



Vintage Minor Register

Incorporating Pre-War Prescott



www.vintageminor.co.uk

Newsletter – March 2016

www.prewarprescott.com



Mud, mud, glorious mud! A great Phil Jones action shot of Martin Redmond with Graham Goode bouncing on the VSCC's John Harris Trial in Derbyshire earlier this month. In addition, four M types entered - those of Messrs. Dark, Rolfe, Rushton and Barber. This particular hill included this jump just after the start, and unless you went for it, a low score was assured. Three M's went for it. Barber lined up, and then changed his mind. More great Phil Jones shots from the day will be included in our spring Magazine.

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Summer Rally and Pre-War Prescott 2016, Saturday 16th July

During March, online entries have been arriving steadily at VMR HQ, while paper entries have been arriving in Colin Lee's letter box. Entries are well up compared to this point last year, which is very encouraging. I recently added an 'Entry List' link on the Pre-War Prescott website (www.prewatrprescott.com) which I am updating regularly so that everyone can see who has entered to date and what they have entered for over the weekend. This is proving a very popular facility and it also provides entrants with a confirmation that their entry has been received and correctly processed.

As I write this in mid-March, we have just over 40 entries, nearly half of which are MMM MG's which bodes well for another magnificent MG entry this year.

Another website update, alluded to in last month's Newsletter is the weekend FAQ link, which has now gone 'live'. I have tried to collect and summarize the many questions about the weekend that I have received over recent years. As new questions pop up, I will add them (along with the answers!) to this web page, so hopefully it will provide a valuable resource for entrants and potential entrants alike.

Online entries can be made [here](#), or simply click the ENTRY FORM link at the top of the home page at www.prewarprescott.com. There is also now an online facility to join the Vintage Minor Register (the host club for Pre-War Prescott) and receive an immediate £15 discount on your Pre-War Prescott 2016 entry. You can join the Register online [here](#). Alternatively, you can print off and post the entry form (and also the VMR membership form if you choose) found below and post them to Colin Lee in the time-honoured fashion.

Note also that the VMR website has a web page for the weekend which may be found [here](#).

Work is well under way developing the route for the navigation rally and parallel scenic tour on Sunday, and we can announce that the navigation rallyist will require Ordnance Survey maps 150 and 151 – any issue. You can order your maps [here](#). Scenic Tourists will require no maps as they will be provided with a Tour Handbook at the start containing explicit route instructions for the day.

Here's the weekend's itinerary:

Friday Evening Informal Reception at the **Royal Oak, Gretton** (OS 150/015305). All welcome from opening time onwards. (**Note** – this is a change of venue from the last couple of years when we have met at the Shutters in Gotherington.)

Saturday Pre-War Prescott at Prescott Hill. Gates open at 9 a.m., first driver briefing at 9-30 a.m., hill opens at 10 a.m. Lunch break from 1 p.m. to 2 p.m., hill closes at 4 p.m., after which awards will be presented, followed by a Party and BBQ with live music courtesy of Mike Dowley & Co. at the Clubhouse on the hill.

Sunday Navigation Rally and parallel Scenic Tour. Starting at Prescott at 9 a.m. where bacon butties and hot drinks will be available – in case you missed your breakfast! The route this year will take us up over the Cotswold escarpment, affording unparalleled views across the Vale of Evesham towards the Malverns and beyond. There will be a lunchtime pub stop and the day will conclude once again with cream teas at Stanway House where the gravity fountain will be launched for us, the announcement of results and the bestowing of a variety of awards. In the evening there will be a farewell run out to a local pub to conclude the weekend (venue to be announced after rigorous research and testing).

Welcome to New Members

We extend a warm welcome to following new members who have joined us this month:

514	Keith Fowlie, 36 Marlin Street, Kawungan House, Hervey Bay, QLD	1929 Minor r'dster
515	Neville Barracrough, 13 Glan Elwy, Llanfair TH, Abergele, Conwy	1931 Minor 2-seater
516	Tony Lyons-Lewis, 15 Rexford Road, Knysna 6571, South Africa	1929 M Type MG
517	Murray Maclean, 16 Hill Crest Avenue, Market Harborough, Leics.	1929 Alvis 12/50
518	Charles Gillett, Manor Farmhouse, Church Road, Beverley, E Yorkshire	1930 Minor saloon



New member Keith Fowlie of Hervey Bay, Queensland has recently acquired this 1929 Minor from Col Schiller and plans to have the restoration completed in time for our Easter 2018 VMR Rally. The chassis number is Y273, which appears nowhere in the Cowley production Progress Books. Here's why.

