Lubri *NEWS*

THE OFFICIAL MORRIS LUBRICANTS NEWSLETTER

SUMMER 2018

MORRIS LUBRICANTS

Next year Morris Lubricants will be celebrating their 150th Anniversary. To mark this momentous occasion we are embarking on a project to build a steam traction engine, but not just any engine oh no! We are building a Fowler B6 Big Lion Locomotive Talisman engine!

Morris are a fifth generation family company steeped in history and tradition, we are one of the largest privately-owned manufacturers of high quality lubricants in Europe, and we have a global reputation for delivering the highest of quality products. Our International reputation is underpinned by our unwavering focus on continual investment in product development to deliver the most demanding of applications and there is none more demanding than the Talisman Project

Alex Sharphouse who is a friend and customer of Morris had a dream, and that dream was to own a Talisman engine, a pipe dream some may say but Alex has been dreaming about this since he was a boy, however, it wasnt until Charlotte, his wife, got so fed up with him asking for a Talisman every Christmas she said "why don't you build your own?" Many a thing has been said in jest but this little comment sparked the imagination of Alex and he set about the task.

The original Talisman was built by John Fowler & Co., in 1926, there were 5 made in total for the famous road haulage company Norman E.Box in Manchester. These monster engines were used to move heavy goods in the early part of the 20th century and carried loads in excess of 100 tonnes across the country including, it's rumoured, parts for the Titanic and huge Lancashire boilers, whether this is true or not remains to be seen but the fire had been stoked and Alex was on a mission.

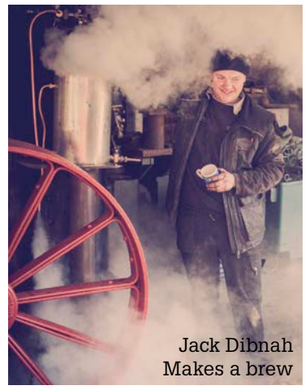
After much investigation on Alex's part he found out that John Fowler & Co (Leeds) Ltd, one of the leading manufacturers of steam traction engines throughout the 1800s and 1900s was up for sale so he thought "why not?" and bought the company. This meant he acquired all the original drawings for all the steam traction engines and fortuitously the drawings for his dream engine, the Talisman.

John Fowler was an agricultural engineer and inventor who was born in Wiltshire in 1826. He worked on the mechanisation of agriculture and was based in Leeds. He is credited with inventing the steam-driven ploughing engines. After his death in 1864, John Fowler & Co., was then continued by Robert Fowler and Robert Eddision. In 1886 the limited company of John Fowler was formed. The company built eight road going B6 Type Engines, Atlas, Vulcan. Talisman, Ajax, Titan, Despatch, Kitchener and Jix. Sadly they have all gone the way of the Dodo, until now that is.

Alex grew up idolising Fred Dibnah, for those who are too young to remember Fred, he was an English steeplejack and television personality with a passion for mechanical engineering, coincidentally Fred's sons Jack and Roger now work with Alex and the three of them make up the Talisman team.

So building a steam engine, where do you start? This is not just a case of popping down to your local garage and ordering the parts these have to be made from scratch using the drawings that Alex obtained from John Fowler.

This is an unbelievable task to undertake and a mahousive project! Many of the skills needed to make this type of engine have been lost and Alex, Jack and Roger have had to do a lot of research and learning on the job to enable them to start this build.


Jack Dibnah Makes a brew

Alex who owns Old hall Farm in Cumbria has his own workshop where he and the team have pored over drawings, built dies for casting and machined parts to put this beautiful engine back together.

Some original parts were discovered in a secure location in Dorset and with the help of Morris have been purchased and used on the build. Another great feature is the original number plate found and purchased by Alex so the Talisman is now road legal with the DVLA so he can pop down the shops for milk in it once it's been built.

TALISMAN TOUR
IN ASSOCIATION WITH MORRIS LUBRICANTS

Continued over...

