

# LUBRI NEWS

THE OFFICIAL  
MORRIS  
LUBRICANTS  
NEWSLETTER

AUTUMN 2018



**MORRIS**  
LUBRICANTS

# TEST YOUR METAL

Metal can be recycled again and again without loss of quality, did you know that up to 80% of all metal ever produced is still available to use? And, now metal has been classified as a permanently available material because when a metal product reaches the end of its useful life the material is never lost through recycling, it is retained forever, including much of the energy and

original emissions used to produce it. In fact the metal packaging industry is a perfect example of contributing to a circular economy.

Metal has always been valuable and has always been recycled, metal packaging is in the material to material loop as metal can be recycled an infinite number of times, saving energy and resources and does not disappear or degrade.

## WHAT GOES AROUND, COMES AROUND LIKE METAL, THE MOST RECYCLED PACKAGING IN THE WORLD

Bauxite (Aluminium ore) and iron ore are mined from the earth's crust and processed into alumina/aluminium or iron/steel. Because the ores are mined, it is often said that natural resources are being depleted. However, an important point is missing from the story here; metals such as aluminium (Al) and iron (Fe) are elements and so cannot be destroyed. In fact planet earth has not suffered any loss of metal elements; they merely move location and appear in different formats and one of those formats are Morris Lubricant tins and barrels.

Aluminium and steel are materials that can be transformed into packaging and many other product applications including automotive, aerospace, construction etc. Once these product applications reach the end of their useful life, the aluminium or steel from which the product applications have been formed can be recycled and used again to make another product and it is the product (cans, tins, barrels, planes, trains or automobiles) that reaches the end of its usefulness and not the material in the case of metals.

***Metal sustainability is driven by recycling because recycling saves up to 85% of the raw materials and energy needed to make new metal.***



## CAN WE SAY THAT METALS ARE RENEWABLE?

The term "renewable" is usually only applied to natural resources and short-term systems such as trees and plants hence the focus is on responsible resource management (eg. forests).

The focus of metals is on responsible materials management, the materials themselves being a permanently available resource to be used again and again. Therefore, it is the distinction between renewable and non-renewable resources and an equally valid distinction to be made between permanent and non-permanent materials.

Here at Morris we use tin plate for all our barrels, tins and aerosols. So a barrel that has come through our filling line is delivered to our customer and could be back with us in a matter months which gives rise to a virtuous circle.



## ONLY RECYCLING WILL PAY OFF...

We encourage all of our employees and customers to recycle their empty old barrels, tins and aerosols to reach the target of overall metal packaging recycling target of 80% to be reached in 2020. Remember they must be empty or they can't be recycled!

So, the objective for the metal packaging industry and Morris lubricants is to aim and support the continuous life-cycle of aluminium and steel by boosting recycling and closing material loops even further.

Metals are a permanently available material and what is more sustainable than permanent?

And one additional point: recycling metals save between 70% and 90% of the original energy.

**TOTAL WIN WIN SITUATION!**



# Training Days



Educating our customers and consumers about oil is very important to us here at Morris Lubricants, we want to pass on our vast lubricant knowledge accumulated over the 149 years we have been in business to help customers choose the right oil for their vehicles or industry.

Our Automotive Product Manager, Adrian Hill of "ASK ADE" fame has developed a selection of training modules to help customers understand specific areas of lubricants and lubrication, so far we have had a fantastic response to these courses.

Our Theory of Lubrication courses are for individuals who want to extend their oil knowledge, or those of you who attended our Part 1 course and want to learn just a little bit more.

