



Vintage Minor Register

Incorporating Pre-War Prescott



www.vintageminor.co.uk

Newsletter - May 2023

www.prewarprescott.com



Despite the April showers, the turnout for our spring pub meet was the best ever. Around two dozen cars gathered and landlord Joe reported that he fed sixty people. A creditable five Minors were in attendance. We'll meet again at the pub in the autumn.

Welcome

Welcome to the May Newsletter. April was another extremely busy month for the Register, as you will see below. There was plenty of sad news. We lost Frank Ashley, and founder member number 9 of the Register – Mike Jones. (There is only one other earlier member still on the membership list – that is Paul Veenboer over in Holland.) We also lost Mike Heins who had been a regular at Pre-War Prescott with his M.G. 18/80.

But there was also plenty of good news, much of which you will find below. However, I would like to draw your attention to a couple of important news items detailed below. First, we have finalized arrangements for our Vintage Picnic on Sunday 16th July – the day after Pre-War Prescott. The venue will be Coughton Court in Warwickshire and will be our lunch stop on our Scenic Tour and parallel Navigation Rally. To date we have 50 cars entered for the Sunday runs, but only 8 picnic orders. If you have entered either of the Sunday runs and wish to order farm-fresh picnics, please see the menu and ordering details below. And of course there are plenty more slots for Sunday if you wish to enter.

Second, with 308 climbs already booked for Pre-War Prescott, the number of climbs was throttled back from two plus a free one to one plus a free one in April. Once we reach 350, then this will be reduced to just the free one. (There will be a few available on the day, but priority will be given to those who could not book in advance and turn up and pay at the gate on the day). So if you are planning to enter and want to climb the hill a couple of times, get your entry in *el quicko!*



[Mission Accomplished! Peter Hills has finally completed his long-cherished dream of returning his 1929 Morris Minor to the exact spot where he discovered it as a wreck decades ago and also visiting the locations of the many owners of it in its early days.](#)

Peter reports: "The photo above was taken near to the spot where Mrs. Lang abandoned the Morris (M10228) in 1970 at No. 7 Azurite Road, Itimpe, outside Kitwe, Zambia (see old number NK3177 - Northern Rhodesia Kitwe). In spite of some skeptics and that it seemed not only a mad project driving the car from Mutare Zimbabwe to Zambia totaling 1,506 miles, we achieved the mission. The project was postponed since April 2020, due to political issues, then Covid, a big end bearing failure and a broken crankshaft just before departure on 23rd March. All this, apart from several changes in the Back to Africa Team due to various medical issues or availability. Managing these changes was stressful but with some measure of luck and co-incidences we have achieved an over 53 year dream. Nothing would have been possible without my dear Sandy's support as well as many friends and their generosity. Achieving this amazing experience of returning 'Chiriapala' home is so satisfying."

