

Magazine of the



Vintage Minor Register

Issue M 195

Autumn 2025



Our Silver Jubilee Year



Brother of member George Rodford, Frank Rodford tied the knot in style in August and the happy couple was chauffeured on the day by member Joe Reed in his 1932 Minor tourer. Hearty congrats to Frank and Mathilde!



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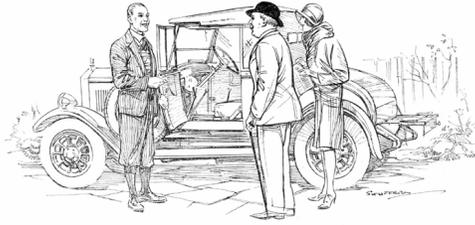
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Front Cover

The inaugural Pre-War Prescott 2011. Founder of Burlen Fuel Systems and the modern reincarnation of the SV Carburetter Company, John Burnett in determined mood in the Skinner Special rounds the Semicircle. With its Hudson straight eight engine and four SU carburetters, the Skinner Special is the ultimate development of the Red Minor, developed from the 1931 Hundred Pound, 100 m.p.h, 100 m.p.g. record-breaking car. Developed as a hillclimb special by Carl Skinner, his son Peter Skinner, aged 19, took the car up Shelsley Walsh in September 1933 making fastest time in the 850 c.c. class. (Paul Saunders)

Rear Cover

Another shot from the inaugural Pre-War Prescott. Prescott manager and Pre-War Prescott enabler Ian Patton chats with Dave and Wendy Cooksey on the start line in their Duple-bodied OHC Minor tourer. The car was delivered from Cowley to the Duple works, where the rear of the tourer body was carefully removed and replaced with a van body, such that the owner could use the vehicle as a commercial van during the week and take the family on a jaunt at the weekend. Here we see the car with neither rear end fitted – no doubt to shave a few seconds off their climb time! (Gracefot)



From the Driver's Seat



We have all heard a great deal about the value of our cars dropping off a cliff since Covid and the younger generations preferring classis to earlier machinery. We are told that nobody wants a pre-war car any more. But is that the whole story? May I suggest not. The true value of our cars is surely the value to us, which is so much more than the likely sale value to someone else. We all own cherished items and that we would never sell, because we value them far more highly than any potential saleroom price. Our family heirlooms, our pets! Our cherished vehicles surely fall into this category. We love them, we care for them, many name them!

And of course, it's an ill wind. With depressed values, there are some real bargains to be had at the moment and for the first time in many years. A passable M.G. PA can currently be had for under £20k.

Let's take a look at what our cars really mean to us.

First, we mostly, but not always, go in search for the sort of car we want – perhaps a make and model that we have admired and even desired for some time, so there's often an emotional entanglement at the very outset. Pride of ownership then kicks in as soon as one's cheque clears and the V5 is sent off. The result is that the car is already valued more highly by us than the number we wrote on the cheque.

I once had a friend who told me that when he was facing headwinds in life, he always bought another car and life instantly looked more rosy. Fifty years later, I have to agree.

Of course, the lustre on the purchase can tarnish somewhat once we get in amongst the inner mechanical quirks and electrical gremlins, but once flaws are found, our instinct is to sort them, thereby adding to the attraction and cementing the relationship, the cost of said improvements being pushed to the back of the mind. After all, it was most definitely money well spent, we tell ourselves.

And then there is the lofty issue of preserving and protecting our motoring heritage, particularly nowadays when our cars are approaching or passing their Centenary.

But most of all, our treasured motor cars are a first class ticket to a whole world of motorsport and all of the social circle of like-minded fellow owners and enthusiasts that the sport introduces to us. And then there is the fact that, once we start entering rallies and tours, we are compelled to visit many scenic areas that otherwise we would probably never actually get around to visiting. When my father died in 1975, it was the following year that I purchased my first pre-war car – exchanging my 1968 Triumph Herald for a 1937 Morris 8 tourer. Although not VSCC-eligible at the time, I nevertheless joined as an Associate Member and started to spectate at VSCC trials such as the Lakeland, the Welsh and the Wessex. I always took my Mum and we were both therefore taken to places that neither of us had seen and it also offered her relief from her inner thoughts of her late husband. We also made many friends among the competitors, and I count many of them as good friends to this day. You know who you are.

How can we put a value on all that our cars offer us? The answer, of course, is that we cannot, and so the potential monetary value of our cars is something that we would be well advised not to dwell on. Just get out there and enjoy everything your car can offer you by enriching your life, if not your bank balance.

J. M. Pearson wrote the well-known Canal Companions that many of us use when locking our way along Britain's waterways. In the introduction to his Welsh Waters edition, he wrote, "Delving backwards enables us to escape the uncongenial realities of the present, never mind the unimaginable threats of the future." I don't know how many years ago he wrote that, but it is certainly true in these times and sums up far better than I can what vintage motorsport does for me, and I cannot put a price on that.



Register Ramblings



New member Royston Goodman owns this very smart 1932 M Type M.G. WG 1035 (2/M3281), first registered in Stirlingshire. Originally steel-paneled, it has been restored, as several others have been, with a fabric-covered body. (Royston Goodman)

In this issue, we welcome the following new members and their interesting cars to the Register:

774	David Cochrane, 18 Russell Avenue, Dunchurch, Rugby, Warwickshire	1928 Austin 7 GE Cup
775	Royston Goodman, AR Grianan, 8 Kellieside Park, Kinross, Perthshire	1932 M Type M.G.
776	Matthew Allitt, Knowle Cottage Peartree, Ashburton, Devon	1935 Singer Le Mans
777	Cameron Atkinson, 5 Beech Drive, Trevadlock Hall Park, Launceston, Cornwall	1934 Minor 2-seater
778	Mike Price, 4 Whitbourne Hall, Whitbourne, Worcester	1949 Triumph Roadster

(Note: Tim Harris was shown as new member 774 in M 195, but is yet to join.)

In the summer of 2001, I spent several days at Gaydon poring over the eight volumes of OHC Minor 'Progress Books' which were created at the time of production and listed each and every chassis, giving the dates laid down, rolling road testing, bodying, road testing and dispatch, along with the engine number and body type fitted. I transcribed all of the chassis and body types and also copied any comments in the 'Notes' column. I then created a spreadsheet of all this data and called it the Morris Minor 'Genome'. This enabled the data to be filtered and analyzed to provide a treasure trove of production data. I also took the opportunity while transcribing the Progress Books to record the full build data for all of the 183 OHC Minors known to have survived at the time, and for which the chassis numbers were known. The results of this data analysis were published in M 106 – our Winter 2001 Magazine. Some years later, the corresponding SV Minor Progress Books were similarly harvested for the same data, which enabled the SV Genome to be created. Both of these Genomes reside in the Members' Area of the website. The time has now come to revisit the Progress Books and extract full build data for the additional 204 OHC Minor survivors for which we now have chassis numbers, as well as 415 surviving SV Minors with known chassis numbers. Watch this space for further data extraction results.



Tom Drewett reefs his 12/12 Rep. M Type UT 7942 (2/M2205) around Pardon at VSCC Prescott in August. He came a creditable eighth in Class 2 (for standard and modified cars up to 1,100 c.c. with a best time, on his first run, of 64.99 seconds. Fastest in class was Ian Standing in his 1929 Riley Brooklands (1,087 c.c.) (Steffi Broch)



Mirror, signal, manœuvre. Oliver Richardson competed at the Equipe Classic Racing Weekend at Brands Hatch, Kent at the end of March in his 1930 M Type, having driven down from Newbury for the race. He competed in the Triple-M race on the Sunday. There was a grid of 27 cars - 16 Triple-M, and on invitation 10 Austin 7's and a Wolseley Hornet. Unfortunately, Ollie came last, but he fared better in the second race, coming in 14th. Nigel Stroud also competed in his M Type 12/12 rep. in the High Speed Trial, where cars have to do a certain amount of laps within 30 minutes and also have to do a pitstop and change a spark plug. Nigel came second in the race. Charles Goddard, son of MMM Bulletin editor Ian Goddard came in a creditable third and fifth in the two races in his father's PA/PB special. (Steffi Broch)



Hearty congrats to Ben Boroweicki who tied the knot with Judith on 12th June in Yorkshire. Father and longtime VMR member Matt played chauffeur, using his much-campaigned Austin 7 Chummy 'Tinka'. (Matt Boroweicki)





And still they keep turning up. This 1934 SV Family Eight has just surfaced after having been dry stored since the sixties. Registered PO 9063 in Brighton (with a V5C) and with chassis number 34/ML/40401, it is being offered for sale by Steve Lawrence who has had it briefly running. Interested parties should contact Steve at info@classic-car-repairs.com.

