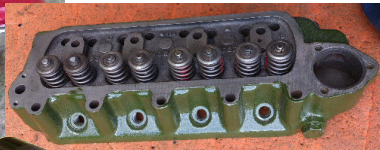


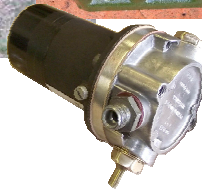
Rear View



Peter Coates must be asked the 'age' question quite a lot. (Taken at Lymington show recently)



Unleaded 1098cc reconditioned cylinder heads now available. £210 exchange. (Stud packs £10 and gasket set £10.75) (Branch Spares)



Reconditioned Petrol pumps at £50 each. EXCHANGE (plus £10 refundable surcharge on old unit).

Laurie's J40 Pedal car is nearly ready for the road. (So is Louise by the look of it!)

MORRIS MINOR REGALIA - DORSET BRANCH

Our Branch Regalia stock is managed by **Dave & Jackie Walker** and is available at clubnights and our outdoor events. (The illustrated stock list is shown on the website www.dorsetmmoc.co.uk)

Morris Coasters	£ 0.50	Waterproof Coats	£ 15.00
Mugs	£ 3.00	Single Cards (not Morris)	£ 1.35
Large Morris Hangers	£ 15.00	Single Cards	£ 1.35
Small Morris Hangers	£ 9.00	Large Cards	£ 1.50
Polo Shirts	£ 15.00	Postcards of Corfe	£ 0.50
Small Models	£ 3.75	Sweatshirts	£ 14.00
Model Van (Morris)	£ 3.50	Money Boxes	£ 5.00
Beaulieu Clocks	£ 5.00	Fleeces	£ 20.00
Dorset Ice Scraper	£ 0.50	Hats with light	£ 10.00
'Zoodies'	£20.00	Grille Badges	£8.50



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MORRIS MINOR OWNERS CLUB

Dorset Branch NEWSLETTER

© Dorset Branch MMOC 2015

September 2015

Volume 18

Issue 10

www.dorsetmmoc.co.uk

The MMOC Dorset Branch

was founded in 1977 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the **Bournemouth Electric Club, Broadway Lane, BH8 0AA**. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee. Please note that the Dorset Branch MMOC will accept no liability in respect of goods or services provided by advertisers. No recommendation is implied.

Membership currently costs £10 per year, £12.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. (Also available on website.) For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members).
Traders advertisements: £30 per year.

COMMITTEE MEMBERS 2014-2015

(01425 476634)

Newsletter / Website Editor: Brian Wood

(01202 573501)

(brian@dorsetmmoc.co.uk)

President: Graham Jarvis (07914 637429)

Chairman: John Jenkinson (01202 576690)

Secretary: Laurie Blewer (01202 522673,

07947 525884)

Treasurer: Jacky Wood (01202 573501).

Raffle Coordinators: Chris Tilly and Margaret Pateman

Membership Secretary – Des Waller (01202 573403)

Spares Manager: Brian Wood (07411 116336)

Events Organiser/H&S Supervisor – Neville Gerry (01202 747687)

Regalia : Dave & Jackie Walker

Product Development Mgr: Brian Ford

Catering Executives: -Sue Blewer, Lyn Gerry

Welfare/Technical Adviser: Eddie Pateman

FRONT COVER

Steven (The Model Man of Kinson) owns the car featured on this month's front cover. (Check out the snazzy wheels!)

**Dorset Branch of the Morris Minor Owners Club
Helping to preserve the post war Morris Minor in the Dorset area and beyond**



1970 Morris Minor 4 door. 90000miles. MOT till March 2016. Many new parts fitted in the last year and with much history. Fitted with 4.5" wheels (sprayed in snowberry white same colour as car) with 4 new Toyo 310 fitted very recently. £4500 ono. contact Jim on 07711578555



FOR SALE: 1959 Morris Minor Saloon. Some modifications through Charles Ware I believe. It has a 1098 reconditioned engine with roughly 11,000 miles, new wings, new electrics with alternator, Toyota 5 speed gearbox, disc brakes along with other things. The front seats are red leather from a Morris Marina and the rear are original. It has a heater inside It's been largely kept in a garage for the last 30 years with intermittent runs. £4,495 My number is 07845 586870

