

Magazine of the



Vintage Minor Register

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Twin sisters. Bill Fuller's M Type 2M/1523 and Tony Slattery's 2M/1524. Both were export chassis that were bodied in Australia.
(Tony Slattery)



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Front Cover

Malcolm Barber and son James in their M Type on Drumhouse on the VSCC Lakeland Trial in November. See Out and About for what happened moments after this photo was taken. (Gary Clarke)

Rear Cover

Charles Gillet on the same hill in his 1930 Minor saloon. (Gary Clarke)

The Small Print

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From the Driver's Seat



A very warm welcome to all our members as I write this sixtieth issue of our Magazine. What started as a 20-page black and white photocopied missive in the autumn of 2000 has evolved into this professionally-printed and published all-colour Magazine of 48 pages and it is becoming increasingly difficult to cram in all of the Register news and articles into those pages. We would not have been able to achieve this and so much more without so many enthusiastic members all over the world. We have a past to be very proud of and a very bright future to look forward to together as we continue to rescue, restore and enjoy driving our cars on the open road. Sincere thanks to all of our members, past and present, for your incredible support, encouragement and friendship over the years.



Pre-War Prescott 2016 – Minors to the fore, with a wide variety of pre-war cars behind. (Gracefoto)

With sixty magazines behind us, perhaps this is also a good time to not only take stock of how far we have come over the years but also to look to the future. Over recent years there has been a subtle but noticeable shift in general sentiment towards pre-war cars. Thirties makes and models once ridiculously derided in some vintage quarters as ‘gray porridge’ are more and more being seen for what they are – practical and historic motorcars that deserve to be restored, preserved and driven for the pleasure of all. Pre-War Prescott has become the de facto home for all pre-war cars, and its enormous popularity proves the point.

At the same time we have seen a corresponding broadening of marques owned by our joining members. Our three new members welcomed in Register Ramblings in this issue are good examples, owning between them Singer, Lea Francis, Wolseley and MG models. **So with this issue, we are formally opening the Vintage Minor Register to all cars that survived the war.**

We are not the first club to take this step. The Bean Car Club introduce themselves on their website as follows:

“The Bean Car Club for all makes of Vintage, Veteran up to and including 1939 cars, with a section for those owning, or with special interest in, Bean cars. The Register was founded some fifty years ago by the late Rex Tapley, who felt that there should be a club for the less exotic early car makes which were neglected by the clubs for the more sporting makes. Such a car was exemplified by the Bean which he owned, a well-engineered car worth saving. Owners of other makes soon wanted to join, so an expanded Club accommodated them, and later, cars of the 1930-39 period were welcomed.”

This does not mean that the VMR will be ‘watered down’ in any way. The VMR will continue to be primarily a club for Minors and M Types, but you will see more Magazine articles of general interest that are also directly relevant to Minors and M Types. The recent article on white metal bearings is a good example.

We are also not likely to be the last club to make this move. We hear that the VSCC committee is also mulling the opening up of that club to all pre-war cars, and we strongly encourage them to do so. Such a move would bring significant opportunities for younger members to acquire a relatively inexpensive model – perhaps a sidevalve Minor - and enter or compete in a far wider range of events than is currently available to them.

Finally, Jayne and I would like to send our very best Christmas wishes to all our members worldwide, and wish them all a happy, safe, healthy and prosperous New Year.

Register Ramblings



A prospect of things to come? This thirties LAT image showing a 1932 'Hundred Pound' SV Minor on a trials hill may be seen again in VSCC trials before long.

Following on from the mention in From the Driver about the VSCC and the possible opening up of that club to all pre-war cars, here's a recent quote that must remain anonymous for the time being:

"A sensible suggestion has been made [in VSCC circles] that a better name could be found to replace 'PVT' – or Post Vintage Thoroughbred. Perhaps simply 'Post-vintage', but maybe something equally non-prescriptive and appealing could be devised. What about 'Pre-war'? Snappy and clearly understood. 'PVT' then would remain in circulation for say the Club's trophies and competition but it would have a subsidiary standing.

There is clear evidence of the way the tide is running, and I see hope. The PVT list is gradually being extended. Touring events and touring classes in VSCC rallies are increasing in popularity and support, whilst the competitive rally classes and most race meetings and some speed events have encountered falling support. A fall in VSCC membership figures would prove to be the ideal catalyst for the PVT list matter to be revisited."

Time will tell, but the potential benefits for our sidevalve Minor owning members are clear. Perhaps this would be the catalyst to seeing more SV Minors restored – there are currently far too many of them hidden away in various states of disrepair and decrepitude. It may also help redress the balance in the VSCC with respect to Austin Sevens. At the last VSCC eligibility review, all thirties Austin Sevens up to the end of production in 1939 were granted eligibility but the request for eligibility for SV Minors was summarily rejected. This decision made no sense whatsoever. In Out and About in this issue we report on two recent VSCC events – the Cotswold and Lakeland Trials. On each of these events, there was but a solitary Minor entry – that of Charles Gillett in his 1930 OHC saloon. On both the Cotswold and the Lakeland there were FORTY SIX Austin Sevens entered in each event. Clearly, the quirky eligibility rules of the club are out of date, out of balance and out of touch with the times.

With this issue, we warmly welcome the following new members to the Register:

532 Tim Stevens, 5 Offa's Road, Knighton, Powys

Singer Junior
Lea Francis 12/40
Wolseley Hornet spl.
1936 MG TA
1930 M Type MG

533 John Mansell, 16 Cedric Close, Chard, Somerset

534 Bill Fuller, 17 Captains Court, Cleveland 4163, Australia



Bill Fuller's Australian-bodied M Type 2M/1523 showing off its super-smooth paneled tail – no tail lid like the home models. Note also the rear door hinges on this 1930 model. The car has no driver's side door. 2M/1523 was an export chassis dating from 22nd April 1930.

Bill Fuller wrote:

“Hello Ian,

Many thanks for your email re the Vintage Minor Register. I will send an application to Keith Montell this week.

I note your interest in dH Moths. I have been in aviation for 50 years as pilot, engineering manager and with a partner still own an aircraft component manufacturing business producing over 150 different parts. My first of many aircraft owned was a Tiger Moth which I rebuilt in the late '60's. Also had a Cessna 170 taildragger and flew DC3's with Air Niugini for 2000 hours in PNG. I am very sentimental about historical machinery.

I look forward to meeting you in Australia next year and hope you have time to look around Brisbane and to talk about common interests.”



Three generations of the Kay family head for the hill at Pre-War Prescott last year with John Burgess at the wheel of his 1929 4.5 litre Bentley Vanden Plas tourer. Tony Kay, his son Martin and his grandson Thomas. (Tony Kay)



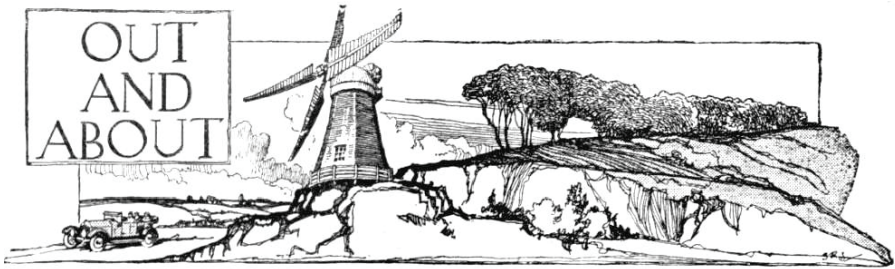
Walter Kay's brother Dick owned this 1933 Minor 2-seater LV 2149, registered in Liverpool in early 1933. Dick's wife and Tony Kay's mother has her foot on the running board. Unlike his brother's 1933 Minor, we don't believe that Dick's example seen here ever reached Capetown. (Tony Kay)



Tony Kay, aged about 2 in 1940, in his uncle's Minor LV 2149. The photo is fascinating because it shows the very basic car child seat of the times. I doubt whether it would pass muster today! Tony's father used to let him steer the car sitting on his knee at the age of 4. (Tony Kay)

Clive Hamilton-Gould is currently out of the rallying circuit, having a bit of a nightmare getting his vertical dynamo sorted. He reports that after a long time the chap rebuilding his dynamo has reported that the field windings are burnt out so he suspects the cut out is faulty. Clive hopes to get the dynamo and cut out back and reinstalled in DG 325 in time for the for the VSCC New Year Driving Tests. He has entered his Citroen A in the VSCC Winter Driving Tests at Bicester Heritage on Saturday 3rd December

Adamant steering box gears. Bob Walker who has an MG F type has sourced a firm that can make new gears for the Adamant steering box. These were used on the M, C, D and F type MG's along with vintage and 1931 SV Minors. Cost depending on the size of the order placed. Please register your interest with Bob by e-mail at aldboroughforge@btinternet.com.



