



Vintage Minor Register

Incorporating Pre-War Prescott



www.vintageminor.co.uk

Newsletter - March 2023

www.prewarprescott.com



Ian Judd has just acquired this very smart 1933 Wolseley Hornet to replace his M Type that was wrecked in a serious rollover accident recently. See Happenings below for details of the accident.

Welcome

March already! And just over four months to our Summer Rally and Pre-War Prescott. Also, just two months today to our spring pub meet at the Old Bull, Inkberrow, Worcestershire on Sunday 1st May. Please put this in your diary if you can possibly make it. We are expecting another excellent turnout.

Happenings

Welcome to a new experimental section of the monthly Newsletter. It struck me recently that I receive numerous e-mails from members every morning (being eight hours behind the UK) with various questions of a technical or historic nature, together with requests for advice or information on a range of topics and I also have all sorts of other interesting exchanges with members that might also be of interest to others. So this section will be used to report some of the more pertinent and interesting daily Register happenings that go on daily behind the scenes.

Much of these interactions would be well placed on our Forum, but the Forum gets pitifully little use, probably because nobody can ever remember their username and password, so let's try this approach, so that members can at least see the sort of work the Register does and benefit accordingly. It will also help to show that there is much more that goes on at Register HQ apart from writing the Magazine, Newsletters and planning rallies. So if you have a query or need help of any sort, e-mail me and your answer may also benefit the entire membership as well as yourself.

(But please don't let this stop you from using the Forum. If you need reminding about your username and/or password, just let me know.)

First up, new member Scot Taylor contacted me in February to say that he was on the lookout for an original Shelly folding jack handle for his M Type. Luckily, I had one which I posted to Scot for copying. Not only did he make one within the week, but the result was stunning. He then blasted and painted my original for me before returning it. Thanks Scot!

Scot did such a good job that, when I was clearing up my desk recently and found an original Terry's OHC Morris Minor tappet spanner that Clive Perkins had loaned me for copying some time ago. I asked Scot if he had the capacity to make a batch. It so happened that he has a friend – John Morris - who can help. Photos were exchanged and John offered to prepare the CAD drawings and manufacture a batch by water jet cutting out of suitable steel. Then the questions started coming. Can they be stamped MORRIS MINOR TAPPET SPANNER on one side and TERRY'S TEMPERED SPANNERS – MADE IN ENGLAND on the other? Then they would have to be tempered. And then it turns out that a pair of spanners originally comprised one plain one and one with a feeler gauge attached for the cam gap. (What is that gap, by the way? 6 or 8 thou? Has anyone an original tappet spanner complete with feeler gauge that we can borrow for copying?) Then, were the spanners that were provided with M Types stamped MORRIS MINOR or M.G.? And what about the later MMM cars and Wolseley Hornets? Has anyone got an original M.G. or Hornet tappet spanner set – if they exist? Watch this space for updates.

Next up last month was Bones (Ian) Falkiner, who asked why he could not find any manuals for his 1928 Morris Minor. Ian owns MM1226 (early chassis were stamped MM and not M) and lives in Narrabri, New South Wales. His chassis was laid down 14th December 1928. I was able to advise Bones that there's a very good reason why there is no 1928 Minor documentation. It is because the Minor was introduced in the late summer of 1928 and, in common with general motor trade practice, was referred to as the 1929 model. In other words, his car was built in 1928 but it is a 1929 model and would have come with a 1929 season instruction manual.

Bones then reported that he needed the documentation because his electrician was having trouble with his dynamo and was not sure how to wire it up. So I sent him the 1929 wiring diagram and four technical articles on dynamos and charging which I copied from the Members' Area of the website and told him how to access the Members' Area. Hopefully the information I sent him will help and he now knows how to access a vast archive of information which may help him with any other issues that

arise with his very early Minor. If any other member needs reminding about the Members' Area username and password, just e-mail me.

Also in February, Keith Montell answered my appeal for a DS4 distributor which has arrived and is being sorted for my fabric saloon. I'm not entirely happy with the modern automatic advance VW unit that has been fitted and want to see if performance is improved if I fit the original distributor. Keith was also able to report that he had received ALL the 2023 subs from our Australian and New Zealander members. This represents a tremendous effort by our antipodean members which also saves a vast amount of admin and chasing – always such a thankless task. Thanks guys!

And next, on a far more serious note, I received the following from M Type owner Ian Judd a couple of weeks ago:

“I don't think my M will get to Prescott. We were 'involved in a roll-over accident last September and are still recovering. I expect Judith and I would make it, but the car is pretty battered and needs a lot of work. It was life and death stuff, so still recovering four months later. But I am getting there and driving again for short trips. It will be longer before Judith drives again because of an eye injury. Occupants are very vulnerable in little open cars, but the M's ash/plywood body protected us to a surprising extent. I don't think ash/tin would have survived the rolling over. We might get to Prescott in July because I've just bought a '33 Wolseley Hornet saloon which I'm hoping is as good as it appears. Bought unseen!