To date, the Register has identified 15 Minors in Australia with three-digit, Y-prefixed chassis numbers. Some time ago, engine numbers were collected from these chassis and a search was made of the Cowley Progress Books for these engines that were known to have been fitted to these chassis frames when new. As we suspected, none were found. This means that these Y chassis were entirely separate from the mainstream production run of M prefix chassis. To date, of the 15 known surviving Y chassis, Y581 is the highest Y chassis number traced (Col Schiller's roadster – engine number U19110). So, assuming that production commenced with chassis number Y101, as was Morris

convention, then at least 480 OHC Minors must have been produced in addition to the 34,599 mainstream vehicles, giving a total production of something over 35,000 units.

Having confirmed that these chassis represent an entirely separate production run, we then had to determine the reason for this parallel production. Ross Steel in Australia provided an insight into the import of vehicles into Australia which explained the Y chassis numbers. He explained that there were two ways in which vehicles were imported into Australia in the 1920's – CKD and SKD. CKD stands for Completely Knocked Down, and SKD for Semi Knocked Down. CKD was how most UK and USA vehicles were imported after the depression. SKD amounted to driving chassis, while CKD referred to completely dismantled vehicles. Prior to the depression of the late 1920's vehicles were imported as SKD. CKD was subsequently introduced to minimize import duty and freight charges.

These different levels of import configuration were bought about by the Government of the day wanting to support local industry. In the 1920's Australia had very little manufacturing industry and import duty rates were levied to encourage manufacturers/importers to develop a local industry. In S.A. Cheney's Book "From Horse to Horse Power" (Rigby) he outlines how this process occurred and the pressure that local assemblers put on the Government of the day to enforce this type of protection. Interestingly CKD and SKD were on and off legislation from 1920's up to the 1980's, with the Government of the day giving and taking back incentives or imposing duty continually.

So it would appear that up to the summer of 1929, Minors were imported as SKD driving chassis, but this changed to CDK kits of parts at this time. These kits were the Y chassis. Perhaps a change in Government regulations in early 1930 prompted Morris to revert to SKD.



The chassis number Y273 clearly visible on the front dumbiron of Keith Fowlie's 1929 Minor chassis.



Tony Lyons-Lewis' M Type taking shape in South Africa.

Down in South Africa, Tony Lyons-Lewis spotted John Emmet's new membership with his MG J1 on our website where he learned that John is also restoring M Type 2M/687. Tony contacted me because he is restoring 2M/700 and I was able to put both gentlemen in touch, after which Tony joined the Register. In the meantime, Tony and John have been swapping information. It is very satisfying when the Register can put people in touch like this across the globe.

Tony's M Type was delivered on 15th November 1929 to Donovan Charles Baird of Wimbledon, and was entered in the 1930 Land's End Trial. The previous owner to Tony, Donald McDonald, imported the car to South Africa from John Roger Milward of Handsworth, Birmingham in 1962. The car was in an extremely poor state and Donald took it apart with the intention of undertaking a total rebuild. However, his career got in the way and the rebuild never happened.

Both Donald and Tony were members of the Johannesburg Vintage and Veteran Club and Tony navigated for Donald on occasion in classic car rallies. Sadly, Donald was diagnosed with terminal cancer and Tony bought the car, totally stripped, in December 2013, just a few weeks before Donald passed away. All the mechanicals have been rebuilt and, as can be seen from the photo, Tony is currently busy building the new ash frame.



Philip and Christine Parkinson borrowed new member Charles Gillett's Minor for the VSCC Herefordshire Trial earlier this month. (We hope they washed it before handing it back!) No shortage of mud, but a super spring weekend, even warm enough to throw the roof open. (Photo Phil Jones)

New member Charles Gillett is certainly making the most of his 1930 Minor saloon DY 6083. He entered it on the Lakeland Trial back in November where he ran into holdups on the hills and ran out of time to compete the hills. Unable to attend the Hereford, Charles loaned the car to his good friends Philip and Christine Parkinson (whose regular Riley had broken). They were in award territory on the Saturday but fell back on Sunday. Apparently they had not refueled and had the tap on 'main' and on two hills the car lost power probably due to lack of fuel as the tank was low and only just above the main. Charles reports that the car is always well received and much admired, and although not terribly effective is a welcome change to an open car and still very good fun to use. His other trials car is a Brescia, and when he says he enjoys the Morris, he means it!