Guy and Alex talking Talisman

To coincide with our 150th birthday celebrations we plan to take Talisman on a journey to mark this significant anniversary and bring together all the things that Morris hold dear, manufacturing, family, innovation and British heritage.

We have invited Guy Martin to join us in the manufacture of the engine and so far he has helped with the riveting of wheels and with the casting of the cylinder block, he will also be hopping on to the plate and driving the engine for part of the journey.

The plan is to start from Alex's farm as the brand new, and shiny engine rolls out of the yard and makes its way to Leeds where John Fowler Engines were originally made and link up with some other traction engines to send us on our way. We will then make our way across country linking up with companies who have helped us build this magnificient engine. This part of the journey will highlight the British manufacturing industry that is still thriving in UK. We will also be calling in on some Morris customers on the way to say "Hello".

We will then head to Stone in Staffordshire where we will meet up with Dave Jenkins,one of our truck racing ambassadors, and Alex's brother in law, and pick up his CAT European Racing Truck which the Talisman will then tow to a top secret location to try and break a speed record of 150 miles an hour We will also have a

"THESE GREAT MACHINES ARE NOW PART OF OUR HERITAGE AND NEED TO BE PRESERVED TO KEEP THE DREAM ALIVE"

tug of war between the Talisman and a modern Scania truck to see who can pull the largest load.

The final leg of the journey will culminate at our head office in Shrewsbury where we have celebrations a plenty as the journey comes to an end.

We will have a film crew following the progress of the manufacture and journey as well as a huge online presence from the start to the finish. We will have a dedicated page on our website following all the highs and lows as well as regular daily and weekly updates on the progression. Our social media accounts will be awash with news as well as joining up with local tv and radio on our journey across the UK.

Our progress so far can be witnessed at the Shrewsbury Steam Festival over the Bank Holiday weekend 26-27 August and the official launch will take place at the Classic Car Show at the NEC, Birmingham 9-11 November, 2018.

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.

Take a sneaky peek here at one of Adrian's talks given at the Automechanika exhibition in Birmingham.
https://bit.ly/2HCTitL

THEORY OF LUBRICATION TRAINING

Engine Oils - In Depth

UPCOMING COURSE DATES
Tuesday 11th September
Tuesday 16th October
Tuesday 13th November
Tuesday 11th December

Free to all Morris Lubricants customers and their employees

If you would like some more information or would like to attend then please contact us at **marketing@morris-lubricants.co.uk**

MLR Update...

MORRIS LUBRICANTS RACING

JENKINS THRILLS AT SPECTACULAR PEMBREY SPRING TRUCKFEST!

David Jenkins continued his strong start to the 2018 British Truck Racing Championship by claiming a tantalising victory and two further podiums, complimented by two further fourth place finishes at Pembrey, South Wales.

The Morris Lubricant ambassador qualified second before securing a fourth-place finish in Saturday's sole race aboard 'Gina', the ever-popular Black #69 MAN.

From scorching sunshine, Sunday's activities were initially hit with somewhat lower temperatures and rain, although that did little to deter spectators filling the banking around the circuit. The opening race of the day saw track conditions a little greasy and lap-times three seconds slower than the previous day. Jenkins carved his way through the field to secure his first podium of the weekend with a fine second place finish. Race two of the day was a brief affair with only four laps of racing complete after a major pile-up involving a number of trucks. The result was declared by officials with only a few minutes of racing complete, as marshals set about retrieving and clearing up debris. Jenkins avoided the melee to secure his second consecutive second place, collecting vital championship points in treacherous conditions.

As the grid set out on its formation lap for the penultimate race around the 1.46-mile circuit, the largely-missed sunshine reappeared offering a welcome solace from the pouring rain. On a drying track, Jenkins stormed to victory after a calculated drive, much to the delight of the spectators watching on.

The Stone-based driver continued his front-running pace in the final race of the weekend, securing the fastest lap of the day en-route to a fine fourth place, marking a significant championship points haul across the weekend.

