

LUBRI NEWS

THE OFFICIAL
MORRIS LUBRICANTS
NEWSLETTER



SUMMER 2020



MORRIS
LUBRICANTS

We have everything available, and we are ready to deliver..

Coronavirus (COVID-19) has affected all of us and that's why – whether they are working from home, on the factory floor or out on the road – every single member of the Morris Lubricants family is doing their bit to keep our country moving. Safely and reliably.

“As each day unfolds, we face new challenges, but our priority is to protect people; our staff, their families and our customers,” says Chris Slezakowski, managing director of Morris Lubricants.

“We have ongoing obligations to provide oil and lubricants to those that rely on us. In the last week we have shipped to three ambulance services and two police forces, so that they can carry on doing what they need to do.”

As part of a complex supply chain that services a variety of sectors – including medical supply vehicles, agricultural vehicles, freight and food distribution companies – Chris emphasises how important it is that the company continues to operate at full capacity to “keep everything from air ambulances to tractors and trucks transporting food, fully mobilised” during the pandemic.

To make this happen, whilst doing everything in his power to reduce the risk that coronavirus poses to the Morris Lubricants workforce, Chris has overseen the rapid implementation of new company protocol.

“From day one, we took great care to listen to what the government instructed, and followed it precisely,” says Chris.

“With the support of our IT department, we had the foresight to purchase some equipment just as COVID-19 became an issue, so when we were first alerted to the need for our team to work from home we accelerated our roll out of VOIP phones.”

“This means that every phone in the building is now capable of being physically elsewhere, but digitally ‘present’ on our system. A customer can call the usual telephone number and still be answered in the same way, by the same team, despite the phone being relocated to a member of staff's home.”

During the workday, teams keep in touch with regular video meetings and are able to access in-house systems through a secure VPN on a computer that has been provided, and set up, by Morris Lubricants.

*“As each day unfolds,
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“While many of these facilities are not new, the speed of take up by our business was dramatic. We went from an office-based business to full remote working in less than a week without any interruption in service.”

Elsewhere in the business, where remote working is not possible, person-to-person contact is being limited and the frequency and intensity of cleaning at all sites has been significantly increased.

“Most of our manufacturing process is computer controlled, and because many of our machines are forty or fifty feet long, people don’t have to work side by side on the production line.”

Morris Lubricants drivers have also been issued personal protective equipment (PPE) to safeguard against infection, and the specific delivery requirements of each customer are being observed whilst implementing social distancing measures. The 48 hour period from order to delivery continues to be met.

As part of the national effort to prevent the spread of coronavirus, Morris Lubricants has pledged to manufacture,

bottle and distribute tens of thousands of litres of hand sanitiser using a World Health Organisation approved formula.

The Production department responded to this urgent call – without compromising their usual 750,000 litre output of product per week – and the new hand sanitiser, which is available as part of the Workshop Pro Range, is already being freighted in 500ml bottles to key workers and clients on the front line up and down the country.

“We gave a litre of our first batch to every member of staff,” says Chris.

“We want to meet our obligations, legally and morally, so the company, the family, also decided we’d have our own furlough scheme which is more generous than the government scheme.”

Recognising that these are also difficult times for the UK’s Heritage and Steam Railway Fraternity, Morris Lubricants has launched the Heritage Railway Support Scheme.

“The family has a huge empathy with the steam fraternity so we are inviting all of the heritage railways to write in and tell us what they need. We will help them out

where we can, that can be anything from discount on oil, to financial support.”

Chris admits that these have been some of the most challenging and dramatic few weeks of his working life to date, but it’s the early retirement of a colleague, days before lockdown, that stands out as one of the most symbolic and poignant moments.

“After 47 years of service, his colleagues – standing two metres apart – gave him a corridor of applause as he left the building. As he walked up to the gate, all I wanted to do was shake his hand, but I couldn’t, so just a couple of elbow bumps had to do.”

‘Once this crisis has passed and we have returned to a new normality we will bring him back for a proper celebration to thank him for his dedication since the age of 16, to allow his colleagues past and present to wish him all the best, and to shake his hand.’

Stay up to date. Our website and social media channels are a great place to stay up to speed with the latest news about our services. Please follow us on Facebook, Twitter and Instagram or visit morrislubricants.co.uk





MORRIS LUBRICANTS £1.6M TO DEVELOP

Morris Lubricants, one of the UK's leading independent lubricants companies, has announced a £1.6 million investment programme at its Shrewsbury headquarters.

