



Vintage Minor Register

January 2025 Newsletter

Our Silver Jubilee Year



In the bleak midwinter. 1929 Morris Minor tourer WE 6554 (M9378), yet to be fitted with its number plates on its first post-war outing in January 1979 in the hands of restorer John Peckham, seen here in the snowy lanes of Sussex. The car had been off the road since last taxed in 1937. It now resides at VMR HQ in Herefordshire.

Welcome!

Welcome to our first 2025 Newsletter and the first in our Silver Jubilee year! Over the last 25 years we have published 91 Magazines, circulated countless monthly Newsletters, run 23 Summer Rallies, including 23 navigation rallies and 26 scenic tours, two Australian rallies, not to mention numerous regional autumn rallies, pub meets and more. We have recorded the details of 501 surviving OHC Minors, 761 SV Minors and 447 M Type M.G.'s. And we opened up membership to owners of all the cars that survived the War. So we will have a great deal to celebrate in 2025. The main focus of the celebrations will be the Summer Rally in July. More details will emerge in due course.

This will be a slightly shorter Newsletter than usual, as for obvious reasons there was not a great deal of Register happenings in December, although another nine members joined us during the month and are listed below. However, it does include a very important update on our Summer Rally plans, and in particular, the booking arrangements for the Sunday hill climb and our plans for a Silver Jubilee dinner on Saturday evening. Read more below.

New Year's Day meet at the New Inn, Pembridge

I popped along to the New Inn meet today and there was a record turnout, regardless of the less than clement weather. I hope many of you enjoyed similar meets today.



This delightful Morris Cowley was signwritten, 'Jeff Mallock, Fellmonger, Darrowby 308.'

Pre-War Kyre Park, 25th to 27th July, 2025



Nick Williams exercised his 1926/34 Salmson twin cam special at the inaugural 2016 Bromyard Speed Festival. Watch his YouTube video at <https://www.youtube.com/watch?v=5xSKXVrW8tM>. The video description reads, “The first ever Bromyard Speed Festival was held on 3rd April 2016. What a superb day! 5,000 people lined the streets to see the 140 vehicles parade around the street track. Sincere thanks to the organisers of what I hope will become a regular event.”

As mentioned above, there are two important updates to note this month.

First, a committee meeting of the Bromyard Speed Festival was held in December, to which I was invited. The meeting covered many topics as the first hill climb organized by BSF begins to take shape. To give some idea of the amount of work ahead of us, 23 working groups were initiated to cover every aspect of the day which will be a significant day for the town of Bromyard.

In particular, there was extensive discussion regarding entries, and this is where anyone interested in taking part should take particular note. BSF is currently planning for 900 climbs on the day and to allocate 3 climbs to every successful entrant. That equates to 300 entries. To date, BSF has received 120 expressions of interest and the Register has received 102, so a total of 222 already. Clearly oversubscription is expected, so, as reported before, a selection process will be put in place. I will sit on that particular working group and work to include as many of our interested members and friends in the final list. BSF will be launching their entry portal on their website shortly and I will relay that to you all the moment I receive details. Entries are projected to CLOSE some time in the spring, depending on the number of entries received, so it is imperative that if you want to come along AND climb the hill, you will need to enter with BSF by the deadline.

The selection process will focus on giving priority to interesting cars – both pre-war and post-war. This is because the primary source of income on the day will be the spectators, who will want to see a

wide variety of cars in the paddock and on the hill. As for our members and friends, if I have to prioritize, I must take into account such factors as:

Have you expressed your interest in climbing the hill?

If you would like to add your name to the growing list of expressions of interest for the Sunday Hill Climb, then contact me at vintageminor@gmail.com EL QUICKO. (Who knew I spoke Mexican!)

Are you a VMR member? (If not, then redeem yourself by join NOW for 2025! Membership Form below)

Have you also booked to enter the runs on Friday and/or Saturday?

Have you supported Pre-War Prescott in the past?

Are you coming from the Continent, the Colonies or beyond?