For our kids, the vision of both their Mum and Dad at death's door is still very fresh and they are very anti small open cars of any kind. It's a shame because the M was/is mechanically brilliant - 55/60 mph hour after hour – it is tiresome body repairs that are needed, including tricky stuff like the mangled windscreen. I'm going to hang on to MG 703 for as long as possible. Maybe trailer it to events like your brilliant Prescott. All my immediate family are thrilled by my purchase of the dumpy looking Hornet with a solid roof!”

Ian, I'm sure I can speak for all of our members and our Register friends in sending very best wishes to you and Judith for a full and complete recovery and many happy and safe miles in the Hornet.



MG 703 in happier days.

New Members



New member Peter Kempton owns this M.G. J3 YG 4293 (chassis J3768), seen at PWP 2014 and 2022. The car carries quite a few modifications made in the late 1940's to keep it competitive. Peter also owns a fine 1933 Talbot 105 Vanden Plas tourer UXS 869.



And welcome to our latest new 'member'! This is little Boris and he has found a forever home at VMR HQ where he joins big brother Cavaliers Biggles and Dash. He was a surprise Valentine's Day gift for Jayne. All three are booked aboard the Queen Mary 2 with us in May next year – New York to Southampton as part of our long-anticipated relocation to Herefordshire.

Summer Rally and Pre-War Prescott 2023

First and foremost this month, I'd like to urge those of you planning to come along to the weekend and who will be needing local accommodation to make your bookings without delay. Roger Burnett has let me know that there is a major charity walk, organized by the Alzheimer's Society, based on Postlip Farm, just southwest of Winchcombe on the same day as Pre-War Prescott, with around 1,000 participants expected and local accommodation is therefore being booked apace. If you are planning to come to the Rally and will be needing accommodation, I highly recommend you book now. You may enter the weekend at any time but finding accommodation will be paramount.

Next, as mentioned last month, as our picnic lunch at Colesbourne Park was so successful last year, we are planning another picnic lunch on Sunday this year. This was literally finalized today, so details are basic right now, but the picnic will take place in the grounds of Broadway Tower – the highest point in the Cotswolds with commanding views all round. The picnics will be provided once again by Revills Farm Shop as last year, and I will have the menu and ordering details ready for the April Newsletter. The tower will also be open for visits, as will the fascinating nuclear bunker, so there will be plenty to see and do during our lunch break. There is also a smart café on site and the lovely Snowhill Arms pub is but a stone's throw away for those who would prefer a pub lunch. Or you can bring your own picnic. So there will be plenty of options for everyone.

Next, some news for those planning to take part in the Friday Tour. Those entering have the option to visit the Morgan Car Company in Malvern on Friday morning (see the entry form). Some entrants let me know that their wives were not quite as interested in the factory tour as they were, so I have arranged a visit to the nearby Great Malvern Priory for them. There is very limited parking at the Priory (three or four cars), so the plan is to drop passengers off at the Priory before the Morgan tour and pick them up again afterwards. Details of the historic Priory can be found at <https://www.greatmalvernpriory.org.uk/>. For those not wanting to visit Morgan or the Priory, alternative routing and timing will be provided via the Tour Handbook on the day.

IMPORTANT There are a total of 36 places on the Morgan tour and, as of this morning, we have 25 places booked, leaving just 11 more. If you are planning to come along on Friday and wish to take the Morgan tour, I recommend you book without delay.

At this time, I would also like to hear from traders and exhibitors who would like to join us again on Saturday. Now would be a good time to book your pitch, so that the paddock plan can start to be developed.

And now, as mentioned many times before, an important bit of admin. As last year, every driver and passenger who wishes to climb the hill on the day will need to apply for and bring along a paper copy (or have it on your phone) of an MSUK RS Clubman license (or higher license). These Clubman licenses are renewable annually and are entirely free of charge. You can apply for yours at:

<https://apply-rsclubman.motorsportuk.org/landing>

Once you have your license(s), you then you will need to pre-register online for the day with the Bugatti Owners' Club. I now have the link, and it is:

<https://forms.gle/5hsY3ZBAyavcwrwG6>

Taking these two simple steps in advance will make things go much more smoothly on the day. The more entrants who arrive armed with the correct credentials, the faster things will go on the day.

Thanks in advance for your help in this regard. Do please contact me if you have any queries, concerns or problems registering.

As of today (28th February), we have 18 cars entered for the Friday Tour, 78 cars for Pre-War Prescott, with 170 climbs already allocated and 30 cars booked for the Sunday runs. Once climbs reach 250, the number available for pre-booking will be reduced to one plus a free one, and this will be reduced to just the free one when we reach 300.