Charles Gillet on the VSCC Cotswold Trial. (Phil Jones)

The VSCC Cotswold Trial took place on Saturday 19th November. Charles Gillet entered his 1930 Morris Minor saloon DY 6083 and was the only Minor on the event.

Charles reports on the above photo: “Yes, that is me on the Cotswold (on a hill called the Park – one of my better efforts!). Not a particularly successful day for me as we made some mistakes and didn’t do as well as we could have.

The Morris doesn’t do so well on slippery surfaces which I put down to its lack of suspension movement and axle articulation when compared to the Austin 7. Also it is not too easy to bounce in a saloon! I have experimented with various rear springs with different numbers of leaves, to try and find the best compromise but it is difficult! Too soft, you get the movement but it grounds easily and is poor on the road when carrying passengers.

We did much better on the Lakeland in November, coming a respectable third in the SWB Standard class. I have recently fitted a double twelve cam and skimmed the head and it is going very nicely now. My car has the standard rear axle ratio and standard carb and exhaust manifold. I am running Excelsior three stud

tyres and I don't bother lowering the pressures! I am sure that with better tyres (Michelin seem to be the best) and more effort, I might do better, but probably still never get an award! The pleasure of the Morris is staying warm and dry, especially when there are a lot of road miles, like on the Lakes.

The car is standing up well to trialing but the doors are taking a bit of stick. My next job is to reset the hinges and put in some packing around the whole door aperture to share the load so that the strain on the hinges and catch is reduced."

VSCC Cotswold Trial – Prescott, 19th November 2016

Class 1a Short Wheelbase Standard Cars

David Rushton	1932 M Type MG	301 points	2 nd Class
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Class 1b SWB Modified and Special Cars

David Rolfe	1930 M Type MG	327 points
Charles Gillett	1930 Minor saloon	170 points

John was also the only Minor on the VSCC Lakeland Trial, on which the headlines were stolen by Malcolm Barber in his M Type. In his own words:

"Sad to report that I turned the M Type upside down on Drumhouse on the Lakeland. My son and bouncer James was thrown clear and I managed to escape with only a broken shoulder and broken pride.

We were three quarters of the way up the hill, just taking one of the last hairpins, when the engine faded. I de-clutched while still moving forward to get the revs up, but then the engine cut completely and the car started to roll backwards. I somehow either missed the footbrake or hit the accelerator, thinking that it was the brake. Either way, there was no braking. Thinking that the car would go over the edge [Ed. The drop over the edge is several hundred feet straight down into the Buttermere valley], I turned the wheel towards the inside of the bend, the nearside rear wheel hit a rock and the car rolled upside down, throwing James out. The marshals and spectators were brilliant, dragging me out and righting the car. I feel a bit foolish frankly, given that I have completed the hill twice before with no problems, but of course it could have been a lot worse.

The car is a bit of a mess but I think the wooden frame has been squashed rather than broken. I plan to remove the body panels and assess any damage to the frame once my arm is fit. I have found some frame drawings on a MMM website – not the official one. If you can pass on any technical advice it would be gratefully received. In the meantime, I will keep on with my one finger left hand typing!"

Lakeland Trial, 5th November 2016

Class 1a SWB Standard Cars

David Rushton	1932 M Type MG	279 points	2 nd Class
Charles Gillett	1930 Minor saloon	240 points	

Class 1b SWB Modified and Special Cars

David Rolfe	1930 M Type MG	277 points
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Upcoming Events

VSCC Winter Driving Tests, Bicester Heritage, Saturday 3rd December
VSCC New Year Driving Tests, Brooklands, Sunday 29th January 2017



Two great Gary Clarke images of Malcolm Barber on Drumhouse on the VSCC Lakeland Trial in November in his M Type OD 425 (2M/2869) moments before the overturn. The photo below provides a good perspective of this fearsome hill, looking back down to the slate quarry below, which is situated at the summit of the road as it crests Honister Pass. Also see the front cover.



John Seddon

Ian Harris



John Seddon will be known to many from his articles in the VMR magazine and as a long-standing Minor enthusiast. John joined the Morris 8 Tourer Club in the 1960's and was member number 433. As the membership numbers start at 101, he was one of the very first members to join a club that eventually broadened its membership and became the Morris Register. I met him when I lived in Cheshire and was delighted to sell him a couple of 18" Minor wheels. He was then the only person I knew of with a suitable 1934 car. How times change! We must have hit it off as we retired to his local pub which I remember as having booths with bell-pushes which summoned an elderly landlady or her assistant. After legal closing time, you had to make your own way to the bar but actual closing was much later at night.

John was a very active member in the North-West region of the MR, well known for his interest in and expertise with the Minor models. One of his joys was to have identified and rebuilt a Calshot model, amongst the many others. Amongst his Minors, one sported the registration BTJ 1, and as John was quite a tall chap the BTJ became Big Tall John!

I moved south and we lost touch until meeting up at a national rally at Thoresby Park in the '90's and swapping knowledge of the Cunard Coachwork fitted to our cars. Meanwhile, John had joined the Northwest committee of the MR in 1986 and by 1989 was elected Chairman, a post he was to hold until 2002. John, and his wife Mary had lived in Manchester, latterly in the Flixton area but in mid-2005 they took the decision to move to Normandy in France, taking the Calshot and an MG TD with them. Over the next few years, John and Mary restored and furnished a tumble-down farmhouse-cum-barn to make a magnificent home and the cars were exercised on the quiet roads surrounding the house.

We kept in touch by e-mail but he was dealt a couple of severe blows when first his brother, back in Manchester, was murdered but then soon after, John was diagnosed with cancer.

I visited John and Mary to buy and collect the Calshot Minor and he was quite unwell then but still being very positive and very much approved of the two Cunard bodied cars being brought together. The friend who accompanied me decided to buy the MG TD so we each kept John up to date with their use but he passed away on the 9th September this year. To Mary and the family, we send our belated condolences.

The following article was written for M 141 (our spring 2012 magazine) by John, and bears re-printing here. John was a founding member (member number 33) of the Vintage Minor Register.

Sedd on Wheels

By John Seddon

Around 1961 I had a provisional Driving License but no car. In the Drawing Office where I worked as a Junior Draughtsman, I overheard a colleague say he had a car for sale for £10. **I'll take it**, I blurted.

So on a dark night, sight unseen, knowing nothing at all about cars even though I was studying Mechanical Engineering, I wandered around the car park, ignition key in hand looking for MMF 911 which turned out to be a black 1946 SINGER SUPER 10 with so much play in the steering that it was hard to keep on the left hand side of the road. The brakes needed pumping three times to obtain any retardation. I had it for one year until an emergency stop behind a lorry on Christmas Eve never happened. An Austin Big 7 came my way - no complaints, but lacked charisma in my opinion.

My next car was a 48 model but this time a ROVER 75 with freewheel and counterbalanced driver's window in 2-tone green with which I attended lectures always admiring a sweet little MORRIS MINOR on the street below. Curiously the owner of the Minor had the same thoughts about my Rover, we agreed to do a swap. On the date of the exchange the owner of the Minor said he could not go ahead with it as the Minor had a noise coming from the clutch, don't worry I said let's do the deal anyway because by that time I was fed up with the 15 mpg of the Rover.

So I became the proud owner of BTJ 1, a 1932 Family 8, with screeching clutch. After putting up with the racket for two weeks I decided one sunny morning to take a look into the inspection hole in the clutch bell housing, and there it was! The screeching was coming from the thrust bearing cover which was breaking up. I poked it with a spanner, which immediately slipped out of my hand and dropped into the housing. Oh my god, I thought, what on earth am I going to do now?!

Well, two hours later, after rolling up my sleeves I had removed the prop shaft, gearbox and thrust bearing and replaced it with a spare that I had found in a box of bits which came with the car. This gave me so much confidence I thought GREAT this is the car for me. I joined the M8TC and had a personal slideshow from Harry Edwards who lived not far away. I also received many letters from George Miller who had beautiful handwriting. I still have some of his letters. As time went on I purchased at least five other Minors which, with the help of Harry's instruction book on Minors, I used to keep one car on the road constantly by swapping parts. Sometimes this included number plates.