The selection process will be more of an art than a science, and, as I said, I do hope that we will be able to accommodate as many entrants as possible. Selection will be a joint exercise between the VMR and BSF.

If you are not successful, then there will be unlimited opportunity to park your pre-war or interesting car in the paddock, alongside the climbers and alongside your fellow club or register friends – just as we arranged for our supporting clubs and registers at past Pre-War Prescotts. And then there will also be unlimited spectator parking, giving full access to the paddock.

The paddock will also include a food and drink village with displays and much more. Something like 5,000 spectator are expected at the venue and around the town.

Right now, you can enter our Friday and Saturday runs, using the Entry Form found below. I suggest you do so without delay and also sort your accommodation without delay as there is limited accommodation in the immediate area and it is filling up quickly. We have filled Kyre Park House already, but there is the two bedroom apartment still available. Book through me.

All of this is new, both for the BSF and for ourselves, so if you have any questions or concerns whatsoever, do please e-mail me and I will do my utmost to help, advise or ask questions on your behalf if I don't have an answer for you. But what I can tell you is that, if the day is a success, an expanded event is already being considered for next year.

Secondly, as mentioned above, 2025 is our Silver Jubilee year and so I am planning a Jubilee dinner at The Fountain Inn, Tenbury Wells on Saturday evening. If you are coming for the weekend and do not wish to buy tickets for the dinner, then there will be a full programme of food, drink and entertainment in the Festival paddock. But if you would like to come along to the Jubilee dinner, I will be circulating details and booking arrangements shortly.

As for the Friday and Saturday runs (which will both start at Kyre Park) we will run our traditional and popular Friday Tour on the first day, with a pub lunch thrown in for good measure and an evening pub meet to welcome the weekend's visitors.

On Saturday, we will run our ever popular Scenic Tour and parallel Navigation Rally. (Isn't it interesting that the VSCC has finally recognized the popularity of scenic tours. I wonder what prompted that?). This year's route will take the form of a figure of eight, so that we will return to Kyre Park for a lunchtime Vintage Picnic on the lawns between the house and the lakes – an idyllic setting. Ordering arrangements for sumptuous pre-delivered picnics will be circulated in due course. Or, of course, you can bring your own. The Saturday runs will conclude with cream teas, results and awards

at Kyre and then, as mentioned above, you will have a choice of the Jubilee Dinner at The Fountain Inn, or the food, drink and entertainment in the Bromyard paddock.

Now a word about spectators. Due to the nature of the hill, which is along part of the B4203 between farmers' fields and hedges, there is nowhere to spectate up the hill. However, there will be viewing stands built in the paddock which will overlook the start line and there will also be large screens in the paddock, fed by cameras up the hill so that the entire climbs can be watched.

That is about all I can tell you at this point. But please make your plans for the weekend without delay, get your entries for Friday and Saturday to me which will bump you up the priority list for Sunday climbs.

I have started a thread on our Forum where I am posting regular rally planning updates as they happen. It can be found at:

<https://www.vintageminor.co.uk/Forum2/phpBB3/viewtopic.php?t=1923>.

I would encourage everyone with an interest in the weekend to make a note of this link and check it out regularly, as there will be a great deal of important information to disseminate over the coming weeks and months as planning progresses.

In addition, a Rally web page will added to our website shortly, while the BSF has launched its Festival website at <https://bromyardspeedfestival.co.uk/bromyard-speed-festival-2025-announced>.



Kyre Park, Worcestershire will be Rally HQ for our 2025 Summer Rally. The lawns seen here will be the spectacular setting for our Sunday Vintage Picnic. See more at www.kyrepark.com.