MG110 next. 2023 marks the introduction of M.G. and, as such, we are organizing a lineup of examples of each model - from the early 14/28 to the TF, across the foot of the Prescott Paddock on the day, combined with a lunch break cavalcade up the hill, which has just been agreed by the BOC. I am contacting those who have entered M.G.'s to sort participants. So far, we have examples of 14/28, 18/80, M, D, J2, J3, PA, PB NB, TA, TB, TC, TD and TF. If you own a model not mentioned here, and would like to take part, I suggest you get your entry in as I am allocating places on a first entered – first selected basis, model by model.

We also currently have 23 volunteers to help out for an hour or two at Prescott (you can volunteer on the Entry Form) but will need about twice that number in order to run a successful day, so please consider helping out if you can. Sincere thanks to those who have already offered.

Here is a summary of what you need to know at this stage:

http://vintageminor.co.uk/Summerrally2023/Summer_Rally_2023.html

And the Pre-War Prescott website can be found at:

<https://prewarprescott.com>

Online entries can be made now at:

https://prewarprescott.com/?page_id=161

The entry list, as it grows, can be found at:

https://prewarprescott.com/?page_id=547

(If you have any problems with any of these links, just let me know and I will be able to sort you out.)

And a 'paper' Entry Form will be found at the foot of this Newsletter. This year, both the online and paper forms include a section where you can book camping at Prescott – available from Thursday night to Sunday night inclusive.

2023 Register Subscriptions

2023 Register subs fell due at the end of December. As of today, just 36 remain unpaid. Sincere thanks to those of you who have already renewed. Meanwhile, Keith Montell reports that our Australian and New Zealander members are ALL now fully paid up. Sincere thanks to you all 'down under'.

The 2023 subs renewal form can be found at the foot of this Newsletter. The good news is that we have been able to hold the rate at £40 for another year. Many thanks to all members for your continuing support of the Register.

I received a bank transfer from Hr M van den Beu paid on 9/1/23. Would the member who made this payment please make himself known, so that I can record his subscription payment.

The Register Magazine

Magazine M 185, the Spring issue, was sent to the printers on 21st February and so should be with everyone shortly. It includes a major article on the Minor G.P.O. vans, as well as a fascinating article by Roger Burnett, detailing his first 44 years with his M Type M.G. Sportsman's Coupé. It also includes a comprehensive article on the M.G. Centenary and much else. As always, if anyone has any input for future Magazines, please send it in, and if you don't currently receive the Magazine – you know what to do!

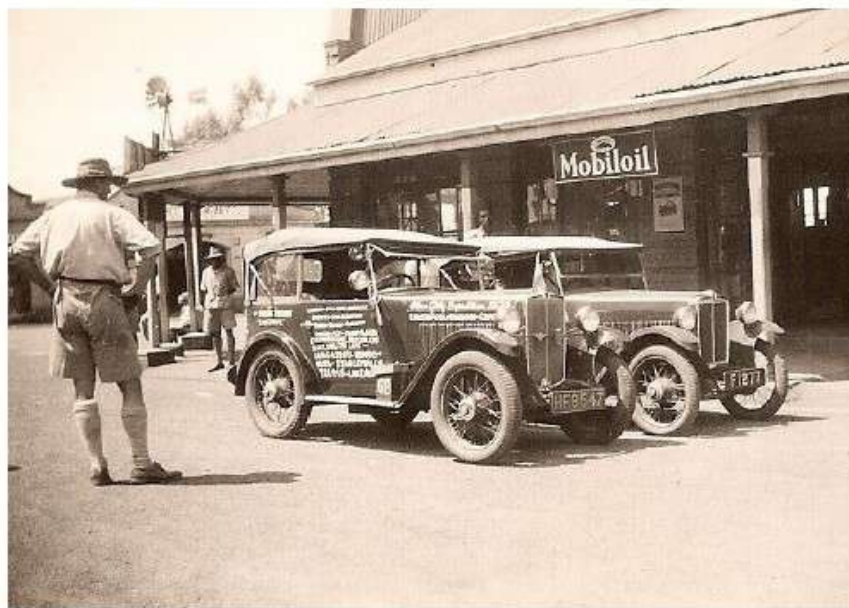
Magazine of the



Vintage Minor Register

Issue M 185

Spring 2023



The 90th Anniversary of the Gilg and Kay Expedition

As the front cover suggests, 2023 marks the 90th Anniversary of the Gilg and Kay expedition from Liverpool to Cape Town in a 1933 Minor tourer. This tremendous achievement will be marked at Pre-War Prescott where members of both the Gilg and Kay families will be joining us.