The last OHC Minor to be produced was the long wheelbase M39199 which was a Family Eight saloon, laid down 21st July 1932 and despatched 9th August 1932. Meanwhile, SV production continued and a long wheelbase version made its debut for the 1933 season, production of which commenced at chassis 20301 in September. The first long wheelbase SV chassis was 20326, also laid down in September 1932.





Some published correspondence between your editor and the editor of the VSCC Light Car Section magazine Jonathan Rishton elicited this pleasing photo montage from Ken Martin. On the left is the well-known Morris publicity photo of one of the twelve Minor prototypes, taken at Arlington Row, Bibury in the late summer of 1928, and on the right is Ken's 1930 saloon, taken in the same location, in 2017. (Ken Martin)



UD 2483 was not one of the twelve prototypes but was chassis number MM119 – the 19th production Minor. This car was used extensively by the Morris Motors publicity department, including a tour of Norfolk. This photo was also sent in my Ken who notes, “It is interesting that UD 2483 appears to have had an accident or two sometime in its life, as the nearside front mudguard is a later type than the one on the offside and the rear nearside mudguard has been damaged – bent backwards. Also, the number plate on production cars was hung below the bumper on steel strips. It seems odd that an imperfect car such as this would be used for so many publicity photographs.”



New member Cameron Atkinson has acquired John Nagle's 1934 Minor 2-seater OW 4224 (34/MS/37955). John originally purchased this car in 1958 when he was 17 and just old enough to drive. In 2008, John was able to re-acquire the car (almost fifty years to the day after he had first acquired it) and he carried out a total restoration which he completed in 2011, which was when this post-restoration photograph was taken. (John Nagle)



New member Mike Price owns this lovely 1949 Triumph Roadster 2000. Not quite pre-war, but our Eligibility Committee apparently turned a blind eye! (Mike Price)

Pre-War Kyre Park



Kyre Park was the Rally HQ for the weekend. (Gracefoto)

The base for our 2025 Summer Rally this year was shifted slightly from Ludlow to Kyre Park, a stately home located between Tenbury Wells and Bromyard, owned by Tzaraine Gwyn-Jones whom we met while visiting the park on our 2024 Summer Rally. We had stopped by to visit the gardens and were kindly offered tea and cake by Tzaraine and the conversation ended with Tzaraine suggesting, “Why don’t you base your rally here next year?” Moreover, she offered to throw her gorgeous house open to us for rally accommodation and we ended up taking all six bedrooms and an apartment in the house for the 2025 weekend.

One of the reasons we selected Kyre Park was its proximity to Bromyard, where the Directors of the Bromyard Speed Festival, who had organized a classic car parade around the town since 2016, had managed to negotiate with the local council to close the B4203, which runs up and over Bromyard Downs from the town centre, so that an untimed hill climb could be run on the public road. It seemed a tremendous an opportunity to join forces with them so that we could run a hill climb in place of the defunct Pre-War Prescott.

The hill climb was organized for Sunday, so we mounted a Scenic Tour on Friday and a Tour and parallel Navigation Rally on Saturday to complete the weekend’s itinerary.

We used the Friday Tour to mark the 80th Anniversary of VE Day. We headed west to the black and white villages of northwest Herefordshire where a forty mile trail links a number of ancient villages graced by a large variety of historic half-timbered and highly photogenic cottages and larger buildings. A number of churches were visited and War Graves sought out, with the Tour Handbook offering biographies of those who we ‘met’. All of their stories of gallantry and sacrifice were highly thought-provoking. War Graves can be found in nearly all churchyards up and down the country and are lovingly maintained by the Commonwealth War Graves Commission. However, they give scant information about the servicemen who rest under them – name, date, service, age. A little research brings their heroic exploits into focus. (If anyone would like a copy of the Tour Handbook, I would be very happy to forward a .pdf copy via e-mail. You might then like to take the tour yourself if you were unable to join us on the day. Ditto for the Sunday Scenic Tour.)

Not all of the places of interest that we visited were VE80-related. For example, we sought out the Poet's Stone down a quiet lane near Leysters. As the Tour Handbook told us, "The famous Lakeland poet William Wordsworth was visiting his brother-in-law Tom Hutchinson on 22nd October 1845, as part of his exploration of Herefordshire, and rested on the stone. The vicar of Leysters was so struck by these celebrated visitors that he had the initials WW and MW and the date carved on the stone, where they are still clearly visible. The Leominster Morris Dancers pay an annual visit on 7th April – Wordsworth's Birthday - to Church House Farm, opposite the church to recite poetry and perform a number of dances at the Poet's Stone to commemorate the visit of William and Mary. Wordsworth was an enthusiastic traveler, who walked and rode many thousands of miles throughout Britain and mainland Europe."

A mid-morning stop for light refreshments was taken at the church of St. Leonards in the quiet village of Yarpole. Unusually, the church houses a small farm shop and café and the enthusiastic volunteers made us most welcome, baking a wide selection of delicious cakes and buns for us. We consumed them all and helped boost the church funds in the process. The local villagers had been alerted in advance to our visit and turned out to meet us and chat about our cars. After the weekend, I was contacted by community leader Gordon Ewing who told me that he, his volunteers and the local community were so enchanted by our cars that they have started a Petrol Heads WhatsApp group in the village!



Part of the lineup at Eardisland for the Friday pub lunch. (Gracefoto)

Lunch was taken in Eardisland, one of the most attractive of the Black and White villages where two pubs were more than enough to feed and water us all. Close by the pubs is a unique motoring heritage survivor in the form of a 1925 AA box, thought to be the only pre-war survivor.

After visiting about half a dozen church yards and War Graves, it was fitting that our last stop on the day was the church of St. Mary at Middleton-on-the-hill. Middleton is one of the rare double thankful villages that lost no men during either of the two world wars. In the churchyard, there is a memorial lantern that is lit every night and is inscribed:

A thank offering to Almighty God
"At evening time it shall be light"
for the safe return of all the men from this parish
who fought in the Great War 1914 - 1918
and 1939 - 1945

We ended the run with more tea and cake at Kyre Park, after which many of us repaired to the nearby King's Head at Docklow for a convivial evening.

Our Saturday Tour was titled The Hidden Herefordshire Tour and took in the eastern side of the county as well as slipping into neighbouring Worcestershire for some of the day. The route continued the VE80 theme of the previous day with visits to some fascinating War Graves interspersed with other places of local and historic interest, such as the magnificent 14th century Leigh Court barn which is the largest cruck-built structure in Britain. Built for the Benedictine monks at Pershore Abbey in about 1325, it is over 45 yards long with 18 cruck blades - each made from a single oak tree.

Our mid-morning refreshment stop today was at The Firs, a charming little cottage which was the birthplace of Edward Elgar. Owned today by the National Trust who have built a fascinating Visitors' Centre, we were given a warm welcome by their duty staff. More tea and cake were consumed as the navigation rallyists searched for clues among the vast collection of Elgar memorabilia housed today in the cottage. The Register made a £100 donation to The Firs in return for our very warm hospitality.

