



# NWMMOC NEWSLETTER

## SEPTEMBER 2024

### Gloucestershire Vintage & Country Extravaganza, 3rd Aug.

Photos: Bill Reed



Hundreds of classic cars & motorbikes, full sized and small static steam engines; craft tents, animals, displays, a fairground, food stalls, ice cream vans and sunshine!

North Wiltshire MMOC Branch members had a good time and the view seemed to be that it, “needs more than a day to see all the way round” this event.



If you have not been to this event, put it in your diary for next year then keep an eye on the Branch Newsletter! We usually have to book spaces for the Branch around April time.

# Swindon Classic Car Club gathering at the Sun Inn

## Wednesday, 7th August

Words & Photos: Bill Reed

North Wilts Branch Minors attended the meeting of Swindon Classic Car Club on 7 August. These are friendly informal meetings with about a dozen vehicles, typically family cars which used to be so common on our roads and are rarely seen nowadays.

The next meeting is on Wednesday 4 September, 7:00pm at The Sun Inn, Lydiard Millicent.



You are welcome to attend with your Classic Car!

## Drive with a pub lunch on Sunday, 8th September.

Our September Club Event, a Treasure Hunt is to be held on Sunday 8th September. Starting at Studley Grange Garden Centre, Wroughton (Junction 16) at 10am. The trip will take about one hour finishing at The Freke Arms near Highworth where Sunday roast will be available but you need to book. There are lots of clues to solve and we have a trophy for the winner!!!

**Details and booking /lunch arrangements on the North Wilts MMOC Branch website.**

## Seend Fete Sunday, 11th August

Words & photo: Mark Osland

Carol and I took "Wallace" Minor along to Seend Village Fete on Sunday! What a great event.....very well organised (prior and also during) with allocated areas and volunteer marshals guiding us to a parking spot. It was free entry to exhibitors and we had to be in place before 12 for a 13.00 start but the public were keen to get in and started arriving early.

There were over 70 cars on display with another two Minors present, unfortunately I didn't get around to chatting with them to find out where they were from. Alongside the cars there were Donkey rides, tug-of-war, flowers and produce, music and the local radio station as well! Something for all the family!



## The British Classic Motor Day, Zionsville, Indianapolis

Words and photos: Alison Shailes



The British Classic Motor Day is my favourite car show of the year, it was the first car show we entered back in 2005 after we arrived in Indiana. It is held in a quaint little town called Zionsville on the north west side of Indianapolis.

This year the sun was shining and for the 38th show there were 174 British cars on display, lots of MG's, Triumphs, Rolls Royces, Minis, Lotus, Jaguar (said in a terrible American accent!) and even a London Cab! The majority of these cars are from central Indiana which is great to see. The Car of the Show was a 1930 Vauxhall Hurlingham.



I was one of the sponsors this year, so Doris was parked next to my table, I thought it was only fair someone else could win this year! :). We were the only Morris Minor, but everyone knows Doris! The show is always participant judging which is always fun.



I have so many car friends at this event from over the years, it is always a good social occasion plus Mum and Dad joined us (Rog & Liz Briance). I have volunteered on the committee for 2 years now and plan to keep volunteering as it is such a wonderful club / show.

## Marshfield Vehicle Cavalcade 17 August.

Words and photos: Bill Reed

About a dozen Minors from Bristol Branch and Area Four joined the Vintage Vehicle Cavalcade through the village of Marshfield on 17 August. It was good to see a pre-war Minor there too. The drive through the village was great fun, with residents on the pavement waving to the vehicles. We parked on the show field with food, drink, craft and produce stands, dog show, brass band and a music stage. A marquee had the winners of bakery, produce, art, flower and photography competitions - to mention just a few! Definitely one to watch out for next year. Contact is Andrew Prescott [andrew@oniacreative.com](mailto:andrew@oniacreative.com)



## Fairford Steam Show 17th & 18th August

Words & Photos: Pam Holmes

Several North Wilts Branch members took their cars to this show on one or more days. On both days the sun shone and we could enjoy wandering around the various craft and charity stalls, classic cars and motorbikes. There was plenty of choice for refreshments and a fairground!

Martin Howard's 4 door saloon paraded round the arena before he talked about its history and the tours he and Jenny have done with the car.



Bruce Ephgrave was under an umbrella, sheltering from the sun behind his beautiful saloon on Sunday. We were introduced to "Freddie" who Bruce has rescued from Romania and who is now winning rosettes in local dog shows.



Next to Bruce was John Dunn's very smart convertible.

Finally we found this blue saloon flying the North Wilts Branch flag although we missed the owners! Erica & Mike Glover.



# Shallbourne Classic Car & Motorcycle Show 25th August

Photos: Ash & Pam Holmes

The Morris Minors of Martin O'Brian, Bruce Ephgrave and John Dunn were all in a row. Not far away was the well polished Morris Oxford owned by Steven Gullick. All these cars were attracting lots of interest from visitors at the show!



Bill Reed took his Triumph 2000; the only one at the Show!



This is a Class Car Show that should not be missed, put it in the diary for next year!

Ash Holmes took his Bristol 401 due to "EAS" having repairs to the head..... more to come on that next month!

