used on my frame is a little on the heavy side, as it was constructed by an M-type owning friend (now deceased) who was a welder by trade. His welding expertise, however, was in motorway bridges - so my frame is edging towards them rather than lightness!

It is quite fascinating when you are towing. When you go round a sharp bend and look in the mirror, you see the steering wheel of the M going round. However, I find that reversing is virtually impossible!



[Ed - Thanks for this Tony. I certainly concur with taking care if your car has the original fabric propshaft couplings. I once owned a Minor that had previously been towed on its rear wheels from Scotland down to the Home Counties – at modern motorway speed. The front fabric coupling gave out half way down the M1 with the result that the back axle was destroyed in very short order!]





DRAWING No **B4**
L25

B4 (SV) TYPE ARRANGEMENT OF GEARBOX
FOR MOTOR CAR CHASSIS.

DESIGNED BY NORMAN PAINTING

WOLSELEY MOTORS
LONDON

This fascinating drawing was sent in by Norman Painting via Peter Seymour, and is a Wolseley Motors drawing of the SV Minor four-speed 'crash' gearbox. The date in the lower right corner is very hard to read, but looks like 11.10.31, which falls roughly into line with the introduction of this gearbox on some of the 1932 season models, as well as the M Type MG. Incidentally, Norman painting is an ex-Morris Commercial Cars apprentice who has researched Wolseley Motors extensively from its beginnings.



A charming photograph of a Birmingham-registered 1929 Minor fabric saloon posed beside the Severnside Café on the river at Bewdley, Worcestershire – possibly in the summer of 1929. St. Anne's church can be seen on the far side of the river, as well as the fine row of Tudor houses in the far riverbank. The café itself is long gone, as, sadly is the Minor. (John Pratt collection)



People in hats! A typical family portrait of the era, probably taken by the father, with the wife holding the door, granny sitting on the running board and little Jimmy lolling on the front wing and steadying the sidelamp! This fabric saloon EY 3360 was registered in Anglesey in late 1928, making it one of the very earliest of Minors. The coats and scarves suggest a winter scene, so the photo may have been taken when the car was virtually new in the winter of 1928. [Photo – John Pratt collection]

A Mystery Minor



Here is another photograph from the John Pratt collection. This car was registered in 1933 in Manchester, and was apparently known as Mandy-Lou for some unknown reason. A 1932 season radiator has been fitted, along with what appear to be diagonal stiffeners, or perhaps simply 'go faster' adornments. The radiator has been mounted well forward of the front chassis cross member – probably to accommodate a larger engine, and it has also been lowered about three inches. Hartford shock absorbers have also been fitted, along with minimalist front cycle wings. Note also the side lamps and spot lamp, but on head lamps. Also note the completely bald offside front tyre. However, it does at least appear to have a tax disk holder fitted, which suggests that it was used on the road at some point – but obviously before the early sixties with the ten year 'old crocks' test was introduced!

As for the coachwork, this lends nothing to the Minor, but may have originated on a Wolseley. The bonnet may hold a clue as to the donor car. The running boards comprise two strips of wood!

This car is typical of the trials specials that were produced in the forties and fifties on old pre-war chassis. Obviously, this example has had a particularly hard life, and it will come as no surprise that it appears not to have survived. However, if anyone can throw any more light in the history of this car, we should be delighted to hear from you!



The Vintage Minor Register
Serving the Pre-War Morris Minor and M Type MG

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2015 Register Subscriptions

Dear member,

Your subscription to the Vintage Minor Register for 2015 is now due. To renew your membership, please remit the sum of £25 (cheques made payable to Ian Grace – NOT the VMR!).

Payment may also be made via PayPal at account name kangamingo@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.

Australian members please remit \$Au45, New Zealand members please remit \$NZ50, (all cheques made payable to Keith Montell) to Keith Montell, 178 Hargreaves Road, Steels Creek, Victoria 3775, Australia.

USA and other worldwide members please remit \$US40 (\$US checks 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 2014 and look forward to your continued association in 2015.