Peter Hills' Back to Africa Expedition



Peter Hills' 1929 Minor 4 Seat tourer DS9936 (M10228) seen near Cape Town in 2020 with Table Mountain in the background.

Peter Hills is making final preparations before heading out on his 2,000 km 'Back to Africa' expedition in his 1929 Minor tourer. This trip has been in the planning stage for several years and was originally scheduled to take place early in 2020. However, the uncertain situation in Zimbabwe, a coup, shortage of food, petrol and the damage and loss of life caused by a hurricane all forced its postponement. Then Covid struck and the consequent border closures came along. Fortunately, the South African authorities extended the car's carnet three times, permitting it to cross borders without hindrance or customs duties and to remain in the country for a fourth and final year before being returned to England mid-2023.

Peter found the wrecked Morris in the jungle just outside the town of Kitwe, Zambia (formerly Northern Rhodesia) in 1970 when he was just 26 years old. After researching its history and then being headhunted to the UK in 1984, the car was finally restored and on the road in 1992 with an age-related plate DS 9936. It was first registered as U750 in Northern Rhodesia in 1936.

The objective of the 'Back to Africa trip is to visit the addresses of all the past ten owners of his tourer. Thus, Peter plans to realise a long dreamed-of adventure in the spirit of the 1933 Gilg and Kay expedition from Liverpool to Cape Town in a SV Minor tourer of 90 years earlier. Indeed, Peter plans to visit several of the same places that Gilg and Kay stopped in 1933.

Peter has a team of three, a video photographer (David Forgas), a diarist (Graham Pringle) and all-rounder engineer (Wayne Taylor). They will share the driving while recording the event that Peter intends writing a book about afterwards. Also, the Discovery Channel wants a 5-minute video clip to decide if a movie will be made.

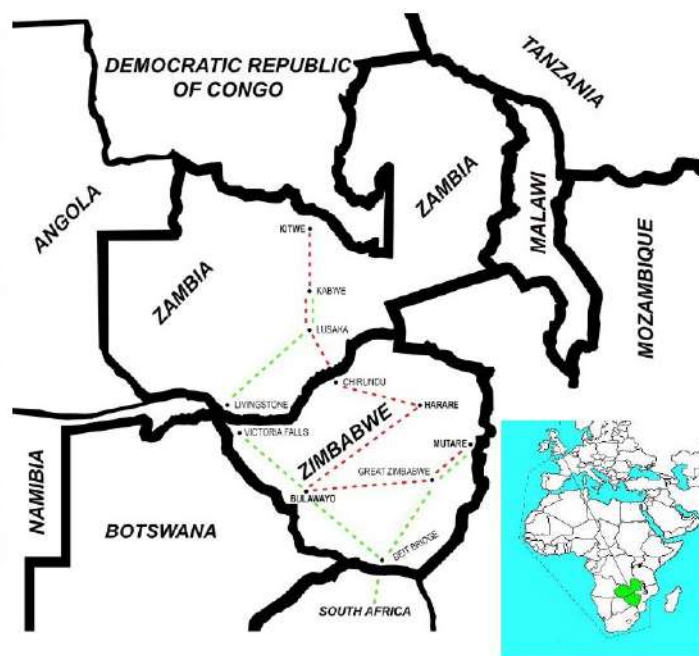
There has been no stone unturned in regard to sorting the Morris's reliability and performance. The gearbox has been rebuilt (for the sixth time!), the engine bottom end has been rebuilt after a big end ran, the block has been rebored and new piston rings fitted. The kingpins, steering, engine tuning and much more have been attended to. All provisions, spares, tools and even camping kit, etc. are now all packed and ready to go.

A sendoff will take place at Cape Town's Crankhandle clubhouse on 22nd March and on the 23rd Peter with his team will start to make their way north; the Morris initially transported by box trailer pulled by Peter's BMW X5. The Morris will be hauled to Mutare, Zimbabwe (originally named Umtali). It will start its safari on 2nd April from the Hillside Golf Club (they are running out the red carpet), arriving in Bulawayo on 4th, then on to Harare on the 10th, Kariba on the 15th, Lusaka on the 18th and finally to Kitwe on the 22nd of April, all dates being approximate, of course.