"I'm really pleased with the results this weekend, we're still working on perfecting the set-up on the new tyres we're using, but it's heading in the right direction for sure." Said Jenkins.

"The team were faultless as ever and it was great to see so many spectators across the weekend.

The British Truck Racing Championship will now head over to the continent for round three of the season at the infamous Nurburgring (29th June -01st July 2018).

LYDIA'S DEBUT SEASON IN THE MINI CHALLENGE AT SNETTERTON

Snetterton in Norfolk was the most recent venue for Lydia Walmsley's debut season in the Mini Challenge. The circuit is the young drivers local venue and she had plenty of support as she competed during the weekend.

Friday practice saw her run into an issue with her brakes. This was soon traced to an ABS sensor and this was replaced ready for the race weekend itself.

Unfortunately for Lydia, her mechanical problems weren't over. She had been running in sixth position during qualifying when the power steering pump failed. This meant an early return to the pits just when the track was at it's fastest. This saw her drop down the order from sixth to end up in twelfth on the grid. It was very disappointing as she had been getting quicker with each lap and all track time is a big benefit as she learns the car and the championship. She would have to try and make up the places on Saturday's first race.

It rained heavily before the race but by the time the cars were about to take to the track it had slowed to a drizzle. However, the track was still wet. Lydia was unsure which tyres would be best. Was it going to start drying up or get wetter once more? The question was answered in the assembly area as it began to rain heavier. Wet's it was! Many of the other cars opted for a mixed slicks and wets choice, gambling on it drying up a bit. For Lydia, the more rain the better!

Unfortunately for Lydia, the rain eased once more and left the track not as wet as they expected, meaning she was not on the fastest tyre combination after all. This didn't appear to matter as she was already up to seventh on only the sixth corner of the first lap. She continued strongly through the first half of the race but unfortunately during the race the track started to dry. This caused her to lose pace on her full wet set up and she dropped a place to eighth. crossing the line in this position it had still been a strong performance with four places made up from her start position.

Sunday dawned dry and so Lydia and the team changed the set up.

Unfortunately this didn't gain the benefit everyone hoped but she still managed to take an eighth and a ninth from the days two races. Lydia explained that her upcoming exams at school have limited her testing time;

"That wasn't exactly what I hoped for at the start of the weekend but I was happy to get three top ten finishes when several other drivers fell off the track! I'm looking forward to getting my exams out of the way so we can focus on set-up more!

MLR Ambassadors...

MORRIS LUBRICANTS RACING

From left to right back row, Dan Rooke, Gareth Clarke, Dave Jenkins & Simon Reid
From left to right front row: James McDiarmid, Lydia Walmsley & Rebecca Jackson

Dave Jenkins & Simon Reid

British Truck Racing Championship	1-2 April	Brands Hatch	18-19 August	Lydden Hill
	21-22 April	Pembrey	8-9 September	Snetterton
	30 June-1 July	Nurburgring	13-14 October	Pembrey
	7-8 July	Thruxton	3-4 November	Brands Hatch
	21-22 July	Donnington		

Rebecca Jackson

Electric GT	Belgium	Portugal
	Netherlands	Italy
	France	Spain
	Germany	
	UK	

Lydia Walmsley

Mini Challenge Pro Class	14-15 April	Donnington	15 September	Cadwell
	12-13 April	Snetterton	29-30 October	Rockingham
	23 June	Silverstone		
	21 July	Oulton Park		
	25-26 August	Brands Hatch		

Harper Adams Racing Team

Junior British Rally Championship	10-11 March	Jedburgh, Scotland
	28-29 April	Carlisle, England
	22-23 June	Ypres, Belgium
	17-18 August	Derry/Londonderry, Northern Ireland
	13-15 September	Douglas, Isle of Man
	4 - 7 October	Deeside, Wales