As for Rally HQ, we are incredibly privileged and grateful to Tzaraine Gwyn-Jones, the owner of Kyre Park, who has not only offered us all the space we need at Kyre Park for gathering, picnicking, cream teas, camping, trailer parking and more, but is also throwing open her home, including six gorgeous

double bedrooms, all with ensembles plus a two double bedroom apartment, but also the rest of the house including sitting room, dining room, kitchen and refectory. Comprehensive continental breakfasts will be provided each morning at £10 each. (Please note that this is a private house, and NOT a B&B, so don't expect tea/coffee making facilities or an ironing board in your room. However, the apartment has a kitchen and sitting room and we will also have full use of the main house's kitchen and refectory.) As mentioned above. All of the rooms have now been booked but the apartment is currently available at £220 a night and is available on a four-night basis from Thursday to Sunday nights inclusive. If you would like to book the apartment, please contact me at vintageminor@gmail.com without delay.

Regarding other accommodation, I have prepared a comprehensive Accommodation List which I can e-mail to you on request.

A general note on accommodation – it would be greatly in your interest to make your accommodation arrangements as soon as possible, as the entire area's accommodation offerings will be put under pressure over the weekend because of those entering and spectating at the BSF hill climb.

2025 Subscriptions

Sincere thanks to about half of you who have renewed already. To our other members, I would like to remind members that their subs fell due at the end of December. A renewal form with payment details can be found at the foot of this Newsletter. As always, it would help enormously if members would attend to this small but very important issue without delay. The costs of printing and posting have both risen recently, but I am holding the subs at £40 for one more year. If you are not yet a member but would like to join us, please see the Membership Form below and note that from today, new members joining between now and the end of the year will have their membership extended through the end of 2025. If you like these newsletters, you will love our quarterly printed Magazines which have more space to delve deeper into issues, rally reports, technical articles and much more. Members benefit from a significant discount on our rally entry fees. You know it makes sense!

Join Us for 2025!

This time of year offers an excellent opportunity to join the Register. Membership is open to owners of ALL pre-war cars. Application form below. Why not give yourself a New Year present that will last the whole year!

Membership will bring you our widely-acclaimed 48-page all-colour glossy Magazine and discounted entry to all of our rallies, which will end up repaying most, if not all of your subscription!

Our January Pub Lunch at The Fountain Inn, Tenbury Wells, Sunday 19th January



The ancient and historic Fountain Inn, Tenbury Wells - the welcoming venue for our winter monthly pub meets in the area which will take place on the third Sunday lunchtimes of the month.

This will be the fourth Fountain Inn monthly meeting, which will take place over lunchtime on Sunday, the 19th January. It has been decided to arrange these monthly meets on the third Sunday lunchtimes instead of the usual third Tuesday evenings over the winter months because of the dark hours. That should help all of us luddites who are still using 6 volt incandescent headlamp bulbs!

The pub kitchen opens at 12 noon and I look forward to seeing many of you there. All owners of pre-war and interesting cars warmly invited. The Fountain can be found less than a mile out of Tenbury Wells on the A4112.

If you would like to take lunch on the day, you **MUST** pre-book by calling the pub on 01584/810701 so that the landlady can arrange a suitably-sized table for us. Or simply come along for a pint and a chat.

New Members

In December, we welcomed the following new members and their wide variety of cars to Register membership:

Graham Finch	1934 M.G. NA
Peter Swallow	1948 M.G. TC
Richard Pickard	1946 M.G. TC
Dr. Roger King	1937 Riley Kestrel 12/4 TT special
Erik Staermose	1934 M.G. PA
Simon Candlin	1932 Austin 7 Arrow Foursome coupé
Mike Jakeman	1932 M.G. D
Ken MacMaster	1938 Frazer Nash BMW 328/1