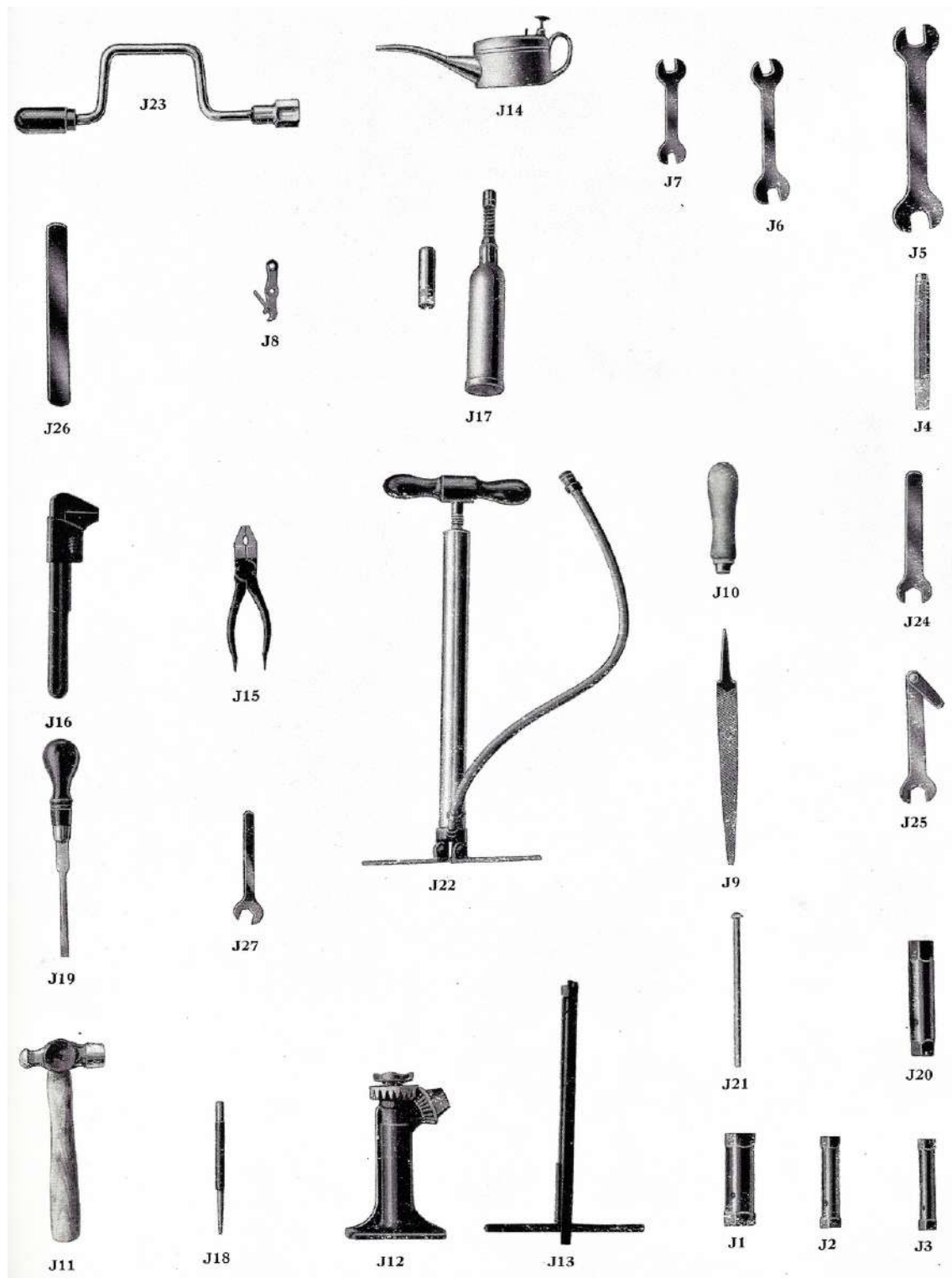
On the return leg, the Minor will cross the Victoria Falls Bridge at Livingstone and then head back to Cape Town and thence by container to the UK, arriving in late June or July 2023 - hopefully in time for Pre-War Prescott.

Peter's trip is also raising money for the Cecily's Fund that supports orphans of AIDS victims in Zambia who will benefit greatly. The fund was established in memory of a young girl (Cecily) from the UK who was tragically killed during her University gap year while trying to help Zambians. If you would like to donate, please visit <https://www.justgiving.com/fundraising/peter-w-hills>.

Peter has established a website that covers the history of his Morris and the planned expedition. See <https://www.back-to-africa-in-a-1929morrisminor.com>. You will be able to follow Peter's progress on our Discussion Forum on the 'Back to Africa in a 1929 Morris Minor' thread under Events. Also he will be posting a daily update on Instagram (peterw.hills). In 2020, due to the postponement, he posted a 'Virtual Tour' on Instagram that will give you the flavour of this remarkable madcap adventure.



Peter's planned route (driving in red, trailering in green).



This is the tool kit that came with every OHC Minor. Scot Taylor is looking for the following items:

- J8 Distributor contact spanner with 0.006" feeler gauge
- J11 Shelley ball pein hammer (head measures 3-5/8" in height, face diameter is 1-1/6" and handle measures 7 5/8" in length.)
- J27 Cylinder head spanner

Scot can be contacted at roadster@olypen.com.