The company, which celebrated its 150th birthday last December, has received the green light from its board for two major projects to improve production and reception facilities.

The first project will see production lines brought together in one location at the Castle Foregate works, and a brand-new array of storage tanks installed to serve them.

“Workflow and material handling will be optimised and blending facilities will be enhanced to enable us to make smaller volumes of lubricants more efficiently,” said Managing Director Chris Slezakowski. “This will meet the needs of a changing market where our range of premium products is a key strength.”

The second project will refurbish and upgrade the reception area of the company's offices to provide up-to-date meeting facilities befitting a leading supplier of premium lubricants.

Both projects will be led by Steve Reading, Group Engineering Manager, who last year designed and managed the installation of a new, £300,000 digitally controlled bulk filling line.



WANTS TO INVEST IN NEW FACILITIES

“The time scale for completion of the production facilities is around two years because it’s important that we maintain supplies while carrying out the work,” added Slezakowski.

“We will be relocating stores, production lines and workstations to free up space to build the new facilities. The reception area project will be completed much quicker.

“I am excited about the board’s confidence in the business and the benefits that these investments will bring to the long-term future of Morris Lubricants.”

The current Covid-19 outbreak may have delayed this process and there will be a review in July to see how it can progress. It demonstrates though the constant necessity to think forward and the company’s resurgence to come out of this crisis stronger and more efficient than ever. The company is also expected to announce plans, later this year, to develop its sister business GB Lubricants in Gateshead.

In addition to the new bulk filling line, Morris Lubricants also invested £150,000 last year to improve its delivery service, ensuring that most customers receive their orders within 48 hours.



Executive Chairman, Andrew Goddard (left) at Charity launch in 2019

COMPANIES RAISE £15,000 FOR GUIDE DOGS FOR THE BLIND

Three sister companies have combined to raise £15,000 for Guide Dogs for the Blind by organising a series of fundraising events and activities.

Morris Lubricants and Morris Leisure, both based in Shrewsbury, and GB Lubricants in Gateshead are delighted with the total, having originally set themselves a £10,000 target.

The companies signed up for one of the Guide Dogs for the Blind's 'Learn' packages, which involves adopting and naming a guide dog puppy and funding its two-year programme of training and development. The name chosen for the companies' adopted guide dog is Morris.

Sharne Kirkwood, Corporate Partnerships Executive at Guide Dogs for the Blind, thanked the three companies for their "amazing support".

"Their fundraising will pay for the first two years of training for a guide dog puppy, aptly named Morris," she said. "£10,000 will go to support Morris from birth, throughout his first year with his puppy walking family, exploring the world and then going on to train and qualify as a life-changing guide dog in his second year.

"The other £5,000 will support the equipment Morris will need, such as the iconic white harness as well as the matching process and final qualification training with a person who is blind or partially sighted.

"It is an incredible journey for all our guide dogs and our service users. The three companies have helped to change someone's life."

Andrew Goddard, Morris Lubricants' Executive Chairman, said: "It has been a huge team achievement to raise £15,000, which surpassed our target, for Guide Dogs for the Blind.

"We are proud that we have raised enough money to train one guide dog puppy and match him with a person who is blind or partially sighted.

"There are almost two million people in the UK who are living with sight loss, which has a significant impact on their daily lives. Many of these people rarely leave their homes alone, which means they can sometimes lead lonely, isolated lives.

"If the money can help to prevent at least one person from being left out of life, then all our efforts will all have been worthwhile."

All the fundraising effort for Guide Dogs for the Blind coincided with Morris Lubricants' 150th birthday, the company and its sister businesses pulled out all the stops, with successful raffles, competitions and a charity football match held.

Mr Goddard himself was sponsored to climb Mount Snowdon blindfolded for the cause, rating it as one of the toughest challenges of his life. He was supported by his family and work colleagues.

CHARITY QUIZ NIGHT PROVES TO BE A HUGE SUCCESS



The Charity Pub quiz in January 2020 before Covid-19 & Social Distancing guidelines were in place

In January, Morris Lubricants, Morris Leisure and GB Lubricants announced that their chosen charity for 2020 was to be Make-A-Wish UK. Before COVID-19 hit and affected fundraising, we were delighted to raise £135 by hosting a Quiz Night and Millie Rogers from the Export Department was successful in raising more than £150 over two days of selling cupcakes.