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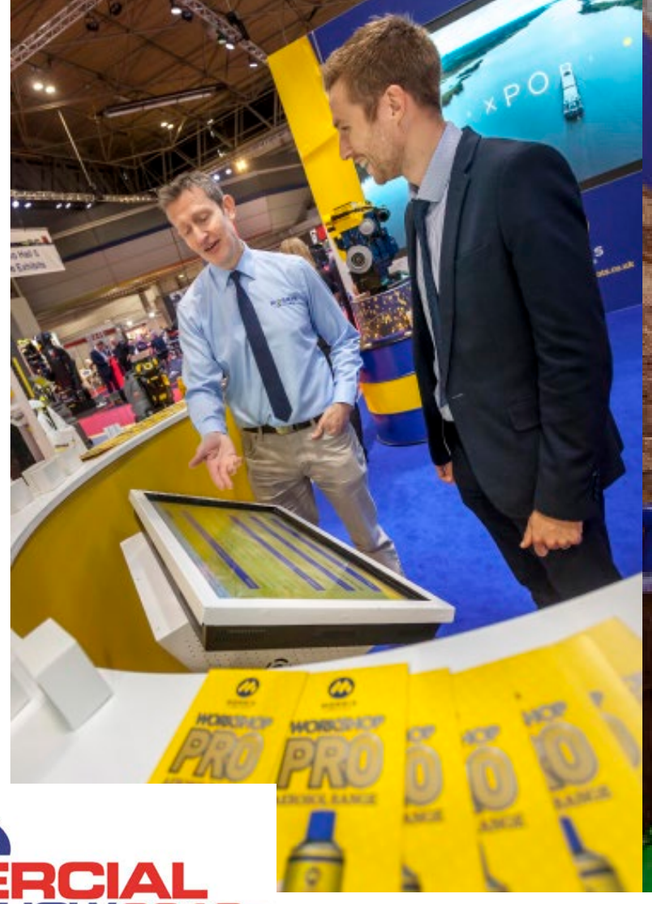


The COMMERCIAL VEHICLE SHOW 2018
24 - 26 APRIL
NEC · BIRMINGHAM

For those of you who didn't make it to the CV show where were you?

Our stand, even though we say so ourselves looked amazing!

The stand was split into two halves, one half (above) had a nod to our 150 years within the lubricants industry, with historical images and loads of retro tins and paraphenalia from our archives and the other half (to the left) had a giant LED screen showing our latest corporate videos, including our Guy Martin commercial vehicle video, the What Oil app was up and running and we also had our augmented reality engine, which if you didn't see it or get to marvel at its fabulousness then it will be making other appearances at future exhibitions.

EVENTS **CALENDAR**

EVENT	DATES	LOCATION
UK AD & Biogas 2018	11/07/18 - 12/07/18	NEC, Birmingham

automechanika
BIRMINGHAM

5-7 June 2018, NEC Birmingham

Automechanika took place between the 5-7th June and for this event we wanted to give customers a completely different experience, from the CV show.

Our stand, situated at the entrance of Hall 19 was resplendent in blue and yellow with two large led screens showing our brand new Guy Martin video especially for the automotive market, and our car of choice this year was an F4 kindly dontated by Wolverhampton University Racing Team. The university are one of the teams we provide oil for their racing throughout the year.

We gave two excellent talks within the Aftermarket Seminar theatre one from Adrian Hill, our Automotive Product Manager and the other from Rebecca Jackson one of our female racing ambassadors. Both were excellent and if you haven't seen them you can click below to take a look. Adrian's talk was "Engine oil, a glimpse into the future" https://bit.ly/2HCTitL and Rebecca gave a really positive talk about her journey to Le Mans entitled "Making dreams a reality" https://bit.ly/2sOKlZz

NEW SEASON,
NEW PRODUCTS

Multivis ADT VA 5W-30
Fuel Efficient Synthetic Technology

Synthetic technology lubricant, designed for use in the latest technology engines, including those fitted with exhaust gas after-treatment devices.