Register Goodies

By popular request, we have had a batch of whiskey glasses, beer glasses, coffee mugs and coasters made. Our stock sold out at Prescott 2022 but we now have more in stock. They come with either the VMR or Pre-War Prescott logos. There will also be a stock available at Pre-War Prescott 2023.

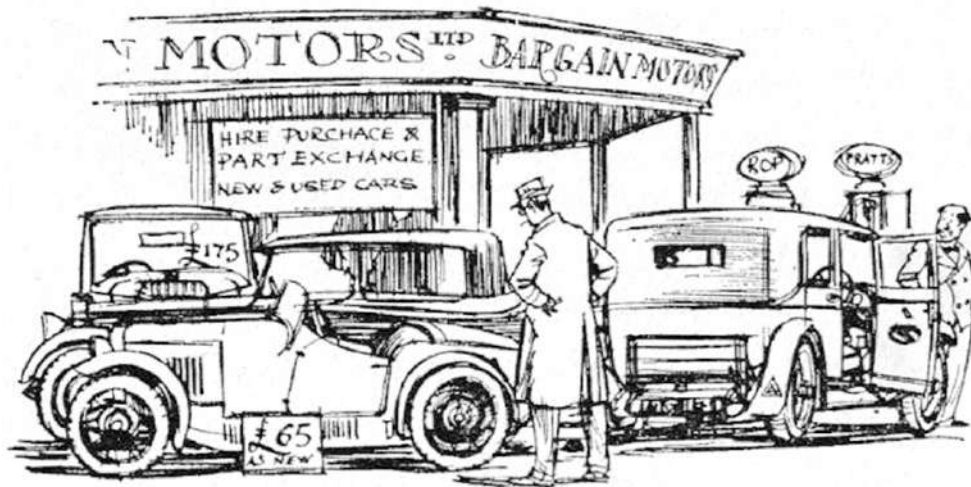
Here are some sample photos and prices:



Coffee mugs	£5-95
Coasters	£4-45
Beer glasses	£5-95
Whiskey glasses	£11-95

All these items are available with either the Vintage Minor Register or Pre-War Prescott logos.

We also have a stock of metal lapel badges and cloth badges (see below) and we also have very high quality Vintage Minor Register car badges which are £25 each. E-mail vintageminor@gmail.com if you would like to avail yourselves of any of these items.



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



For Sale 1932 SV Minor 2-seater CAS 668 (originally RV 2430 – number sold in 1968), chassis SV19430, first registered 1st August 1932. The Minor has had all the bodywork restored, is fitted with an alloy fuel tank and battery box. It also has a four-speed gearbox. The seats have been retrimmed and it runs well. I am looking for £7,850 ono. See also page 2 of this Newsletter. Barry Ashton barrybarbara@outlook.com.



For Sale Anyone looking for an interesting vintage Minor saloon? This one will be auctioned on behalf of member John Denton by Classic Car Auctions at the Practical Classics Classic Car and Restoration Show on Friday 24th March to Sunday 26th March at the NEC, Birmingham. DF 9053 (M15596) was first registered in Gloucestershire on 29th November 1929 and was one of the very first Minor coachbuilt saloons, with body number MP040. John has owned the car since 2012. The guide price is £7,000. The Register holds much history of this car if anyone is interested. Also to be auctioned is John's 1929 M Type GG 4819 (2/M490) with a guide price of £15,000 to £20,000. Call 01926/357473 for further details.





For Sale 1931 Morris Minor SV Folding Head Saloon UR 9708 (SV3599). UR 9708 is an outstanding example. Owned by me for more than 45 years. Comprehensive chassis-up mechanical, bodywork and upholstery restoration completed in 2007. On the road permanently since then, but very modest use. Cherry red over black bodywork, matching dark red upholstery, grey carpets and roof lining. Folding head in black. Everything exactly as it should be and certainly one of the best available. Many photographs available by email. £9,000. Near Bury St. Edmunds, Suffolk. Michael Summers 07879/840622 mjsummers@btconnect.com.

For Sale SV Minor DJ4 distributor. One retaining clip missing. Asking £50. Pete Ticknell tinkstwo@gmail.com.



For Sale: D0377



Very reluctantly sale of my well-known D-type; the car that was responsible for my involvement in all things Triple-M.

Owned from 2006, complete engine rebuild to very high standard in 2006/2007 (Barry Foster) using J block and modern crank; fully documented. Very reliable and well used car; would now benefit from a general re-fresh as little used over last two years. Body in very good condition, upholstery may be original and could do with up-grading but is attractively patinated. Hydraulic brakes.

A very pretty car that has scope for up-grading or can just be enjoyed!