FOR SALE: Pair of Fiat reclining seats—will fit straight into Morris Minor (Need re-covering) - Robert 01425 614604

WANTED: Near side wing for '65-'71 Minor 1000—Robert 01425 614604

Forthcoming Events (see also www.dorsetmmoc.co.uk)

2nd September –Clubnight—Pub Quiz
5-6th September –Isle of Wight MMOC Rally, Havenstreet Railway, IOW.
5-6th September—Beaulieu International Autojumble
12th September-Rebekah Fund Charity Day, Hamworthy Club, BH21 3AP **SEE LAURIE**
19-20th September Holnest Country Fayre
20th-Sep—Classic Cars on the Prom (Christchurch Quay)
26th Sep—Skittles v HAMMOC and Surrey Hants, Wellow Golf Club, SO51 6BD
7th October—Clubnight AGM
4th November— Clubnight—Talk by Reverend Timbrell
28th December—Mistletoe Meander

2016

January 9th—Dinner and Dance, Liston Hotel, Boscombe

(Don't forget to check the website for latest updates to events)

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New Morris Minor Spares

are available through the club. The current list is posted on the website under the 'New Spares' tab. **We can also order other items for you—usually saving the postage cost.**

Brian. 07411 116336



For Sale & Wanted & Club Notices

Please mention where you saw the ad when you respond, thanks

PAIR OF SAAB 9000 LEATHER SEATS IN DARK GREY (ALMOST BLACK) ON JLH MOTORSPORT SEAT FRAMES, READY TO BOLT STRAIGHT IN TO ANY MINOR - £325 (Steve Loder)

Sunvisor to fit Morris Minor, excellent condition , c/w fixing brackets £325 (Steve Loder)

FOR SALE (Tread depth and prices as listed):

4 Wheels with tyres 3 Tyres only

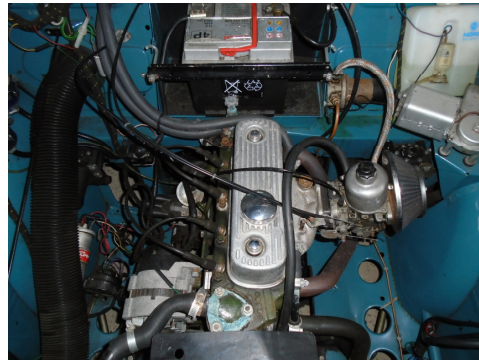
3.5mm £12	3.8mm £8
2.6mm £10	4.2mm £10
4.5mm £15	1.8mm Free
4.0mm £13	(with any others)
All Four £45	Both (or all 3) £15

Wheels are all painted silver(There is one other cross ply tyre on a rim which is £5.) See Brian.



FOR SALE: Set of Minilite style wheels c/w tyres VGC had very little use £325

Steve Loder 01202 694828 07748 154474



MG Midget 1275cc Engine , c/w HIF44 Carb, LCB Manifold and large bore twin silencer exhaust system. Ford Type 9 5 Speed Gearbox, also included propshaft, speedo cable, cross-member, tunnel, hydraulic slave cylinder EVERYTHING NEEDED TO UPGRADE ANY MINOR, CAN BE HEARD RUNNING AND DRIVEN PRIOR TO REMOVAL £1595 (Steve Loder)



BLACK DOUBLE DUCK CANVAS HOOD AND HOODBAG (COST OVER £600), HAS JUST BEEN FITTED BUT CUSTOMER WANTS RED HOOD INSTEAD NOW! STILL IN AS NEW CONDITION - £425. NEW HOODFRAME ALSO AVAILABLE £225 (Steve Loder)

Dorset Branch Newsletter

September 2015

MORRIS MINOR OWNERS CLUB

Volume 18 Issue 10



CLUBNIGHT ACTIVITY:
Pub Quiz
and Charity Cheque Presentation

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NEXT CLUBNIGHT— Annual General Meeting