- Increased efficiency
- Outstanding fuel economy
- Provides extended oil drain capability
- Rapid cold start flow that reduces noise and wear
- High temperature deposit and anti-sludge control
- Low levels of volatility
- Increased film strength at high temperatures under all driving conditions

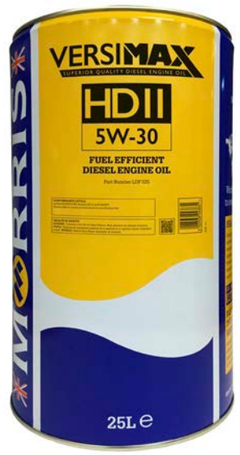
Available in the following sizes:
25L, Part no: VMX 025
5L, Part no: VMX005
1L, part no: VMX 001

Multivis ECO VB 0W-20
Fuel Efficient Synthetic Technology

High performance fully synthetic engine oil formulated to cope with the exacting demands of OEMs requiring low viscosity engine oils, in particular the Volkswagen Audi Group.

- Contributes to overall fuel efficiency
- Circulates rapidly from cold
- Strong oil film protects at high temperatures and under arduous work loads
- Ensures a high level of component cleanliness and operational efficiency

Available in the following sizes:
25L, Part no: EVB 025
5L, Part no: EVB 005
1L, Part no: EVB 001



Versimax HD11 5W-30
Fuel Efficient Diesel Engine Oil

A top tier heavy duty diesel specific engine oil that has been designed to meet the necessary chemical limits required to maintain the efficiency of exhaust after treatment devices, including: DPF's (diesel particulate filters), SCR (Adblue) / EGR NOX reduction systems, diesel oxidation catalysts (DOCs) and Adblue Slip-Catalysts.

- Highest level of rationalisation potential for mixed fleets
- Maintains efficiency of exhaust after treatment devices
- High level of component protection

Available in the following sizes:
205L, Part no: LDF 205
25L, Part no: LDF 025

To keep up to date with all of our latest products, why not sign up for our product bulletins. Just email **marketing@morris-lubricants.co.uk**

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ELECTRIC CARS,
MAJOR SOURCE OF CO2 EMISSIONS

Trailing tonnes of CO2 emissions, 120 weather scientists from 59 countries flew into Christchurch in March to add more hot air to the never ending discussions of the alleged causes and cures of the curse of climate change.

The intergovernmental panel on Climate Change Working Group on Land was enthusiastically welcomed by our Climate Change Minister, the Hon James Shaw, who promised New Zealand will achieve net zero emissions before 2050 by upgrading to 100 per cent renewable power generation and increasing the uptake of electric cars.

But the expectations that electric cars will solve the climate change problem are not supported by recent research or experience. Even just the manufacture of batteries for electric cars is not environmentally friendly.

The Swedish Environmental Research Institute, IVL Svenska, investigated the global-warming impact of lithium-ion batteries and found that for each kilowatt-hour of storage capacity, emissions of 150 to 200 kilograms of carbon dioxide are generated during the manufacting process.

The Nissan Leaf has a 30kWh battery and the Tesla Model S 100Kwh of power storage. So when you buy one or the other CO2 emissions of approximately 5.3tonnes for the Leaf and 17.5tonnes for the Tesla have already been released before they are driven even one kilometre.

An IVL researcher compared the CO2 emissions of average petrol or diesel cars and found one could be driven for 2.7 years before it matched the carbon dioxide emissions released in manufacturing a battery for a Nissan Leaf and 8.2 years for a Tesla-size battery.

...the expectations that electric cars will solve the climate change problem are not supported by recent research or experience. Even just the manufacture of batteries for electric cars is not environmentally friendly.

REAL WORLD

Recent reports in the New Zealand Listener suggest Leaf owners may be very lucky indeed if their batteries were still functional in 2.7 years as a number have been experiencing diminishing recharge capacity and a loss of range.

So by any measure, a classic-car owner still using a Morris Minor, or even an old Ford or Jaguar for daily commuting, in effect makes a much greater contribution to reducing CO2 emissions than any current or potential electric vehicle driver.