Contact me for further details and photos. digbygibbs@icloud.com

Seeking £23,000 or very near offer.

For Sale I have an engine, gearbox, old wheels (2), refurbished radiator, copper core etc., two carbs. I would like to offer the items to Club members first. My post code is GL11 5SG Gloucestershire, Tel number 07596/995393. Mike Coleman.

Howard Annetts has manufactured a number of cork seals for the Enots fuel taps. If you would like one, you can contact him at bsa.scout1937@virginmedia.com. (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.

For Sale I have an OHC head, manifold and carburettor still to dispose of. I also have a good vertical drive small diameter dynamo and a very useful folding fabric garage that I used for my M type, it was just the right size for it. There are a few other bits including new valves and rear shackle pins. If anyone is interested in any of these parts my phone number is 07831/230577. Tim Burton.

For Sale Sundry Minor and Morris parts:

Early Minor SV manifold

2 x SV Minor tappet chest covers

SV Minor flywheel (the bearing housing has a ding in and will need straightening

2 x SV flywheel bellhousings

Lucas DKH4A distributor to rebuild or for spares

Morris drag link with track rod ends (possibly Morris 8)
Boot escutcheon (needs rechroming)
Lucas 471 rear light lenses (plastic)

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

Wanted

New Wanted For my 1931 OHC Minor. Steel instrument panel (no instruments required), switchbox complete with switch levers and front bumper, slotted type, with irons. Mike Fenner 07890/833851 or mykalfenner@yahoo.co.uk.

New Wanted Original DS4 distributor for my M Type. Also later double-cranked "bent wire" gear lever for 3-speed gearbox, or 3-speed remote gearchange as fitted to MG D-Type. Roger Payn rogerpayn@hotmail.co.uk.

New Wanted For my McEvoy Special. Pair of Lucas R35 SV Minor headlamps. I have the rims and fluted glass, just need the bowls and reflectors. What have you? Also need a pair of original radiator tie rod fork ends. Also still looking for a standard Minor nearside front wing support bracket. Ian Grace vintageminor@gmail.com.

Wanted Original M Type Instruction Manual. Scot Taylor roadster@olypen.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.

Wanted I am looking for a speedo and/or oil/amp gauges for my 1931 OHC Ruskin-bodied Minor roadster M25803. (I have no speedo at all, but have working VDO amp/oil pressure gauges but would like to replace.) David Taylor (Victoria, Australia). balfour71@hotmail.com.



These high-quality Register cloth badges and our new lapel badges are available from John Hicks at 19 Long Furlong Park, Gotherington, Cheltenham, Gloucestershire, GL52 9FA. Please add 75p for postage. These will also be available at the Register marquee at Prescott, along with our chrome and enamel car badges. John can be contacted at hickups@btinternet.com.



The Vintage Minor Register

Rediscovering history, preserving history, making history

13716 Kellogg Lake Road
Sultan
WA 98294
USA

(+01) 360-243-8776
vintageminor@gmail.com
www.vintageminor.co.uk

2023 Register Subscription Renewal Form

Dear member,

Your 2023 subscription to the Vintage Minor Register falls due on 31st December 2022.

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. If you would like to pay by direct deposit, please contact the Register for account details.

USA and other worldwide members please remit \$US55 via PayPal to the above account 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 2022 and look forward to your continued association in 2023.

Many thanks,

Ian Grace

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



Please find enclosed my Register subscription for 2023 £ _____

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

13716 Kellogg Lake Road
Sultan
WA 98294, USA

(+01) 360-243-8776
vintageminor@gmail.com
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. 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. Alternatively, payment can be made by all members PayPal to vintageminor@gmail.com. Or if you would prefer to pay by direct bank transfer, please contact the Register for account details. Members joining after October 1st receive membership the rest of the year and all of the following year for their annual subscription.

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

Your Details

Name

Address

Telephone No.

e-mail address

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

Your Vehicle's Details

Registration No.

Date of first registration

Chassis No.

Engine No.

Body No.

Body Type

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

19 Long Furlong Park
Gotherington
Cheltenham
Gloucestershire
GL52 9FA



(H) 01242/676848

vintageminor@gmail.com

www.prewarprescott.com

Friday 14th to Sunday 16th July 2023

Please use this form to enter any of the weekend activities. Print it off, fill it in and post it to the above address with your remittance. Alternatively, you can enter online at http://prewarprescott.com/?page_id=161.

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.)

The Friday Tour, Friday 14th July

A relaxed day, starting at the Royal Oak, Gretton (OS 150/015305) with hot drinks and bacon baps available for purchase on the morning, visiting various places of historic or scenic interest along the route. We will be visiting the Morgan Car Co. in Malvern in the morning where tours of the factory have been organized for us, followed by lunch at a local pub. The return run in the afternoon will conclude at the Beckford Silk Mill for cream teas. In the evening, we will gather at the Hobnails at Alderton (on the B4077 at OS150/991332) for our traditional Informal Reception.