But the highlight of the day was undoubtedly our Vintage Picnic at Shelsley Walsh, which included a very special visit to and demonstration of the Shelsley Walsh Water Mill. Restored by the Shelsley Walsh Water Mill Society, the mill is a masterpiece of rural heritage and has been a central part of the farming Shelsley community for over 700 years. Our stop also included visits to the manor house, church and of course the historic hill.

The day concluded once again at Kyre Park for cream teas before our Silver Anniversary hog roast on the park's lawns. And here it must be said that the standard of catering provided by the local farm shop was well below expectations, as were the pre-packed picnics that they had provided for us earlier in the day. Suffice it to say that we will not be giving them any more trade in the future.

However, a good evening was had as we were serenaded by the Eureka Jazz band.

One more unexpected twist must also be mentioned. Tzaraine and her family were eagerly looking forward to joining us for the evening, but while teas were being served from a converted horse box, an ambulance arrived at the house and left shortly thereafter at high speed with blue lights on. Tzaraine had suddenly been taken seriously ill and so was unable to join our evening party. Happily, I can now report that, after an emergency operation, Tzaraine is now fit and well once more.

And so we come to Sunday and the much-anticipated closed road hill climb. As this was the first time that the BSF had run a hill climb, I was prepared to cut the organizers and volunteers a good deal of slack, as I know only too well the complexities of running a successful and safe hill climb. However, I need not have worried as, by and large, the climb went off very smoothly indeed and without incident. Some 190 cars climbed the hill during the day, and the VMR fielded about half of them, being the great majority of the pre-war car contingent. I was delighted to find a pair of original SV Minor headlamps that I needed for my McEvoy at the autojumble and I accompanied Stuart Cooke up the hill in his McEvoy prototype RC 300. The hill itself was about a mile in length, not overly steep and with 16 bends of various tightness. The return was then across the Bromyard Downs and down the A44 back into Bromyard.

After the climb, I polled those who had entered for feedback and it was almost universally positive. There were a couple of takeaways which I am feeding back to the organizers to make the next running even better. As I write this at the end of October, it is almost certain that the next running will be in 2027, and if so, then I will plan for the VMR to support the BSF once again as they generate significant funds for local charities.



We filled the famous paddock sheds at Shelsley Walsh on Saturday lunchtime. (Gracefoto)



The Shelsley Vintage Picnic. (Gracefoto)



Nick Cook had a good day on the hill on his 1907 Stanley Model H 20 HP Gentleman's Speedy Roadster.
(Joy Richings)



As did John Rowley in his massive 1911 American la France.
(Joy Richings)

The Hidden Herefordshire Navigation Rally

Geoge Rodford



July 2025 saw our merry band of vintagents descend on Kyre Park, a spectacular rural estate near Tenbury Wells, for the VMR's Hidden Herefordshire Navigation Rally. My '31 Hundred Pound SV Minor 2-seater, TP 9995, was once again pressed into service. My long-suffering star navigator, brother Bruce, was unable to attend. Undeterred, I press-ganged friend Alex Grenville into joining me. He is well over 6 foot, had never been in a pre-war car before, and professed to being a novice in navigational terms. This ought to be interesting, thought we!

The newly formed crew rolled up to Kyre Park bright and early on Saturday morning, maps in hand, car in tow, and met up with usual accomplice Nick Williams and navigator Harvey. Their conveyance would be the Bullnose M.G. Super Sports, so the little Minor would have its work cut out keeping up.

After the usual breakfast and the usual head-scratching over the instructions, a route was plotted and we headed to the cars. Ali Bond and his crew were preparing for the off in the delightful Semi-Sports Minor IA 9142. And there was DG 325, the well-campaigned 1930 tourer, awaiting driver, navigator and lurcher. We spun round at the sound of a 6-cylinder burbling past and serenaded the Burtons with a verse of "just one Horneto".

Alex somehow folded himself into the Minor, and off we all went. We lost the Super Sports immediately. The route to checkpoint 1 was straightforward and no longer than a mile. No matter. Deciding that scenic is best, the M.G. finally arrived at Thornbury after a 2.5 mile detour, full of excuses, much to our collective amusement.

We all got a grip after that, and the morning stint was a very pleasant drive through the Hereford and Worcester borders – a dreamy mix of country churches, thatched cottages, and narrow lanes. It was along one of these lanes that we encountered a convoy of Minis and Spridgets, who gave us a cheery wave, but were clearly in a tearing hurry.



Further on, we met another convoy and had to pull into the ditch to allow them to pass. Cue the following exchange: “You’re going the wrong way!” “No, you’re going the wrong way!” “Wait, what rally are you on?” It seems that the Bromyard Speed Festival were also running a classic rally and had routed participants down the same single track roads. A fine set of cars, too: several XK Jags, a big Healey, and an AC Aceca all sped past.

Passing through the Brockhampton Estate, we spied John Bate’s Minor saloon, FH 7004, which was suffering from poor oil pressure. We couldn’t offer much besides a spanner and gum, so eventually continued on. Happily, we would see FH 7004 on the route later on. Time to mention those sneaky VMR nav rally clues. One incident saw us traipsing round a church looking for details of a toilet-twinning. The mysterious “unscrambled EEEARCLGRNT” turned out to be the Elgar Center at the Firs – well worth a visit, as Elgar’s music is so intertwined with the very landscape we were driving through.

The lunch stop was at Shelsley Walsh, which needs no introduction. It felt rather surreal reversing into the famous wooden pit garages, before heading to the mill to enjoy our picnic. Sadly, cheeky runs up the hillclimb course were off, but a look round the watermill was on, and fascinating it was too – the volunteers who restored it to working order and keep it in shape (the self-proclaimed “Dibnahs”) were on hand to show us the workings and assist with the nav rally clues.

With afternoon routes plotted, and feeling suitably refreshed (read: ready for a snooze after a big lunch), the crews took off again. We headed first to Shelsley Beauchamp, then on to several further hamlets, via an ancient dovecote, and... back to Shelsley Beauchamp. So good they visited it twice? No, just the map gremlins at work. In the latter half of a nav rally, it is easy to take one’s eye off the ball. The Minor was running beautifully, with ignition re-timed to an alarming level of advance (when at rest), it fairly flew along the open road. This and the newly rebuilt steering box meant the route played second fiddle to driving enjoyment for while, until we realized the Super Sports was nowhere to be seen. Its occupants pled navigational liberties. Re-united, we headed on to further checkpoints in the Teme Valley.

The final stops, in Eastham and Rochford, both featured the most pleasing kind of scenery: unspoilt working farms, with small churches lurking further along the lane. With the cars lined up outside, bar the odd piece of agricultural equipment, one could imagine oneself in 1935.

No time for sightseeing though. With a lanky navigator anxious to be allowed out of the car, and the siren song of cold beers and pork baps in the air, we headed for the finish line. As we lined up on the lawns of Kyre Park, the rallyists were joined by other notable cars including the ex-Martin Redmond Semi-sports-based trials special BS 9400. I was thrilled to meet Stuart Cooke, who had brought along the historic prototype McEvoy Minor, RC 300. This is one of the cars providing the inspiration behind my own Sidevalve Special (which will be ready for the road in twenty-umpteén), and Stuart was kind enough to take me through the car's features and details, while I crawled all over it and asked annoying questions. I look forward to seeing the finished car in all its supercharged glory. It was also good to meet Austineer Chris Herring, whose cousin owned TP 9995 many years ago.

Both cars performed faultlessly, and the crews almost did too. Navigator Alex has not been put off for life, and as we enjoyed the grounds of Kyre Park, the consensus was that we very much look forward to our next visit. I sound like a broken record, but if you haven't tried a VMR rally, it really is the best fun you can have with your flat cap on.







“Is that the B road we’re after?”

“No, that’s grated carrot...”

Lunch gets in the way of route plotting in the courtyard at Shelsley Walsh. The historic venue welcomed the VMR on the Saturday route, allowing drivers to park up in the famous paddock.