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

Editorial

Hello and welcome to the September newsletter. September already, eh? doesn't time fly when you're having fun. There always seem to be more things to do (especially in the Morris Minor department) than there is time to do them. The summer months always seem to be busy with other things, so there has not been a lot of progress on the convertible restoration. I have, however, managed to start work on the central locking system which is actually quite simple and the locking mechanism on the passenger door seems to work OK. The 'brain' and solenoids were obtained in a kit for not much over £20! Bless those Chinese! I have also rigged up an electronic bonnet release which now works (after various design iterations!). It occurred to me that you don't seem to be able to buy a door drop glass new—when you can buy new glass for most of the other windows. Brian Ford and I are working on a metal bracket to be fixed to the bottom of new, flat glass for the winder mechanism to work on. It's the sort of thing I guess one would only want during a full rebuild, but there might be some interest in it.



We have now got a new batch of unleaded 1098cc heads now, so if you would like one, now is the time as they don't tend to hang around for long.

We have the Beaulieu International Autojumble coming up fast and for me that means panicking to finish a consignment of re-conditioned petrol pumps for the MMOC. Somehow, I always leave it to the last minute.

We have given our regular contributor, Roger Kellow another holiday this month, so the next instalment of the Equipment and Accessory series will continue next month with the letter 'F'. Thanks to Dave Walker for the article on Tax discs.

Our first-born, Graham, recently sent me a link to an article about the 'Victory' models of the Minor commissioned by the Nuffield Organisation. Since we made a recent visit to Nuffield House, where they have one such model on display with its distinctive roof profile, I thought I would include it in the newsletter. Also, we are proud grandparents again, Graham and Nicola have their first—a little chap called Owen, born on 19th August.

You should receive your membership renewal form this month. Don't forget, it helps us if you get it returned by the end of October (and you get a discount) Membership has been maintained at £10 (£12.50 for joint membership) for another year.

Garden show: Best in Show:
Ron Tickner with his Dahlias.



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morris.minor@charleswaresmmc.co.uk



We have obtained some new Minor 1000 door pulls for sale to Branch Members at the favourable introductory price of only **£7.50** each. These are available in four colours: Green, Blue, Black and Red (as shown). (Branch Spares) (*Currently £11.88 from ESM and £10.78 from Bull Motif)

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*Car Diagnostics littlecanford@yahoo.co.uk
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We specialise in all aspects of car repairs (ask for Colin)

The Branch Website has a '**Spares Shop**' which advertises (mostly second hand) spares. Why not browse the bargains or send me an ad or two with a picture.

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SAMPLE PRICES: Rebuilt/Exchange clutches for Minor
£65 (948cc) £65 (1098cc)

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Old Factory Buildings, Battenhurst Road, Stonegate, Wadhurst E.Sussex, TN5 7DU. Parts: 01580 200203

Chairman's Report

Good evening and welcome to September's clubnight. I hope all the members enjoyed the gardening activity last month and a big thanks to Eddie for organising the night. Also congratulations to all the winners. I heard that the Purbeck rally weekend went well with the weather being hot and sunny. Lyn is also feeling better after the incident at the show. The Mid-Summer saunter run on the 23rd August my son came down from Buckinghamshire for his birthday and we were hoping to take both cars on the run. We booked a meal in the Boathouse restaurant on Christchurch quay—then on to Dave and Jackies for high tea but the weather didn't help, with the CCOTP being cancelled. The meal at the restaurant was very good anyway.



On August clubnight I put a notice on the club notice board about the Waverly Paddle Steamer cruise weekend in London for September 2016. I had a good response with 40 names who would like to go. If any members are interested, please let me know ASAP as the coach is nearly full. Don't forget your entries for the Rebekah Fund Charity Day at the Hamworthy Club—see Laurie for entry forms.

Please let Eddie know if any of the members are not too well so that the branch can send a 'Get Well' card. I would just like to mention that the Lymington show was a great day out and thanks to all the members for a good turnout of Minors for the Branch Stand. Happy Motoring—John

ISLE OF WIGHT BRANCH RALLY—PLEASE READ..Hi All, there has been a last minute change of plan regarding the entry gate to our Rally. Due to leasing off of land at bottom of site, we are reverting to using the top main entrance to Havenstreet Station. The bottom gate can only be used as an emergency exit. Gates will be signed and marshalled. This does mean you need to cross the railway line. This will be marshalled, and is controlled by Railway staff. On Sunday 6th of September, it would be appreciated if you could arrive on site BEFORE 10am. If you arrive after this time you will get entry, but delays due to train operations are inevitable.