Many other unremarkable sets of wheels came and went including another Singer Super 10, Lea-Francis, Austin A60 Cambridge, Austin A110 Westminster, Austin Ruby, Hillman Minx, then a Morris 8 tourer with Ford 100e engine and so on but Minors were my chosen car, but I always craved a 4-seater tourer and around 1979 I was rewarded by a phone call to say there was a tourer for sale at a dealership in Derbyshire. Not being able to go straight away, I phoned a member who lived close to that address. He didn't call me back so I thought that it was not suitable. I learned some weeks later that he had in fact bought it himself! THE AUTOMOBILE AUG 97 has the story if anyone reading this has a copy. The car was a CALSHOT bodied Family 8 4-seater tourer.

Some weeks later I visited him and took photos of the car, no point in getting upset. Returning to the UK after working in Africa for five years, I asked how the car was? I learned that it had been stripped down to the last nut and bolt. The owner had had a nervous breakdown and by this time was divorced and living elsewhere. The car by this time was spread around the North of England. Cutting a long story short, I became the owner of the car after collecting the parts from three counties.

Eager to find out more about the Calshot name I wrote to Honest John of the Saturday Telegraph with a photo of the car and incredibly a gentleman (Donald G McMillan, or Mac for short) replied. Mac had

been a junior draughtsman with The Cunard Motor & Carriage Co. in 1933. We corresponded for several years before sadly he died but the family gave me all his notes, photos and documents relating to the company. He had risen to a position of great responsibility as one of his photos shows him in a small group which included Prince Philip, but unfortunately not whilst working at Cunard.

Why name the cars Calshots? It starts with the Schneider Trophy seaplane races that were held between the wars. The races were very popular and some attracted crowds of over 200,000 spectators. The Trophy was won by Great Britain in 1927 in Italy and again in 1929 at RAF Calshot, the flying boat base on Calshot Spit on Southampton Water. For the 1931 race, a brilliant French participation was expected, but unfortunately they had to withdraw with engine problems. Italy also withdrew because the team could not be ready in time. Both countries requested that the race be re-scheduled, but the Royal Aero Club, who hosted the 1931 race, refused for economic reasons.

Great Britain was only able to organise the race thanks to a gift of £100,000. The race was scheduled to be run at Calshot on 12th September. The weather was bad with rain concealing the horizon and was postponed until the next day. The 13th dawned with excellent visibility and the sea was calm. Lt JN Boothman, flying a Supermarine S.6B, captured outright victory for Great Britain. The Schneider Trophy was permanently awarded to Great Britain so that is why Calshot is famous.

Stewart & Ardern were the sole distributors for Morris cars and commercial vehicles but had no body building facility until it bought Cunard around 1930, but Cunard remained an autonomous company. As the newspapers were full of the Schneider Trophy air race someone, possibly Gordon Stewart, thought it a good idea to name the bodies Calshot, picking up on its celebrated name. Incidentally the winning aircraft in 1929 won at a speed of 328 mph and was the forerunner of the Spitfire and its engine was eventually developed by Rolls Royce into the great Merlin engine.

The Cunard Motor & Carriage Company started around the turn of the century and not long after became a subsidiary of Napier Cars. Napier were situated in Acton, West London. Cunard were based in SW15. Cunard also bodied other chassis such as Sunbeam, Crossley and Rolls Royce.

One of Mac's reminiscences was that before there were car transporters, the chassis, without wings or bonnet, were driven from Oxford to West London, the driver sitting on a wooden box exposed to the elements. He was paid 5/- a trip, 2 trips a day, fares paid London to Oxford rain, shine or snow. The drivers sometimes had to be physically lifted off the chassis being frozen stiff and unable to move. No Health & Safety in those days!

The Coupe d'Aviation Maritime Jacques Schneider (commonly called the Schneider Trophy, or prize or cup) was a prize competition for seaplanes. Announced by Jacques Schneider, a financier, balloonist and aircraft enthusiast, in 1911, it offered a prize of roughly £1,000. The race was held eleven times between 1913 and 1931. It was meant to encourage technical advances in civil aviation but became a contest for pure speed with laps over a triangular course (initially 280 km, later 350 km). The races were very popular and some attracted crowds of over 200,000 spectators. Since 1977 the trophy has been on display at the Science Museum in London.

If an aero club won three races in five years, they would retain the cup and the winning pilot would receive 75,000 francs. Each race was hosted by the previous winning country. The races were supervised by the Fédération Aéronautique Internationale and the Aero Club in the hosting country. Each club could enter up to three competitors with an equal number of alternates.

Reginald J. Mitchell, designer of the winning Supermarine Schneider Trophy entrants, also designed the Supermarine Spitfire. But that is a story for another day.





Following John Emmett's article on the 3-speed gearbox in M 158, the following is another superb gearbox article by Peter Hills.

Upgrading a 1929 Morris Minor Gearbox and Clutch Thrust Bearing

By Peter Hills

Introduction

This technical article describes my experience of replacing the gearbox bearings and clutch thrust bearing. It is hoped these notes accompanied with photos will be a guide to others who may wish to undertake such work.

Background

I rescued the wreck my 1929 Morris Minor 4 Seat Tourer (M10228) from the Zambian jungle in 1970 at which time I overhauled the gearbox. By 1992 the car was on the road in the UK when I grew used to the 'normal' whining gearbox and noisy clutch thrust bearing. Despite many attempts to lubricate the thrust's 'open' ball bearing there was little improvement. The Morris Handbook recommends a 'few drops of oil every 500 miles via the gearbox inspection plate. In reality this only lubricates the drive spigot shaft that may also contaminate the clutch face (not a good idea). The original open bearing will be subject to ingress of clutch detritus and other contamination so deteriorates becoming noisy. I decided to find a permanent solution to this perennial problem.

The standard clutch thrust bearing (Fig. 1) for the Minor is an unusual size and no longer listed by most bearing suppliers. Eventually I was offered an identical replacement for £180 that, apart from the excessive price, was repeating the old problem and not a long-term solution. I wanted a sealed bearing.

Early 2016 in South Africa, I located a supply of Japanese-manufactured sealed thrust bearing assemblies (Fig. 2) that fitted perfectly and came at a reasonable price. While the replacement is 2mm deeper it will easily be accommodated by adjusting the clutch 'fingers'.



Fig. 1. The original clutch thrust 'open' bearing assembly.



Fig. 2. Original clutch thrust assembly (left), new sealed thrust bearing (right).

Removing the Gearbox from the Car

To replace the clutch thrust bearing required the gearbox to be removed. This is achieved from inside the car. First remove the front seats and lift the floorboards. Next disconnect any fittings connected to the gearbox including brake links etc.

To reduce weight, I removed the gear lever and top cover of the gearbox. I also removed the prop shaft completely (read more on this later) to ensure it did not impede the work. After all the gearbox bell-housing bolts have been removed and you are sure there are no securing parts the next step is to release the gearbox from the engine. This may not be so easy and so you need to note the following:

DO NOT: attempt to separate the gearbox by wedging tyre levers or screwdrivers between the aluminium bell housing and the steel engine housing. You will fracture the aluminium casting (Fig. 3) as happened to my car's previous life with the inevitable results. The cracked aluminium bell housing was welded in Zambia.



Fig. 3. Aluminium bell housing weld repair at base.

Recommended Extraction Method

After much thought how to separate the two components I decided to use the clutch itself to press against the flywheel but first needed to take the load of the 'hanging gearbox' off the drive shaft. I achieved this by using a wooden beam and rope, see Fig. 4.

I considered using a bottle jack underneath the housing that may have worked. However, I feel the upward pressure on a small area of the bell housing could cause damage as well as restricting the horizontal movement required when extracting the gearbox.

I placed the largest flat spanner I had between the clutch thrust bearing and the flywheel with block of wood to keep it in place. I then pressed the clutch pedal firmly, out popped the gearbox that was supported by the roped beam. Later in discussion with others I discovered this was the standard method but I could not find any mentioned of it in the Morris handbook.

I stripped the gearbox completely taking photographic images of what went where. The iPhone was very convenient for this. Fig. 5 shows all the elements of the gearbox and clutch thrust bearing, prop couplings and drum hand brake. I took detailed pictures of all elements and assemblies that are available from me.



Fig. 4. Separating the gearbox from the engine.