The Register Magazine

Last month, we successfully completed the major transition to our new print shop and distributed the first issue printed in Cheltenham. Sincere thanks to Print By Design and also to Philip Brown for working so hard to make this happen.

Right now, M 157 (our Spring issue) is nearing completion, and the target date for delivery to Print By Design is the end of this month, so if you have any news, articles, rally reports, photos, adverts or anything else you would like to see in print, now would be a great time to make yourself known. As our membership is rapidly expanding and broadening, M 157 will include reports on the Brooklands Driving Tests, and the John Harris and Herefordshire trials which should hopefully be of interest to everyone. It will also carry a major article on white metal bearing profived by FormHALLS Vintage and Racing Ltd.

Register 2016 Subscriptions

Thanks to all who have sent in their subs so far. Those of you who have recently joined via the online membership form on the Pre-War Prescott website will have your subs renewed automatically on the anniversary date of your joining, which will hopefully make life much simpler for all of us.

If you have not attended to your 2016 subs yet, please do so at your earliest convenience, either by returning the form posted to you or by printing off and posting the form to be found at the foot of this Newsletter. Or you can simply jump online and pay via PayPal to kangamingo@gmail.com. Thanks!

If you are not yet a Register member and would like to join, you can now do so online [here](#).

Upcoming Events

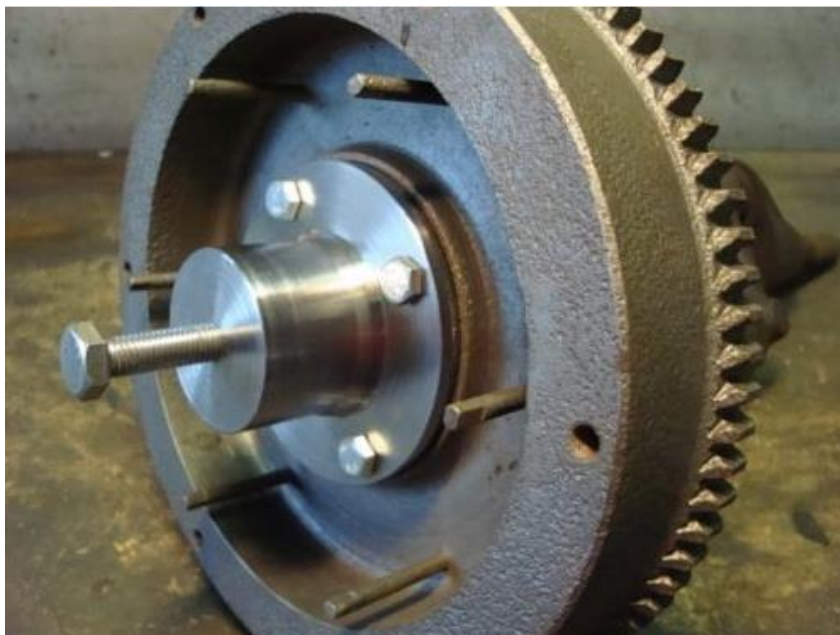
Over the weekend of 2nd/3rd April, the VSCC Light Car & Edwardian Section will be returning once again to The Metropole Hotel in Llandrindod Wells for the 2016 Welsh Weekend. Saturday will include a 95 or so mile circular tour on the quiet local roads to a secret destination with some surprises on the way. There are several short cuts available for the more elderly and infirm (both cars and drivers!). This will be followed in the evening by the legendary Section Annual Dinner and Awards at The Metropole Hotel in the heart of this scenic spa town. On Sunday the trialists will be up early for the Trial, finishing in time for lunch. All in all, this an event not to be missed and we always try to field a good number of vintage Minors and M Types to take on the hordes of Austin Sevens!

Could I ask anyone reading this who is entered for the weekend, or is planning to marshal or spectate, to take your camera along and let me have any photos and report snippets so I can weave them all together into a combined report for the Magazine. Thanks in advance!

Looking forward, the LCES Summer Rally will be held on 18th June.

Hub Puller

Finally for this issue, the Register recently acquired this flywheel puller and it is now available for loan to any member in need for their Minor or MMM for the cost of postage and return. Contact the Register if you have a need.



Marketplace

Cars for Sale



The Register has been contacted by Ronald Fraser who lives in the Scottish Highlands. He has the chassis. Engine and body, etc. of a 1934 2-seater which he wishes to dispose of. Chassis 34/MS/39609 and engine 40210. Ronald can be contacted at ronfltd@aol.com.