Pre-War Cotswolds – Our First Autumn Rally



Foremarke Hall pulls into Toddington Station. Built in 1949 at Swindon, it was retired in 1963 and sent for scrap to Woodham Brothers scrap merchants, Barry South Wales where it languished until bought for restoration by a group of enthusiasts in June 1981, being the 129th loco to leave the yard. (Gracefoto)

The idea behind the weekend was to visit a selection of the very best venues across the Cotswolds that we have visited across over 20 years of rallying in the area, together with one or two locations. This formula resulted in two delightful routes, the Saturday route taking us south from the start point of Ye Olde Hobnails at Alderton, while the Sunday route took us up the Cotswold escarpment to the high Cotswolds where Broadway Tower commands a stunning view over no less than sixteen counties.

The run-up to the rally weekend in early September saw Jayne and I homeless as we had sold our small summer cottage nine weeks before we were not able to complete on the purchase of our new home until after the rally weekend. During this time we spent our time on a narrowboat and three different AirBnB's. Consequently, finding time to plan the weekend and check out the routes and promote the weekend was at an absolute premium. In the end, just eleven entries were received, but that didn't detract from a particularly convivial and enjoyable weekend for all.

Or nearly all, as Robin and Lawton had entered their MGA but the car suffered a terminal cylinder head issue shortly after the off on Saturday morning which resulted in an AA recovery back to Hampshire. This turned into a nightmare as they finally arrived home at 3 a.m. on Sunday morning after the recovery vehicle dumped them at Membury Services on the M4 as that was the extent of the recovery driver's service area.

The other casualty over the weekend was John Stubberfield who joined us with his brother on the Sunday run in his AC Royale but suffered serious back ache after only a few miles. The car's seat was the culprit and John has finally decided to have it re-upholstered.

Apart from a bit of dampness at Broadway Tower on Sunday morning, the weekend was blessed with superb early autumn weather and our first stop on Saturday morning set the tone for the day when we called into Toddington Station on the Gloucester Warwickshire Steam Railway. We gravitated to the platform to take a look around and just at that moment 7903 Foremarke Hall pulled in with eight beautifully restored carriages. The timing could not have been better.

We headed on, had tea and cakes with Jenny Singer at Whittington Court, paid our respects to the Compton Abdale Crocodile and rolled in to Northleach Prison which hosts a fascinating collection of traditional farm wagons and machinery. Then on to Chedworth Roman Villa where the national Trust gave us a warm welcome and even laid on a real life Roman who gave us a marvelous description of the history of the site. That gave us just enough time to get to Colesbourne Park for our Vintage Picnic, prepared fresh that morning by Revills Farm Shop at Defford and delivered efficiently by John Hicks. Owner Henry Elwes joined us on the lawns with his lovely XK140 which had just returned from a 5,000 mile continental trip.

The picnic was unhurried, so it was just as well that the afternoon run was shorter. The route took us to Naunton Dovecote, then to the Donnington Brewery, where most of us enjoyed a fresh pint and then on to The Plough at Ford for dinner. In all four fords were crossed during the day, but all were rather tame after the dry summer.

One of the weekend's entrants was Roger Burnett who entered his well-known 1931 M Type M.G. Sportsman's Coupé. Roger, who shares his time between Spain and the USA has owned this car since 1960 and has entered most of our rallies since our very first VMR Prescott in 2003. He has now very reluctantly decided to hang up his driving gloves and he is offering this rare gem to the next custodian.



The Vintage Picnic at Colesbourne Park. (Gracefoto)

Sunday's route started again at the Hobnails for breakfast but then headed east, through two of the most scenic Cotswold villages of Stanway and Stanton, then up the Cotswold escarpment, through idyllic Snowhill where we rested the cars while looking around the village and then on to Broadway Tower where mid-morning refreshments were had while some mizzle briefly drifted over. Then on through Chipping Campden, possibly the most glorious of Cotswold market towns to the Cotswold Distillery for refreshments of a more serious nature.

And then on to the main event of the day – a truly sumptuous Ploughman's lunch laid on specially for us by the catering staff which included a free beer! Indeed the staff could not have been more accommodating as they managed to provide a large table to seat us all. Luckily, the steam engine that powers the brewery was in steam that day and a Fred Dibnah double proudly regaled us with the technical details and long history. Because of the Ploughman's and the live steam engine demonstration, we all left far behind schedule, but we eventually headed back west via Swalcliffe Barn that houses another fine collection of traditional agricultural and trade vehicles from the county.

The megalithic Rollright Stones were then visited and then St. James church in Chipping Campden which is justifiably known as one of the finest 'wool' churches in England. Finally we all rolled up at Stanway House for cream teas and a viewing of the gravity fountain.

All in all a super weekend was had and it was good to revisit so many wonderful haunts that we have enjoyed across so many years of Cotswold rallying. I am sure that this will not be our last visit to this fantastic corner of England.



The cars arrive at Stanway House – from left to right Roger Burnett's 1931 M Type Sportsman's Coupé, Robin Butler's rare 1952 Jowett Javelin, Chris Little's 1952 M.G. NB and Doug and Stephanie Whittlestones, 1932 Austin Seven RN saloon. (Gracefoto)



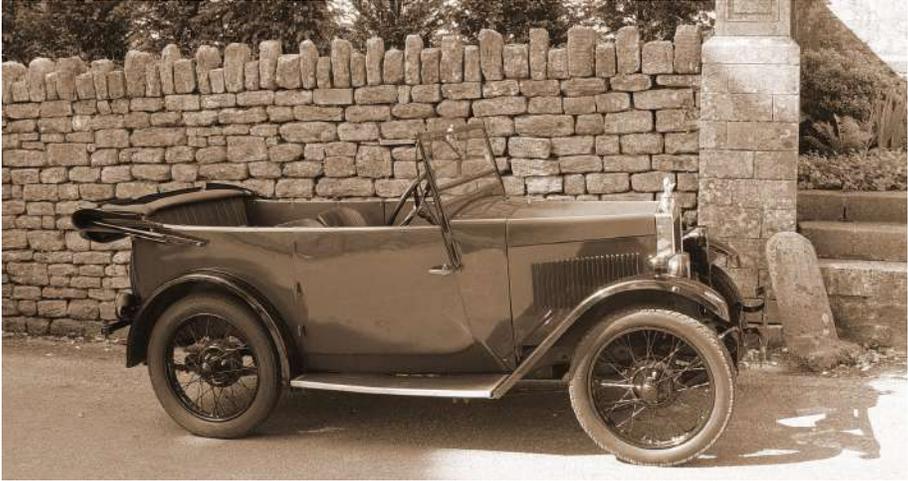
A brace of Austin Sevens – can you spot the difference? Dennis Belcher's Lady Patterson Special (constructed during the Covid lockdown) and Mark Nutbeen's Ruby. (Gracefoto)



No visit to Stanway would be complete without a launching of the 300 foot gravity fountain. (Gracefoto)

The First 25 Years

This is the fourth of a number of articles that will be included in this year's magazines as we celebrate the Register's Silver Anniversary. In this installment, we take a look at some of our Minors out and about over the last 25 years, transformed into sepias to give them a timeless aura.