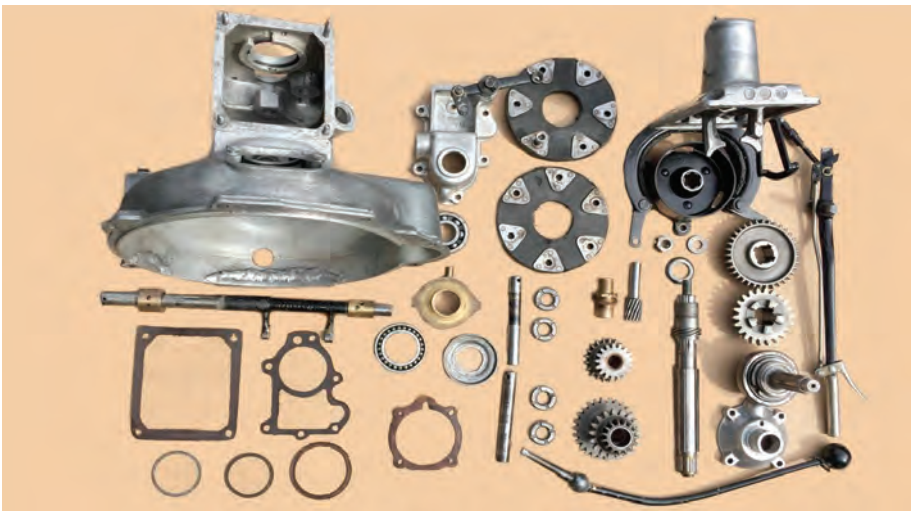


Fig. 5. Gearbox elements – exploded view

Gearbox Overhaul

Knowing the history of M10228 and its various owners addresses I calculated that its likely mileage was around 65,000 of which 7,000 has been done in my custodianship. Keeping this in mind one needs to take a view on whether it is practical and economical to replace the many rare worn components. By fitting other used parts, they may need further running-in or may even accelerate wear of existing components.

On inspection I found a number of minor defects. A few isolated teeth on first/reverse and second gear assemblies were deeply pitted see Fig. 6. Without a detailed metallurgical analysis, I could not be sure of the cause but it may be due to corrosion when the car stood in the Zambian jungle for 20 years. I decided that this isolated gear damage and its duty did not warrant immediate replacement.

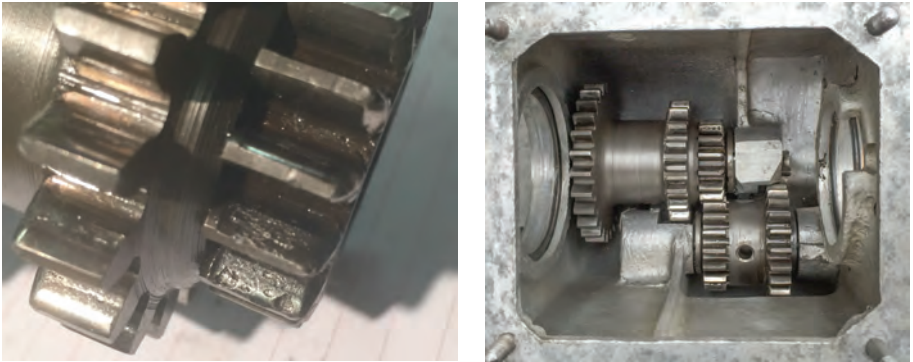


Fig. 6. First gear pitting – first and second gear in position.

An associated steel thrust washer (Fig. 7) was found similarly pitted or corroded. One face of the washer is against the aluminium casing and the other to the steel gear where it does its job. There were no wear marks on the aluminium case the damaged face was positioned to the non-priority surface.

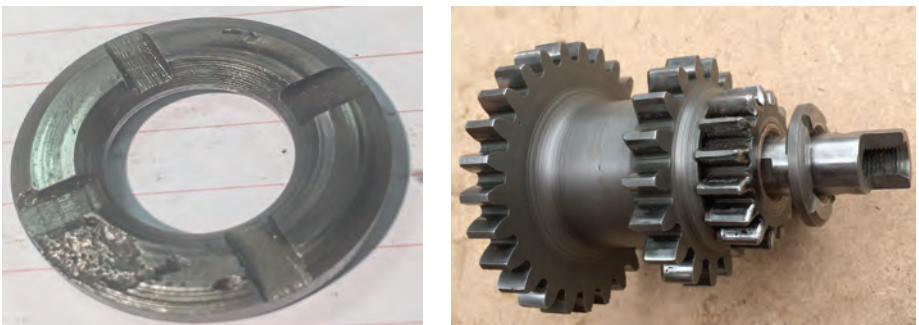


Fig. 7. Thrust washer on second gear assembly.

The spigot shaft that connects the clutch to the engine flywheel showed signs of plastic deformation (Fig. 8) but considering the age of the car I decided that this was acceptable wear.

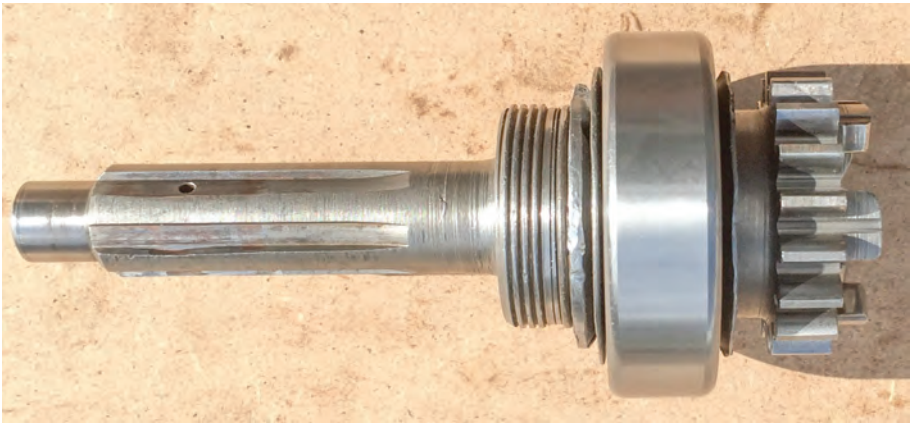


Fig. 8. Plastic deformation on spline of drive shaft from gearbox.

I planned to replace the two rolling element bearings in the gearbox with sealed type to further extend the life of the units even though I have fitted magnetic debris collectors in the engine, gearbox and sump. These certainly do a great job preventing normal wear particles acting as grinding media. The magnet is sealed in the brass sump plug with epoxy resin and cleaned at every oil change. You can see the 'fur' on the magnet that has accumulated after 2000 miles. For the engine, I place a loose magnet in the oil filter wire basket. It is surprising that, despite engine oil changes say every 500 miles, I still find cloth fibres agglomerated with the wear debris paste on this magnet. Clearly when overhauling an engine one needs to use cleaning materials that do not release fibres, perhaps a tough ask.



Fig. 9. The gearbox magnetic debris collector.

On the first/reverse gear I discovered that a phosphor bronze bush (Fig. 10) had seized on its layshaft and was turning inside the gear itself. There was no obvious wear on the layshaft or the internal of the gear. Using an old engineering trick, with the bush fitted to the layshaft (so not to distort the bush), I punched a number of small indentations. These plastically deform the outer diameter enabling an interference fit to the gear assembly. Then with careful application of 'water-paper' I eased out the internal surface so that the gear ran freely on its layshaft. There is a needle roller bearing that aligns the main drive shaft to engine and the gearbox; this is best illustrated than described, see Fig. 11.

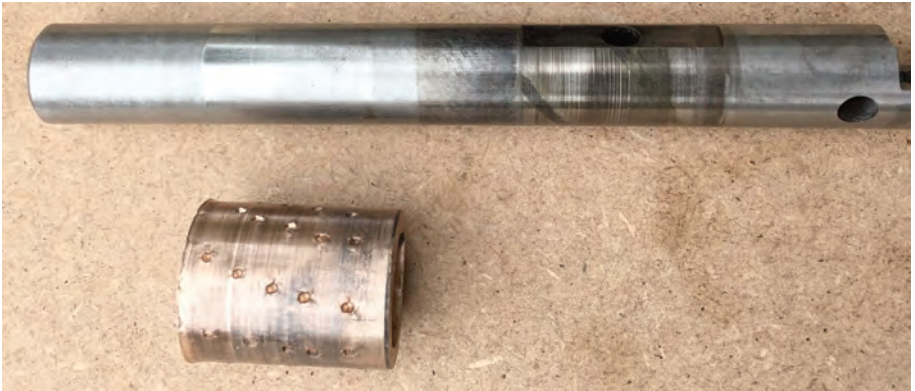


Fig. 10. First gear bush (pin punched) and layshaft.