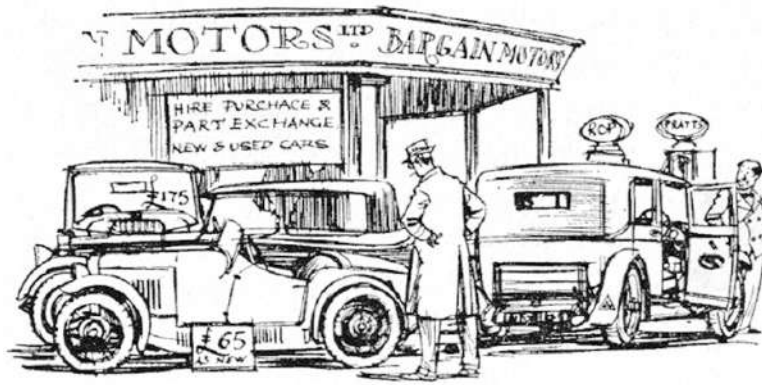
And we warmly welcomed back to membership:

Peter Oliver	1933 Minor Jensen special
	1932 Minor 2-seater

This brings to 34 the number of new or re-joining members in 2024.



Simon Candlin's rare 1932 Austin 7 Arrow Foursome coupé PJ 7624 at Stanway House on one of our rallies. That's Adrian Newey's 1938 SS100 on the left, which tells me this was either 2022 or 2023.
(Simon Candlin)



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



New For Sale Glenys White is trying to sell her late husband's 1929 sports-bodied Minor (M3486). Martin died in June 2015 and Glenys took over his membership. The car is located at Echuca, Victoria. For details, contact Keith Montell in New South Wales at k.montell44@gmail.com.



New For Sale 1930 OHC Morris Minor Tourer UR 7238 (M26128). An original, versatile car used for VSCC Light Car runs to main club trials. Been with the previous family for over twenty years, then our family for ten years and driven by everyone. The children have now moved on to bigger cars so it is not being used as much. Body rebuilt a few years ago, OIRO £10,000 including many spares. David Rolfe. 07388/655141. david@rolfe.org.

For Sale The OHC Minors were fitted with a 21 1/2 inch badge bar fitted between the pair of triangular pressed steel front bumper supports, and directly behind the bumper assembly. Many Minors are missing this bar these days, including my 1929 tourer, so I am commissioning a batch, made from the correct imperial size of 1 1/8" by 1/4". If anyone is in need, just let me know. Ian Grace vintageminor@gmail.com.



For Sale 1935 Standard 10-12 Speed Saloon, green, black, lovely smart car with original interior. Lots of work completed including quality respray, re-wire, all instruments rebuilt, club distributor, de-coke, etc. Loss of storage forces sale. Offers based on £8,750. David Southcott 07429/870328 taddyco@yahoo.co.uk.



For Sale 1928 Morris Minor tourer, chassis M1019, engine U1082. Chassis laid down 3rd December 1928 and the earliest known surviving Minor in the Southern Hemisphere.

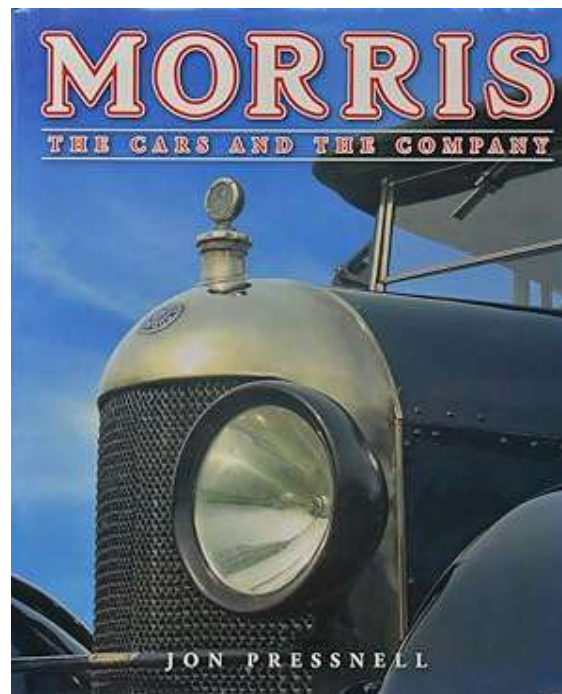
Dad and I purchased the car about 15 years ago, to be part of our collection at the 'Morris Minor Garage' at North Harcourt in Victoria. The car has had very little use since then. It has the original early overhead cam engine, completely rebuilt to the highest standard. I have the history from the previous owner, including an original log book, early photos, correspondence in the early 1960's with BMC – authenticating its rarity - and photos of the restoration.

