

Malvern Hills Branch Newsletter

July 2016



Welcome to the July edition of the branch newsletter. Many thanks for Dave and Bob for putting together the June newsletter while I was offline while moving house. Also a big thank you for Cameron Shaw for updating the website for me for the past 8 months.

Dates for the Diary for 2016

Tuesday 12th July

Social at the Huntsman PH meet at 8pm.

Tuesday 9th August

Social at the Huntsman PH meet at 8pm.

Sunday 21st August

Tewkesbury Car Show, contact dave (01684 593390) for info. As its on school playing fields, no dogs are allowed.

Sunday 11th September

Classic vehicle day at Glos/Warwickshire Railway

Tuesday 27th September

Morris Marathon drive to "West Wales!"

Branch Rally at Brockhampton Estate – Clive

First of all, I know that others may also write as I am writing for the newsletter, but I'd just like to say a very big thank you to the committee and all of those members who put in so much time and effort to make this year's rally such a huge success and most enjoyable day. I would particularly like to thank the ladies who silently manned the Rally Control gazebo and the tombola stand. It would have been a long day for them, with little opportunity to walk round and admire the cars.

Herefordshire is a beautiful county, here, right on our doorstep and the rolling hills surrounding Bromyard are very spectacular and as splendid and majestic as any you will find in the UK.

We were very, very lucky indeed to have the warmest day so far this year. I think the number of nice sunny days we have had is in single figures and the weather, right now as I write just two days after the rally, is back to wet and windy. Looking back over the ten years I have been a member of the Malvern Hills MMOC, we have not had one single rally where we were actually rained off and had to abort the day, as other branches have done. We have had cold windy conditions where the weather was less than pleasant, but on the whole, our branch has been extremely fortunate over the years and we should count our blessings.

Treasurer's Trivia

Hello Everyone

What a very enjoyable month June has been for our branch. First, we had our annual barbecue at Steve and Lou's home followed by the branch outing to the Severn Valley Railway. It always seems difficult to avoid talking about the weather and on the day of our barbecue sunshine was in short supply with heavy storms. I drove through the ford near Steve's home and must admit I was glad when I came out the other side unscathed! The water certainly would not have wanted to have been any deeper. Despite the lack of sunshine it was a great evening. Thank you to Steve and Lou for allowing us to come to their home and also a special thank you to the members who brought additional treats for us to tuck into besides our sausages and burgers.

A large contingent of members arrived at Kidderminster Town Station for our outing on the Severn Valley Railway. I always feel a little sad when I visit this station as it is a replica of Ross-on-Wye station on the former Gloucester to Hereford line and it reminds me of what a dreadful loss this was. (Designed by the architect J. E. Danks and constructed in 1892, Ross was demolished in the early 1970s after closing under Beeching). Once Mary had obtained our tickets we headed for our reserved seats. Catching the 9.46 we had a diesel going up (a class 50 to be precise). On arrival at Bridgnorth members split up into two groups. One group went on a guided tour of the engine sheds whilst the other group went for a guided walk around Bridgnorth. I went on the engine shed tour. What sticks in my mind is the sheer scale of everything; not only the size of the locomotives themselves but the various items needed to maintain them. The drills they use are very different to mine at home! Sandra went on the Bridgnorth tour and thoroughly enjoyed it. After the tours members did very

much their own thing. Some members stayed a bit longer in Bridgnorth whilst some caught the 12.41 service to Kidderminster alighting at Highley for lunch and visit the engine house. I think those of us who went to Highley will probably remember it for the group of Vikings and the wedding party. Thankfully, peace returned on arrival at Arley! This was a lovely day out and a particular thank you to Mary and Jeremy for organizing it. I have enclosed a few photos from both events for you to see.





TEWKESBURY CAR SHOW, SUNDAY AUGUST 21ST 2016- This is a popular event with members. Unfortunately, last year's show had to be cancelled because of

the weather. Hopefully they will be more fortunate this year. Entry is free to each car and driver with additional passengers being 5.00 each for admission. I will need to let the organizers know how many of us are going so please let me know if you would like to go (01684 593390). I would imagine us meeting up at Ryall about 10.00 with departure to Tewkesbury at 10.15. Do keep in mind that dogs are not allowed because of the site being a playing field.

CLASSIC VEHICLE DAY, GLOS/WARWICKSHIRE RAILWAY, SEPTEMBER 11th2016

This lovely gathering of vehicles that Doug, Clive and I have previously attended is again on in September. However, the rail travel side of things is not quite so good now; the railway now offers 2 for the price of 1 rather than a free ticket to each driver. I am still debating whether to go as there is a show on down in the forest on the same day that I might consider instead this year. If you would like to go visit the Gloucestershire/Warwickshire railway website for an entry form; it is certainly a very pleasant day out.

Finally, can all members who are also members of the National Morris Minor Club, please bring along your membership cards to our next meeting for me to verify on July 12th. Thank you.

Look forward to seeing you all at our next meeting.