Morris Lubricants and Morris Leisure hosted a Charity Quiz Night in Shrewsbury and it proved to be a huge success.

Albert's Pour House, which is based in Shrewsbury, hosted the evening, where nearly 40 employees took part in the quiz and tested their general knowledge against each other, with the 'Quizzee Rascals' emerging victorious. Another local company, Jenny's Catering, provided food for the evening.

Andrew Goddard, Quizmaster during the evening and Chairman of Morris Lubricants, commented: "The evening was a fantastic success, which was enjoyed by all of our employees in attendance. It was particularly pleasing to have three local companies join forces to put the evening together, so a special thank you must go to Albert's Pour House for allowing us to use their facilities and Jenny's Catering for providing the food for the evening. We are excited

to be organising many events throughout the year and raising as much money as possible for Make-A-Wish UK".

Before the Covid-19 crisis there were many events planned for the year including employees participating in a parachute jump and five-a-side football tournaments, an employee running the Edinburgh Marathon, another running the Great North Run and a Summer Party taking place at one of its sister companies (Morris Leisure) caravan parks.

Although we may have suspended these fund raising ideas for now, we plan to bring them back in the future and raise as much money as possible for this great cause.

PROUDLY SUPPORTING

Make-A-Wish[®]
UNITED KINGDOM



Paterson Enterprises are welcoming donations to sponsorship from all, and you are able to sponsor the company here:

www.justgiving.com/fundraising/morris-gb-lubricants-not-all-heroes-wear-capes



ENGINEER'S DREAM TO RECREATE TALISMAN STEAM ENGINE CAPTURED IN FILM!

Cumbrian engineer Alex Sharpouse has achieved his dream of building a classic 20th century steam engine from scratch.

For six years, he was a man with a mission: to recreate Talisman, a Fowler B6 Big Lion Road Locomotive, the 'King of the Road' of its era, capable of hauling loads in excess of 100 tonnes.

Now Alex's journey to re-create Talisman has been captured in a mini-series of films to be shared on Facebook and YouTube in June called "How to Build a Steam Engine with Morris Lubricants".

Shrewsbury-based Morris Lubricants, one of Europe's top independent oil blenders and the company's brand ambassador Guy Martin supported the mammoth task taken on by Alex, 39, who lives at Bouth, near Ulverston in the Lake District, and his small team of enthusiasts.

Only five Fowler B6 Locos were ever made, of which Talisman was one, and the last time one of these steam engines was built was in 1931. Included in the loads Talisman hauled around the country were huge Lancashire boilers.

"I had always wanted a Fowler road loco, but it had been impossible to find the exact one that I wanted, so my wife said: 'Why don't you make one?'," explained Alex, who has been fascinated by steam engines since childhood.

"We are proud to be associated with Morris Lubricants, a British company with such history and style and their support comes from the heart"

He grew up idolising Fred Dibnah, the late steeplejack and television personality who had a passion for steam and mechanical engineering. It was fitting that Fred's sons, Jack and Roger, were part of the Talisman project team.

The story began when Alex bought the company name of John Fowler & Co (Leeds) Ltd, leading manufacturers of steam engines throughout the 1800s and 1900s, who built the original Talisman. The firm supplied its engines to the famous road haulage company Norman E Box, Manchester.

Having acquired the original drawings of Talisman, Alex got the project off the ground with funding from Morris Lubricants, who supported him throughout.

The ambitious project was given a massive boost in 2017 when Alex tracked down and bought a collection of the original Talisman parts from the family of a late collector in the New Forest.

“The paper trail revealed that the original Talisman had been involved in an accident and broke its crank while owned by Pickfords,” explained Alex. “It’s fantastic that we were able to buy these parts, which are a direct connection to the original Talisman.

“In terms of the project, it probably didn’t save us much time because we still had to clean the parts and make good what was worn out. But it was a massive boost and also quite intimidating to have had an original part to work to.”

Because the new engine has some original parts, the DVLA agreed to let Alex register it as Talisman after his painstaking detective work.