Peter Stubberfield's 1929 tourer at St. Catherine's Court near Bath on our 2003 Summer Rally. St. Catherine's was owned at the time by the actress Jane Seymour. (Gracefoto)



One of Brian Maeers' two 1929 OHC Minor tourers VJ 1756 crossing the River Frome at Easton Gray on our 2002 Summer Rally. Heidi Maeers navigated for driver Neville Hall on the day. (Amanda Grace)



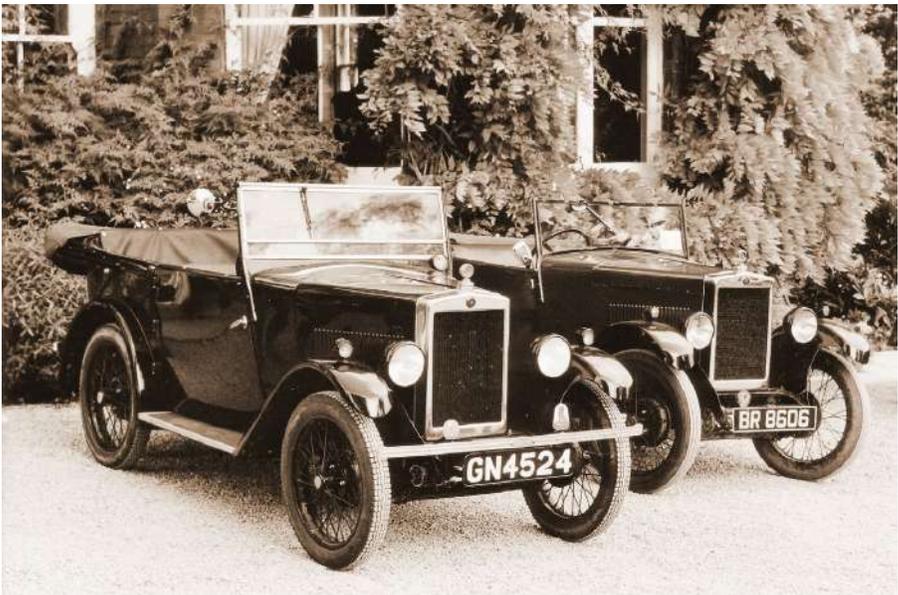
Gren Strickland's 1934 2-seater rests outside the Angel, Laycock, on the journey home to Berkshire from the Register's 2002 Summer Rally in Bath. (Gren Strickland)



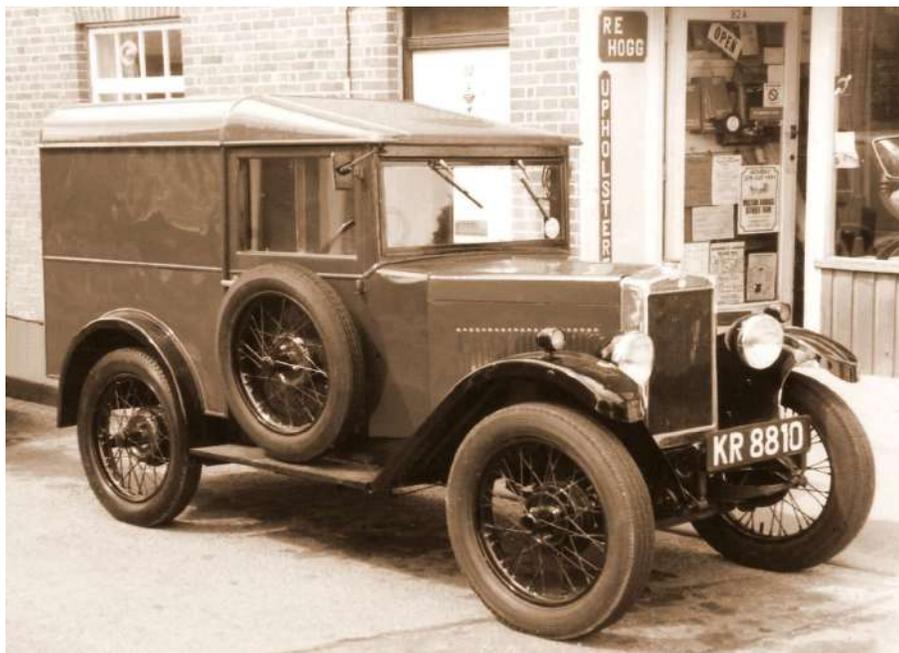
David Sparrow's 1930 tourer outside the Cock Inn, Peatling Magna on 12th October 2003. The Cock Inn was one of the Register's regular meeting places in the early days.



George Bryne enjoying his 1930 CMS Special as he descends Zig Zag Hill near Shaftsbury in Dorset. The occasion was an informal run by Somerset Morris owners in April 2007. (Kate Martin)



The Duple tourer of Wendy Cooksey and the 2-seater of Sue Woodward rest at the Verzons, Ledbury on a VSCC rally.



The late Roy Hogg's OHC van parked outside his upholstery shop in Bere Regis, Dorset. (Roy Hogg)



Ronald Hogg inherited 1929 tourer MT 3286 from his father Roy. This Minor has probably traveled more miles than any other survivor, and at long last received a new engine in 2009!



The editorial Semi-sports LJ 4435 pictured in front of a classic American red barn on an early post-restoration run in Michigan before being repatriated to England for our 2007 Dorset Rally. All that remained to be done was the fitting of the new hood. (Gracefoto)



Up in Orkney, Albert Spences, M Type alongside his 1929 Minor fabric saloon. The original colour photo graced the cover of our Spring 2002 Magazine M 107.



A pleasing shot of three Minor saloons from our 2007 Summer Rally Thomas Hardy Tour. From front to back, Colin Lee's CV 3487, Paul Harris's DF 9053 and Ken Martin's VX 4590.



David Roscoe's Semi-sports replica captured in deepest Devon. The double yellow lines were also removed in the processing of this photo! (David Roscoe)

Reid Railton: The Forgotten Engineer

Max Hunt



Like many a Birmingham schoolboy in the late 1950's I enjoyed visits to the old Science Museum in Newhall Street. Amidst all the exhibits, pride of place for me was held by John Cobb's Land Speed Record car, the Railton Mobil Special. With its aerodynamic body raised several feet to reveal the two huge Napier Lion engines it was an awesome sight. If the Land Speed Record car is the best remembered of Reid Railton's creations it was but one of many. In his day Railton was hailed as little short of an engineering genius and we can trace many connections with the cars that thrilled the crowds at Brooklands and Shelsley Walsh in the 1920's and '30's.

Graduating from Manchester University in 1915, Railton started work for Leyland Motors Ltd. As assistant to the great J.G. Parry Thomas his interests quickly broadened from truck development into the world of motor sport and, indeed, record breaking. Branching out on his own in 1923, an early venture to produce the Arab sports car was short lived, but by the late twenties he had taken over where Parry Thomas had left off in the development of the Riley Nine to produce the highly successful Brooklands Speed Model.

In the same year – 1926 - that William Morris acquired the Wolseley Moror Company, and gained access to the range of engines that would give birth to the OHC Morris Minor and M.G. Midget, Railton was transforming the 1,100 c.c. Riley Nine to create in the Brooklands Speed Model another famous English sports car. The new Riley Brooklands was first shown to the public at the 1927 Olympia Motor Show. With major chassis modifications, and power increase from 27 to 50 b.h.p., it was an amazing transformation of the contemporary Monaco saloon. A team of these little cars swept their class in the 1929 RAC Tourist Trophy race. More successes would accrue over the next five years.

By then Railton had moved on. In 1930 it was he who redesigned Malcolm Campbell's famous Bluebird to accept a Napier Lion engine borrowed from a contemporary seaplane. Railton's work enabled Campbell to win the records that led to his knighthood in 1931. Then, as the thirties wore on, this quiet and somewhat scholarly engineer became involved with many of the major motor racing projects of the decade in his capacity as Chief Engineer of the famous Thomson and Taylor company with their workshops inside the Brooklands track.

It was here that he developed for John Cobb the first Napier Railton with its 500 horsepower 24 litre Napier Lion engine. It still holds (and always will!) the Brooklands Outer Circuit lap record of 143.44 m.p.h. Now preserved in full running order, it regularly emerges from the Brooklands Museum to thrill enthusiasts in demonstration runs. Back in the day, the Thomson and Taylor workshops were at the very centre of British motor racing and while Railton remained as a consultant with Riley he was also continuing with development work on Bluebird for Malcolm Campbell enabling him to break the 300 m.p.h. barrier in 1935.

In the world of Grand Prix racing, Railton was by now heavily committed to chassis design work for the new ERA which Raymond Mays brought to Shelsley Walsh for the first time in September 1934. It was this car which would spearhead the British challenge to the great French, German and Italian marques over the next five years. The breadth of Thomson and Taylor's influence in the late thirties is clearly evident from contemporary workshop images in which Alfa, Bugatti, Maserati and M.G. vie for space with the latest ERA's.