With kindest regards,

Ian Grace

Please find enclosed my Register subscription for 2015 (£25)	£ _____
Please send me a copy of the Register's Tenth Anniversary DVD (£25 ea.)	£ _____
Please send me a Register car badge (£25 ea.)	£ _____
Please send me a copy of the Gilg and Kay DVD (£20 ea.)	£ _____
Please send me a copy of the 2015 Pre-War Prescott calendar (£15 ea.)	£ _____
Name: _____	Total enclosed: £ _____



Mike Wood
3 Church View
Chippenham
Wiltshire

Dear Ian,

A relative sent this photo of a saloon she spotted in Malmesbury. I did a bit of a double take when I saw it as the registration is HN 8423 and my 2-seater is HN 8234 [Ed. see photo in M 149 Correspondence.]

[Ed. Mike, how eagle-eyed of your relative! Register records indicate that HN 8423 was sold by Martyn Griffiths last November. I will contact Martyn to see what he can tell us.]



Ian Harris
11 Moormead Close
Hitchin
Hertfordshire

Dear Ian,

The Calshot is now rewired with brake lights and indicators and the dash area, instruments and controls sorted. The hydraulics are renewed as are the shoes. The handbrake is being sorted and sets of pawls and ratchets remade too. The pull-off spring is remade so I've parts for others now. A new leather apron from fire-wall to scuttle made to replace John's PVC. I've retained the period pull starter located next to the choke and will use the redundant button location to fit a cut-out switch.

New Hartfords are fitted and the incorrect Smiths will find a new home. Body is now correctly attached at the rear and doors fit almost perfectly. Seat slides are fitted so the position can be adjusted and the original floorboards (body and job number stamped on each) repaired. Additional flooring completed between the seats. PVC re trimmed front seat covers removed from the backs (seats were then too wide to fit alongside each other) to reveal original leather. Seats now fit in car! Leather too damaged by over-trimming to be retained. New front cushions/rear seats will need to be made to replace the PVC copies. The carb and fuel pump overhauled. Petrol tank re-fitted to correct fouling with exhaust. New stainless exhaust fitted. Some detail corrections made to return fittings to original. Wing stays repaired and bonnet dismantled for painting. Wings removed for repair and painting. Body yet to be prepared for re-painting.

The screen is re-glazed and the wiper mountings chromed. Other chrome is being refinished. Correct side lamps are found, calormeter, etc. replaced and the head lamps being sorted.

I'm moving to work on the engine but although it runs well, I've a new M type sump and cam-shaft from Mike Dowley for a bit more urge and a spin-off filter kit to fit also. My Minor motoring was always restricted by the (falling) oil temperature/pressure of a 4 pint sump. I need to investigate how to stop oil spraying from the front bearing too. I've been using it around the industrial estate that I have my unit on and trying to come to terms with the 3 speed box and pedal positions. I'd forgotten that all my previous Minors were with 4 speed boxes.

Finally, trim and carpeting will take place after the re-paint as hood and side-screens look good. It is intended to be useable next year and I'll do an article when I get it done.



Too late! Peter and Sandy arrive at Prescott from Putney on Saturday evening – just as the hill closes!

Peter Hills
17 Somerset Lodge
1 Briar Walk
Putney, London

Hi Ian

Well it was unfortunate we missed the hill climbs and BBQ, etc. but we arrived. The reason for our late arrival on Saturday evening was because one of my closest friends passed away at the young age of 64 (cancer) the day before my Mum left us at 94.5 years. I came over from Cape Town for both funerals and gave the eulogy at Mike's funeral in France. Mike's family (his dad was a Flight Lieutenant in WW2 – bomber command) held a memorial service in UK that was scheduled for 11:00 on Sat 19th July at Teddington London. I gave a talk about Mike and then we headed for Prescott in the Minor.

The Sunday navigation rally was fun and new country views for us, very picturesque and not a poorly maintained place at all. I feel the faster cars left us all behind and perhaps the plan was too extensive for us to arrive in good time for lunch and tea, etc. We followed John and Ann most of the time in SV9091 so did not get too lost! I took a few pictures but failed to get all the assembled cars.

We did the round trip from Putney and back including the Sunday navigation rally, completing 320 miles for the weekend and averaging 44 mpg which seems OK. However we have had problems with a sticking needle and seat in the carburettor which I suspect is some remnants of gellified petrol during the last up period of 9 years despite all the care I took to drain all the petrol but not every drop could be removed. Frustrating as the car would suddenly cut out then start again. Using the choke seemed to help at times!