## THEORY OF LUBRICATION TRAINING

Engine Oils - In Depth

UPCOMING COURSE DATES:

Tuesday 16<sup>th</sup> October  
Tuesday 13<sup>th</sup> November  
Tuesday 11<sup>th</sup> December

**FREE TO ALL  
MORRIS LUBRICANTS  
CUSTOMERS AND  
THEIR EMPLOYEES**



*“Training our customers to understand specific areas of lubrication and lubricants is very important to us”*

If you would like some more information or would like to attend then please contact us at [marketing@morris-lubricants.co.uk](mailto:marketing@morris-lubricants.co.uk)



Morris Lubricants ambassador Rebecca Jackson offers a guiding hand to car buying in new TV series

Choosing between a modern vehicle or a classic car can be a difficult decision. The benefits of the latest technology versus the beauty of a classic. It can be a choice between head and heart.

Thankfully, Morris Lubricants ambassador Rebecca Jackson is on hand, presenting a new series on TV channel Dave where, together with Elo King (the owner and founder of The London Motor Museum), she will guide confused buyers to find their ideal car. Modern Wheels or Classic Steals will air for 20 episodes and promises to be entertaining television.

The channel has picked Rebecca to help front its new automotive show due to her extensive expertise, not just in her racing career but also her knowledge of the new and used car market. With 11 years running a car sales business, which she built singlehanded from scratch, together with extensive vehicle reviewing

experience – over 40 brand new cars every year since 2011 – the programme is certainly in safe hands.

“I’m very excited to have a show on Dave!” says Rebecca. “Shooting 20 episodes was a lot of fun, Dave is a great channel, and I can’t wait to see the results of our hard work.

“The entire show was great to film, and I loved every minute working on it. I really enjoy giving people ‘Rebecca Racer Hot Laps’, and I was lucky enough to give our buyer a few of these in a Lamborghini Gallardo. She absolutely loved it! It’s really rewarding seeing and hearing the pleasure someone has when I am driving them fast on the circuit.”

This year has been very busy for Rebecca. “It’s been a great year so far, and I have very much enjoyed working with all the different companies in the Rebecca Racer family of brands,” she comments. “As well as events with Morris Lubricants, I have shot car and road safety videos with Pertemps Driver

Training, M6 Toll videos and am working with Tropic Soul promoting healthy tropical smoothies. I’ve also shot a large proportion of the 40 video reviews I am doing for ‘What Car?’

One small part of this hectic year, and Rebecca’s work with Morris Lubricants was a visit to the company’s headquarters and manufacturing facilities in Shrewsbury. There, she took part in a meeting with the company’s sales force, seeing the company’s sense of fun working through every vein of its operations.

“The amount of laughter was certainly a standout moment from this meeting!” Rebecca says. “It was a serious meeting, and everyone means business, but if you can laugh and be positive throughout this, then you are definitely winning. And the Morris Lubricants team was a delight to spend the day with; there were great ideas, everyone had a voice yet this was interjected with laughter and jokes. I would call this the perfect atmosphere!



“I have very much enjoyed working with Morris Lubricants so far. I love seeing the logo on my race cars, thoroughly enjoyed giving the talk at Automechanika Birmingham and it was great to take part in a charity event showing off Modern Herbie. We still have lots more that we are doing as well.”

While some may look to slow down after a busy year, Rebecca is focusing on doing even more in the years to come. Alongside another series of Modern Wheels or Classic Steals to film, before the first series has even aired, and in addition to this, she is also talking to the production company about another television project, meaning she will be on our screens for a long time to come.

Alongside this, there is more work with What Car? and an inspirational range of children’s products and race retreats to be launched. And of course, there is a continued relationship with Morris Lubricants. As Rebecca says: “It’s exciting times!”

Modern Wheels or Classic Steals is on Mondays at 8pm on Dave and available to catch-up on UKTV Play

*Rebecca Jackson*





The British Truck Racing Association Championship delivered a feast of entertainment over the weekend of 8/9 September at Snetterton as the title race in both Division's endured further twists and turns.

Returning to action after more than a month away, the series descended on the Norfolk venue with both Ryan Smith and Luke Garrett looking to protect their healthy point's advantages at the summit of each class.