Meanwhile, by 1934 the production car bearing Railton's name was beginning to be seen on English roads. It was Noel Macklin, whose Invicta cars were struggling to find buyers in the tough market conditions of the Depression, who hit on the idea of taking the running gear of the remarkably powerful straight-eight Hudson Terraplane and commissioning lighter English sporting coachwork. His master stroke was to get Thomson and Taylor's Chief Engineer to allow his name to be put to the "Railton-Terraplane". In fact, Railton's engineering input was minimal and confined to minor chassis changes. It was a brilliant marketing ploy, though one doubts whether Reid Railton would have accepted the deal, had he not seen the worth of a car which would outperform the Derby Bentley at less than half the price.

The Railton first appears in records at Shelsley Walsh in September 1935 when R. R. K. Marker took the M.A.C. Challenge Trophy for Best Sports Car over 1,500 c.c. From then on these very competitive machines would be seen regularly on the famous hill and in September 1938 the well-known Charles Follett set a new Sports Car record in one of the two Railton Light Sports Tourers. Its sister car is still today a regular class winner in VSCC events in the hands of current owner John Fack. Total production of Railton cars between 1933 and 1939 was just under 1,400 of which some 200 survive world-wide supported by an active Owners' Club established in 1956 when Reid Railton became the club's first President.

It was in 1937 that Railton was commissioned by John Cobb to design a machine to challenge for the Land Speed Record. This time there would be two supercharged Napier Lion engines in a chassis designed simply to go as fast as possible in a straight line and with all-enveloping, streamlined aluminium bodywork. Thus, the Railton Special was born. Taken to Bonneville in the late summer of 1938 it achieved 350.2 m.p.h. on 15th September, giving Cobb the new record. He would return in August 1939 to achieve 369.7 m.p.h. After the war, with further development work with Railton at Bonneville and sponsorship from the Mobil Oil Company, the Railton Mobil Special would break the 400 m.p.h. barrier and push the official record to 394.2 m.p.h.

Reid Railton settled in America and with his family saw out the rest of his life in Berkeley, California, becoming an engineering consultant to American Motors of Detroit. He died in 1977, a full twenty years after this Birmingham schoolboy had first stood in awe looking up at arguably his greatest engineering achievement. He deserves to be better remembered.



Max Hunt's 1935 Railton 8 saloon, powered by the 113 b.h.p. 4,168 c.c. Hudson Special Eight engine and coachwork by Carbodies. One of only some 1,400 Railtons produced.



John Fack's 4,200 c.c. Straight Eight Railton Light Sports Tourer at Shelsley Walsh. 120 h.p. in a chassis weight of just 19 cwt. delivers a truly breathtaking performance.



The Land Speed Record Railton Special at Brooklands, 1937. It was powered by two supercharged Napier Lion W12 aircraft engines that were the gift of Marion Carstairs who had previously used them to power her powerboat Estelle V. Combined, they produced a massive 2,700 h.p.



John Cobb's 1933 Napier-Railton, seen here recently at Brooklands, was designed by Reid Railton to a commission by John Cobb and built by Thompson and Taylor with a single Napier W12 aero engine. It holds the all-time Brooklands outer circuit lap record at 143.44 m.p.h. The car has been in the ownership of The Brooklands Museum since 1997 and as can be seen here the massive silencer previously fitted has now been replaced by the original pattern stub exhausts (it must sound amazing!). A true icon of British engineering heritage.

Bean There, Done That

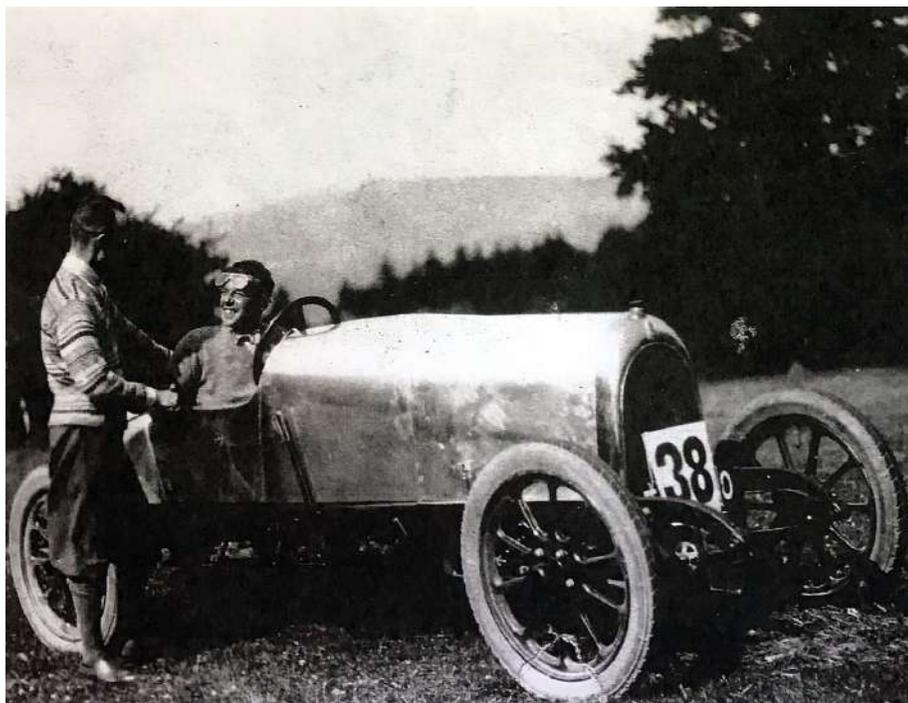
Bruce Goodwin



Harold Goodwin, the works driver for Bean Cars of Dudley in 1925 performing at Shelsley.

My grandfather Harold Goodwin worked as test and development driver and engineer for the Bean Car Company of Tipton and Dudley, West Midlands in the early to mid-1920's. As such he was able to successfully enter certain competitive events such as the MCC London to Exeter to London trials and numerous other 24-hour trials throughout the country. Success in these trials reinforced the reputation of Bean as a sturdy and reliable car which helped in its principal export market of Australia where Beans performed well.

The car, although sturdy, was not fast and was considered rather pedestrian, so moving on from trials it was decided to try competitive hill climbing. My grandfather had previously entered the Midlands Automobile Club hillclimb at Shelsley Walsh in 1922 in an 18 h.p. Essex and was quite a daring driver having been an air gunner/bomb aimer/navigator in a DH4 during WW1. He was a natural choice to drive a faster car with a light aluminium body placed on a drilled short 12hp chassis fitted with the larger 14 h.p. engine without hefty front brakes. He raced it at Shelsley at least twice, in July 1924 and May 1925. He didn't win, he came fourth, but he set up a pretty good time and as can be seen from the photo there were plenty of crowds and thus publicity. Indeed I can quote from the May 1925 Motor magazine "when Harold Goodwin came up on the 'speeded-up' standard Bean, he appeared to be wrestling fiercely with his machine. In his shirt-sleeves and with his usually happy countenance bearing an expression of grim determination, he swung the car this way and that on the bends with a ferocious energy that was rather entertaining to the onlookers".



My car is a replica of that hillclimb special recreated by longtime Bean Car Club member David Cooksey, who before retirement specialised in creating racing bodies for vintage cars, particularly M.G.'s. He obtained a dilapidated Bean 12 and drilled and lightened the chassis, rebuilt and fitted a Bean 14 h.p. engine and coil ignition and of course recreated the body from period photographs. He did all this some fifteen years ago and then used the car quite regularly, taking it on holiday to France and racing it at Silverstone once, Castle Combe and Pembrey twice. I bought it some seven years ago due to the family connection and have taken it to Pre-War Prescott and the recent VMR Pre-War Kyre Park weekend in July this year, where I was given the opportunity to line it up on the Shelsley Walsh start line for a photo shoot with Phil Jones.