Dave

Other info

Katie- Morris Minor Series II 1955 UKT 848

A few weeks ago, out of the blue, I was contacted by a previous owner called *Clive Brett*, whose name is by coincidence, *Clive*, the same as mine. He owned Katie from 1976 to 1979. He sent me the email below, which is entertaining to say the least!!

Hello Clive.

Sorry about the delay in replying. Been badly under the weather and staring at a PC screen was a no-no for a week.

Simply loving seeing the old girl again. Thanks so much for taking time to tell all about the work she's had, and the photos of course.

I've attached some old grainy snaps from the years I owned her. As you can see she changed identity quite a lot!

Now for some, what I hope will be interesting to you, tales of her past.

I was working at an Esso garage in 1976 on the A2 in Blackheath as a Saturday job whilst at college. I rode an old Matchless bike and another bitter winter was looming. So much to my surprise one day, a South African guy screeched up on the forecourt and said "I have to leave this country - who wants to buy my car for £50!". As my parents already owned a '57 Minor, I thought I'd take a gamble and borrowed £50 out the till and bought it!

Next I had to learn to drive.

The car was originally Almond Green, and some previous owner had painted it baby blue with a brush. That first photo was taken Jan 1977 when UKT arrived home.

I had the old buff log book and there were around eight owners before me. I wrote to every name and address in it asking for photos and stories...but only the very first owner from new replied! He still lived in the same house in Dartford, Kent, and gave me a b/w photo of UKT when she was new, complete with AA badge on the grille. I may still have that photo somewhere, and will let you know if it's found.

My dad was a great fan of auto jumbles and I always tagged along. Now I had a car to kit out, it wasn't long before I found a pair of steel 'cut 'n' shut' Minor wheels with fat rubber on. The early rear wings were perfect for chunky wheels. Despite having a struggling 948 under the bonnet, I thought I was the bee's knees!

My first crash in her was up the rear of a brand new Vauxhall Viva. NS front wing and grille took the brunt. Fed up with the blue, I rubbed her down and sprayed her white. Soon got bored with that and got a friend with all the gear to blast a coat of lemon yellow all over. I remember a 1000+ insects landed in the wet paint. Their legs are probably still on her now!

At this time we often went on the Chelsea Cruise, where I met a guy with a yellow MO Oxford - so we cruised together every month for a laugh.

Around 1979, the heater burst and I removed it - but come winter, she was like driving in a freezer. With no carpets, I'd stick several fat candles on the gearbox hump and hold my hands over the flames whilst driving!. Talking of trunnions. I knew they loved plenty of frequent grease-ups, but one day on the way to work, the NS bottom trunnion simply snapped off. After jacking up and removing the wheel, I had the brainwave of lashing everything together with some rope I always carried in the boot. Worked a treat! But alas, four months later it was MOT time, and I'd forgot about the rope. Imagine the embarrassment when the mechanics went ape over my 'repair'. Ho ho.

At the next auto jumble I picked up that MM grille for £5 and promptly screwed it on, thinking it gave her a meaner, rarer look.

For four years running I took her on holiday trips around the UK. We always slept in the car with legs in the boot!

Finally one more colour change - this time to black. Out in the street with boxes of giant black aerosols, I gave her my final respray. I saw a two-tone Bentley at a show - black with a grey roof, and thought that looked cool - so two-tone she became.

In 1981, I had bought a 1950 Austin A70 Hampshire to restore, and UKT more-or-less got forgotten. Sitting on my mum's lawn rapidly rusting away underneath. I finally sold her cheap to a guy in Suffolk who want a Minor to restore. That's the last I'd heard of her. Regular checks on the DVLA website showed she was still on the road, but will not tell you where.

So the other week, I just typed in UKT 848 on Google Images - and the first photo was your car! I was so elated, I can tell you. Of all the 19 cars I have owned, my very first one was the only one still alive!

OK Clive. This must be the longest letter I've ever written! I do hope some of the above gave you a thrill. So yes, it's had many more owners than you think, and has been seven different colours before 1991.

I must add, maybe to no surprise that if you ever plan to sell UKT, please let me know. I'd buy her in a heartbeat, whatever the cost.

All the very best.

Clive







Hello Dave

Gordon Chamberlain rang me yesterday. He has been contacted by a man called David who has a windscreen from a 1963 Traveller that is free to anyone who would like it. Could you put a mention in the next newsletter; his contact number if anyone is interested is 01452 790709.

Thanks

Dave

Minor Marathon

The route for the Morris Marathon is now arranged and we get the car on the afternoon of the 26th September, passing it on to the Mid Wales branch on the 27th September. We need to do some charity fundraising on the Tuesday morning.

And finally, I have moved into our new house and am back on a land line so back onto the internet. Though still unpacking boxes and trying to find things.

All the Best and Happy Motoring.

Use Full contacts

Chairman Chris Perfect

Treasurer Dave Smith

Secretary Bob Prophet

Branch Contact Dave Bennett 07816 134009

**Contact address: Bob Prophet
 18 Rectory Street,
 Upton on Severn,
 WR8 0LX**