Entering the weekend having been the man to beat for a majority of the season, reigning champion Smith set his stall out early as he stormed to pole position in what proved to be a frenetic qualifying session. Topping the times with a blistering lap, the MAN driver converted his front row start into a commanding lights-to-flag victory.

Beating David Jenkins and Jamie Anderson to record his 18th victory of the season, Smith had looked like he would go on to dominate the rest of the meeting. That wasn't to be the case though as Simon Reid entered the winners circle in race two, edging out Anderson and Smith in a tense affair – one which resulted in the top three being covered by little less than a second.

Terry Gibbon then added his name to the long list of race winners with victory in race three of the weekend. Starting on the front row, the MAN racer jumped into the lead on the opening tour and was then never headed, whilst Smith clawed his way through the field.

With both Division's 1 and 2 combining for the final race of the weekend, sparks were always set to fly but former champion Jenkins proved to be in a league of his own as he made his escape to score victory. Behind, ten-time title winner Stuart Oliver had run in second place for a majority of the seven-lap encounter before Reid and Anderson made their way past the Volvo driver on the final lap.

Jenkins' victory in the finale meant that Division 1 saw four different winners from four races – underlining how competitive the championship is.

The 2018 British Truck Racing Association Championship continues on October 13/14 as the series heads to South Wales and the picturesque Pembrey Circuit for the penultimate event of the season.

*Dave Jenkins & Simon Reid*

## Diary Of A Teenage Racing Driver

I am just over half way through my first year in the Mini Challenge and it has been exhilarating but I can't believe I am already nearing the end of my first season. Being only sixteen, I am the youngest competitor in the Cooper Pro class. Moving into senior racing has been a huge step up from a junior formula. Drivers can compete in a junior championship until they are seventeen so I had the capabilities of staying in the JSCC for another two years. However, we chose to make the massive leap as soon as possible – it's a decision I'm grateful we made.

Obviously, being so young in a senior championship has meant that I am competing against adults who have a lot more experience than myself. Although this is the case, I feel as a team we have learnt and progressed quickly and I feel we are setting ourselves up well for next year. At our most recent round at Oulton Park in Cheshire, we were sitting 5th in qualifying up until the final lap. This is an indication of exciting pace and a testament to how hard everybody has worked so far.

Although moving into a new championship has been exciting and a great challenge, it has provided us with some difficulties. We have had a few teething issues with the car which is to be expected as it's a new build.



We have had a recurring ABS issue which has crept up on us on four out of the five meetings we've had. We have also had power steering failure too which unfortunately cut short our qualifying at Snetterton. Hopefully, our ABS gremlin is now fixed and doesn't want to say hello again any time soon! Obviously, these mechanical issues haven't meant that we have had to retire from races. However, it does mean that my lap times are slower when we have the ABS issues. Everyone racing the Mini Coopers are using the ABS at all the large braking zones as it's the fastest way to brake. Therefore, when I don't have the ABS, I have to resort back to my JSCC Saxo days with braking softly to avoid locking up the wheels. So even though the ABS issues haven't limited my track time, they have limited my potential.

This year overall has been a challenging one! I have been taking my GCSE exams – it's been difficult to focus on studying when you want to be racing! Thankfully, none of the Friday test days

before a race meeting coincided with any of my exams so I was still able to focus on school work without having to miss any test days! There was a six week break between the Snetterton and Silverstone meetings which luckily matched the five week exam period. Unfortunately, it is somewhat difficult to focus on algebra and photosynthesis when at the race track though!

For the remainder of the season, I hope to continue to progress as we have done already. My last race meeting is at Rockingham in Corby. I hope for some brilliant results there especially as it appears to be the last time we will get the change to race there. It's such a shame as I always really enjoy the track at Rockingham as it's quite technical – I will be sad to see it close.

I can't wait to continue this journey into 2019. I hope to do really well next year and have an incredibly successful season!

*Lydia Walmsley*

# A PROPER PARTNERSHIP

On the 13th June Morris Lubricants were just a little bit excited as Guy Martin, our brand ambassador, came to visit. We even cleaned the marketing office and much like a member of the royal family he obviously thought that our office always smells of shake and vac and new paint!

