



Malvern Hills Branch Newsletter

November 2017



Welcome to the November edition of the branch newsletter.

Dates for the Diary for 2017 / 2018

Saturday 11th November

Branch Drive out, meeting at the Huntsman at 12 noon.

Saturday 16th December

Branch Christmas meal at the Huntsman PH at 1pm. Contact Dave to book

Saturday 13th January

Branch Meeting at Croome Court Cafe at 12 noon.

Saturday 10th February

Branch Meeting at Rowberry's (Chaddesley Corbett) Cafe at 12 noon.

Tuesday 13th March

Branch Meeting at at the Huntsman PH at 7.30ish.

Our Christmas meal has been booked, see future events for more info. Also we are hopeful that we have a branch rally venue, more info to come. We are arranging our winter meetings that will be: to Croome Park in January and Rowberries Garden Centre (near Chaddesley Corbett) in February.

Many thanks for Chris organising the trip out to Holdens, which was fascinating. Also for the write up from Clive about the Malverns Festival of Transport. Reading Dave's article I can recommend the updating of the oil filter, as it avoids the oil running down your arm when you withdraw the bolt holding it on. Though a proper oil canister spanner is a lot better than using a screwdriver to change the oil canister.

Also I had an email from Tim Toman saying that his Smoke Grey Traveller will be used in the background shots for a TV drama, so well done. A future TV star in the making perhaps.

A group shot at Holdens



Treasurer's Trivia

Hello everyone

I would like to start by echoing the very sound advice given by Clive on checking your car regularly with the engine running. I have always done this and I think it is more important than ever with the greater risk we face of perished fuel pipes.

The Malvern show was quite a good day out. Clive, Jonathan and myself met up at Hanley Swan about 10.00am before heading to the 3 Counties Showground. We had to queue somewhat longer than in previous years before Clive was able to lead us to quite a good spot (picture is of Clive's Series 2 and my 948 parked up). Unfortunately for me I had a recurrence of my oil leak problem from the oil filter (more on this later). The weather was excellent and there were the usual stalls to visit as well as the cars. I purchased a new flexible petrol pipe for the MM; this is shorter on mine than on later cars as early Series MM models had the float chamber at the rear of the carburettor. The real high point for Jonathan and myself was a model of Great Western railcar No 22 strapped to a lorry. We were drooling over this! It had been built in 2004 for the rail historian Robert Symes who passed away in 2015(some of

you might remember him presenting programmes periodically on the television). It was awaiting some minor restoration but still looked very impressive(see photo) After an enjoyable day I headed home a bit early as I could not resolve the oil leak and was worried not to leave it too late getting home.



Model of railcar number 22 at Malvern

You will probably remember I had problems in the past with oil leaks on the filter with the 948. I therefore decided it was time to make my life a bit easier for the future and fit a spin on oil filter kit. It was quite straightforward but here are a few tips based on my experience of fitting one. The kit comes with filter, filter head, gasket and 2 replacement shorter studs with nuts and washers. I managed without taking the dynamo off. Removal of the old unit was no problem but the oil pipe union into the filter head did not want to budge. I had to get the filter head in the vice and give a dose of Plus gas before it would move. I used a ratchet ring spanner to undo the nuts on the old studs. The critical tool you will need with the dynamo in place is a socket with a long extension on it. This is because the new studs are so much shorter and you need the long socket to reach the nuts under the dynamo. I changed the engine oil at the same time and I must say I am very pleased with it. Although I am keen on originality I am also at an age where I am not averse to making my life easier. I have packed the old filter assembly away safely if any future owner wants it but it won't be me! (See photo of new installation in place).



Anti-freeze- Don't forget we are at the time of year when you need to ensure your Minor is protected for the winter ahead. You will need to check if unsure how much anti-freeze you need according to the engine fitted in your car. Remember 948 engines need a quarter pint more than a 1098 for the same level of protection.

AGM- This was a well-attended evening and, as most of you know, the committee is unchanged. A wide range of topics were covered. Chris reported that member Doug Macmillan was in hospital; Doug is a much respected member of our branch and everyone hoped he would soon be feeling better. Bob will have copies of the minutes available in due course.