By way of background, the Bean engineering company had been set up by George Bean and was well established by the outbreak of WW1. Two very large munitions factories were built to support the war effort, two miles from each other in Tipton and Dudley. The Bean family knew that they had to utilise these factories for peacetime use as soon as the war ended and car manufacturing was the obvious choice. They had no design of their own but they were able to purchase the design, jigs and tooling for an 11.9 hp car that had been produced in Birmingham in small numbers from 1914 on, it had been known as the Perry. Jack Bean, George's son, went to the USA in 1919 to study mass production techniques and came back with two US production engineers and the latest machine tools. A twin track moving production line was introduced and the wartime factories would be used to make cars. The chassis would be made at Tipton and then driven under their own power the short distance to Dudley for the bodies to be fitted. In November 1919, the 11.9 Bean was unveiled at the London Motor Show, the first post-war one. A bare chassis and open two and four-seater tourers were on display, with prices of £425 and £450 respectively. Not on display were a two-seater coupé at £500 and a four-seater all-weather coupé at £550. The Bean 12 sold well initially but the company was caught out by the 1920/21 slump and had financial problems throughout the twenties and by 1929 production of cars ceased.



Bruce Goodman's stunning Bean racer replica in the Shelsley Walsh paddock on our Pre-War Kyre Park Summer Rally alongside Steve Hunt's 1938 Alvis Speed 25. (Phil Jones)



The Bean replica on the Shelsley start line. (Phil Jones)



Kevin Jones
18 Croft Lane
Letchworth Garden City
Hertfordshire

Dear Ian,

Many thanks for your very warm welcome to the Vintage Minor Register. It's so nice to get a personal message instead of an automatically generated round-robin.

We more-or-less stumbled on Pre-War Prescott in 2021 and made sure we went to every subsequent one. We might have met briefly but not to the point of knowing who each other were! I look forward to saying hello properly before too long.

As for the NB, we bought it at Anglia Car Auctions in 2016. It had been in one family since 1967, and the impression that I had was that it had been passed down and the next generation wasn't especially interested. It had been restored in 1979 (from memory - I'd have to check the invoices) but subsequent dismantling and fettling suggests that the quality of the work was inconsistent, with little attention paid to originality. Of its time, I suppose. On the upside, the engine, clutch, gearbox and final drive are all in good condition and the drivetrain feels nice and tight.

When I bought it, it had an L inlet manifold, with the carburettors closer together than the later N. I found out later that this meant it had an L cylinder head too. L manifold fits L head, N manifold fits N head. But L (manifold + head) fits N block, or vice versa. But I've now sourced and fitted an N manifold and head, so the engine is to the original specification.

One of the many things that I have learned is that N manifolds are not too hard to find, since people remove them when they fit supercharger kits. To my amazement, I found an N manifold sitting on a stall at the Beaulieu autojumble... and it was both cheaper and better than the one I had bought previously, so that's the one that I'm using.

The water manifold was in terrible condition, with several pinholes (and bigger...) blocked by silt. Enough for a few tentative test drives but nothing more. Where could I possibly find a replacement for such a rare car? I mentioned this to Sports & Vintage at the M.G./Triumph Spares Day, and Mike Dowley just gave me a weary look and reached behind for a new one...

By far the worst problem was that, although the dynamo shaft was present, it was pointing up into space with no body around it! The dynamo shaft was therefore supported by only one bearing, at the bottom, and at the top it could be wiggled around by at least 1/4 inch. It made an awful noise and was clearly a catastrophic failure waiting to happen. Fitting a proper dynamo (actually from a P-Type, N ones being hard to find) made the engine impressively quiet.

The logbook goes back to the mid 60's, though I know nothing of its history before then. I found promising matches for a couple of the names on the log book and sent letters to them. I had a lovely call back from a Peter Cashman, who had bought the car for £60 in the late 60's, having been impressed by a friend's P-Type. It took him a whole year to get it back on the road. He took it to a coach painter ("a dying art, even then") who brush-painted it but did such a good job that you would not know. His abiding memory was of water being sprayed constantly, to keep dust at bay. It think at least some of that paint job is still on the car. Eventually he collided with a Morris Traveler coming the other way, and the cost of repairs was more than he could afford, so he sold it - for more than he had paid.





Janie Maeers
Church Cottage
Slaughton
Market Harborough
Leicestershire

Dear Ian,

I fell in love with a Humber 8/18 Chummy on the Humber Century Tour in Ireland and hankered after one ever since.

I managed to source one near Lockerbie, Scotland which has been owned by this lovely gentleman for 55 years and has been used virtually as his daily over the years. Plus he was the Humber spares chap so I have lots of spares coming with it along with a spare engine.

Geof & I travelled to Stowmarket last week to 'test drive' a similar two seater 8/18Humber (with dickie) just to ensure it wasn't too similar to the Morris's performance. The owner was so kind and generous allowing me to test drive his pride and joy (he's great friends with the Humber chap I'm buying from and tells me it's the nicest Humber '8' he knows).

My mind was quickly made up, I absolutely loved the drive. Very fortunately, Geof also loved the Humber's performance!

So the deal is sealed and I take ownership just after our Kyre Park weekend, and I will gently drive her the six hour journey home!

I'm so excited (there's now absolute NO garage space left)

Andrew Stewart
93 Meander Valley Road
Westbury
Tasmania
Australia

Dear Ian and Jayne,

It grieves me to be unable to join in some of the vast delights the VMR is offering as annual fare. May I wish you well and hope you are now ensconced in your new domicile. It is minus five degrees this morning in Westbury, Tasmania. I have just returned from walking my dog and feeding a derelict pony whose owner has not been seen for four months. I am currently involved in the restoration of 'George', my 1929 Minor Tourer. Lots of work to do but most of the woodwork is finished and I am onto the last metalwork, skinning the doors. Thank you for the marvelous magazine you put together. It is famous and fabulous! Best wishes to all Minor owners in Britain.

Gordon Ewing
Via e-mail

Hi Ian,

Hope all is well is your neck of the woods.

Please forgive the belated thanks on behalf of the Yarpole Community for the superb visit by your club, members and vintage cars on July 4th. It was a fantastic spectacle for the village and really inspired many in the community around these parts. The shop and café also were very busy

In fact, indirectly, it has spurred some people in the village to set up a Yarpole Petrol Heads WhatsApp group as there are several of us with vintage and/or classic cars tucked away in barns and garages - even our vicar has decided to buy a 20 yr old BMW Z4 - not classic yet but surely will be in time.

So, if you or your members are thinking of sauntering this way in the future - please keep us in mind. Our Gallery Café can cater for large group lunches in the main church nave - and has done so before - and our community meadow would be a great place to show off vintage and classic cars.

Just a thought. Repeated thanks and kind regards, Gordon

Mike Fenner
78 Leigh Lane
Kingsteignton
Newton Abbot
Devon

Hi Ian,

Just been tidying up the workshop & found a block as per the Magazine. This came from Maurice Kirk so who knows where he got it from! Its number is 33055A & the join is much finer than the photographs show. When I get to the others I have I will check on them and get some photos.

Your theory would sounds feasible as to make a complete new wooden pattern would have been costly. When you have a collection of photos of the join on each block it might be worth comparing them all to get an approximate idea of how many casting patterns were used.

Work on my 1931 Minor tourer HY1833 is slow at the moment due to other commitments. I have just got my Series E out and it went to its first rally last weekend. It was a special guest as it went to the first rally 50 years ago and it still runs.

Tzaraine Gwyn-Jones
Kyre Park

Dear Ian,

It was a pleasure to host your Register's Summer Rally at Kyre Park. I'm only sorry I missed out on the Saturday evening and Sunday, though I'm on the mend.

We would be delighted to host you next year and would now know what to expect.

I'm delighted that your participants enjoyed their stay, they were all a delightful group.



George Rodford
57 Laugherne Road
Worcester
Worcestershire

Dear Ian,

You may be interested to see this picture [Ed. And the inside front cover photo] of my brother Frank's wedding, who tied the knot with the lovely Mathilde back in August. VMR hero Joe Reed did us proud, chauffeuring the happy couple in his SV Minor tourer.