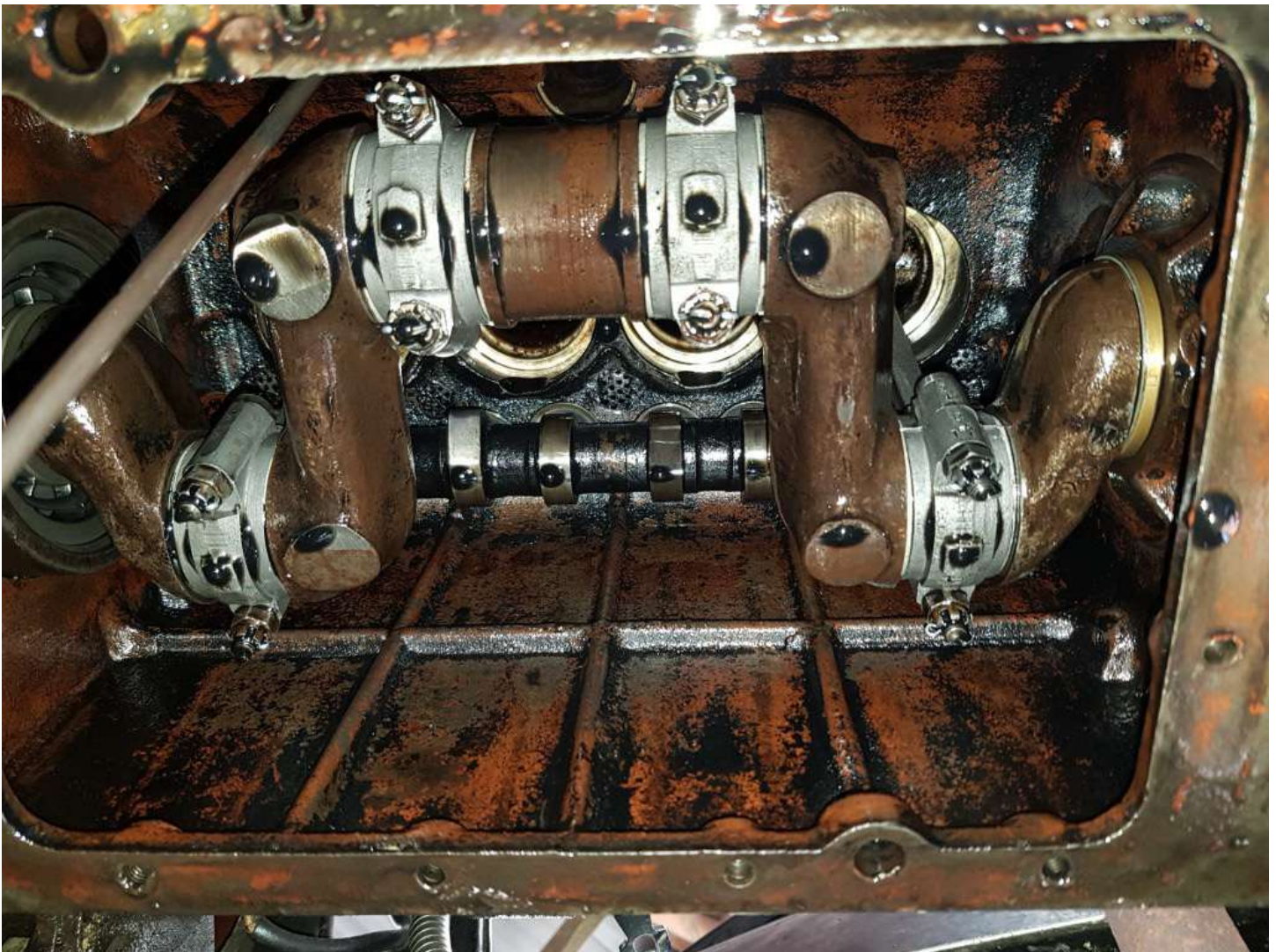
Hearty congratulations, Peter! And we look forward to seeing you and your repatriated Minor at Prescott in July, where I am sure the Gilg and Kay families will be very interested to hear of your exploits across the Dark Continent!

Happenings

April was another hectic month at VMR HQ. In addition to the news to be found elsewhere in this Newsletter, here's just a few of the other happenings this month.

George Rodford contacted me early in the month with a plea for help. His SV Minor 2-seater was suffering from lack of power, and we exchanged many e-mails regarding DJ4 distributors and their condensers. Once he had eliminated all obvious causes of the lack of power, he asked me if there were any members in his area (Worcestershire) who may be able to help. I sent him contact details for the ten members we have in Worcestershire and he made contact. With the generous help of Roger Davies, and subsequently Peter Cross (a motor engineer in Worcester), George reports that the car is now back on the road and he made it to our Spring Pub Meet. It turned out that the problem was stuck piston rings – the car had been inactive for years. The problem was solved using diesel in the bores to release the rings. Compression has now returned and so he has full power. Thanks Roger!

Meanwhile, another attendee at our Spring Pub Meet was Jonathan Barwick – back from his Highland Fling around Scotland in the car. Jonathan sent me a photo of the car's engine bottom end. The photo (below) was taken while the sump was off during pre-trip servicing. He asked me if I saw anything untoward. My eye was drawn to the con rods that looked as if they might be alloy. However, I have an old set of six Wolseley Hornet alloy rods and inspection of them showed that the design of the alloy big end caps was distinctly different to the Minor's steel rods.