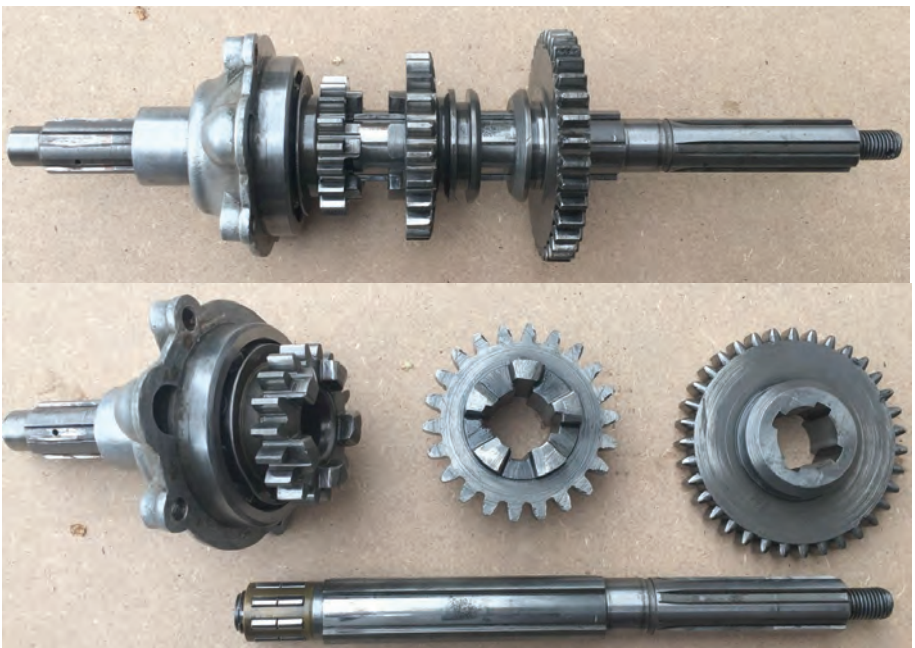


Fig. 11. The main drive assembly showing the needle roller bearing on the drive shaft (left end).

This needle roller seemed in very good condition with so it was not replaced. I found that there was some play on the output drive to the prop shaft at the handbrake drum. The castellated nut was loose as the split pin was the incorrect size. The two main rolling element bearings were replaced and new gaskets made so gearbox assembly could commence. Fig. 12. is the main drive assembly on the top cover in line with the gear selector slots.

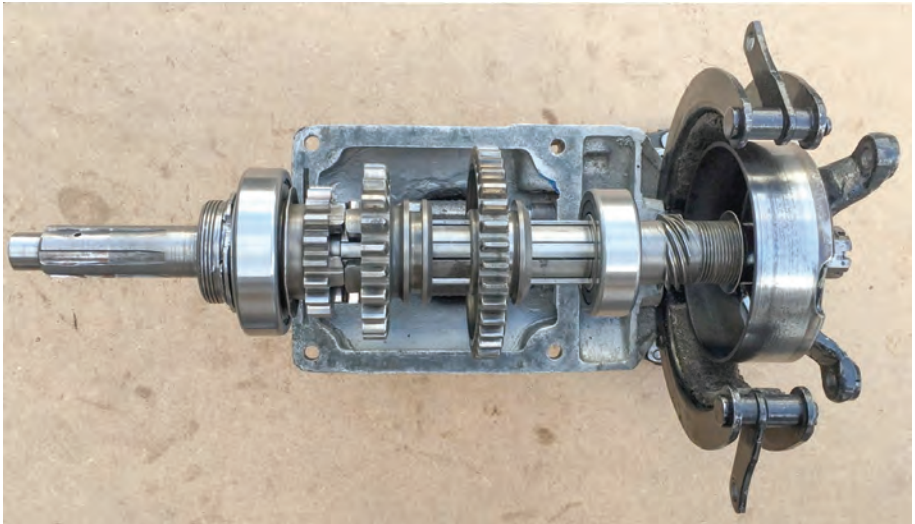


Fig. 12. The main drive assembly with the transmission handbrake assembly attached.

All elements were ready for installation but for the record Fig. 13 shows the output shaft to the prop shaft. The sealed bearing is now fitted and the gear above is the drive for the speedometer. Above that is the oil throwback seal that may have little utility in future now that there is a sealed bearing installed.



Fig. 13. Output shaft assembly.



Fig. 14. Gear selector rods

When preparing the gearbox cover I wondered what was the purpose of the slot in the housing cover and on the gear selector rods (Fig. 14). After checking, I realized that I was missing a 'keep plate' and that for years my gearbox had operated without this important item. Its function is to lock the two rods when undertaking a gear change. Before the overhaul, I found these rods very stiff which must have been the reason they worked for so long without the essential keep plate. As a result, I manufactured the missing plate and shaped to fit the lid slot as seen fitted in Fig. 15.

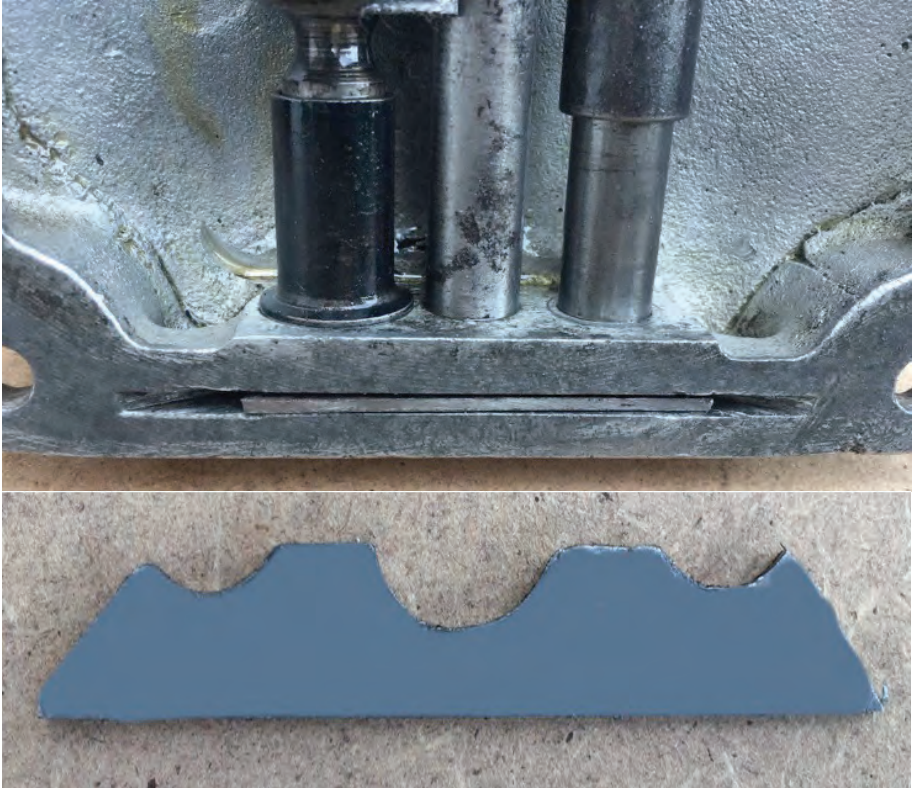


Fig. 15. Keep plate and slot with plate in position.

Clutch Thrust Bearing

Fitting the new sealed clutch thrust bearing was straightforward. For comparison, see the old and new thrust bearings positioned in the bell housing.

It can be seen that the original clutch thrust contact area (Fig. 16) is stepped while the new sealed bearing is not (Fig. 17). It was noticed that the thrust adjusters below (Fig. 18) were worn with a 'step' on the contact tips.

Since this 'step' might affect the contact with the new broader sealed bearing as well as impede adjustment I decided to grind down the wear step to facilitate each 'finger' with a smooth contact area (Fig. 19).

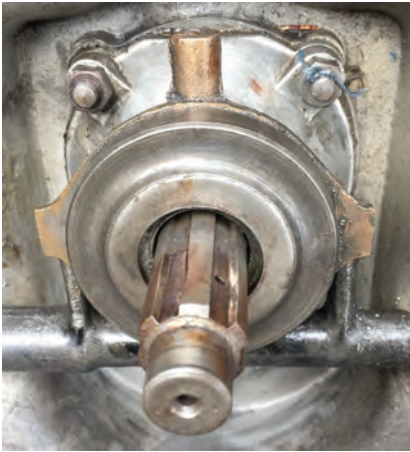


Fig. 16. The original thrust bearing.