Following investment of around £250,000 and years of hard work and challenges recreating the vast majority of Talisman from scratch, Alex unveiled the impressive finished product at Shrewsbury Steam Rally last August to rave reviews and TV coverage.

“The new Talisman exactly matches the original engine, but we have used modern technology to build it, such as laser cutting and 3D moulding,” he explained. “The next generation is not going to be building steam engines; they will be restoring i-pads.

“Give it another 100 years and people are going to be talking about the Talisman as we talk about Stevenson and Brunel. I am a greater believer in Great Britain and keeping the traditional skills alive. We have built something that is going to be here for years and generations to come.”

The new engine weighs 20 tonnes, has back wheels seven feet high, has a nominal 10 horse engine (not to be confused with brake horse power), the equivalent of a very large, modern lorry, a top speed of 20mph on the road and a boiler pressure of 200 PSI. Unusually for locomotives of the time, it is fully sprung.

Future plans include demonstrating the steam engine’s capabilities by pulling a 100-tonne load, just like the original Talisman and a promotional tour in association with Morris Lubricants.



The new Talisman steam road locomotive

“We are proud to be associated with Morris Lubricants, a British company with such history and style and their support comes from the heart,” said Alex. “It’s a perfect match and the company genuinely believes this was a great thing to do.

“Because the owners are steam enthusiasts, the company was quick to provide extra funding when I found the original Talisman parts. The support from Morris has been fantastic because they have been in business for 150 years and produce high quality products, including oil for steam engines.”

Guy Martin enjoyed contributing to the Talisman build and was very enthusiastic about project. “When I saw the engine for the first time, I thought it was cracking,” he said. “Then I thought who younger than me or Alex is doing this type of thing.

“If we don’t do it, the next generation will be resurrecting spectrums rather than bugging around with steam engines.”

Morris Lubricants’ executive chairman Andrew Goddard said: “It was a massive undertaking to recreate what in the

steam world is a legendary engine but, knowing Alex and the high standard of his work, I was in no doubt that Talisman would be spot on.

“As a company with a heritage in steam, we are very proud to be associated with this venture and have some exciting plans to promote Talisman when the Coronavirus pandemic has cleared.”

Members of the Goddard family are keen steam enthusiasts themselves, owning two Burrell traction engines and a Sentinel steam waggon. Andrew’s brother, Edward, is Shrewsbury Steam Rally chairman and their parents, David and Diana, are directors of Morris Lubricants.

Morris Lubricants has been manufacturing lubricants in Shrewsbury since 1869 and is now recognised as one of Europe’s leading oil blenders and marketers, with a reputation for quality and service.

The “How to Build a steam engine with Morris Lubricants” mini-series will be released on Morris’ Facebook and YouTube Channels in June.

LYDIA SIGNS UP FOR 2020



“I’m excited to be broadcast live on TV, but when I’m racing, there are no distractions”

Humbled by her global following, but impassioned to stand out on track, 18-year-old Morris Lubricants racing ambassador Lydia Walmsley is not to be underestimated.

Competing as a Morris Lubricants racing ambassador for the third year running, Lydia Walmsley has already secured an off-track victory this season.

Days before blowing out the candles on her eighteenth birthday cake – topped with a mini version of herself and her Mini Challenge race car – Lydia received the Jean Denton trophy. The award is given for overall best performance by a competitor in her first year of full membership by the British Women Racing Drivers’ Club.

“I try not to compare myself to others, the majority of people my age are on

very different paths to me,” says Lydia, who was due to take her A Level exams this summer.

“It’s difficult to juggle everything that comes with racing along with school and social life. There’s a lot more to it than meets the eye; working on press releases, social media content and raising sponsorship, it all occurs before I even make it to the track. My biggest fear is running out of money before I achieve my dreams.”

With her exams cancelled due to the coronavirus outbreak, Lydia is unsure how her final grades will be calculated, but it hasn’t dampened her determined spirit.

“My predicted grades and mock exams went well, so fingers crossed the end results will be just as good!”

Lydia made her Mini Challenge Championship debut at sixteen, before she was even allowed to drive a car legally on the road. At seventeen, she

entered the season for a second time without a podium, but a combination of “perseverance and hard work” saw her complete it with five – including her first race win.

“It was the last race of the season, and I won from the front row of the grid. Hopefully this year, or next, we, as a team, can achieve victories that are even more rewarding – perhaps from a reverse grid position where we have to fight through the pack. I’m raring to go!”