He spent the first part of the day touring the site and was introduced to all staff members and I imagine found himself in a lot of selfies! Once the tour was over he then took part in a Facebook live hosted by our Automotive Product Manager, Adrian Hill, where we asked questions that our social media followers had sent in.

After a much needed cup of tea and a spot of lunch he then joined Rob who initiated him in the finer points of oil blending followed by Amanda, one of our Laboratory Chemists, showing him how to test the oil that he had produced.

By the end of the day though he couldn't help himself and he had to get up close and personal with the Morris Sentinal Lorry which as you can see he couldn't resist getting underneath and taking a look at its workings.

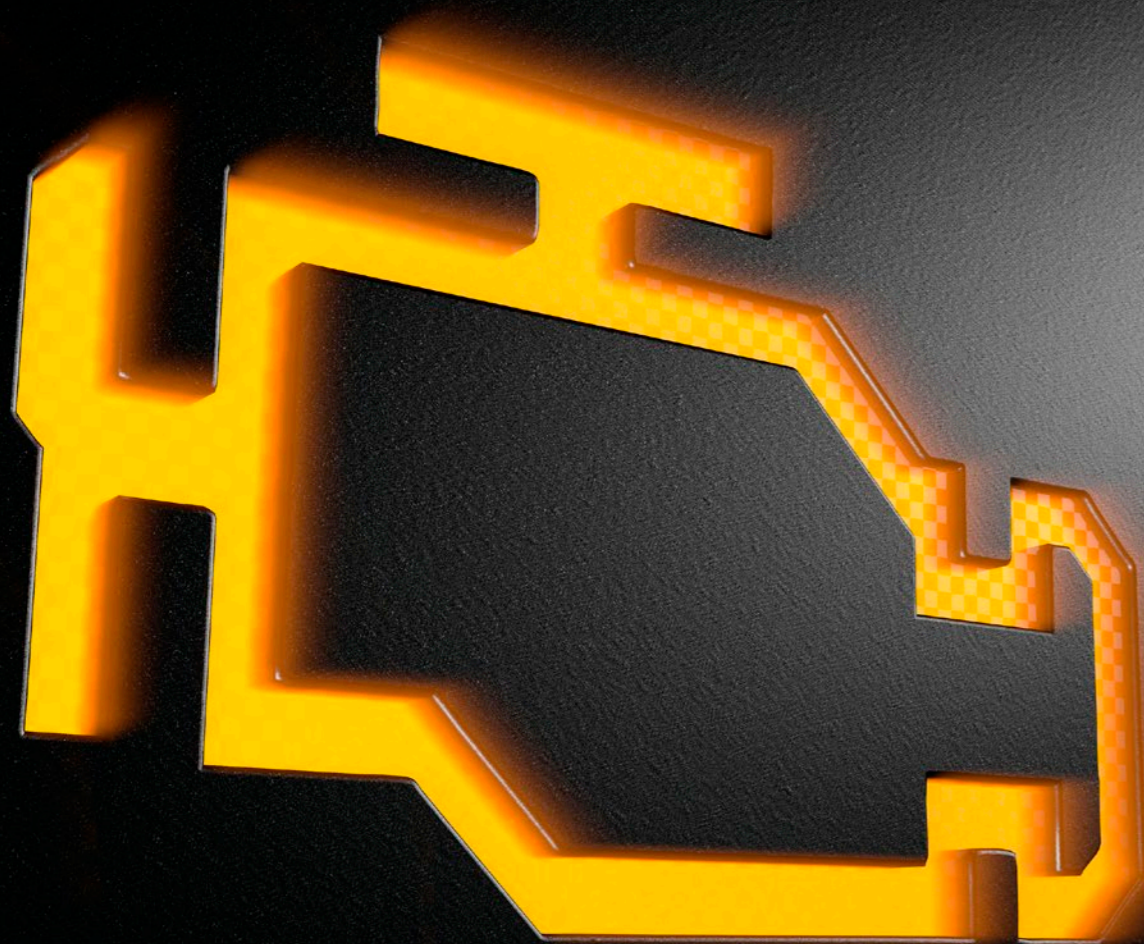
Guy said, "I just thought it was a few blokes in a shed in Shrewsbury, but to come here and see what goes into the blending and testing of the oil is amazing. I'd underestimated the whole Morris operation, but it's now an honour to be part of it"

