



Autumn Newsletter 2017

70th Anniversary Rally **Incorporating the 4th MVA Annual Rally**

Kelmarsh Hall

23rd and 24th June 2018

The Morris Minor Owners Club is hosting the UK's main 70th anniversary event to mark the beginning of Morris Minor, Morris Oxford MO and Morris Six production at Cowley in 1948 at Kelmarsh Hall in 2018. Plans are progressing well and several member clubs belonging to the Morris Vehicles Association including the 6/80 MO Oxford and Cowley Club have confirmed their attendance. Interest from overseas clubs is has also been registered and a party of 48 people from the USA Morris Minor Registry will be coming to England for an extended tour including a two day visit to the anniversary event. The primary focus for the event this time will be on the cars and plans are underway to stage a special display of special interest vehicles ranging from the earliest vehicles produced in 1948 right the way through production and into the modern era. There will of course be the usual entertainment, arena events and a large autojumble. A local road run is also being planned for Saturday afternoon. Details are still being finalised and further information will be provided in due course.

70TH ANNIVERSARY OF THE
THE MORRIS MINOR



— 1948-2018 —

Clive Button from the Wolseley Register had produced the following discussion document regarding spares. It is being circulated in advance of the next MVA meeting the date of which will be arranged at the NEC.

M V A

A DISCUSSION PAPER FROM THE WOLSELEY REGISTER

'AN M V A SPARES SCHEME'

Introduction

In the Wolseley Register we have been giving much thought to the future role of the Club and have concluded that as our vehicles become ever older and further removed from modern vehicles, an increasing priority will be to help our members to keep their vehicles 'on the road'. That will involve the supply of advice – because the next generation of enthusiasts will not have grown-up carrying out routine maintenance on their everyday cars – and help in obtaining spare parts. It is 'spares' on which this paper focuses.

Over the last year, the Wolseley Register has been working to offer its members a better spares service. We now have a 'used spares' service with several £000 of spares to which we add when suitable opportunities present themselves; we have a 'consumable spares' service, which supplies oil filters for most models and which will add other service items over time; and, we have begun re-manufacture of some items. The turnover of our spares operation is around 10% of the Club's turnover and is growing.

A real issue for the Club is that we cater for all models of Wolseley. In its eighty-year existence Wolseley produced around 100 models. Even disregarding the pre-Nuffield cars, which exist in only small numbers, we have over 50 models to support. This makes the challenge of spares support much harder than it would be for a club which focussed on a single model or just a small number of models. There are, of course, clubs covering just one or two models of Wolseley, notably the Hornet Special Club and the 6/80 and MO Club.

Many Wolseleys from the late Nuffield and BMC eras (and some earlier ones) share some of their parts with other marques. To take an example, the Wolseley 1100/1300 is closely related to equivalent models from Austin, Morris, MG, Riley and Vanden Plas. There are clubs catering for all of these marques and, in addition, two clubs which focus on all variants of the 'ADO 16'.

Competition or collaboration?

To pursue this example, what is the owner of a Wolseley 1100 to do? He is enthusiastic about the Wolseley marque so may want to be in the Wolseley Register but he is likely to get better spares support from a specialist ADO 16 club. There are two of those, so does he end-up joining three clubs? And it might just be that some A series engine parts he needs are only available from another BMC club. Historically, many clubs have seen themselves in competition with others for members and have been reluctant to sell spares to non-members. At least as far as spares are concerned, we believe that needs to change and clubs should be willing to supply spares, on the same terms as to their own members, to members of other 'eligible' clubs. We are not suggesting that there should be any obligation to sell spares to those who are not members of such 'eligible' clubs. What do we mean by an 'eligible' club: simply a club that is serious about spares, a club that is likely to have spares of interest to those in other clubs, a club that has a spares operation worthy of the name.

MVA role

One way forward would be for each club to decide which other clubs it wanted to establish reciprocal spares agreements with, leading to a very large number of bilateral agreements – and huge energy expended in putting all this together. A much better way forward, it seems to us, would be to have this spares scheme brokered by the MVA. Clubs would apply to join the MVA Spares Scheme and once admitted their members would enjoy access to spares held by all other participating clubs.

How might the scheme work?

It is probably best to have a discussion on the idea of an MVA Spares Scheme, to see if the idea has support, before working out in detail how it might work. However, if only to help estimate the MVA effort and commitment needed, the following is advanced as a possible *modus operandi*.

A club wanting to join the MVA Spares Scheme would offer to an MVA sub-group evidence of its commitment to spares. This would include the value of its spares stock and its spares sales as a proportion of club turnover. It is appreciated that there are many approaches to spares and the sub-group would consider anything which demonstrated a real commitment to spares.

Once admitted to the scheme, a club would be able to advertise to its members the availability of spares from other participating clubs – as well as its spares being advertised by other member clubs. Most clubs now have a reasonable IT capability and list their spares on-line. In time, it may be possible to have these ‘club lists’ included within an MVA website and even move to a common format, showing against each part its applications across all marques/models.

A member wanting to a part from another club would contact the spares officer of that club and would deal directly with it. He would expect to go through some protocol to establish that he was a member of a club that was part of the MVA Spares Scheme.

Remanufacture

Many of us survive on ‘new old stock’ but this will not last forever and remanufacture of more product lines will have to be contemplated. Remanufacture is generally expensive, carries potential liability issues and is not to be contemplated lightly. For all but the larger, wealthier clubs, it may be considered a ‘non-starter’. However, if, through the MVA Spares Scheme, clubs learn to cooperate, there may be scope for remanufacturing joint ventures, with participating clubs taking profit in proportion to their contribution. To take one example, consider Hydrolastic units, needed across a range of 1960s and 1970s FWD models. Remanufacture – as distinct from re-piping – has been considered by several clubs but considerable capital would be required and none has ‘taken the plunge’. However, if re-manufacture of these items (in the few requisite sizes) were brokered or sponsored by the MVA, it may be possible to undertake remanufacture with support from several clubs.

In time, with a successful track record of club co-operation, it may even be possible to consider a ‘spares levy’ on member clubs to help support remanufacture. However, that is for the future.

Casting the net widely

In exploring remanufacture, the Wolseley register has explored collaboration with Wolseley clubs in Australia and New Zealand. It is clear that these clubs have much to offer and if the idea of an MVA spares scheme finds support, we would urge that relevant overseas clubs be invited to join.

The Management Committee of the Wolseley Register

September 2017