Whilst totting up practice laps in the Cooper Pro class at her home circuit, Snetterton, Lydia took members of the Morris Lubricants team out for a spin to show them how she intends to beat her 2019 championship fourth place position.

“People look at a little Mini Cooper and underestimate what it can do on the circuit, especially with slick tyres, so I think it came as quite a shock – in a good way!”

When she's not behind the wheel, Lydia works hard behind the scenes to make sure she, and the car, are as unbeatable as possible. Together with her mum, Hilary, instructor Joe, and mechanics Mike (Lydia's dad) and family friend Dave, she studies data that's collected during each drive. Scrutinising past race performances is also vital to devising tweaks that could secure a victory.

"My support network is amazing, but the best thing about the motorsport community is that there are some very loyal fans, I recognise people that appear at every race meeting. The first time a young fan asked to sit in my car for a picture and an autograph was surreal! I'm just an ordinary person!"

Before Motorsport UK's decision to suspend all motorsport events until at least 30th June, Lydia had been preparing for two high profile weekends of racing this season – the first at Thruxton on the 16th and 17th of May, which has been postponed, and second at Silverstone International on 26th and 27th of September. Both were due to be broadcast live on ITV4, giving Lydia the chance to reach a new audience beyond the grandstand.

"I was really excited, it would have been a brilliant promotional opportunity for my team and my sponsors! I would be lying if I said I wasn't gutted. Racing is what I love to do most, however, the health and safety of my family, friends and everyone in the UK is far more important to me than going to have a play in our race cars."

The British Touring Car Championship are hoping to reschedule as many dates as possible, but Lydia is managing her expectations with a level-headed approach.

"Who knows if we will get the opportunity to race at Thruxton with the BTCC, we'll just have to play it by ear. I still have hopes for September, but it seems such a long way away from this point. Nobody knows how long this pandemic will last so we'll just have to wait and see. But, when I do get to race again, there will be no distractions. It is just me, my car and the other competitors on track."



Until then, Lydia is helping her dad to build a brand new race lorry in their front garden, and continues to build her global following through social media. She regularly receives likes, comments and messages from people who use Morris Lubricants products from different parts of the world.

"Morris Lubricants export to over 90 countries, so to be involved with such a massive company who are doing so well is a privilege. It takes you by surprise when people interact with your social media posts from the other side of the globe."

"In light of the current situation, I've aimed to give a positive message on social media. If I can brighten someone's day that would be mission accomplished!"

Spending more time online than on track, Lydia is doing what she can to make sure she's fully ready to go when she gets the green light

"It could be a week before we race and we need to be ready! I'm committed to keeping up my training going as best as I can using a simulator – it's not quite as good as the real thing, but it's a pretty good substitute."

"It's an honour that Morris Lubricants put their faith in me as both a racer and an ambassador to promote their brand, and we are keeping in close contact during this strange time."

What would you like to tell motorsport fans during this tough time?

Sit tight! We will be racing at some point, even if that is not until next year and we will enjoy and appreciate every second much more than we ever did before when it returns!

Describe yourself in three words

Ambitious, driven, humble.

Favourite piece of Morris Lubricants merchandise

The umbrellas! Typical British weather meant it rained at every single race meeting we had last year. Using their umbrellas allows my race suit to stay dry to avoid fogging the windscreen when I get in to race.

Biggest lesson of 2019

Croft's first corner kerb is not to be messed with!

Will it always be about the Mini?

Fingers crossed, next season I'd love to be racing a JCW Mini which is the next step up from where we are now. However, my ultimate goal is the British Touring Car Championship. There aren't currently any Minis in the BTCC so it would be amazing if I were able to be one of the first! But I'm not limited to Minis, if the right opportunity came along further down the line, I'd love to take it!



ASHLEIGH PREPARES IN UNCERTAIN TIMES

“I don’t ever feel fear in a rally car”

Rally driver Ashleigh Morris loves wearing a Morris Lubricants beanie hat – handy when ice driving in Finland – but her approach to competing is far from soft and fluffy. This season the Morris Lubricants racing ambassador is taking her career to the next level, and wants other female drivers to do the same.