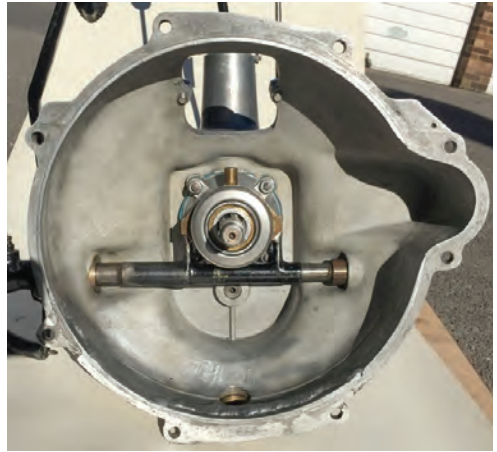


Fig. 17. The new sealed thrust bearing.

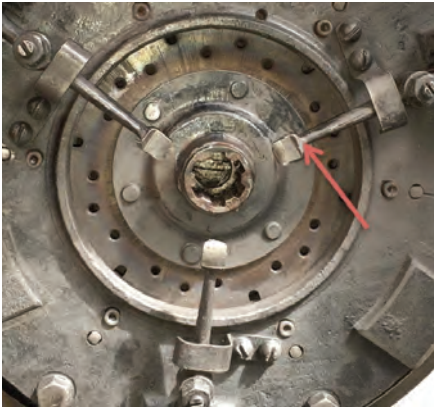


Fig. 18. Worn clutch thrust levers.

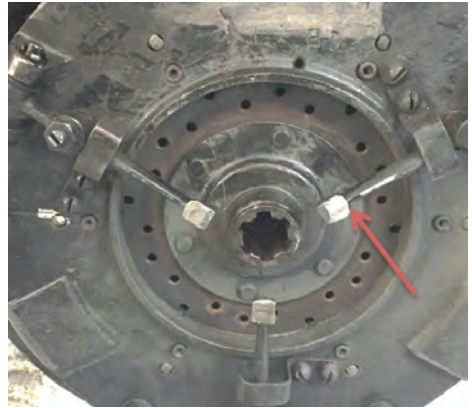


Fig. 19. Ground clutch thrust levers.

Refitting the Gearbox

It was not too awkward to refit the assembled gearbox alone. Once in place to press it fully home to the engine I was reluctant to use long bolts and progressively tighten against the aluminium bell housing in case it stressed the casting. Fig. 20 illustrates my method. I used long punches as guides to align the bolt holes. The hydraulic bottle jack gave progressive force resulting in an easy fit.

After bolting it up evenly the next step was to set the clutch clearance, this was straightforward. I first made up a 30 thou angled thickness gauge with string attached and secured externally in case it dropped inside the bell housing.

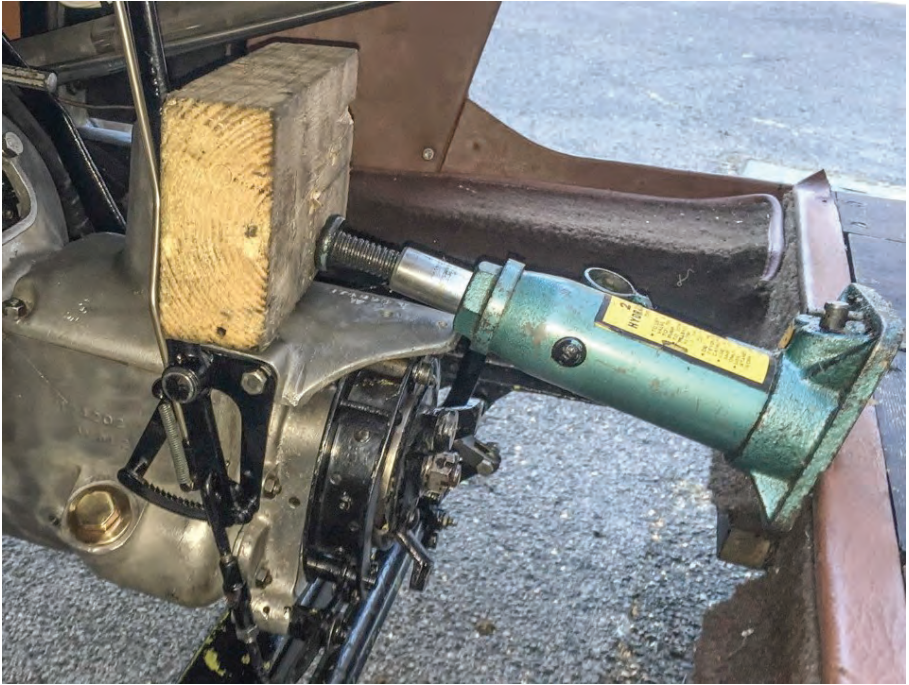


Fig. 20. Using hydraulics to fit the gearbox to the engine.

The Propeller Shaft

The prop shaft and flexible couplings had been in use since 1992 in my Minor. I do remember at that time the shaft was very awkward to fit as it seemed the shaft was either too long or that the distance between the gearbox and the differential has reduced. I checked and was convinced that the prop shaft was either too long or the existing flexible couplings were too thick by about 3 mm.

I decided to replace the harder rubberised couplings with new more flexible type (supplied by Ian Harris). I did dimensional and alignment checks on the 'spiders' of each end of the shaft. Some spiders were slightly bent but after ensuring all were set at 90-degrees to the shaft I noticed several of the 'as forged' bolt holes surface to the coupling was not flat. This was fixed by light grinding. When reinstalling the shaft with new couplings I found it much easier due to better alignment of the 'spiders'. With the coupling securing bolts left slightly loose and the rear wheels jacked up, I then ran the engine. Using a piece of wood I pressed against the spinning prop shaft to remove any 'run-out'. I then tightened the bolts and again checked the dynamic alignment. Now it is running true I am sure this will reduce vibration and save some precious horsepower often lost by poor prop shaft alignment.

Back on the Road

After connecting everything, fitting the floorboards and seats the test run was excellent. The gearbox noise is somewhat reduced but with the clutch depressed there was hardly a sound. A successful renovation, improved performance, reliability and fun for years to come with my Minor.

The next project to be reported is renovation of the Minor's speedometer and the hard chroming of the brake shoe cams.

Summer Rally Postscript

Dutch member Ronald Trumpi brought his 1933 Minor 2-seater to Prescott in July, and also brought his camera. The following is a sample of his excellent photographic handiwork.



Above The Trumpi household in the Prescott orchard.
Below Roger Burnett about to take an Air Cadet for a run up the hill.





Above Roger Tushingham's blown 1934 MG NA special looking very K.
Below Just a small sample of the MMM contingent.





Above Stefan Gartmann brought his rare 1930 Motosacoche 414 from Switzerland, becoming the first ever bike to enter Pre-War Prescott. Gerry Start also brought his 1939 500cc OHV BSA M23 Silver Star.
Below There was a steady queue for the hill all day which helped us put up a maximum number of runs.





Above Simon Hodgins shoe-horned into Nick Williams' very quick 1926/34 Salmson special.
Below How many marques can you name in this patriotic paddock scene?





CORRESPONDENCE



The off-white 1930 OHC two-seater with SV 2-seater body of Ewan Lambess is M24068. Ewan salvaged this car in desperate condition back in 2009. The chassis had been cut in half sometime in the fifties and the rear half had been made into a trailer. The green OHC Australian-bodied roadster is that of Ken Stratton, and has chassis no. MM414. [could it be 424?]

Ewan Lambess
24 Withers Street
New South Wales
Australia

Dear Ian,

I took M24068 to an all British day at Paramatta, Sydney. Ken Stratton had his Minor MM414 there. He has owned this car for more than 40 years. It was last seen at Bundanoon, NSW 1988 National Rally. It was towed into the display area and pushed into place on Sunday beside my car. I asked Ken if the car runs. His reply was, "Yes, but hasn't had water in it for 30 years!" Also there was a 1934 Minor coupe in need of some TLC.



Above Ken Stratton's Roadster (left) and Ewan Lambess's two-seater-bodied OHC Minor.
Below This long wheelbase SV Minor roadster belongs to Paul Brbara.



Ed. There was a batch of eight long wheelbase Minor chassis shipped to Australia in 'CKD' state at the very end of 1933. 'CKD' means that they were disassembled - or 'knocked down'. This was done to get around the Australian Government's barriers to imported cars established to protect their fledgling indigenous car industry. These eight chassis were numbered 34/ML/38171 (Paul's car) to 34/ML/38178 inclusive. These chassis were laid down on 16th December 1933, then crated and despatched from the factory at Cowley 30th December 1933. They were 1934 season specification vehicles.

Of these eight chassis, 34/ML/38172 is also known to have survived and is in the ownership of Register member Paul Kinder (another Paul!), who lives in Carlton, NSW.