[Peter, very sorry that you had such an unfortunate task on Saturday, but of course such matter are toweringly more important than our little fun and games. Bit I am delighted to tell you that you won the prestigious Gilg and Kay Long Distance Award annually for the Minor that drives furthest to our Summer Rally. Four Minors came from farther afield, but all on trailers! Well done Sir, and since the Minor is your only car in England, I cannot think of a more worthy recipient!]



The lineup of Minors at Forbes. From left to right are Gary Kingston, Ewan Lambess, Ted Pavitt, and Max and Jane Dawkins.

Ewan Lambess
24 Withers Street
NSW 2286
Australia

Hi Ian,

Just back from a wonderful Morris National Rally held at Forbes NSW over the Easter long weekend. 92 Morris vehicles ranging from 1913 thru to 70s turned up. Four pre-war Minors were present, three OHC and one SV. Max and Jane Dawkins were there in their blue buckboard, Ted Pavitt brought along his white two-seater, Gary Kingston had his green SV tourer there and I brought myself in my grey two-seater. Saturday was an all day display day followed by a 140 km run on Sunday. I am pleased to say all Minors behaved themselves and completed the day with no issues.

It was sad to hear the passing of VMR Member John Wein-Smith of South Australia who had a very original 29 Minor. John had never been married so has no family, he lived in the same house that he was born in, I think he was 82 years old. He also had a very early De Dion. Peter Wood is hoping to get John's Minor as he kept it running for him.

[Ed. Yes, I was very sorry to hear about John. He was member number 10 of the Register and a stalwart supporter from the very early days with his 1929 Ruskin-bodied roadster M10771 (below).]





Ewan Lambess arrives at Forbes with his Minor in aerodynamic mode!

Ken Martin
8 Davies Close
Marlborough
Wiltshire

Hi Ian,

We are doing well now after a pretty horrible year. Kate broke her kneecap in half in the first weekend of January on the way back from a funeral of a very good friend. She had a second operation in July to have the metalwork removed and is making good progress, but it is such a slow process. She took delivery of an exercise cycle yesterday! Her injury has considerably compromised our activities. My hearing problems have also dragged us down and I had unsuccessful surgery in mid-June. I am now resigned to being profoundly deaf now and have to live with severe tinnitus. Thank goodness for digital hearing aids and I can hear in my left ear with one.

My Minor hasn't brought much joy either, considering the work, time and money spent on a major engine overhaul. When I got the car running in May I was pleased with it. Surprisingly we managed to get to Chris Lambert's rally in Suffolk/Essex in early June (Kate on crutches), although running in Minors over long journeys is not much fun. However during the second day the clutch slipped intermittently - obviously due to oil. I didn't feel like attempting to investigate this until a few weeks ago and I found that oil was escaping down the taper joint of the crankshaft/end sleeve-flywheel flange. This is a problem I have never come across before. The crankshaft and sleeve are new Phoenix items - the original shaft is cracked. I have carried out a meticulous dismantling and investigation and have failed to find the cause of the leak. This is very frustrating! I test ran the reassembled engine without the clutch - no oil leaks yet. I am doing various other jobs including some work on the gearbox while it is off.

When I was at Pre-War Prescott I had a long chat with Mike Dowley whilst sheltering from the rain and as a result of this, on the Monday I bought a new 9/44 ratio crown wheel and pinion. I never thought I would get my hands on one of these, I have therefore rebuilt and re-fitted my final drive unit. We are hoping for some much better days ahead!



Janie Shepherd
Church Cottage
Slawston
Market Harborough
Leicestershire

Dear Ian and Jayne,

Thank you so very much for making VMR Prescott such fun – all your dedication and hard work certainly paid off. We loved it. I hope you managed to catch up on some sleep after the Sunday rally. Apologies for leaving before the Sunday prizegiving (my daughter Lilly and I got to London at 11.30 p.m. that night!)

P.S. I was overwhelmed by my beautiful ‘Sports & Vintage Motors Cup’ award. I am taking the cup for engraving tomorrow. I know Dad would have been over the moon that Clive Hamilton-Gould was awarded the ‘Brian Maers Wine Cooler’ Trophy!