Also in April I have been corresponding with Dave Schild in Queensland on a number of matters. Dave produced a stainless steel steering column tube for my McEvoy, as well as a new rear chassis cross-tube. Our discussion then turned to the Minor's red fibre ignition cable spacer disks. Last year I had a batch of 100 red fibre blank disks manufactured, but my attempts to drill them cleanly fell well short of my hopes. So Dave is now in the process of constructing an ingenious drilling jig so that I can complete the disks to a very high standard. I have sent him some sample blank disks to prove the jig before he sends it to me. I do have a list of those who declared interest in these (sets of three) earlier and I will be in touch when I can finally supply them. If anyone else might be interested in a set, just let me know. The price will be £10 per set, plus P&P, and I should also have a supply at Prescott.

Tappet spanners next. This is another project that has been on the blocks for some time. I now have a means of water jet cutting these here in the US and we are currently sorting whether to make them from tempered or hardened steel. A pair of these spanners was included with every Minor toolkit – not to mention MMM cars and early Hornets. It turns out that one of the pair of spanners had a feeler gauge attached. I have an original Minor tappet spanner, but I do not have a sample of one with the feeler gauge. If anyone has an original one that they would be willing loan to the project, I will be able to press ahead with production.

On the McEvoy front, I have been purchasing more engine parts from Ian Harris and I also took the head to a local cast iron welding shop, as the engine rebuilder was not happy with some rust pitting around the combustion chambers that coincided with the boundary of the head gasket. Mike, the cast iron welder, is also going to weld up the rear core plug hole. When the head was originally skimmed by McEvoy's, there was only about a millimetre of material between the edge of the core plug hole and the gasket face. At some point in the past, a small but important chunk of metal broke away, meaning that a replacement core plug would not have been watertight. He also applied a massive horseshoe magnet to the head and sprinkled it with fine iron dust which showed up small cracks in numbers 1 and 4 combustion chambers. He will sort these as well.

Mike, the welder in question, is a fascinating old boy. First, his workshop, which looks something out of Dante's Inferno, could not be more difficult to find. There's no mobile coverage out his way and the tarmac road gives way to dirt long before reaching the address. Mike is Norwegian by birth and spent the first twelve years of his life in Trondheim, where he well remembers the war. He remembers two SS officers pounding on the door of their home and demanding to search the house. He also remembers seeing the Lancasters on their way to the first RAF raid on the German battleship Tirpitz in Tromsø fjord on 15th September 1944. I could have spent all afternoon talking to him.

Once the head is back from Mike and I have the +60 pistons from Tony Margel and the new cylinder head studs, valves and guides from Ian Harris, I will take all these back to the engine shop for the rebore and valve grind. My plan is to have the engine completely rebuilt here – except for the crank grind and white metal. That will be done in England next year, after the car's return. There are some places in the USA that can handle babbitt bearings (as they call them over here), but few, if any use the centrifugal method of casting, which, I am told, produces a superior bearing. I shall be meeting Ian at Prescott this July to take delivery of the remaining engine and clutch parts that I need and also collecting a full set of new Hartfords and pins from Mike Dowley.

Finally for this month, I have reported before that the power output of my fabric saloon VG 2007 is well down on where it should be, given that the engine was rebuilt to virtually MMM racing spec. in Holland. Having heard from George Rodford about his success with freeing his piston rings, I'm wondering if the fabric saloon might be suffering from the same ailment. I know that Halbe Tjepkema and Tony Gamble used the car very sparingly and I'm thinking that new rings, which are tighter than old rings in the pistons might be quite susceptible to becoming glued up if a newly-rebuilt engine is left to stand for several years. I'd value your thoughts!