For those going to the IOW rally, you can get a discount on the ferry. Go to wightlink.co.uk, and where it asks for a code, enter RALLY, in capitals. The earlier you book, the better the price!

BRANCH REBATE SCHEME

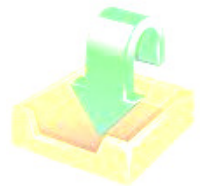
You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your **MMOC membership number** and renewal date and make sure that you sign the attendance sheet at the clubnights. Thanks.

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Editor's In-Box



Garden show winners (Aug. Clugnight):

Dahlias: Ron Tickner
Sweet Peas; Margaret Pateman
Fuschia: Chris Tilly
Mixed Flowers: Joyce Sheppard
Potted Plant: Des Waller
Runner Beans: Eddie Pateman
Tomatoes (Cherry): Eddie Pateman
Tomatoes: Maureen Picton
Onions: Sue Gale
Best in Show: Ron Tickner

Dave and Jackie would like to extend their grateful thanks to every one who helped. Firstly to the Committee for coming over twice to erect the marquees and gazebos – the first time – in cricketing parlance “rain stopped play”, and on the day to the ladies, Angi, Jenny and Julie for serving the refreshments and Andy, Jim and Nick for car parking duties, also last but not least, all those who stayed behind to help clear up. We were so lucky to see that the Flying Fortress came over to make sure we were all behaving ourselves. Again, a big “thank you” to everyone, we couldn't have done it without you.

I was very interested in Roger's article about E.K.Cole and Company for a couple of reasons.

Firstly I have a couple of the very early EKCO car radios and secondly because I have the official press cuttings book for the Company.

It contains items from the press, cut out and stuck to purpose printed pages and bound in leather. It covers the period from 29 May 1946 until, I guess, the takeover by Philips in May 1963 when the cuttings ceased.

Towards the end their products did seem to be dated technologically compared with other radios that I have. They did seem to be well built with the exception of a design fault in their 1946 model. It had six pre-set stations which could be adjusted internally using a non metallic screwdriver. Clearly EKCO presumed that your dealer would do this when installing the radio. You needed to adjust two coils to set the station and the coil inserts were very fragile. Apparently one decent bump in the road would break them so that the station would change at will! I had my 1946 one rebuilt by Gerry Wells back in the 1980s which involved him hand cutting new inserts to each of the twelve coils. He did say after getting it running “don't bring him another one for repair”! Apparently the softer sprung the car the better chance the radio had of survival. By today's standards the output was low and certainly you had to listen very carefully in my Dad's Ford Prefect to hear it. As I remember it the car would have been a prime candidate to shake the radio to bits anyway. The other snag was being a valve model it took quite a bit of current and the dynamo output on Dad's Prefect was always a bit marginal to say the least! Nice article Roger, thanks. Dave Walker.

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"At Woodies we specialise in the Morris Traveller but we can fabricate timber frames for all classic cars. We have completed many Morris Travellers over 30 years, as well as many other wood framed vehicles."

New Morris Minor Spares
are available through the club. The current list is posted on the website under the 'New Spares' tab. **We can also order other items for you—usually saving the postage cost.**
Brian. 07411 116336

Secretary's Report

Good evening and welcome to the September clubnight. Thank you to everyone who brought along their flowers and vegetables last month to the gardening competition and many thanks to Eddie for organising it. Tonight we will be having a quiz and we will also be presenting the cheque to this year's charity – LEAF. Don't forget that next month is the AGM so please do come along and support us. I have received confirmation now from Rev Stewart Timbrell that he will be coming along to the November meeting for his annual visit.