The car launched into the air, rolled three times and hit the barrier. It was a dramatic retirement for Ashleigh Morris when she clipped a tyre on Knockhill’s Arnold Clark chicane during 2018’s Motorsport News Circuit Rally Championship, but recovery meant one thing – putting in more seat time.

“I couldn’t wait to get back in the car,” says Ashleigh, who drives a 1600cc Ford Fiesta R200.

“I don’t ever feel fear in a rally car, if I did it would hold me back. My biggest fear after was that I wouldn’t do well in the next event and that it would affect my driving, but now, not knowing when I’ll next be able to compete due to the coronavirus pandemic is one of the toughest things.”

“It has had an unprecedented effect on championships globally, we are not only living through a significant moment in history, but in motorsport history too.”

In 2019, the Scottish-born driver made a formidable return to the MSN Rally championship at Knockhill, securing a class B win, finishing 15th overall and beating much faster cars in the class above. To maintain momentum, she then found a new way to take her skills to the next level.

“I went ice driving in Finland,” says Ashleigh, who received tuition in sub-zero conditions from Matt Edwards, the current British Rally Champion.

“It helps to identify areas of your driving which you need to work on as you can’t get away with any mistakes on that surface. It was a lot of fun, with a few spins, but I learnt a lot of new techniques.”

Going to this extreme paid off. In March, heavy rain at Donington during the MSN Rally championship gave Ashleigh the opportunity to exercise her talent in testing conditions, and with the coronavirus crisis escalating, measures had to be taken to make sure it was safe for everyone involved.

“We passed the two cars who started ahead of us on stage one, finishing that stage just one second off the class leaders over a nine minute stage. We were delighted to finish 2nd in class, which also secured us 2nd in class B in the championship and 9th overall – my highest finish to date in the overall championship.”

"The race organisers put sufficient measures in place to allow it to happen – for example by emailing competitors instead of holding a competitors' briefing on the morning of the event."

Just over a week later, Ashleigh was readjusting to life in lockdown, and dealing with the disappointment that Donington could have been her last rally of 2020.

So far, three events have been cancelled – Ashleigh's closed road rally debut at the North West Stages, Clacton in April and the Jim Clark in May.

"This year the organisers of the North West Stages had 100 entries in 11 minutes so I felt really lucky to have secured an entry. I was ready for the challenge, but we had no idea how bad coronavirus would become and how many events it would effect. I hope we will be able to compete later in the year, but at this stage I don't know."

Ashleigh and her team have devised a plan B, which includes bringing forward the rebuild of her Ford and adapting her rally prep routine.

"Nothing comes close to time in the car, but I'm doing what I can. A lot of racing drivers are training on simulators, but unfortunately I don't have one at home so I've been watching as much of my onboard footage as possible, and that of others, to see what I can learn. I've also been looking at pacenotes and recce DVDs."

With an uncertain season ahead, Ashleigh is not only drawing strength from her co-driver "we win and lose together, and we've been keeping in touch on a regular basis," but also Morris Lubricants.

"Morris Lubricants are continuing to support me by promoting our ongoing partnership on social media and their website," she says.

"It's vital that we work with partners who can supply the best products to keep the rally car in the best condition. It can be quite intense, with events every other weekend, so we don't have a lot of time in-between rallies. Working with Morris Lubricants allows us to change the oil after every test or

rally. They used to support the Drive DMACK Fiesta Trophy featuring Fiesta R2 cars so it's great that they have knowledge about the type of vehicle that I drive," says Ashleigh, a member of the British Women Racing Drivers Club.

Keen to see the balance of men and women in motorsport equalise, and encouraged by initiatives that are designed to get more women involved, including Dare to be Different and the new W Series, Ashleigh has reservations about female-only races.

"I don't agree with series just for women, we are capable of competing alongside men and should be encouraged to do so. I can see the appeal of W Series for the women involved, it gives them a year's racing fully funded and a global platform to promote themselves, but hopefully they then go and compete in other mixed series."

"Outside the sport, when I tell someone I'm a rally driver I'm often met with surprise or disbelief, such as 'You don't look like a rally driver?!'"

"Being female makes us stand out and puts more pressure on to deliver a good result. I'm not just there to make up the numbers and I want to prove that to change the perspective on women in motorsport."



What would you like to tell motorsport fans during this tough time?