New Members in April

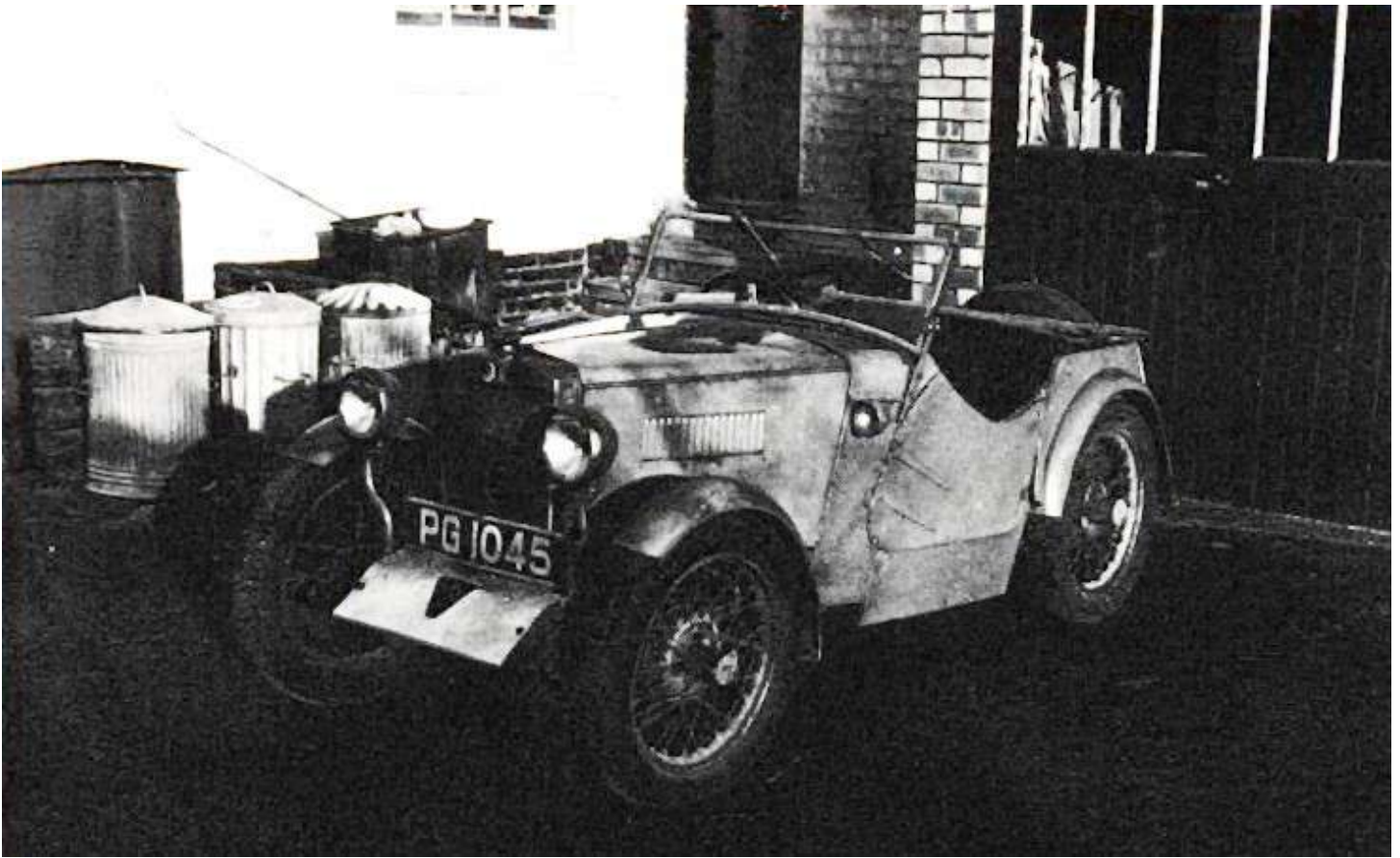
In April we welcomed three new members – Catherine Buck, Peter Chapman and Tim Milvain.