Our Saturday morning visit to Holdens at Bromyard was a very interesting outing. After gathering about 10.00am we had some light refreshments before embarking on a tour of the premises. We started in the workshop, then moved onto the stores before going to the office and shop. The one fascinating fact that has stuck in my mind is finding out the oil pressure on a Citroen 2cv is 125lbs sq. inch. And I thought 40 on my MM was excellent! Holdens export all over the world and have a turnover of well over a million pounds. They are now agents for Morgan cars and we were able to view some cars for sale. We were reminded of the potential damage modern fuel can cause on our cars and the need not to have petrol standing for long periods of time. A big thank you to Chris for organizing this very informative trip for us.



Mary, Bob and Laura at Holden's

A little while ago I mentioned about ordering some sweatshirts etc. if there was sufficient interest. Following the AGM where interest was indicated I am looking to make an order in the near future. Sweatshirts/Polo shirts and T shirts are all available. Sizes range from small to XXL. Just about any colour is available. Exact prices not known at present but Sweatshirts will be under 20pounds, Polo shirts under 15pounds and T shirts under 10pounds. All will, of course, have the Malvern Hills logo on them. Please contact me if you would like to place an order.

Finally a few bits of good late news. Although still in hospital I understand Doug is better than he was which is excellent news. Also, those of you who came to the AGM will know that I had highlighted that operating our branch account was now more difficult with the closure of the Malvern Nat West bank branch. Following an email from Clive I have now established that I can now visit a mobile branch at Malvern library on a Tuesday which will be a great help.

See you at the November meeting.

Dave

Malvern Festival of Transport - Clive

The October Malvern show is now called The Malvern Festival of Transport, as it also includes buses trucks and motorcycles, along with cars. The trucks on display in this year's show were superb and made a pleasant change from Classic Cars. There were the usual ubiquitous Bedford TK and S types and some very nice Leyland Trucks, which brought to mind the sad and disgraceful sell out of Leyland trucks. But what really caught my eye were two ERF trucks. ERF were very common during the 50's and 60's when I was a boy. In those days, trucks were restricted to 20mph which although a bit of a nuisance if you got behind one, was no bad thing as far as accidents were concerned. The truck drivers then, were known as ***The Knights of The Road*** and indeed they were just that, a stark contrast to what we have on offer today!

I often wondered, as a child, what ERF stood for. Recently, I decided to find out and thanks to the Internet, I discovered that it is derived from Edwin Richard

Edwin, who was instrumental in developing Diesel Engines trucks and the move away from steam powered engines.

With the help of his son Dennis and two former colleagues, including Ernest Sherratt who became Chief Engineer, Edwin worked to build the first ERF diesel



lorry in 1933 and gave the first chassis the number 63 which was Edwin's age. From the beginning, the company only bought in the best components available, including engines from Gardner, gearboxes from David Brown and axles from Kirkstall Forge, rather

than making everything in house. This concept would serve ERF well throughout its existence. A new and striking cab was styled by Sandbach coachbuilder John Henry Jennings, who also provided initial factory space to assemble the new lorry. Based in Sandbach, Cheshire. The company made their own chassis and cabs, originally with engines from Gardner, but later also Cummins, Rolls Royce, Perkins, Detroit Diesel and Caterpillar.

ERF was never really a major manufacturer; as an example their domestic sales total only reached 1,083 trucks in 1981. But when recession came in the early 1980s and production fell from a total output of 4,000 chassis per annum, the company was sold to management to eventually become Saxon Sanbec. The company was subsequently acquired by the German company MAN who discontinued the ERF marque. Another sad period in British industrial history. ERF's final model range consisted of the ECT, ECM and ECL built on MAN's production line in Munich, for heavy trucks, and a plant in Sandbach for light trucks - positioned to win a contract from the Ministry of Defence for 8,000 new British Armed Forces trucks.

A few words on up and coming events:-

NEXT MEETING- This will be on Saturday November 11th. Meet at the Huntsman 12.00 noon. We intend having a drive out for some light lunch; possibly the Blue Bell in Malvern or somewhere different.

Christmas meal- As you may already know our Christmas meal will be at the Huntsman on Saturday December 16th at 1.00pm. Please let me know ASAP if you would like to come or at the next meeting (01684 593390 if you wish to ring). Normal cost is 13.99 for 2 courses or 16.99 for 3 courses. Gluten free and vegetarian available. The branch will contribute towards the cost so the actual cost to members will be less. I will need a £5.00 pound per person deposit; send to Fowlers Farm Cottage, Green Lane, Naunton, Upton on Severn, WR8 0PY.

Thank you.

Look forward to seeing you all at our next meeting.

Dave

Other info

All the Best and Happy Motoring Dave

Use Full contacts

Chairman Chris Perfect

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