Wasn't August a busy month? Starting off for us with the Bygone Days Show at Ibsley which is always a very good day out with the flying displays as well as a good selection of stalls and exhibits to see. Unfortunately, this year was the last ever Bygones show and it is one we shall miss attending. The following day saw the club at the Lymington Show. This was up to its usual excellent standard, in fact it could have been better than usual! We had over 20 cars on the club stand and were pleased to welcome Dave Gilliam from the Isle of Wight branch who was attending the show for the first time with his white convertible, "Poppy". Brian had a brake light failure on the four door so if you want to know how many men it takes to change a light bulb, just look at the photo!

The following week we went up to the Morris Register National Rally and Morris Vehicles Association Inaugural Rally. You can find a more detailed report about this later on. The Brockenhurst Show with Steam was a nice relaxed day out but unfortunately not well supported by classic cars. The final event to tell you about is the Midsummer Saunter. The weather when we started the day was atrocious and I'm ashamed to say I left the Morris in the garage and we went in the modern. Still, 5 brave souls turned out in Minors – or should that be mad souls! We had a very nice breakfast at Avon Heath and then set off for Christchurch where some cars had turned up for Classic Cars on the Prom on Christchurch Quay. We had a look around the town before heading back to Dave and Jackie's for strawberries and fizz. By this time the sun was shining and it turned out to be a glorious afternoon. August ended for us with Simply Classics at Beaulieu. I can't write about that yet though because we haven't been yet!

There's not much more now on the events front for us with the season drawing to a close. We will be taking the club spares to the Beaulieu Autojumble this weekend. This is an event I always enjoy and would not miss for the world.

We have already started planning events for next year, so watch this space!

That's all from me for this month, so until the AGM, Happy Minor-ing, Laurie.



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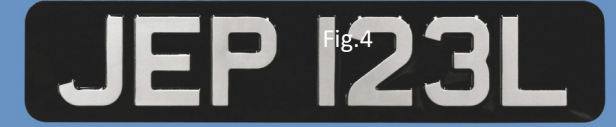
"It's nice to know that someone does a plate that fits the back of a Morris Minor. It's a lovely plate and the service was very prompt. I'm very pleased with the finished result"

John Jenkinson, Chairman
Morris Minor Owners Club, Dorset Branch

Front Plate



Rear Plate



Our Morris Minor plates are specially designed with radius corners to fit the rear aperture of a Morris Minor. All our embossed aluminium plates are handmade using traditional methods, stoving enamels and decades of experience.

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DORSET BRANCH SPARES NEWS

We have the inner wing liners (LEFT) at £24.99 for the front wings kit complete with all fittings and instructions.

We also have the improved 2-stage bonnet stay (right) which allows the bonnet to be raised almost vertically! On special offer £25 each to Branch Members only. (£27.50 normally) (Postage-add £2.00)




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LEAF (Lukaemia Eductating and Fundraising)

LEAF is our Charity of the Year, this year and our charitable effort will be directed towards them. We usually make a donation of the proceeds of our blind auction (and other donations). Leaf fundraises to help young people and adults living in Dorset and Hampshire affected with a blood cancer who are receiving treatment or who have needs since being discharged from hospital.

We will presenting our donation cheque to LEAF on September Clubnight.

The 'Victory' Morris Minor Model

Victory's Electra model boat was launched in the summer of 1949. At around the same time the company began work on its next project, the essence of which would form the backbone of the company's production for the next decade. This project was to be a detailed, large scale model replica of the new Morris Minor saloon. Significantly this model would be funded and marketed by the Nuffield organisation (the parent group for Morris Motors) as a promotional model - a very unusual step for any British car manufacturer before or since.

Exactly who or what it was that initiated this project isn't known and nor are any precise details of the arrangements reached between the two companies. From the little that I have been able to establish, it seems that for a series of payments from Morris Motors over a specified period, Victory agreed to provide them with a set number of models which Morris would then be free to dispose of by whatever manner it saw fit throughout its worldwide dealerships.

From the outset, it was intended that this model would use broadly similar running gear to the Mighty Midget racer. John Steadman - Victory's development engineer - realised that it would be possible to obtain a far more accurate representation of the various swoops and curves of the Minors bodywork if the body for the model was produced in plastic using the latest commercially produced injection moulding machines. Tooling costs would be higher, but these would be off-set by the much lower production costs for each model. The high cost of the large injection moulding machine required to accommodate a mould of this size meant that this work was handled by an outside agent while all other metal and small plastic component parts were manufactured in-house at Victory.