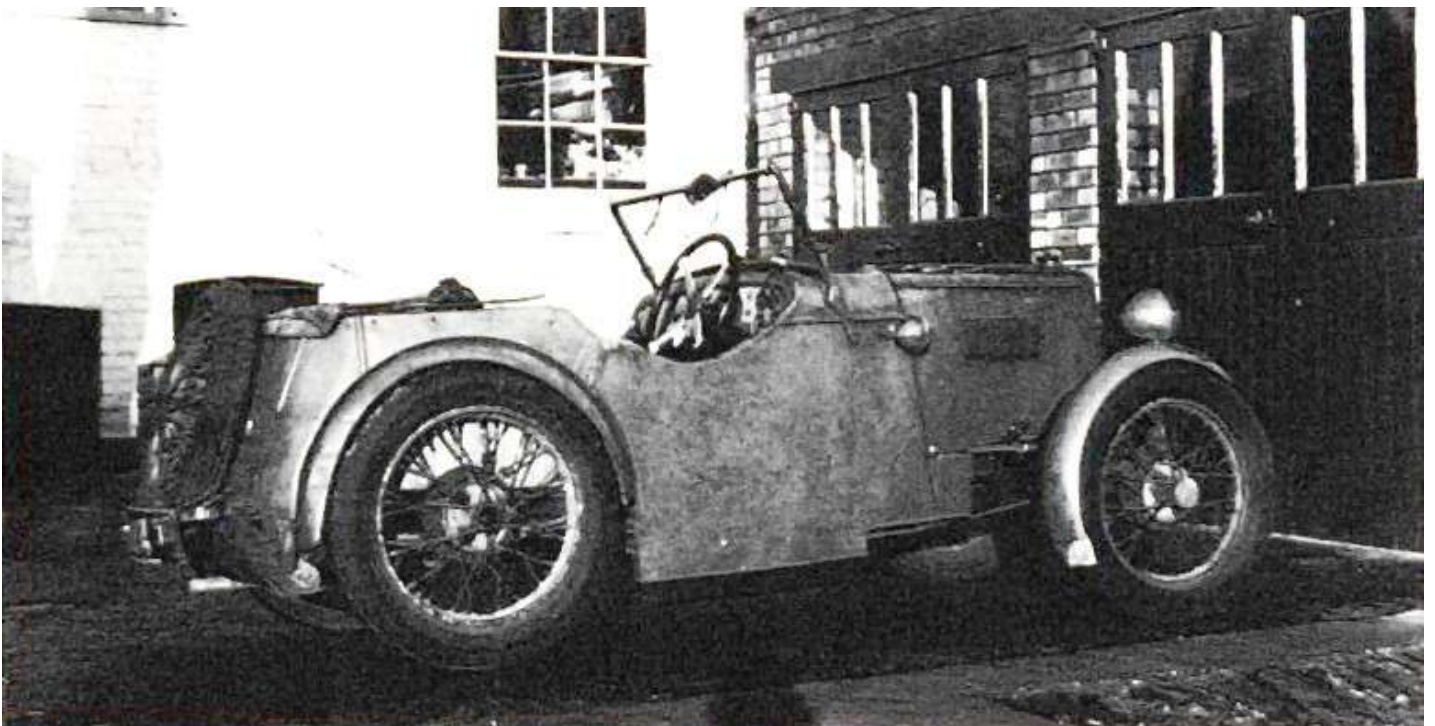
Catherine Buck joined us in April with her newly-acquired 1930 CMS special VG 3260 (M30850). Catherine joined us at our spring pub meet and will also be at our Summer Rally in July. Catherine is seen here at the wheel, with daughter Emilia at her side. Emilia has expressed a desire to learn how to drive vintage cars with the intention of gentle trialing, driving tests, tours and rallies. Go for it, Amelia!



We extend a warm welcome to Peter and Janet Chapman, seen here in their M.G. D Type PJ 2495 (D0295), who join the Register with membership number V717. Peter and Janet live near Malvern and are regular Pre-War Prescott entrants, either with their D or their Riley Gamecock. They also own several other M.G.'s and Rileys.



And welcome to Tim Milvain who joins us as the new owner of Frank Ashley's 1929 M Type PG 1045. Tim recently acquired the car from Frank Ashley. Here is PG 1045 in 1967 when Frank bought it. That was the start of 46 years in his ownership. Tim will be at our spring pub meet with PG 1045 and also at Pre-War Prescott in July, where this very well-known car will proudly take its place in the MG100 Cavalcade.



Summer Rally and Pre-War Prescott 2023



Owned by the Throcknorton family since 1409, Coughton Court, Warwickshire will be the spectacular venue for our Vintage Picnic at the halfway point on our Sunday Scenic Tour and parallel Navigation Rally. If you have entered either of the Sunday runs but have not yet made lunch arrangements, please see the picnic details below.

Planning for our Summer Rally weekend and Pre-War Prescott is now taking up several hours a day as routes are detailed, entries handled and a hundred other behind-the-scenes tasks addressed. As of today (30th April) we have 23 entries for the Friday Tour, 29 people for the Morgan Car Co. tour, 37 for cream teas at Beckford Silk Mill on Friday afternoon, 148 entrants for Pre-War Prescott, 308 climbs booked, 50 cars booked for Sunday (37 for the Scenic Tour and 13 for the Navigation Rally) and 91 cream teas at Stanway House on Sunday afternoon. With more than two months to go, I am certain that we will have a tremendous entry list this year, made up of a good mix of regulars and new faces.