Marketplace

Members may place free advertisements in Marketplace. Advertisements are also posted on our website at www.vintageminor.co.uk upon receipt and the date of receipt is appended to each advert. It would help greatly if advertisers would let the Register know when adverts are no longer valid. Similarly, if anyone discovers that a particular advert is out of date, please let the Register know, so that enquiries can be made and the adverts updated as appropriate.

Cars for Sale

1929 Fabric Minor Saloon (M11282)

Total body off restoration and very sound car indeed. Engine rebuild by Sports and Vintage Motors and about run in by now. Present owner since 1986. Ex-Mouldsworth Motor Museum. On road summers only for local Club runs and Rally. Housed in insulated and dehumidified garage. Reason for Sale - due to age, down-sizing collection to 1932 M-Type MG and 1926 Cowley Tourer. Albert Spence Tel: 01856/771295 (Orkney Island).



1934 Morris Minor Maddox Special EN 5810

This vehicle is unique and believed to be the sole survivor, and possibly the only one made. It is in original condition (no restoration work) and looks and runs great. It has spent the last ten years in a Heritage Classic Car & Motor Museum in the USA.

Serious offers please to:-

Ian Samuel, 13845C Loyalist Parkway, Picton, Ontario, Canada or e-mail me at carbonlogic@kos.net

Asking £9,000

**1933 McEvoy Morris Minor
TJ 1836 (SV31850)**

The ex-Bev Hicks, Tony Dunster car.
Restoration virtually complete, just needs some
trim finishing.
OIRO 25,000 Euros

Roger Carrette, Belgium
carrette.roger@skynet.be



Spares for Sale

For Sale A c1929-30 type Morris Minor front axle assembly is available in Westbury, Wilts. A friend who discovered it tells me that it appears to be a good condition and complete with king pins, back-plates hubs and brake drums. The drums have not been removed, but the brake shoes etc are assumed to be included. The asking price is £75 ono. If interested - please contact Tony at 01373858728 who will act on behalf of the owner. Ken Martin kenmartin@waitrose.com.

Spares Wanted

Wanted to complete the restoration of my 1932 two-seater Minor. Steering column bracket which attaches to the dashboard - any condition. Also the advance/retard mechanism. Good price paid. Can collect. John Pratt, Worcester 01905 428353 john.pratt13@btinternet.com.

Wanted to complete the restoration of our M-Type Two-Seater. Car set of wing mounting brackets, and "badge-bar" mounting for front wings. Brake cross-shaft assembly. Headlamp rim for Lucas R40 headlamp. Engine Oil Filler Cap. Dashboard mounted control for pneumatic headlamp dipping system. M-Type handbrake lever. Advance/retard linkage mechanism for distributor. Front and rear cylinder drain pipes. Original door locks. If you can help with any of these parts, or can suggest possible sources of supply. Martin Constant martin@litleabingdon.co.uk.

Wanted I am in need of a pair of front wings for an M type. Domed top for a 1930 car, please can anyone help? Thanks, David Hinds sanddhinds@hotmail.co.uk. Also, Richard Hinton is looking for a steel saloon richard@hinton1.fsbusiness.co.uk.

Wanted for 1934 season van. Complete van body from scuttle back! One 19 inch wheel for 1934 Minor. Mike Alderson alderson@onecadley.fsnet.co.uk.

IAN HARRIS for MORRIS SPARES 1928 to 1948

Gaskets, Head Studs, Piston, Valves, Springs, Guides, Timing Chains, Pulleys, Bearings, Engine Mountings, Clutches, Flexible Couplings, Radiator Mounts, Fan Belts, King Pins, T.R. Ends, Shackles, Pins, 'U' Bolts, Seals, Felts, Ball/Roller Bearings, Brake Master cylinders, Wheel Cylinders, Rubber Seals, Flexible Pipes, Linings, Cables Plugs, Points, Reconditioned Lighting/Ignition Switches, Trafficators, SU Petrolift, SU Pumps