1931 saloon MU 3445 (M34459)

Norman Johnson's doctor has recently informed him that he should no longer drive, so his immaculate 1930 saloon is now offered to a good home. This car also received a no expense spared restoration and has been little used but very carefully looked after since. Norman can be contacted at 01425/614728 (no e-mail). The car resides in New Milton, Hampshire.



1929 Fabric 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).



**1932 SV Minor 2-seater in Germany
Chassis SV19059, registered GY 3515**

After owning the car for 39 years, I am now having to sell the car due to health problems. Restoration nearing completion. Anyone interested in this car should contact me for more info. Should be an easy restoration to complete.

Herbert Scheuermann
n.sch49@web.de



**1934 Morris Minor Maddox
Special
EN 5810 (34/MS/36901)**

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



For Sale 1934 Morris Minor 2 door sedan **in New Zealand**. Some parts go with the car. Three quarters restored, needs paint and upholstery. Can be heard running. Dead rego. \$4,000 or near offer. Phone John Kelly (64)7871 9527 or 07 871 9527 within New Zealand.

Spares for Sale

Attention trialists. Frank Ashley's project to make a batch of 6/33 CW&Ps is now about to go ahead with an order for ten placed with Guest. Order size CAN be increased. The price will be £400 per set. Contact Frank without delay at frankashleymgm@aol.com for further details.

For Sale I have found a local supply of sealed thrust bearings for the Morris clutch. As it is sealed, it will not require the old type steel housing but is 2 mm thicker than the original bearing with the cover fitted. This can easily be accommodated by clutch adjustment so as to preserve the original clutch pedal movement. The sealed bearing rightly has the inner race protruding at the thrust holder side so rotation is not impeded. As we have plenty of weight allowance on return to UK mid-February 2016 I can bring some back with me if anyone is interested. My UK landed cost will be £45.00. See also Correspondence. Peter Hills hills.peterw@gmail.com.

For sale The following bits are available if anyone is interested. Photos have been posted to the VMR forum. Oil pump. Oil filter cannisters with brackets, one with pipes to sump and pump. Two OHC cylinder heads, bare. Steve Ashby sashbys@waitrose.com.

Spares Wanted

Wanted I am looking for a non-GPO Minor van, condition immaterial. Non-GPO because I wish to re-paint it in another livery. Peter Vacher Pvacher@aol.com.

Wanted 12V dynamo or just the armature to replace my bent one on my 1932 D Type. Gerry Annetts gerry.annetts@chateau-cg.co.uk.

Wanted for 1933 McEvoy Special. 1932/33 SV Minor radiator in sound condition (I don't need the shell, just the radiator). Also two brake cam levers. Ian Grace vintageminor@gmail.com.

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, please contact Martin Constant at martin@littleabingdon.co.uk.

Wanted 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.



The Vintage Minor Register

Serving the Pre-War Morris Minor and M Type MG

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2016 Register Subscriptions

Dear member,

Your subscription to the Vintage Minor Register for 2016 fell due at the end of December. 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 2015 and look forward to your continued association in 2016.

With kindest regards,

Ian Grace

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



Please find enclosed my Register subscription for 2016 £ _____

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.) £ _____

Name: _____

Total enclosed: _____

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Saturday, 16th July 2016

(Please return this form with your payment to the above address by **30th June 2016**)

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

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

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

I wish to order _____ tickets **£** _____
(£40-00 per car, including all occupants and free Programme, or £25-00 for VMR members)

I wish to order _____ climb tickets in advance (£5-00 per climb) **£** _____

(You may pre-book a maximum of **FOUR** climbs – more will be available for purchase on the day)

I wish to park my post-war/modern car in the Orchard and spectate **£** _____
(£15-00 per car, including all occupants)

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

The Evening Forties BBQ and Dance Night, Prescott, Saturday 16th July

I wish to order _____ tickets (£15-00 per person) **£** _____

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

I wish to enter the Navigation Rally (£20-00 per car) **£** _____

I wish to enter the Scenic Tour (£20-00 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

(Note: ALL vehicles competing in the Sunday Navigation Rally/Scenic Tour MUST be road legal)

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. Full accommodation details for local hotels and guesthouses may be found on the Pre-War Prescott website, or can be provided on request to the above address. 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. Pre-War Prescott reserves the right to alter or cancel the programme without notice.