Morris Minors at Pre-War Prescott

As I'm sure everyone is aware, Pre-War Prescott is hosted by the Register, and forms but one of the three days of the Register's annual Summer Rally. As such I always try to encourage as many Minor owners as possible to come along to one or more of the three days with their cars. To encourage this, for this year, I am inaugurating a scheme of offering Minor owners who have never brought their Minor to any of our rallies before to enter one, two or all three days completely **FOR FREE**, because I am confident that, once they have entered once, they will come back again! So, if you own a Minor and have not entered before, simply e-mail me and I will book you in and answer any questions or concerns you may have about the weekend. Right now, we have 11 Minors entered, but hopefully we shall have many more on the Entry List by July.

MAY UPDATE There were no takers for this offer in April, but it will remain on the table. For any Minor owner taking up the offer for the three-day weekend, this would save you a cool £130!

Throttling Back

In April, we reached the 250 climbs booked point and the number of bookable climbs was reduced from 2 (plus a free one) to one (plus a free one), so that everyone will get a chance to climb the hill and we will also have a few climbs in hand for those who, for whatever reason, cannot commit to entering beforehand but find themselves able to turn up on the day and pay at the gate. And this will be reduced to just the free climb when we get to 350 climbs. As of today we have 308 climbs booked.

The Vintage Picnic – Coughton Court -- Sunday 16th July 2023

Last month we reported that the venue for the Vintage Picnic was to be the cricket ground in Moreton-in Marsh. However, we learned that we would be sharing the ground with a Caravan Club meet, so decided to look elsewhere. Arrangements have now been made with the National Trust to hold the picnic at Coughton Court – see the photo and information above.

To date, we have 50 cars entered for Sunday, but only 8 crewss have submitted their orders. You can of course bring your own picnic, and there will be a café open at the Court if you prefer to dine there.

Unlike last year, please place your Revills Farm Shop order directly with the Register at vintageminor@gmail.com and we will then e-mail you a confirmation and payment instructions.

Here is the menu for the picnic:

Sandwiches on either White or Granary Brown:

Cheddar Cheese & Chutney £4.20

Ham & Mustard £4.20

Smoked Salmon, Cream Cheese & Cucumber £7.00

Eggs by The Handmade Scotch Egg Company - The Classic Mac £3.60

The Mumbai (Vegetarian) £3.60

Revills Sausage Rolls Scotch £2.20 each

Pot of Potato Salad 200g £1.50

Pork Pie Small, by The Outdoor Pig Company £2.00

Chicken & Ham Pie Small £2.40

Pipers Crisps 80p:

Sea Salt

Cider Vinegar & Sea Salt

Cheddar & Onion

Homemade Fruit Scone with Strawberry Jam & Clotted Cream £3.75

Homemade Flapjack £3.50

Pimm's Jelly & Revills Strawberries £5.00

Victoria Sponge Cake £3.50

Chocolate Sponge Cake £3.50

Fentimans Soft Drinks £2.20:

Cola

Victorian Lemonade

Lemon Shandy

Oldfield Cider £4.20 a bottle:

Medium dry

Original
Medium Sweet all 4.8%

Brew 61 £4.20 a bottle or can:
Lager 5%
Greenfields Gold 3.8%
Hazy Bale Ale 5%
Bromsgrove Dark Ale 4%.

As mentioned last 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.

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 thing 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.

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.

The Wellington Aviation Museum



We are delighted to announce that the Wellington Aviation Museum, Moreton-in Marsh will be displaying at Pre-War Prescott this year. The museum is owned by Ed Tyack who is a cousin of Andrew Gilg. He is also a member of the BOC and has competed at Prescott for many years. And we are particularly delighted that the Museum will make an extremely generous donation of £500 towards our donation to the RAF Charitable Trust. Ed will be one of many Gilg and Kay family members who will be gathering at Pre-War Prescott this year to commemorate the 90th Anniversary of the Gilg and Kay Expedition. Thanks, Ed!