Everything with full guarantee

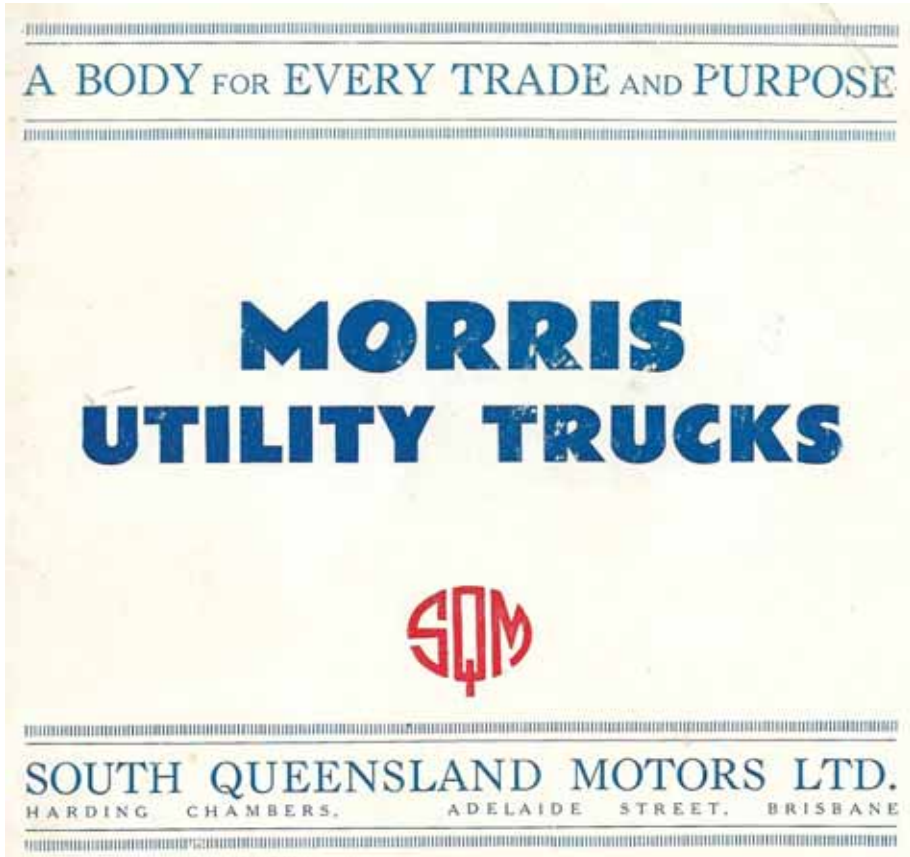
From Minor to Isis, try IAN HARRIS on 01462 456 330 or ian@harris84.fsnet.co.uk

Tailpiece

South Queensland Motors Ltd.

I am indebted to Col Schiller for unearthing and forwarding this fascinating catalogue of the South Queensland Motors Ltd., of Adelaide Street, Brisbane who evidently offered locally-built special commercial bodies (known locally as utility trucks or colloquially as 'Utes') on export Minor chassis.

(Apologies for the blank lower parts of the following pages, but I didn't want to reduce the size of the page images!)





SUCCESSFUL business, no matter how small or how large, is dependent on efficient and economical transport, and realizing this, progressive firms scattered throughout Queensland are buying Morris vehicles because these sturdy British Trucks deliver more goods more quickly at less cost. This claim is based upon the results obtained by Morris owners scattered over the whole of Queensland—and in fact Australia—who have written us definite statements covering some tens of thousands of miles, and setting out their Truck performances and running costs.

Neat in appearance, economical in operation, these new standard deliveries on the sturdy Morris chassis will increase business by extending the radius of operation.

Suitable for business or pleasure, these attractive vehicles are available lacquered in standard colours.

Morris Commercial vehicles, like the popular Minor, Cowley and Isis Six, are British built throughout, and represent the greatest truck value in the world to-day because of their long life and low initial cost.

As a commercial user you cannot afford to overlook this sound business proposition.

See the new 1930 range of units at your local dealers or our show rooms. There is a suitable model for every business.

The rear springs in both the Minor and Cowley Commercial deliveries have been specially strengthened to carry occasional overloads.

MORRIS SERVICE.

Another item which plays a big part in reliable delivery is service. With the wide-spread system of Morris Depots over the whole of the State, supervised by our representatives, equipped with special machinery, and carrying stocks of spare parts, Morris owners will never find themselves in the unhappy position of being without proper and immediate attention.