Try to stay positive. It's disappointing that there's no motorsport for the foreseeable future but the important thing is that we get through this together so please stay safe at home. There is a lot of great content online and a real community spirit to help everyone in motorsport get through this.

Describe yourself in three words

Driven. Tenacious. Self-critical

Favourite piece of Morris Lubricants merchandise

The beanies! They look great and a lot of people have commented on them, and they also keep us warm between stages. We're currently competing in a winter rally championship and it gets pretty cold up at Knockhill!

What tips do you have for other women who want to get into motorsport?

Join your local car club to find people in your area who are involved and can help. Try going along to events too and speaking to competitors – I often get contacted on social media by people wanting to know how to start, and I'm always happy to help, as are other competitors. Motorsport UK, the governing body for motorsport in the UK, have an FAQ section on their website which could help:

www.motorsportuk.org/get-started/faq/

Above all though – don't give up and don't let anyone tell you that you can't do it!

MORRIS LUBRICANTS LAUNCHES SUPPORT SCHEME FOR HERITAGE RAILWAYS



One of the UK's leading independent lubricants companies has launched a scheme to support heritage railways across the UK which have been closed temporarily due to the Coronavirus pandemic.

Shrewsbury-based Morris Lubricants has worked closely with steam heritage workshops during its 150-year history and has great experience in formulating lubricants specifically for the sector.

The Morris Lubricants Heritage Railway Support Scheme aims to reward loyalty from customers and support heritage and steam railways that need help in these difficult times.

Railways are invited to apply to the scheme by emailing heritagerailsupport@morris-lubricants.co.uk with details of why they need support and how they think Morris Lubricants can help.

The company's board will review all applications and put forward support packages for those that are appropriate. The packages may include financial support, discounted or free lubricants and promotional material.

"As dedicated enthusiasts and supporters of the heritage and steam industry, we are keen to help," said Andrew Goddard, executive chairman of Morris Lubricants. "We understand that it's a difficult time for heritage railways in this pandemic and want to support them in whatever way we can."

"Morris Lubricants has a long tradition of supporting heritage railways and providing top quality steam lubricants. We particularly want to reward the loyalty of our existing heritage railway customers and, hopefully, attract others to use our products."

He and his brother, Edward, managing director of sister company, Morris Leisure, and their parents, David and Diana Goddard, are avid steam enthusiasts, owning traction engines and steam vehicles, including a 1931 Sentinel Steam Wagon.

Morris Lubricants has developed a range of bespoke products to keep steam and heritage vehicles fully operational, from small-scale steam engines, road locomotives and

steam wagons to ploughing engines, diesel and steam locomotives and rolling stock.

Contemporary products have been specially formulated to meet and exceed the requirements of present-day operating conditions and ensure outstanding resistance to rust, corrosion, wear and oxidation.

MORRIS LUBRICANTS

HERITAGE RAILWAY SUPPORT SCHEME

KEEPING STEAM ALIVE SINCE 1869

Morris Lubricants has great experience when it comes to Heritage and Steam Lubricants and has been working closely with steam heritage workshops for 150 years.

In the current circumstances we understand that times are difficult and want to offer our support to the Heritage and Steam Railway Fraternity.

The Morris Lubricants Heritage Railway Support Scheme is designed to reward loyalty from our customers and support those Heritage Railways that need help in these difficult times.

As dedicated enthusiasts and supporters to the Heritage and Steam industry we are keen to help. Should you have any questions regarding this scheme then please contact heritagerailsupport@morris-lubricants.co.uk

If you wish to apply for this scheme please contact heritagerailsupport@morris-lubricants.co.uk

When writing please explain why your Heritage Railway needs support and how Morris Lubricants can help.

The board will then review all applications and put forward support packages for those that are appropriate.

Support packages may include financial support, discounted or FOC product and promotional material.

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01743 232 200**

NEW PRODUCTS

VERSIMAX HDI7 5W-30 Fuel Efficient Heavy Duty Diesel Engine Oil



Versimax HDI7 5W-30 is a heavy duty diesel engine oil tailored to comply with the performance level of Scania LDF-4. Scania LDF-4 ensures that extended service intervals are possible together with maximum diesel particulate filter (DPF) life. Furthermore, its low viscosity 5W-30 properties promote improved fuel efficiency and reduced carbon dioxide emissions.