Tony Slattery's M Type 2M/1524 (left) and Bill Fuller's 2M/1523. (Tony Slattery)

Tony Slattery
67 Cudgerie Drive
Black Mountain
Queensland

Dear Ian,

I am having a bit of a debate at the moment with the MMM Register regarding my M-Type #1524 and it's sibling #1523. The latest MMM database says that 1523 and 1524 were exported as Coupes to Australia. I asked for the evidence on which this was based. I have been sent a copy of the "factory records" page with 1523 and 1524 marked as Export (no body recorded). Case closed I think. Is there anything I can look for on my car, that would suggest it was fitted with a coupe body & not simply a "chassis only" export to Australia.

PS – I have attached a couple of photos of 1523 and 1524 together recently. 1524 has Rego QMG30.

[Ed. Tony, the vast majority of Minors that were exported to Australia were driving chassis, and I would assume that went for MG's too. As mentioned in the reply to Ewan above, there was less import duty on chassis, and at one point in 1929, Minor chassis were even shipped as 'CKD' or knocked down - dismantled, to get around the car import duties designed to protect Australia's indigenous car industry. If these two chassis were coupes, I would expect the MG Progress Book to declare them as such. The chassis numbers of M Types were prefixed 2M, the CM. I don't think that the 2M was stamped with the number on the chassis dumbiron, but was definitely recorded on the chassis plate. The same would go for coupes, stamped CM.]



Tim Luffingham
14 Dame Kelly Holmes Way
Tonbridge
Kent

Dear Ian,

Hoping this finds you well.

Not sure if you were aware that a 'Classic Car' event was planned over the summer to celebrate the Queen's 90th birthday? 90 cars each one representing a year in the Queen's life from 1926 on, were to assemble at Buckingham Palace. It should have taken place in June, however postponed due to lack of Met police to run the security detail.

It was rearranged for this Saturday 15th October. We assembled at Wellington Barracks and then made our way under escort to the forecourt of Buckingham Palace for 1pm. HRH Prince Michael of Kent inspected the cars on behalf of The Queen. We had the 1934 slot with our MG PA PV 1660 (PA1392). A great honour. Clare [Ed. pictured above with the Prime Minister] and I wore clothes of the era.

The event finished around 4-30 p.m. and the cars were visible to the public through the fence and in the hours afterwards the occasion was covered in the media. We took our duo tone green MG - pictures attached.

I have owned her for just a couple of years. A nice shiny body when I bought her led me to believe the whole car was in similar fettle. Not so, and a lot of mechanical work has taken place including fitting a supercharger earlier this year. £29 as a factory fitted option in 1934 - not so 82 years after! Along with some local events we have also taken her to Angouleme, near Bordeaux on a rally last year, and a trouble-free 1,200-mile trip around Southern Ireland in August with friends.





Marketplace

Members may place free advertisements in Marketplace. Advertisements are also posted on our website at www.vintageminor.co.uk upon receipt and the date of receipt is appended to each advert. It would help greatly if advertisers would let the Register know when adverts are no longer valid. Similarly, if anyone discovers that a particular advert is out of date, please let the Register know, so that enquiries can be made and the adverts updated as appropriate.

Cars for Sale



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

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

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

Herbert Scheuermann
h.sch49@web.de





**1931 Morris Minor saloon MU 3445
(M34459)**

Meticulous older restoration but little used since. Owner can no longer drive, so looking for a good home for this lovely vintage Minor. Offers around £10,000.

Norman Johnson, New Milton, New Forest
01425/614728

1929 Fabric Minor Saloon MM 9063 (M11282)

Total body off restoration and very sound car indeed. Engine rebuild by Sports and Vintage Motors and about run in by now. Present owner since 1986. Ex-Mouldsworth Motor Museum. On road summers only for local Club runs and Rally. Housed in insulated and dehumidified garage. Reason for Sale - due to age, down-sizing collection to 1932 M-Type MG and 1926 Cowley Tourer. Albert Spence 01856/771295 (Orkney Island).



**1933 McEvoy Morris Minor
TJ 1836 (SV31850)**

The ex-Bev Hicks, Tony Dunster car. Restoration virtually complete, just needs some trim finishing.

OIRO 25,000 Euros

Roger Carrette, Belgium
carrette.roger@skynet.be



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

Spares for Sale

Attention trialists. Having disposed of all 10 6/33 CW&Ps, Chris Cadman has decided that he no longer needs the one he bought, so there is still one available for £390 from Chris. If you have a need, e-mail Chris at abingdon251@gmail.com.

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

Spares Wanted

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

Wanted to complete the restoration of our M-Type Two-seater: Headlamp rim for Lucas R40 headlamp; Engine Oil Filler Cap; Dashboard mounted control for pneumatic headlamp dipping system; Original door locks. If you can help with any of these items, or can suggest possible sources of supply that would be much appreciated! Martin Constant martin@littleabingdon.co.uk.

Wanted for 1934 season van. Complete van body from scuttle back! One 19-inch wheel for 1934 Minor. Mike Alderson alderson@onecadley.fsnet.co.uk.

And on the Internet ...



1929 Minor tourer JN 155 (chassis M12651)

JN 155 is a genuine tourer that has come to us in very strong mechanical condition with a beautiful, perfectly set up engine. The engine runs superbly and offers excellent performance for such an early design. The Morris drives well with a good road holding and the gearbox is lovely to use. The Morris has been subject of a long term rebuild that was completed by 1999. Over £10,000 worth of parts have been listed and this includes various new engine components used during an engine rebuild. Not only was the car overhauled mechanically, it was re-trimmed, re-bodied with a new ash frame and fitted with new tyres. The charging system has been rebuilt and works perfectly and all the electrics work correctly. The Morris was also treated to new weather equipment to include side screens. A photo record of the work is available with the car.

Many years on since the rebuild and JN 155 still presents well. The interior and weather gear are in lovely order and it's clear the Morris hasn't had heavy use since restoration. The engine is very clean and the underside of the Morris is superb. The paintwork still has a deep shine and it's unlikely the car has had any paintwork since the restoration. On close inspection some micro-blistering is evident and we are happy to discuss this being rectified in our bodyshop facility.

£12,995 (Trade)

Telephone: 01944 758000

sales@classicandsportscar.ltd.uk

1930 OHC Minor project for sale.

Premysl Balaz
premysl.balaz@seznam.cz



M Type for sale in Germany.

0049(0) 81 43 / 99 78 88
Oldtimer Rehberger (Trade)



Morris Minor 2-seater tourer, registered 1932. In good usable condition having been renovated some years ago. The car is complete with full weather gear and a working wiper. The car drives very well and still retains the correct engine and gearbox allowing it to cruise around 50mph with ease. Everything works even the 8-day clock. The underside is all in good condition and mechanically seems to be very good. The body work is bright and presentable (not concours) and with a recently reupholstered interior the car is well presented. Was a saloon, but no body left, so rebuilt as a 2-seater. £7,750. Thornfalcons Classics. sales@thornfalconclassics.com - Telephone: 01823/44450 (Trade)

1932 Minor saloon –From a private collection. In lovely condition, comprehensive schedule of recent work carried out by specialists includes compression test, 57,63,60,63, brake service, lubrication, oils, suspension bushes, fuel system overhauled, radiator re-cored, new clutch linings, starter and dynamo re conditioned brakes overhauled, new tyres, bare metal respray and re-trim. Comprehensive history file including photographs, buff log book, old MOT's. £9,500. Biddestone, Wilts. 7043 244660 (Trade)





1931 Morris Minor SV saloon. In my family since 1988, not run or used for last 6 or 7 years, but has been dry stored on blocks and engine cranked over.

Needs re-commissioning and a new battery, cleaning the fuel tank, fitting a new coil as mouse has eaten the end of it! And rear carpet fitting, carpet supplied. Also needs new number plates.

There are a few dents, which have been filled, these need finishing. Interior is quite nice having been restored by previous owner, it used to start and drive well. I have two old buff log books and the V5C, also a genuine hand book, car has an age related number RVS 230. Tel Michael

01508/499718 Long Stratton, Norfolk. £7,500 or would consider a swap for old English motorcycle.



Minor van NSK 727

Bought as a saloon in poor condition, now re-bodied as a van, using an original as a reference.

Needs to be completed.

Looking for £8,995.

Tel. 07043/242480

(Ormskirk, Lancs.)