The critical time in a motor vehicle's existence is during the first thousand miles of its life, and the system which we adopt during this period assures Morris owners throughout Queensland of attention that is unequalled.

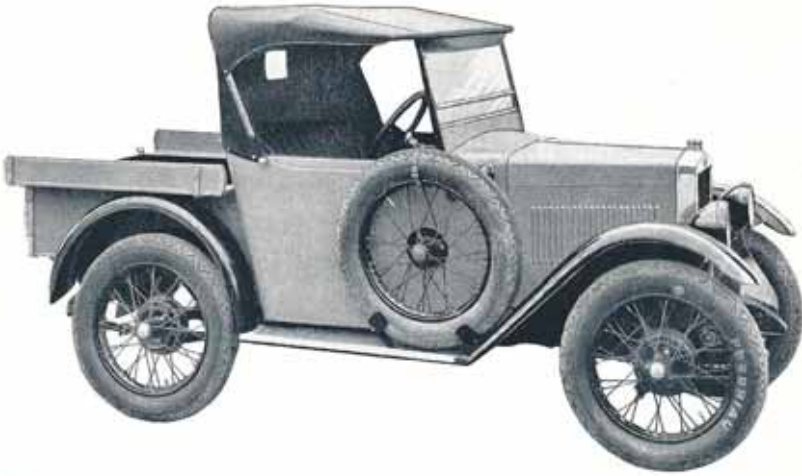
All necessary adjustments required are made, and at the end of 250 and 750 miles running, the Dealer thoroughly overhauls, inspects, and generally tightens up the vehicle free of any charge whatever to the owner. This progressive Service policy is one of the reasons for the growing preference for Morris Cars and Trucks.

J & H
PRINT

Note the reference to the 1930 range of units, confirming that we are looking at OHC chassis here. Note also the reference to strengthened rear springs. Minor van chassis had all four road spring strengthened, so this suggests that these vehicles were built, on car chassis and that the rear springs were strengthened locally.

SERVICE · ECONOMY · DURABILITY · SAFETY

MORRIS MINOR UTILITY



GENERAL Utility fitted with well type body suitable for a light delivery. This model offers fast and economical transport at exceptionally low first cost. It is complete with five tyres and Speedometer.

Price £210/-/-

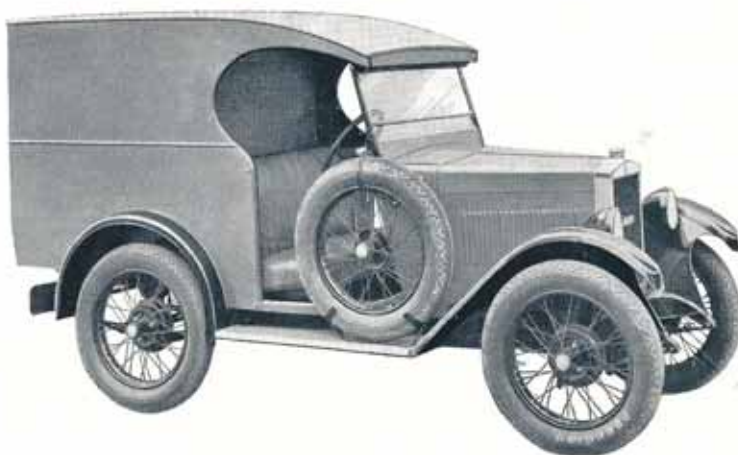
Length	...	39 inches	Width of Sideboards	...	5¼ inches
Width of Well	...	33½ "	Depth of Sideboards	...	3¼ "
Depth of Well	...	10¼ "			

This vehicle is near identical to M18566, owned by Ed Zillman in Brisbane – the same city where South Queensland Utes were built:





MORRIS MINOR VAN



THIS Van is admirably suited for Pastrycook's, Baker's or Grocer's Delivery. It has double rear doors and is finished in duco. It has been freely ordered by several of the leading firms on account of its exceptionally low operating costs.

With either wire sides or panel body

Price £215/-/-

Length	...	...	38 1/4 inches	Height	...	...	41 inches
Width	...	...	30 1/4 ..	Guards extend into body	2 1/2	..	..

and we shall be pleased to quote for any special body requirements

Note that, although these are OHC chassis, sidelamps were not fitted – perhaps considered superfluous by pastrycooks in the outback?