"My view with regards to products is: if its serious in motorsport, then its going to be a good product to use in the commercial industry. and I probably wouldn't have taken Morris seriously unless I knew it was serious in the motorsports world. Anyway, I was asked to be a brand ambassador, was given a bit of oil for my shed, and I said "I'm in!"



“  
*It's an honour  
to be part of  
Morris Lubricants*  
”





# CAN YOU AFFORD TO USE THE WRONG OIL?

**YOUR NEW TECHNOLOGY ENGINE RELIES ON THE CORRECT OIL TO ENSURE IT'S WORKING EFFICIENTLY**

## PROTECT

### AFTER TREATMENT DEVICES:

Incorrect oils will affect after-treatment devices such as catalysts and diesel particulate filters (DPFs).

## OR

### ENGINES CAN SHUT DOWN:

If these decide to stop working effectively, exhaust gas emissions will be poor and the engine will shut down or run at reduced power.

## PAY

### EXPENSIVE REPAIR BILLS:

After-treatment devices are expensive to replace and are not covered by manufacturer's warranty if the incorrect oil has been used, even for top up.



Simply input the vehicle registration or select from a wide range of makes and models to identify the correct lubricants.

Scan me... ↗

[www.whatoildoineed.com](http://www.whatoildoineed.com)



*Like Guy, why not give our aerosol range a try...*

- MD4 Multi Purpose Maintenance Spray
- White Grease With PTFE
- Solvent Cleaner
- Solvent Degreaser
- Chain Lubricant Fully and Semi Synthetic
- Anti Seize Compound
- Carb Cleaner
- Surface Conditioner

**For a multitude of challenging applications...**

**For more information contact:  
01743 232 200**

# LESTER'S LOVE

What tales a 1964 Leyland Leopard coach, which has been converted into a racing car transporter, could tell if it had a voice? The vintage transporter now belongs to car and commercial vehicle enthusiast Lester Smout of Walcot, near High Ercall, who is busy researching its history.

He already knows that the coach started life with Cotters of Glasgow who organised tours across Europe. It was then purchased for £1,500 by David and Tim Llewellyn, known as the "Bentley Boys", in 1977 who transported expensive racing cars to events across the UK and Europe.

The 35-foot transporter was then bought by successful motor racer Martin Stretton, who used it to take his valuable cars to race meetings.

A group of model enthusiasts from Kidderminster were the next owners, using the vehicle to transport model displays around shows. When a friend heard that they were thinking of selling the transporter, he quickly alerted Lester who snapped it up.