The car has had an excellent – no expense spared 'nut and bolt' restoration by Clive Carmichael of Castlemaine – some years ago. The car has a fabulous black fabric body, and the panels are hand-painted as per the original finish. (It is so well done – you would think it has been professionally sprayed). I have driven the car many times – and it is a pleasure to drive.

It will be sad to see it go – but I have too many cars and it needs to find an owner that will use and enjoy it. Asking Au\$22,000. Feel free to call or e-mail any time Richard McKellar, Victoria, Australia 0409 351 508 richardmckellardesign.com.



Here is a rare opportunity to acquire an original Semi-sports Minor. Over in Hamburg, Germany, Volker Tilly has his example for sale. Volker has owned and enjoyed the car for many years, having originally bought it to provide a spare engine for his M Type! But he soon realised that the body was not home-made, but a genuine Semi-sports. The chassis is M31487, engine 31943. Full details [here](#).



For Sale Morris – The Cars and the Company. Jon Pressnell. Well-illustrated history of Morris cars and light commercials. 287pp. £20 plus postage. John James jj@ttypes.org.



For Sale Lorraine Noble-Thompson has regretfully decided to sell her D Type M.G. (Do481). In very good condition, benefitting from a new fuel tank, indicators, hazard lights, rebuilt dynamo, new electronic cutout. Fitted with more powerful later PA engine and gearbox with twin carburettors and stainless steel exhaust system. Asking £25,000 Contact Lorraine on 07882/377422 or lorrainent@btinternet.com for many more pictures and further information.



For Sale December 1930 OHV coachbuilt sliding head saloon (M34741, BF 9470, was NG 50) which I acquired about four years ago as a long term project to go with my 1931 two seater which is complete and on the road, one for dry weather and one for the wet. Initially I stripped out the engine and gearbox and inspected the chassis. The chassis looks in excellent condition and some work has been done on the brakes by others using parts from Sports & Vintage. Original cable brakes. New tyres have been fitted by others. The gearbox has been stripped and rebuilt. New layshafts, layshaft bushes, main bearings, etc. Primary shaft has had the splines rebuilt to a matching clutch plate.

Engine stripped, crank ground and new white metal to big ends, Flywheel inner housing re-white metaled, the crank and housing modified to incorporate a lip seal rather than scroll. The fan pulley and thrust housing modified for a lip seal rather than pulley scroll. The clutch/flywheel rebuilt, new ring gear, springs, plates, etc. The whole assembly has been to a specialist and balanced, conrods weighed and matched. The block has been bored to +60 ready for new pistons and rings.

The head has new valves and an upgrade kit from S&V with housing bevel gears, seals, etc. to stop the oil leak from the head to the dynamo. The rear NS stud hole had corroded through so the original sleeve has been removed and replaced with a new stainless steel sleeve.

All ready to be put together. There is a complete gasket set including head and manifold from S&V. The radiator core was found to be u/s so a new honeycomb core has been fitted by Vintage Wings. The radiator surround has been re-chromed along with a few other pieces. The original enamel badge was damaged, so this was sent to W O Lewis in Birmingham for restoration.

As far as I am aware the only major component missing is the instrument panel. Although I know someone who has a full panel for the OHV in his collection that he is willing to sell on. There is no interior as such, but the front seats are in place. The car has been a labour of love and hopefully I can find someone with the patience to complete it. I think all the expensive bits have been done so it's just labour needed now! The car is located in Tyne & Wear. Haydon Edwards (M) 07966/982687 haydon.s.edwards@gmail.com.

For Sale Original SV Minor offside front wing in good condition. £75. Ian Grace vintageminor@gmail.com.