SPECIFICATION OF THE MORRIS MINOR CHASSIS

GENERAL. While the Morris Minor incorporates certain features of design that make for unusual economy, handiness and comfort, it is, first and last, a conventionally tested lay-out with no freakish features. In other words it is a true motor car, with all the fine features that have made Morris cars so popular and reliable in the past.

ENGINE. The engine has a bore of 37 mm. and a stroke of 83 mm., giving a cubic capacity of 817 c.c. The four cylinders are cast "enbloc," the cylinder head, which carries the overhead camshaft and the overhead valve gear, being readily detachable. The cams operate the nickel-steel valves through the medium of taper fingers which are mounted on eccentric bushes, this enabling the tappet clearances to be adjusted very accurately and with great simplicity. All the valve gear is enclosed by a ventilated detachable oiltight cover. The crankshaft has two bearings, that at the front being of the roller type, and the rear one plain. The connecting rods are of steel, and the pistons aluminium. The clutch is single-plate, torque operated and requiring no attention.

CARBURATION. Mixture is supplied by an automatic S.U. piston-type carburettor, gravity fed from a 2½-gallon tank. The carburation system incorporates a hot spot, ensuring easy starting and good pulling from cold, and a mixture adjustment control is fitted, giving variation of jet setting for varying fuels, atmospheric conditions, etc., and thus ensuring maximum economy. A two-level tap is incorporated in the tank, giving a reserve petrol supply.

LUBRICATION. The Morris Minor engine is automatically lubricated by a submerged pump that delivers oil at high pressure to all bearings, valve gear and working parts.

TRANSMISSION. The drive is taken from the back of the gearbox to the rear axle by an open propeller shaft fitted with fabric disc universal joints. The back axle has a spiral bevel gear final drive.

GEARBOX. The gearbox provides three speeds forward and reverse, with central control. All gears are ground.

BRAKES. The foot brake operates internal expanding shoes on all four wheels, while the hand (parking) brake is of the transmission type, operating on a drum of adequate size behind the gearbox. All brakes are direct in operation and readily adjustable, providing maximum safety under crowded road conditions.

ELECTRICAL EQUIPMENT. Coil ignition operating on a 6-volt circuit is provided, the distributor having a variable advance and retard control. The whole of the electrical equipment is of Lucas manufacture, and incorporates a five-lamp lighting set, starter motor, and a conveniently situated battery.

WHEELS AND TYRES. Detachable wire wheels, fitted with oversize tyres.

SUSPENSION. Semi-elliptic springs are fitted fore and aft, these giving the maximum comfort with adequate strength for all normal road conditions. The suspension system is designed for the complete car to carry a maximum load of four-and-a-half hundredweights. Shock absorbers are fitted to both the front and rear axles.

TOOL KIT. The following tools are provided, housed under the near-side front seat:—Jack (with folding handle), tyre pump, wheel brace, 3 tubular box spanners and tommy, 2 double-ended spanners, cold chisel, half-round file with handle, 6in. adjusting spanner, 6in. steel punch, screwdriver, ignition spanner, lubricating pump for chassis oiling system, pair pliers, hammer, sparking plug box spanner, cylinder head box spanner, tappet spanner, tyre lever, and oilcan.

EQUIPMENT. Oil gauge, pressure lubricating pump, five detachable wire wheels, five tyres, complete tool kit, Lucas Spartan electric horn, speedometer, shock absorbers on all wheels, 6-volt lighting and starting set, five-lamp equipment, coil ignition, two-level petrol tap.

and we shall be pleased to quote for any special body requirements

And here, the engine specification confirms that this was the OHC-engined chassis. But also note that 5-lamp equipment is quoted, but only three lamps are evident in the photographs. Presumably, the author was copying verbatim from the UK specification, and didn't bother to take a look out on the works floor!



Richard Lee's M Type Sportsman's Coupé replica basks in the sunshine at VSCC Prescott last month. Richard acquired chassis 2M/456 in Antwerp eight years ago and built this magnificent replica coupé body using only period photographs. (Photo Phil Jones)