Note the bus in the background, which was laid on to ferry the guests. It's a Bristol K6B, built in 1950, and lovingly preserved by its owner/driver. I had the privilege of sitting behind him on the trip, as he expertly double-declutched his way up and down the 'box, while wrestling the unassisted steering column and brake levers. A man truly at one with his machine.

Tailpiece

The Trials Career of William Walford Whitnall

Mike Dalby



William Walford Whitnall's pilot's certificate photo dated 19th March 1935 and pilot's number 12639.

In 1931 William Walford Whitnall was living in St. Ives in Cornwall and must have been out watching the Land's End Trials of previous years and thought that he could do that! However, he had a long way to drive to the start of the Colmore Trial at the Unicorn Hotel, in Stratford-on-Avon. It is not known if this was his first event, but he must have enjoyed the trial, as he gained a premier award driving his M Type M.G. saloon PG 993. The car's registration PG 993 was first registered in Surrey and had a Hoyal body and is the only M type known with this body. It was made by the Hoyal Body Corporation Ltd., of Weybridge, Surrey who had started in Poole in Dorset as Chalmer and Hoyer Ltd. but had moved to Weybridge in 1928. The company closed in 1932.

Over the following five years he is recorded as driving in about 30 events firstly in the M.G. then in a three-wheeler Morgan and finally the Cornish-registered Morris Minor 2-seater CV 6821.



Whitnall's Hoyal-bodied 1929 M Type M.G. saloon PG 993 on the 1931 MCC Sporting Trial. Dated 17th October 1931, this LAT image describes the car as Jarvis-bodied.

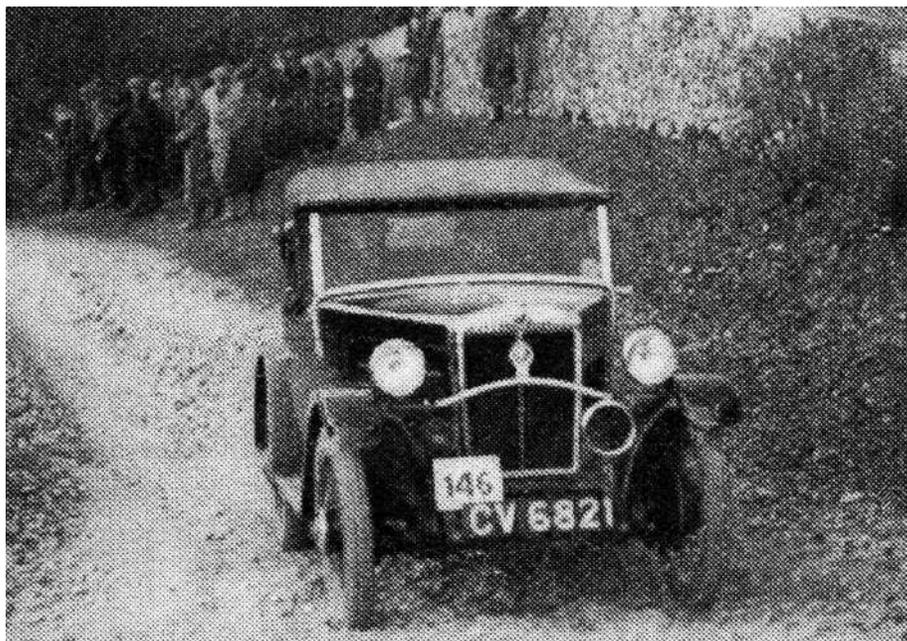
Whitnall was born in Kidlington near Oxford on 17th May 1909 to Samuel Ernest Whitnall, at the time a demonstrator of Anatomy at the University of Oxford, and Zoe Octavia Scott Whitnall (née Wyllie) who had been born in Bromley, Kent. By 1919 there was a sister Mary Graham Whitnall born on 20th February.

Soon after William was born, his father wrote a humorous medical book on anatomy, discovered parts of the human eye, and had a part named after him! During the war to end all wars, William's father became a Captain in the Royal Army Medical Corps, saving lives on the western front. From 1925 to 1931 the family were living in St. Ives, Cornwall at Blue Hayes, (now a hotel on Trelyon Road). In the early 1930's Samuel had a spell teaching in Montreal, Canada, but was soon back as Professor of Anatomy at Bristol University and living at Downleaze, Bristol where he died on 16th February 1950.

Meanwhile, William went to University at Magdalen College, Oxford, but was back in St. Ives by 1930 when he took out a patent for a quick detachable spark plug. During the 1930's he was described as an "inventor" and learned to fly at Worcester Flying School at Pershore, gaining his licence on 19th March 1935.

Back to his trialling exploits. His first recorded trial was the 1931 Sutton Coldfield and North Birmingham Automobile Club's seventy-mile Colmore Trial on the 7th February, when there were seven hills to be climbed and he was successful on them all, gaining a premier award. There were eleven other Firsts out of the 37 starts.

It was back to Cornwall afterwards to prepare for the Land's End Trial on Good Friday and Easter Saturday, the 3rd and 4th April, starting at Virginia Water with the first car away at 23.13. So Whitnall, in the M.G., would have left at 01.22 being number 149. He was successful on all seven hills and a special test and gained another premier award - a gold medal.



[Whitnall's Cornish-registered 1932 SV Minor 2-seater on the 1933 London to Gloucester Trial.](#)

Again it was a long drive to the start of the Motor Cycling Club's Edinburgh Trial in late May, at Wrotham Park, Barnet in Hertfordshire, but after climbing all the hills successfully and being on time at the controls he gained a gold medal in the M.G.

His success continued on the next M.C.C. event, the Sporting Trial in mid-October round Derbyshire and again it was not only a premier award for climbing all the hills successfully, but had his picture taken on Litton Slack.

Whitnall entered the Exeter trial on 28th December and was number 98, but was a non-starter. However, he was back for the Colmore again in February and again gained a first class award for climbing all the hills successfully. It was to be the last recorded trial in the M.G. that had brought him so much success, as a real change happened.

For the 1932 Land's End Trial Whitnall entered in a three-wheeler Morgan, and again there was success as he gained a premier award. He used a three-wheeler again on the Edinburgh, presumably the same one with the Cornish registration number CV 6201. Again, he gained a gold medal.

He must have become disillusioned with the Morgan as for the rest of his trialling career he used an 847 c.c. Morris Minor SV 2-seater, and presumably the same one all the way through from mid-1932 to the end of his recorded trialling career in April 1936, that was later recorded, again with a Cornish registration number CV 6821.

There are many photographs of him driving the car and it is always recorded as the same CV 6821, the two-seater Minor with the soft top and driving very successfully up the steepest of climbs, including Nailsworth Ladder on the North West London Motor Club's Sporting Trial in October 1934, but must have failed another hill that day for he only obtained a silver medal on that occasion.

On his following event, the Gloucester Trial, again run by the Motor Cycling Club in December he ran out of luck and had to retire. It is not known why. His success rate and the number of events he entered was dwindling and his last recorded event was the Land's End in April 1936 when he gained a silver medal.

As was stated earlier, he had learned to fly in 1935, but when living in Bristol in 1939 he was recorded as having no profession. However, by the end of World War Two he was he was a first Lieutenant in the Royal Army Ordnance Corps, having been made a Staff Sergeant in 1941. He must have been out in India for he is recorded as being promoted to Captain in 1944 and Major in 1947. He worked for the Ministry of Defence and was awarded the Order of the British Empire in 1952. He passed away as Lt. Colonel in Brighton in 2000 at the age of 90.

The M.G. saloon probably did not fare as well, as it passed from an owner in Liverpool to one in Wallasey, near Liverpool in February 1939, and was then presumably used for the war effort. It is not known what happened to the Morris Minor and it does not appear on the Vintage Minor Registers Chassis Register of survivors.



Whitnall's Minor can be seen in the background, queuing on the Gloucestershire Trial.