And research by the Australian Automobile Association has found that the 'real-world' performance of Prius hybrids does not match the promised results. The petrol consumption of the plug-in hybrid vehicle was 166% higher than the official figues with a full state of charge and 337 per cent higher when tested from a low state of charge.

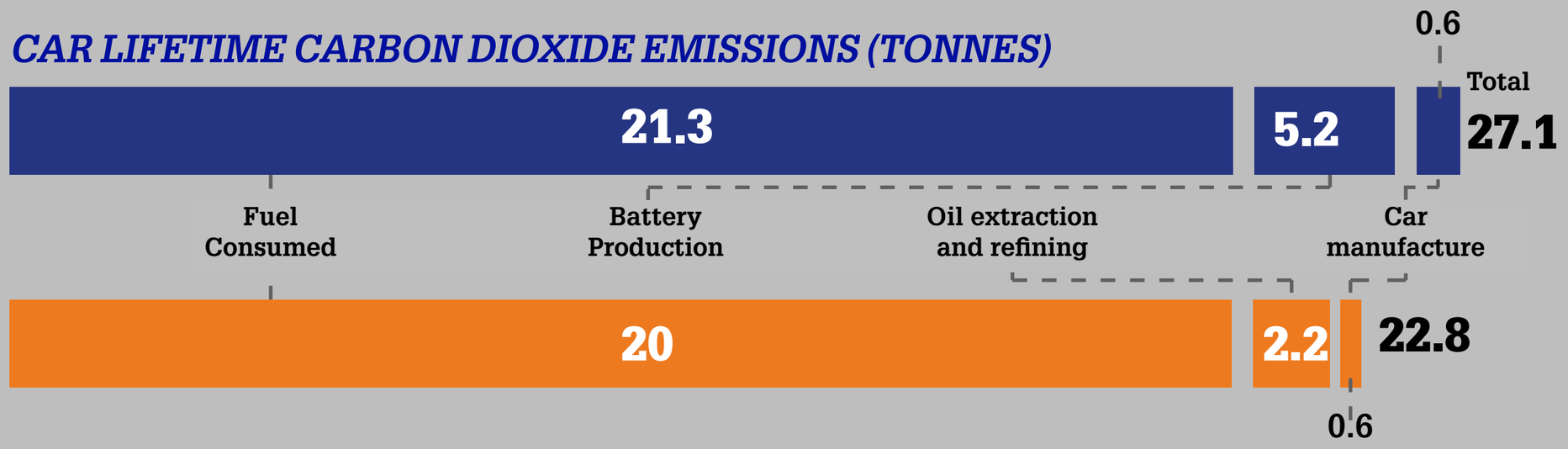
The Prius was one of around 30 passenger and commercial vehicles that failed to match their official test results when subjected to on-road real-world measurement of their emissions and fuel consumption. The AAA has been concerned about the growing discrepancy between the real-world fuel consumption figures and performance in laboratory tests to meet CO2 regulations.

On average they found the vehicles used 24% more fuel than was established in laboratory tests. Most came nowhere near meeting the EU standards with which they are claimed to be compliant, and the worst emitted four times more carbon dioxide and seven times more nitrogen oxides.

The Autralian tests also estabilised that keen environmentalists who are determined to reduce their carbon footprints, would be better advised to drive a Lamborghini or a Hummer than a Tesla. That is because in Australia and elsewhere around the world, 68% of the two million electric cars on the road are still dependent on coal power to charge their batteries.
So, with even our Climate Change Minister apparently misadvised as to the real benefits we can expect from converting to electric powered cars, there is both an opportunity and an obligation imposed on the FOMC and heritage motoring movement to ensure our precious fossil fuelled vehicles are not fruitlessly sacrificed to fulfil unachievable objectives.

Tesla Model 3

Fuel Powered BMW 320I



Roy Hughes, National Secretary NZ Federation of Motoring Clubs

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
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