For the first couple of years, material supply problems meant it wasn't possible to obtain a good match for the official Morris colours for the body in solid plastic, the plastic mouldings were supplied to Victory in a wide variety of colours which were then spray painted with cellulose paint at the factory in either Black, Blue, Grey or Green to precisely match the colours of the real cars. On these early models, the chassis is a sturdy but simple tinplate pressing which is a spring fit into the front of the body and retained by a single screw at the rear. The steering assembly is identical to that used on the Mighty Midget Racer and the plastic wheel hubs are retained by a large chrome plated washer that sits beneath a domed hub cap with a built in spring clip. This was replaced by a larger single piece hub cap on all subsequent models at some time in 1951. The first models were distributed toward the end of 1950 and were presented in a box that was said to be a replica of the full sized packing cases used by Nuffield Exports. Several details on the model dates this type of Minor to 1949 but the cars were presented as the latest 1951 version and all these early cars carry the registration number MM1951. By 1951 the correct colour plastics were available and many hundreds of Minors were subsequently moulded in the correct Morris shades of green or blue although bodies in various other "unofficial" solid colours seem to have been carried over and used as well!

The UK launch price of £1.19.9 including purchase tax (equivalent in value to around £40 today) meant these models were certainly no pocket money toy but it seems that Morris didn't have any problem in shifting them and they proved particularly popular with the car dealerships for window displays. (Info taken from <http://www.madmalc.screaming.net/victoryindex.htm>)



The 55th Morris Register National and Inaugural Morris Vehicles Association Rally—Thoresby Park 8/9th August 2015—Laurie Blewer

As part of our summer holiday break we decided to incorporate the Morris Register National Rally into it. This year's rally also incorporated the inaugural meeting of the Morris Vehicles Association (MVA). The journey up to the Premier Inn at Newark took us 5½ hours due to the extremely heavy traffic.



The weather was superb over the weekend which contributed to the excellent turnout of Morris vehicles of all shapes and sizes. The biggest numbers in the pre-war section were Morris 8's, both tourers and saloons but there were also 10's, 12's and even a Morris 25 on show. A good selection of Bullnose and Flatnose Oxfords and Cowleys were also on show.

Others clubs representing the Morris Vehicles Association were the Landcrab Club, The Morris Oxford Series MO and Wolseley 6/80 Club, the Wolseley Register, The Morris Commercial Club and, of course, the Morris Minor Owners Club.

There was quite a good autojumble section with parts on sale for mainly pre-war Morris's but other models were also covered. One stall that particularly impressed me was called "Classic Dynamo and Regulator Conversions" who were selling a full range of LED bulbs for your classic car. I bought some "flashicator" bulbs for the convertible which make the trafficators flash. As well as flashicator bulbs they sell a proper double dipping LED headlamp bulb as well as light boards to convert your rear lamps, allowing bright LED operation but with low power consumption. The bulbs are available in both 6 volt and 12 volt. They can be contacted on www.dynamoregulatorconversions.com or on 01522 703422.

We were entertained on the Sunday afternoon by the Thoresby Colliery Brass Band and very good they were too. This was followed by the prize giving which went on for quite a while as they were 15 classes for the Morris Register plus prizes for all the other clubs as well.



We had a really good weekend before heading onto Warwick for the rest of our holiday. Next year's MVA rally will be staged at Catton Hall, near Burton on Trent in Derbyshire in conjunction with the MMOC 40th anniversary rally on 2nd and 3rd July 2016.