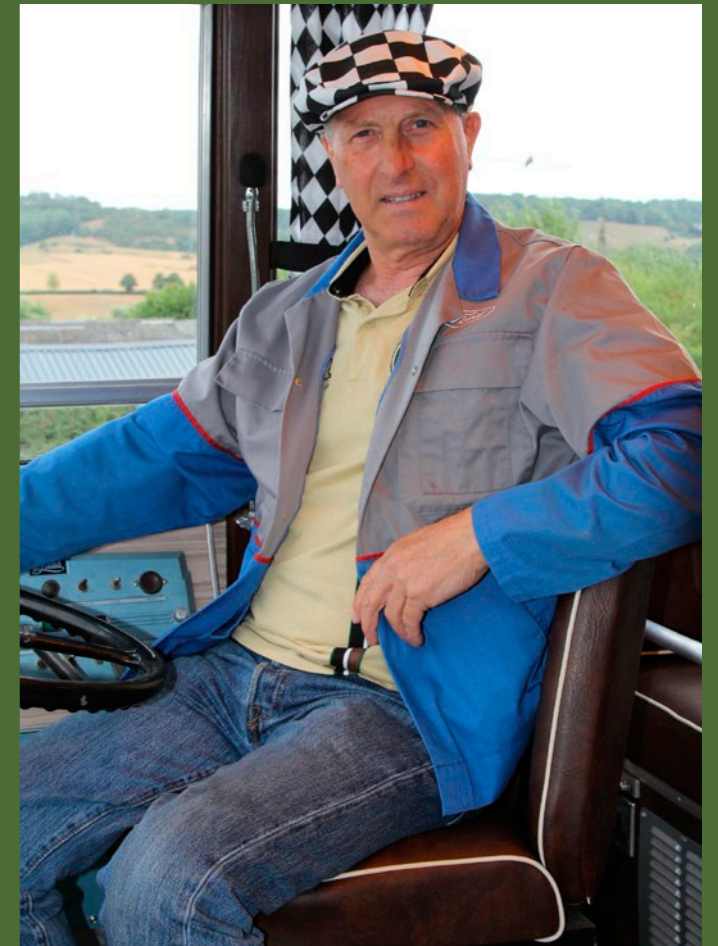
The retired builder has since spent eight years and around £15,000 restoring the transporter to its former glory and has converted it to accommodate two people when necessary.

He recently transported a Mark I Ford Escort to Loton Park Hill Climb for a friend to race and attended the Shelsley Walsh Nostalgia Event near Worcester, which is where we met up with him.

He now hopes to fill in the missing pieces in the vehicle's history jigsaw "You still see a lot of racing cars from years ago, but hardly any transporters," he said. "I love the vehicle and want it to be out there on display. It's a bit of beast with no power steering and you have to double clutch to change gear.

"I know that it has been to the Nurburgring in Germany, Montlhéry in France and Spa in Belgium but other parts of its history are missing."

“**Everybody says Morris Oils are the best you can get, so we always use it in our classic cars. Even the Transport Museum, Wythall advised us to use Morris classic oil in the transporter.**”



He's talking to us here at Morris Lubricants, about potential marketing opportunities as our brand is prominent on the transporter. The vehicle's 11-litre diesel engine runs on Morris Lubricants' popular Golden Film SAE30 classic motor oil. Lester and his racing friend, Glen Burgess, own a Lotus Cortina, a Lotus Elan, Mini Cooper S and a Lotus II replica and they all run on Morris Lubricants' quality oils.

"Everybody says Morris Oils are the best you can get, so we always use it in our classic cars," he said. "Even the Transport Museum, Wythall advised us to use Morris classic oil in the transporter."

Lester introduced himself to Morris at the 2018 Autosport event at the NEC as he uses Morris oil in his vintage vehicles. He totally amazed us by producing photographs and telling us all about the history of his Leyland Leopard coach.

He is a true enthusiast and we are hoping that we can work together over the next few years.

Watch this space!



## A GREAT DAY OUT AT SHELSLEY WALSH

Rita Alice

SHELSLEY WALSH



AYS 9B

# SOCIAL MEDIA

We are extremely social here at Morris Lubricants, we like to share all our news and keep you up to date with what's happening.

Like us on Facebook  
[/morrislubricants](https://www.facebook.com/morrislubricants)

Follow us on Instagram  
[@morrislubricantsuk](https://www.instagram.com/morrislubricantsuk)

Follow us on Twitter  
[@morrisoil](https://twitter.com/morrisoil)

Join us on LinkedIn  
[morrislubricants](https://www.linkedin.com/company/morrislubricants)

Watch us on YouTube  
[Morris Lubricants](https://www.youtube.com/MorrisLubricants)



[www.morrislubricants.co.uk](http://www.morrislubricants.co.uk)