For Sale 1933 Morris Oxford Saloon. Six cylinder 16 horsepower saloon, was restored in the early 1980's and has been in constant use since then. Magnificent and very useable car. Blue over black paintwork, mostly original leather upholstery. Original Wilcot traffic lights converted to flashing indicators, a good safety feature. Fitted heater. Electronic ignition and electronic voltage control. Custom made trunk fitted to rear luggage rack, tow bar with all electrics. Offers around £13,500. Tom Bourne 07527/498443 tombourne1@icloud.com.

For Sale I have some Dunlop Magna wheels which are surplus as they are not a match to my 30 & 31 Minors. Identifying from the "Complete Minor".

4 of the style C 19" with stud for hub cap
2 of the style D 19" with captive nut for hub cap
1 of the style E 18" with captive nut for hub cap

I also have a complete (I think) disassembled '34 saloon body to dispose of. I have broken the components down to six sections :-

- 1) A radiator surround in excellent condition
- 2) The front wings which look to be in very good condition
- 3) The four panels that make up the bonnet
- 4) The windscreen
- 5) The doors and seals
- 6) The rear body and roof plus associated panels and timberwork, etc.

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

For Sale All suitable for 1930's OHC cars:
6V SU petrol pump and spares - >£25
OHV crank - offers

Peter Burrows roseandpete@hotmail.com.



For Sale 1930 Morris Minor fabric saloon KR 5670 (M24941), first registered 9th July 1930. This is the car that Olive Willats famously took to Venice and won a major FIAME concours in the sixties. It was also present, in as-new condition at the Brooklands 60th Anniversary Rally in 1963. The car is a true time capsule in every way, including its original factory fabric. It left Cowley as a driving chassis and was fitted with the fabric saloon body from a Wolseley Hornet (identical to the Minor body) by Maltby Motors of Kent. This car is now in Herefordshire. It has a current V5c and is currently on SORN. See much more on our Forum [here](#). Offers invited. Ian Grace vintageminor@gmail.com.



For Sale 1929 Minor saloon CV 3487 (M29266, first registered 31/12/30). She will come with several spares including a three-speed gearbox (a four-speed gearbox is currently fitted). I have owned her since 2016 and have made several improvements to her over that time. Asking offers over £7,000 ONO (**reduced**) for her. I will be sorry to see her go but I don't have the facilities to work on her as much as I would like. Mike Slater graciepop@me.com.

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

For Sale 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. Contact Ronald at r.trumpi@planet.nl.

Wanted

Wanted A windscreen for my M Type. I do not have a proper windscreen for the car. The existing screen is a number of odd bits of aluminium. Does any member know where I can source a replacement windscreen? I would be very grateful to receive any useful advice on this, or better still a complete windscreen. Mike Shaw mshawbay@btinternet.com.

Wanted For my 1929 Minor tourer WE 6554. OHC exhaust manifold, flat-topped float chamber or whole early carb., Eureka white-faced 100 psi oil gauge, the lower ignition advance/retard rod steering column clamp, a pair of Morris Motors threshold plates, a 9/44 CWP set, a pair of original pattern front seat spring units. Ian Grace vintageminor@gmail.com.

Wanted For my 1929 Minor fabric saloon VG 2007. Three speed gearbox in sound condition with good input shaft splines. Ian Grace vintageminor@gmail.com.

Wanted Complete SV Minor engine to build as a spare. Also a 4-speed gearbox. Barrie Carter barriemgracer@yahoo.co.uk.

Wanted Pair of triangular SV Minor angled headlamp mounting brackets as fitted to the front wings. Ian Grace vintageminor@gmail.com.

Wanted For my OHC saloon, two standard early Minor front seats with floor hinges at the front and folding backs to allow access to the back of the car. Or is there an upholsterer who could put the missing hinges at the front of the seats I have? Also looking for an early round-type calorimeter. I do have one of the later SV type if anyone wishes to exchange. Michael Watts 01294/559388 or wwilmawatts@gmail.com.