We can always rely on Bruce Ephgrave to "fly the flag" for North Wiltshire MMOC Branch. Thank you!



## Pre-war Morris Minors

Words & Photos: Bill Reed

Seeing two 1930's 2-seater Minors in shows recently reminded me that "our" Morris Minors - from 1948 onwards - are not the first of that name.





To compete with the Austin Seven, Morris Motors launched the Minor at Cowley in 1929, initially with a troublesome Wolseley 847cc overhead cam engine, and later with a Wolseley sidevalve. An “austerity” 2-seater model in the 1930’s (without bumpers and with smaller wheels) sold for £100. There was no boot lid, access to the rear storage space being gained by removing the seat back (that is, the driver / passenger seat back). The cars had worm-and-wheel steering and a three-speed gearbox. Brakes were cable or hydraulic, depending on date and model. The accelerator pedal was positioned between the clutch and brake pedals, a common arrangement at the time, which was only discontinued in the late 1930’s. Radiator cowls were black and then chrome. A modified and supercharged version of this model achieved 100mph at Brooklands.

The Minor range was available with a selection of body styles and continued until 1934, with 83,610 units manufactured.



I think all credit is due to the owners of these cars for keeping them on the road and allowing us to enjoy seeing them today.

#### References:

Morris Minor - The Complete Story

(Ray Newell, Crowood Press 1998, ISBN 1 86126 133 0)

Morris - The Cars and The Company

(Jon Pressnell, Haynes Publishing 2013, ISBN 978 1 85960 996 5)

## Front parcel tray

Words and photos: Bill Reed

I have to admit that I have never paid much attention to the front parcel tray in the Traveller, apart from bunging in items I want at hand: fire extinguisher, satnav, hi-viz vest, an amber flashing light, the tennis ball I stick over the bonnet catch to protect my head, a squeegee, an assortment of rags and dusters. None of these, apart from the fire extinguisher, is at all heavy.

But one day as I was preparing to drive off I realised the tray was resting on the toe of my left shoe. The board at two of the self-tapping screws attaching it to the bulkhead had given way. Of the other three screws, one was loose and one had disappeared, leaving only a single secure fixing. Fearing interference with my feet on the pedals, I removed the remaining screws and the bolts at each end of the crash bar, allowing me to take the unit out entirely. Apart from the torn screw holes and despite a little warping and discoloration, the tray remained perfectly usable. The most visible part, the foam-padded, leatherette-covered crash bar, was intact. But how to fix the board part?



Deteriorated hole (above passenger's left foot)

I found that there are two types of tray: one with a trapezoidal hole in the centre for the old-type heater outlet, and one with two round holes for the later model heater. Mine, being 1970, is the later type. Replacements of the board are available, but I would have to attach it to the crash bar which is fixed with rivets. Actually these are half rivet and half staple, and are specified as 5/32" x 1/2" bifurcated split rivets and washers. I thought that even if I could prise or drill these out, and refit or replace them (or use small nuts and bolts) I would never make a very neat job of it, as they pass through the (very thin and minimally-proportioned) leatherette. So this would probably have to be replaced, along with the foam padding ... etc. etc. This may be why some Minors no longer have their parcel tray.

I looked for a built-up item, either new or from a scrapped car, but with no luck. Then I looked at the damaged board again. Could I repair this and refit it? All I really needed to do was re-create two screw holes where the card was damaged. Online, I found a very handy-looking perforated metal strap. This I cut into two lengths with tin-snips (I would have preferred a single length but the holes would not line up), used a hole-punch to create the necessary holes, and bolted them to the board.

Refitting the tray was of course simply "the reverse of the removal procedure" but as we all know this is never as easy as it sounds. In the factory, the parcel tray was probably fitted before the seats, pedals, gear lever and steering wheel, all of which are in the way when you have to spend an hour with your head sideways in the footwell. Also, while varifocals work well when you can move your head up and down, sideways is another matter. In the end I managed to get all the self-tappers back in place - I found a replacement for the missing one. No doubt the bruises to my left hip and right ribs, the ache to my lower back, my broken nails and my bleeding knuckles will heal over time.

Whatever the repair, it's always nice when the car is complete again.



## **North Wilts Branch Events, MMOC Area 4 Events and other events.**

Please refer to the North Wilts Branch website.

<http://www.northwiltsmmoc.co.uk/styled-18/index.html>

### **Thanks & final notes**

From: Pam Holmes

I would like to thank the following people who have contributed to this North Wiltshire MMOC Branch Newsletter:

Alison Shailes  
Ash Holmes  
Bill Reed  
Mark Osland

Also, thanks to all those who have photographs of themselves and their cars in this Newsletter.

I hope that you have found some of the short reports and articles written by other Branch members to have been of interest. Personally I like to see where are Morris Minors have been and enjoy hearing about the work members have done on their cars.

Please will you consider how you could contribute, such as through a few notes about work on your Morris Minor; photos with a caption about an event you and your Morris have been to or anything else that you feel could be of interest to Branch members.

A wider range of contributions to the Newsletter will hopefully make it of more interest to a greater number of members!

If you have any suggestions for improving this Newsletter then please contact me.