The Story of the Tax Disc—Dave Walker

The road tax disc was introduced in 1921 as a receipt to indicate that excise duty had been paid for the vehicle on which it is displayed. When new, they had a margin or selvedge attached giving information enabling the counter clerk to fill in the disc correctly. The selvedge was then torn along perforations and discarded. The perforations were absent on some pre 1930 and some 1940s discs). The diameter varies slightly, but is usually 75mm. The information needed was as follows:

Mark	the vehicle registration number
Class	eg Bicycle, Private (<i>ie car</i>), Private and Light Goods (<i>ie vans etc</i>), Agricultural Machine, Goods
Make	eg Norton, Ford etc
Unladen Weight (uw)	in tons and cwt (goods vehicles only)
Capacity or HP	On early discs there is a box labelled "Seat Capacity". For Hackney Carriages (buses, taxis), enter number of seats, for motorcycles, cross out "seat" and enter the engine capacity in cc.
Rate	the amount of duty paid. This varied for type of vehicle, year and whether disc was for a whole or part year. It is often difficult to know the correct figure to enter.

Since their introduction, there have been nine different designs of tax disc.

	<i>Annual</i>	<i>Quarterly</i>
Type 1	1921-21	1921-50
Type 2	1923-38	-
Type 3	1939-50	-
Type 4	1951-56	1951-56
Type 5	1957-60	1957-60
<i>Annual, 4-monthly or six monthly share same design</i>		
Type 6	1961-78	
Type 7	1977-87	
Type 8	1987-93	
Type 9	1993-2001	

Type 1 Annual 1921-22 Plain background, no colour bands. Rare (had to be handed in when obtaining a replacement disc)

Type 2 Annual 1923-38 Security background repeating "ROAD FUND LICENCE" in tiny letters. This lettering has usually faded out on early discs.

The annual licences, but not the quarterly ones have bands of colour

Vertical in 1923-31, 1941-43, 1953-56

Horizontal in 1932-34 and 1944-46

Cross-shaped in 1935-37 and 1947-49

Diagonal (SW to NE) in 1938-40 and 1950-52

Between 1932 and 1949 the colours of the bands rotated regularly through red, green and orange plus light blue in 1925, violet in 1927 and dark blue in 1931 and 1954.

Type 3 Annual 1939-50

Almost identical to type 2, except background lettering now reads "MECHANICALLY PROPELLED VEHICLE LICENCE"

Type 1-3 Quarterly 1921-50

No background or coloured bands, but printed on coloured paper, changing every three months – light green, light blue, dark blue, buff, pink, yellow, orange and grey.

Type 4 Annual 1951-56

"VEHICLES (EXCISE) ACT 1949" around top margin, year vertical in centre replaces national emblems.

Type 4 Quarterly 1951-56

Same as the annual design, but without the background lettering or coloured bands. Printed on coloured paper, colour changing quarterly.

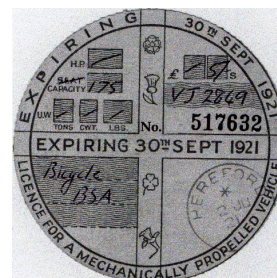
Type 5 Annual and Quarterly 1957-60

Complete re-design for both.

Type 6 1961-78

Another re-design to make copying more difficult. Licences now issued every four months instead of quarterly. Same design used for annual discs.

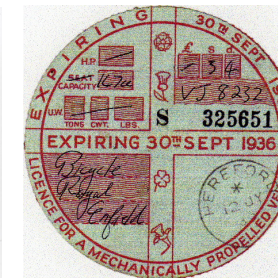
Quarterly discs were put on thinner paper and have not survived as well as the annual versions.



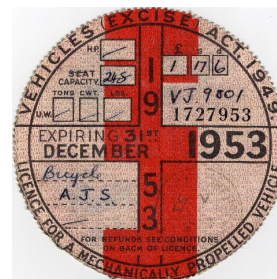
Type 1 Quarterly and Annual 1921-22 – the first disc issued



Types 2 and 3 Annual 1923-50



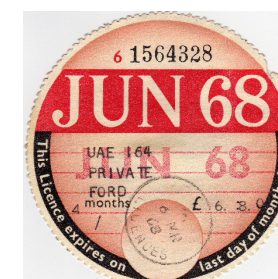
Types 1-3 Quarterly 1921-50



Type 4 Annual and Quarterly 1951-56



Type 5 Annual and Quarterly 1957-60



Type 6 annual and 4-monthly 1961-78

Acknowledgements to: "Great Britain Road Tax Discs 1921-2000" by Champion, Hitchings and Brice Published by the Revenue Society of Great Britain