Wanted An instrument panel only for the 1929 Minor showing the engraving "Winter Charge" etc. Peter Hills hills.peterw@gmail.com Putney London. (I will be there from mid-May, call 07745 974084).

Wanted Later pattern SV Minor cylinder head, single casting with integral sloping water outlet. David Kempton j3david.kempton@gmail.com.

Wanted For 1932 Morris Minor 2-seater tourer. Dimensions for map pocket on door panels. Any help greatly appreciated. I'm trying to keep to original or as near as possible. Tom Cantle 0117/9780621.

Wanted G'day. I'm wondering if someone within the Register may have a lead on a late pattern cylinder head for my 1934 Australian delivered sidevalve Minor. Mine has cracked in half between cylinders 2 and 3. I have exhausted my Australian contacts. Paul Kinder kinder.paul@gmail.com.

Wanted for my 1931 Minor 4 seat Tourer. Sidescreens either complete or some form of patterns, i.e. frames or drawing round frames. Armstrong or Smiths Shock absorbers. Eureka oil pressure gauge. Small centre wheels. Steel instrument panel (no instruments required), switchbox complete with switch levers and front bumper, slotted type, with irons. Please contact Mike Fenner on 07890/833851 or mykalfenner@yahoo.co.uk.

Wanted for my 1929 (1930 season) fabric saloon – one window pull like this one:



Also contact spring for a DS4 distributor or would take a complete DS4. Mine went flying at light speed into the weeds recently when I was cleaning it with a wire brush in a drill – never to be seen again! Ian Grace vintageminor@gmail.com.

Wanted For my McEvoy Special NV 2803. Pair of Lucas R35 SV Minor headlamps. I have the rims and fluted glasses, just need the bowls and reflectors. What have you? Ian Grace vintageminor@gmail.com.

Wanted Thanks to Peter Smith I was able to source the SV Minor Illustrated Parts List. I'm still on the hunt for a copy of the 1931 SV Minor brochure, and I'm also looking to complete my set of Salesman's Handbooks. I have the OHC issue (March 1930), plus the 1932 OHC Family Eight and SV Minor. Any others out there? Also still looking for copies of the VMR Magazine issues M 174, M 166, M 142 and M 139, and the 2020 Pre-War Prescott Programme. All needed to complete the VMR archive. Many thanks. Ian Grace vintageminor@gmail.com.

Wanted I'm looking for a replacement/spare gear stick for my 1930 Morris Minor. It currently has a three-speed box. Matthew Young Matthew.Young@awe.co.uk.

Wanted For the very last scuttle tank saloon, chassis SV5535. Window locking catches for the sliding side windows, a rear window glass and any trim parts, please, including a dashboard? Nigel Stennett-Cox binroundabit@btinternet.com.

Wanted For my 1930 Morris Minor Semi-sports. Remote gearchange McEvoy or similar as featured in the VMR April 2022 Newsletter. Volker Tilly Tel. (+49) 160 97660205 (Germany) or e-mail volker.tilly1@gmail.com.

Wanted Could anyone please help me out by supplying an M Type M.G. 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.

Wanted For my 1930 Morris Minor coachbuilt saloon. Door pillar outside mirror, door card pockets, interior dashlight, interior mirror, jack handle, small hubcaps (with "Morris Minor" wording), pedal rubbers. Tony Wilson Tel. 07799/508889 or e-mail tonywilson137@yahoo.co.uk.

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

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



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. John can be contacted at hickups@btinternet.com.

We also have a stock of very high-quality chrome and enamel Register car badges at £25 each plus P&P. Contact vintageminor@gmail.com to order.



The Vintage Minor Register

Rediscovering history, preserving history, making history

Crease Cottage
Middleton
Little Hereford
Herefordshire SY8 4LQ

07886/296990
vintageminor@gmail.com
www.vintageminor.co.uk

2025 Register Subscription Renewal Form

Dear member,

Your 2025 subscription to the Vintage Minor Register falls due on 31st December 2024.