Finally, could I remind everyone about the Saturday lunchtime charity auction, where 100% of the funds will be donated to the RAF Charitable Trust. Please bring your surplus but quality items to the Register marquee in the morning. (I say quality items because we only have a short time during the lunch break to conduct the auction and so it isn't worth the auctioneer's time to offer the odd headlamp rim for 50p! We also have to squeeze the MG100 Cavalcade and the Spitfire and Hurricane into the 60 minute break!) This year, M.G. items may well do very well as the M.G. entry is already tremendous this year as we celebrate MG100 (66 already entered). Also, quality non automobilia items of more general interest would be most welcome. Note also that we have decided to do away with the raffle this year, as winning raffle ticket holders are rarely present at the draw, which wastes further time, so we end up auctioning them anyway! (That means that the Tiger Moth flight will be auctioned again this year. Something to think about between now and the day!)

Frank Ashley



Frank and Thelma arrive at Milton Abbey – VMR Summer Rally 2007.

It is with great sadness that I must report that Frank Ashley passed away on 16th April after a short hospital stay. He will be much missed by VMR, MMM, Morris Register (he was a founder of its precursor – the Morris 8 Tourer Club with his much-campaigned M Type), VSCC, BOC and ACOC members, to name a few. We send our sincerest condolences to his partner Thelma and the family.

Frank's funeral is confirmed for 2 p.m., Thursday 11th May at Cheltenham Crematorium followed by a gathering at Prescott. It would be greatly appreciated if anyone intending to attend could please drop Thelma an e-mail at thelmagrose@btinternet.com which will help her to plan accordingly.

The following was penned by Ian Harris:

“Frank was a founder member of the Morris 8 Tourer Club which later became the Morris Register. It was he who made contact with the Braye family and established Stanford Hall for their annual rallies. Frank grew up and was schooled in Fenton, one of the six towns of Stoke-on-Trent. Not surprisingly a career in ceramics was his choice and part-time study at what is now Staffordshire University eventually lead to a Fellowship of the Institute of Materials. His career progressed from laboratory assistant in Stoke to Senior Methods Engineer at Lodge Plugs in Rugby. A difficult spell in South Africa as a Technical Manager was followed by a return to another Stoke company and a progression to board membership as Operations Director responsible for all aspects but finance. During this time, he gave various papers and served on a number of committees. Following retirement, he established a consultancy.

Frank's first car was a 1937 Morris 8 tourer run on shoe-string student finances and rarely with more than a gallon of fuel in the tank. This was sold to fund the purchase of a Triumph TR2 (again sold on), with the Mini for family use joined by the M.G. M type PG 1045 in bits. A 10/6 Special with Cunard body and a 1937 10/4 series 2 came and went also. Interestingly, both Morris's still exist - as does the M type. All were used in driving test competitions and navigational rallies. A Lotus Europa was assembled from a factory kit and well driven too.

By joining the British Racing Marshalls Club, Frank saw action at various circuits and races and was attracted to join the VSCC where he concentrated on their race meetings and rose from basic marshalling in due course to be Chief Judge. In 1995 he obtained a competition licence and would compete with the M type in Jersey, France and the Isle of Man as well as the classic sprint circuits and hill climb venues across England. By now a member of the M.G. Car Club and their MMM Register he proceeded to mop up a mass of awards in their events and those of the VSCC.

Frank met Maureen whilst they both studied ceramics at college and they married and, to their delight, Fiona was born three years later. The couple parted in 1971 and in 1979 Frank married Della Cox who tragically died in 1984. After a few years Frank bought a house jointly with Margaret Johnson but after her death moved to Pebworth to be with Thelma, a long-standing friend and widow of great friend Don Grose. Frank joined Thelma in her ongoing support of nearby Prescott and the Bugatti Owners Club with many successful assaults on the hill. The wish for a touring car brought the acquisition of a 1936 AC drop-head coupé and membership of the AC Owners Club. By visiting Ireland, Scotland, Spain, France and Belgium/Luxembourg he and Thelma added another 50% to the total mileage of the vehicle.”

Mike Jones



Mike Jones (second from left) was presented with the Roy Hogg Trophy at our 2004 Summer Rally by host Heidi Maeers.