M Type BF 7912

New body, bonnet, front/rear wings, side valences, front/rear aprons, fully restored wheels and instruments, new interior trim/upholstery/carpeting, new windscreen/radiator and steering wheel, chassis restored, engine requires attention. £14,250 further details from

Terry Bone MGs

North Chailey Sussex (07889227552)

terry@terrybone.co.uk

(Trade)



1932 M Type MG GX 1047. March 1932.

12/12 style with cutaway doors, downdraft SU carburettor and Brooklands exterior exhaust system (this has now been replaced with the original, but the Brooklands system is available if required).

The subject of extensive restoration in the 1990s, with photographs and receipts. Old style logbook, from which it would appear that the MG was with its original lady owner for more than 40 years. J2 gearbox fitted and drives very well. 07710/364945 or 01420/474919. £19,950. Robin Lawton

www.robinlawton.com

(Trade)



Tailpiece

An Unexpected Journey

Andrew Stewart

Here are the pictures of my cammy Minors taken in the 1960's. I have written on the back of each a short resume of the material in the picture. As you know, 'Tilly' is now nearly reaching fully restored condition. 'George' has a way to go yet but the whole chassis/running gear, radiator, gearbox, differential, wheels and brakes are done and the body is well underway. I expect that one to be completed by the end of 2018.

The little car without the body (we named it 'Little Red' (engine hood?) had a beautiful chassis and set of wheels but one of my family decided to 'clean up' the yard and threw out the frame. That was for me tantamount to a tragedy of which I had no knowledge until months later. I still have the motor and wheels of course, and the radiator went to help 'George'.

Originally advertised for sale in Wahroonga, a northern suburb of Sydney, I was able to buy the bodiless machine for about fifteen pounds. When we went to collect it a friend came to tow it back to my home. That was 27 miles away on the other side of the city. We went very early, hooked a rope onto the beam axle, attached it to the tow ball of a 1939 Ford V8 sedan and set off with me, unlicensed and unregistered, a sixteen-year-old reprobate, to make our way back to Randwick. The car had one flat tyre. Once we were moving quickly enough it ballooned to standard proportions.

I sat on a pine plank which flexed interestingly whenever we went over a bump or through a dip in the road. My bottom protruded from the back of the plank and at times I could feel a slight grinding as I made contact with the propeller shaft. The brakes were a matter of a strong left arm and a hard push on the pedal. At every moment we all expected the strong arm of the law to take over the handbrake work!

The Sydney Harbour Bridge had toll gates at each end. To get to the lanes on that beautiful construction one had to go straight past the biggest police station on the North Shore. We had therefore to approach the bridge by way of a circuitous peripatosis down a network of steep and narrow back lanes that added about a mile to our journey and gave 'crochet' a new dimension. At the toll gate Keith, the driver of the Ford, paid for his car then started away. As I came along behind, the toll collector put out his hand for the money but was left gaping as I swept past, steering for grim life. Through the awakening city we traveled as dawn came up over the grumbling harbour.

Our troubles were not yet over, of course. The next obstacle was the Darlinghurst Police Station. It had the reputation of being staffed by the meanest cops in the state, serving as it did the notorious King's Cross area. With my mouth fixed in such a grimace that I recall my jaw cramping, we bumbled innocuously past the precinct as though butter would not melt in our mouths. It was a good thing Keith was a born gambler.

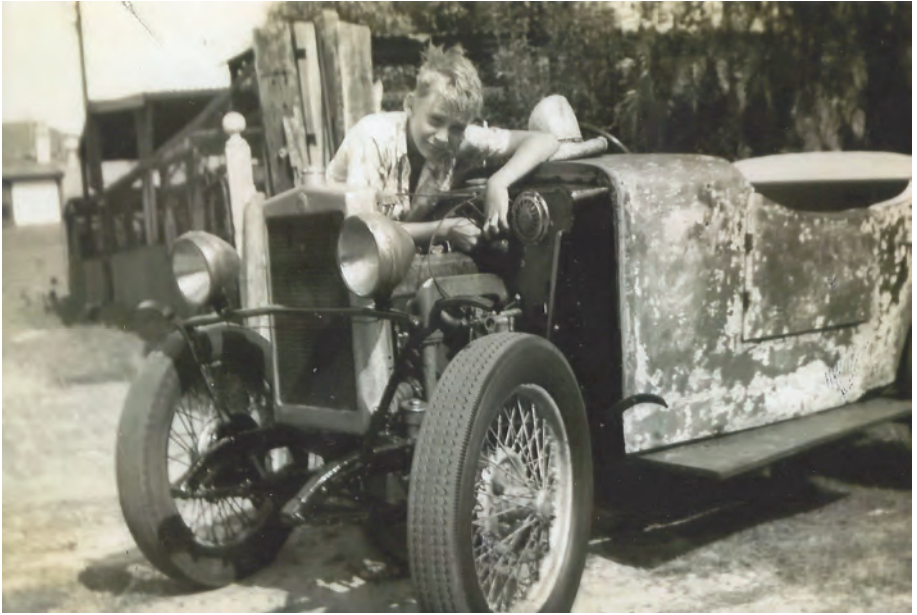
Swinging along the ANZAC Parade we ran up the road between Royal Randwick Racecourse and the sweeping acres of the gorgeous Centennial park and, turning into Warath Avenue with utter relief, swept into our driveway and safety.

I am delighted to find you a Gipsy Moth owner. I have always felt I would like to tuck one under my arm and take it home with me. When I was in England I worked on the Lincolnshire Estate of the Seventh Earl of Yarborough. At a nearby village called Swallow, at the Old Manse, I visited a gentleman whose collection of really wonderful veteran, vintage and classic motor cars and trucks, all unrestored and filling every part of the estate, included – hanging from the beams inside his biggest shed – a complete Tiger Moth with all attachments. Under it, I recall, were Lagonda and Daimler cars.



Above 'George' (M10219, an export chassis fitted with a tourer body in Australia) as recovered from the George's River in 1963. That is Keith Bannerman's Straight 8 Packard behind. **Below** 'Little Red' after recovery to Randwick.





Above Andrew Stewart with 'Tilly' (M6866, export chassis with Proports roadster body), 1960.
Below 'Tilly' at Randwick in 1962.





Above The restoration of 'Tilly' is nearing completion. Note the Gary Schulze cast alloy water jacket sideplates. **Below** Trial fit of the hood frame. Byron Traynor trying the seat for leg room.





Above The tail, but note that the paintwork blemishes are actually Biro marks on the scanned photos.
Below Andrew Stewart rebuilding one of the four Minor gearboxes he restored at this time.





Above Another shot of 'Tilley' at Randwick in 1963. Below Andrew's brother Malcolm with 'The Whale', a 1930 Minor tourer at Randwick, 1962.





'The Whale' was bought from its original owner in Paddington, Sydney.

When I spotted 'The Whale' (believed to be chassis M341c5) in 1962 it was sitting in the street in Paddington, an inner eastern suburb of Sydney, in front of an old Terrace house. Paddington, a posh place in which to live in the 1870's, was at that time something of a run-down and poor area. There was a statute in the Motor Traffic Act in the sixties (a hangover from the Edwardian Period, no doubt) requiring any vehicle left parked in the street to show a single red lamp at the rear. It was almost exclusively honoured in the breach of that rule but the little Morris standing in the street was firmly anchored to the terrace building by an electric cord that ran out from under the front door, down the set of steps, through the wrought iron fence and over the pavement to the car to light the lamp at night time. (Just imagine the hoo-har that would cause today in our litigious climate!)

The vehicle was owned by a man in his nineties who had had it since the 1930's. He was not now able to drive the car and was willing to part with it for twenty-five pounds. It was to take me about six months to get that sum together but he kindly let me take the car for a small deposit and pay him the rest later, which I did. I still do have this car and it is a possible future restoration job.

The Whale was so named because the radiator cap, sans temperature meter, would suddenly allow water to spout high into the air when the motor got warm enough. The camshaft was so worn that one could stand in front of the car with hands on the radiator tank and stop its forward movement when trying to drive away in first gear!

The person standing beside it is my brother, Malcolm, who at that time was about fourteen. Already showing himself to be a natural engineer, Malcolm in a year's time made a wooden mould for turning brass 'diver's helmet' tail-lights which could be taken apart and fully removed bit by bit after the key piece had been taken out through one of the lens orifices. He was and still is one of the best and most meticulous motor engineers one could hope to find, as well as a remarkable microbiologist and scientist, for many years head of research at the N.S.W Blood Bank.



Andrew Stewart acquired 1931 Minor tourer M33458 from Gary Schulze in May 2015 who had owned it since 2001. Registered as 31 MMM in Gary's ownership, it is now registered as 52051H. (Alex Dempster)