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

Payment may also be made via PayPal at account name vintageminor@gmail.com, or by direct deposit to the Register's UK bank account (account name IB & JM Grace, account no. 70037737, sort code 20-02-43).

USA and other worldwide members please remit \$US55 via PayPal to the above account or 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 2024 and look forward to your continued association in 2025.

Many thanks,

Ian Grace

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



Please find enclosed my Register subscription for 2025 £ _____

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

Name: _____

Total enclosed: _____



The Vintage Minor Register

Rediscovering history, preserving history, making history

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www.vintageminor.co.uk

Application for Membership

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

The Register subscription is £40 (Australia \$Au50, New Zealand \$NZ60, USA \$US50). English members, please send cheques made payable to Ian Grace to the above address. Payment may also be made via PayPal at account name vintageminor@gmail.com, or by direct deposit to the Register's UK bank account (account name IB & JM Grace, account no. 70037737, sort code 20-02-43). US members, please send cash or checks made payable to Ian Grace to the above address. Australian members, please send cheques made payable to Keith Montell, 178 Hargreaves Road, Steels Creek, Victoria 3775, Australia. NZ members please talk to Keith at k.montell44@gmail.com regarding payment options. Members joining after October 1st receive membership for the rest of the year and all of the following year for their annual subscription.

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

Your Details

Name

Address

Telephone No.

e-mail address

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

Your Vehicle's Details

Registration No.

Date of first registration

Chassis No.

Engine No.

Body No.

Body Type

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

19 Long Furlong Park
Gotherington
Cheltenham
Gloucestershire
GL52 9FA



07886/296990
vintageminor@gmail.com
www.vintageminor@gmail.com

Pre-War Kyre Park Friday 25th to Sunday 27th July 2025

Please print off this form, fill it in and post it to the above address with your remittance.

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, Triumph Roadster, etc. If in doubt, please contact the VMR at the e-mail address above to open negotiations!)

The Friday Tour, Friday 25th July

A relaxed day, starting at Kyre Park, Worcestershire (OS149 626636), visiting various places of historic or scenic interest along the route and taking in lunch at a local pub. In the evening, we will gather for our traditional Friday evening social at a local hostelry.

I wish to enter the Friday Tour (£40-00 per car for members, £50 for non-members) £ _____

The Saturday Navigation Rally and Scenic Tour, Saturday 26th July

This is our traditional day in the countryside with the Navigation Rally (not too serious!) and the parallel Scenic Tour. Once again, we will be starting at Kyre Park. There will be a picnic lunch (details TBA) and we will visit a variety of places of historic or scenic interest, ending with cream teas, results and the presentation of our prestigious awards back at Kyre Park.

I wish to enter the Saturday Navigation Rally (£45-00 per car for members, £50 for non-members) £ _____

I wish to enter the Saturday Scenic Tour (£45-00 per car for members, £50 for non-members) £ _____

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

Payment may also be made via PayPal at account name vintageminor@gmail.com, or by direct deposit to the Register's UK bank account (account name IB & JM Grace, account no. 70037737, sort code 20-02-43).

I wish to register my interest in entering the untimed hill climb, Sunday 27th July **Yes/No**

The Sunday untimed hill climb will take place near Bromyard and is bound to be oversubscribed, so we will be putting in place an entry selection process. Entries for Sunday should be made with the Bromyard Festival of Speed at <https://bromyardspeedfestival.co.uk/>. It is expected that every entrant will be allocated two climbs. (The Register will give hill climb entry priority to members, our past Pre-War Prescott friends and those entering the Friday and/or Saturday tours or navigation rally.)

Final Instructions for the Navigation Rally will be posted to entrants in advance of the weekend and comprehensive Tour Handbooks with full navigation instructions will be provided for both the Friday and Saturday Scenic Tours at the start of each day.

Please note that ALL vehicles entering the weekend must be road legal, registered and insured. If you have any questions about any of the weekend's activities, please do not hesitate to contact vintageminor@gmail.com.

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.