I wish to enter the Friday Scenic Tour (£40-00 per car, including all occupants) £ _____

I wish to order _____ optional Morgan tours (£25-00 per person) £ _____

I wish to order _____ afternoon cream teas at the Beckford Silk Mill (£6-00 per person) £ _____

Pre-War Prescott - Garden Party and Day of Untimed Climbs, Prescott, Saturday 15th July

A day of socializing and untimed climbs at this storied hillclimb venue in the glorious Cotswolds. Full catering will be available all day, or you may wish to bring a vintage picnic. Gates open at 8-30 a.m., climbs commence at 10 a.m. and the hill closes at 4 p.m.

I wish to order _____ tickets £ _____

(£65-00 per pre-war-car (or £50-00 for VMR/BOC members). Your entry fee includes all occupants, one free climb, a free Commemorative Programme and a free £5 raffle ticket.)

I wish to climb the hill YES / NO

I wish to order _____ additional climbs (maximum of two) (£5-00 per climb) £ _____

(Additional climbs may be available for purchase on the day, depending on demand)

I wish to order _____ spectator tickets (£10-00 per person) £ _____
(Free parking and children 12 and under free)

I would be willing to help at Prescott for one hour: YES / NO

The day will conclude with a convivial evening at the Shutters at Gotherington where **FREE BEER** will be provided for those who helped marshal during the day.

IMPORTANT - MSUK Clubman Licenses and Pre-Registration with the Bugatti Owners' Club

For Pre-War Prescott, drivers climbing the hill and all passengers (aged 18 and over) wishing to climb the hill will require Motorsport UK RS Clubman licenses (or higher competition licenses). These are free of charge, last for 12 months and can be applied for at: <https://www.motorsportuk.org/competitors/rs-clubman-licence/>.

Drivers AND passengers MUST also bring printed copies (or an image on your mobile phone) to Prescott on the day in order to receive your hillclimb wristband, which is required to access the start line.

Once you have your license(s) drivers AND passengers will also need to pre-register for Pre-War Prescott with the Bugatti Owners' Club, using a link to be provided by the Bugatti Owners' Club before the weekend. The link will be announced at www.prewarprescott.com before the weekend.

We understand that, for a variety of reasons, not everyone can commit to entering Pre-War in advance of the day. If you cannot commit in advance, you WILL be able to arrive on the day, enter at the gate and then register in the BOC office. However, we strongly encourage everyone to enter in advance if possible in order to avoid pressure on the BOC staff on the day who will be very busy checking licenses and issuing wristbands. Entries at the gate will also not receive a free climb or raffle ticket.

The Cotswold Navigation Rally/Scenic Tour, Sunday 16th July

This is our traditional day in the countryside with the Navigation Rally (not too serious!) and the parallel Scenic Tour, visiting a variety of places of historic or scenic interest and concluding with cream teas at the outstanding Jacobean Stanway House, courtesy of Lord Wemyss, where results will be announced, awards bestowed and concluding with a private demonstration of the fabulous 300-foot gravity fountain.

I wish to enter the Navigation Rally (£40-00 per car) £ _____

I wish to enter the Scenic Tour (£40-00 per car) £ _____

I wish to order _____ Navigation Rally/Scenic Tour cream teas (£6-00 per person) £ _____

The weekend will conclude with a farewell evening at the Shutters Inn, Gotherington (OS163/959297).

Camping

Camping is available in the Orchard at Prescott from Thursday night to Sunday night inclusive. Camper vans/caravans are £15-00 per night, tents £10-00 per night (car trailers are free).

I wish to book the following (please circle your requirements):

Camper van/caravan	Thursday	Friday	Saturday	Sunday	Total	£ _____
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Tent	Thursday	Friday	Saturday	Sunday	Total	£ _____
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I enclose a cheque payable to Ian Grace for: £ _____

Tickets for all the above activities and Final Instructions for the Navigation Rally will be posted to entrants in advance of the weekend.

Please note that ALL vehicles entering the weekend MUST be road legal, registered and insured.

Full accommodation details for local hotels and guesthouses may be found at:
<http://vintageminor.co.uk/Summerrally2023/Accommodation%20list.pdf>.

If you have any questions about any of the weekend's activities, please do not hesitate to contact vintageminor@gmail.com. Your question may also be answered on our FAQ page at http://prewarprescott.com/?page_id=559.

Thanks for entering!

The Small Print

All information on this entry form is given in good faith at the time of publication but may be altered due to unforeseen circumstances. We regret no refunds can be made. The Vintage Minor Register reserves the right to alter or cancel the programme without notice.