More sad news, I'm afraid. Mike Jones passed away recently. He had been unwell since Christmas and was hospitalised for 6 or 7 weeks at the end. A memorial service is being planned at the Church in Elsing, Norfolk around the end of June. The Bean Car Club is planning a Commemorative Lunch in early August, probably in Heckfield, near Reading. Details will be circulated when finalized. Mike was founding member number 9 of the Register and acquired my old Semi-sports JN 570, now owned by Paul Tunnicliffe. After a move to Norfolk, Mike acquired the SV saloon CSL 977. We pass on our condolences to his family and friends.



Finished Morris Minor fabric saloons heading out from Cowley on their delivery runs.

Dave Schild contacted me in April to alert me to an excellent video on YouTube (<https://youtu.be/vhktGh5JrGU>). Lasting 21 minutes, it shows Morris Minor production, starting at the foundry where the engine blocks were cast, through engine production, chassis production to the assembly line, body shop, test and final delivery. The cars are 1929 models, sporting their 'MORRIS' radiator script. But when exactly was it filmed? There are several clues in the film. The great majority of cars are fabric saloons, with only one tourer visible. Recall that although fabric saloon production commenced on 12th September 1929, tourer production did not commence until 24th October. An interesting clue is the very early annular float chamber carburetter fitted to one of the chassis (at about 12 minutes 40 secs). There was a carburetter replacement at chassis M1101, laid down 12th October, but this was only to introduce an improved annular float chamber carburetter. It is not recorded when the side float chamber was introduced.

These cars are fitted with the later type less deeply-dished steering wheels which were introduced at chassis MM1110.

But regardless of this, the film provides a superb insight into production methods from foundry to finished car as well as a fascinating look back to the broader industrial scene and production methods of the twenties and a far cry from the robotic production of Minis on the same Cowley production line today (<https://www.youtube.com/watch?v=4z1FQk5fkjI>).

Thanks for bringing this extraordinary film to my attention, Dave. If anyone else has a good video link to share, please send it in.

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. All of these items will be available at Prescott in July, but advance orders for the glasses and mugs would be appreciated as these are all hand-made here in the US and we hand carry them over on our trips.



Marketplace

Please get in touch if you would like to include a For Sale or Wanted advert for vehicles, parts or information, whether Morris, M.G. or otherwise. All advertising is completely free to members. Trade adverts also welcome – contact the Register for our very reasonable rates. Please also let me know when your adverts are no longer required, so that they can be removed from future Newsletters.

For Sale



New For Sale Australian-bodied 1932 Morris Minor Special. Originally exported as a rolling chassis to Australia and currently bodied as a Boat-Tail Special. Re-imported to the UK in 2015. Car off road (2 years) due to oil in radiator which needs further investigation but would suggest buyers assume the worst. Some filler on the front wings, car slips out of second gear on deceleration. Based in Chichester, West Sussex. Offers invited. Mark Lynch mark@oghmapartners.com.



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. **Update** This car is now entered in the [Brightwells May auction](#).

For Sale As poor health has necessitated an end to competition and the sale of my M-Type, it is time to clear the shelves of 56 years of accumulated bits. The first batch – large and heavy – are:

Two differentials. One 7/37 ratio re-built a few years ago with a new old stick CW&P. Alloy case probably needs a new front bearing before re-setting up. £150. The other is a rusty unit with an 8/43 CW&P which has some wear, slight pitting and surface rust. Comes with steel alloy cases. £50. Also pair of Minor/M Type rear springs. No broken leaves but would probably benefit from a re-set and temper and re-made ends. £50. All of these items would need to be collected from Stratford-on-Avon. Frank Ashley.

[Ed. Sadly, as reported above, Frank passed away in April. If anyone would like to pursue any of these items, please contact his partner Thelma Grose at thelmagrose@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 carburetter 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.

Wanted

New Wanted Three or four-speed gearbox for McEvoy Minor prototype RC 300. My box is terribly noisy in second. Stuart Cooke ju250@btinternet.com.

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.

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.

Wanted For my McEvoy Special NV 2803. One SV Minor front steel engine foot. Brake actuating rod – between the pedal and cross shaft. Pair of Lucas R35 SV Minor headlamps. I have therims 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

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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 £ _____

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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 (maximin 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.