The low / mid SAPS additive profile coupled with synthetic technology base fluids also ensures a high level of component protection and cleanliness when operating in very severe conditions with extended drain intervals.

Versimax HDI7 5W-30 is designed for use in diesel engines meeting Euro IV, V and VI emission requirements where an oil of this quality is specified. Can also be used in combination of low sulphur diesel fuel (maximum 50ppm) and where any of the following specifications listed opposite are required by the manufacturer:

Always check manufacturers handbooks to ensure the correct engine oil is being used or seek technical advice.

Versimax HDI7 5W-30 has the following performance levels:

ACEA E6 / E7, Meets Scania LDF-4 specification, Volvo VDS-3, Mack EO-N, Renault VI RLD-2

Available in the following sizes: • Bulk: VST 101 • 1000L: VST 102 • 205L: VST 205 • 25L: VST 025

www.morrislubricants.co.uk/products/cv/heavy-duty-diesel-engine-oils/versimax-hd17-5w-30.html



WORKSHOP PRO HAND SANITISER WHO recommended formula



Morris Lubricants Workshop Pro Hand Sanitiser is now available! Produced using a World Health Organisation recommended formula.

In the current circumstances cleanliness and hygiene in a working environment are of paramount importance. Morris Lubricants Workshop Pro Hand Sanitiser provides a convenient and effective way to clean your hands if soap and water are not available.

This product is ethanol based which is considered an effective substance against a large spectrum of microorganisms that can linger on the skin. The ethanol can destroy disease causing agents or pathogens, by breaking apart proteins, splitting cells into piece or disrupting their metabolism.

This product has an alcohol content of 75% which means that it is much higher and more effective at killing germs than the required standard of 60%. At 75% alcohol content this product is suitable for use in a wide variety of working environments including the high standards held in healthcare settings like hospitals and clinics.

Morris Workshop Pro Hand Sanitiser also contains glycerin. This slows the evaporation process that happens with alcohol meaning that it remains on your hands for longer and increases its effectiveness. It also stops your hands from drying out, which causes irritation to the skin.

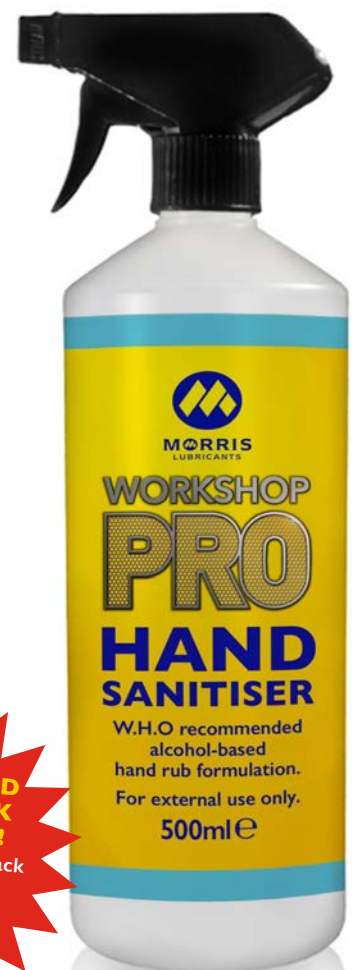
The 500ml bottle comes with a trigger spray which ensures controlled delivery of the sanitiser, reducing wastage and saving money.

There are two available pack sizes: 500ml trigger spray and a cost-effective 1L refill, reducing packaging waste.

Available in the following sizes:

- 500ml Part no: WHS 500 • 1L refill Part no: WHS 001
- Multi-pack option:
6 x 500ml trigger pack + 12 x 1L refill pack Part no: WHS 505

www.morrislubricants.co.uk/products/auto/hygiene-cleaning/workshop-pro-hand-sanitiser.html



MULTIVIS ADT DV 5W-30

Synthetic Technology Automotive Engine Oil



Multivis ADT DV 5W-30 has been launched to deal with the issue of Low Speed Pre-Ignition in certain petrol engine models, particularly Opel/Vauxhall brands. LSPI is a phenomena that can cause catastrophic engine damage when a vehicle accelerates and engine revs quickly climb. New chemistry has been developed and incorporated to guard against this happening.

Multivis ADT DV 5W-30 is a synthetic technology engine oil formulated to cope with the exacting demands of OEMs requiring low viscosity engine oils. The product uses a combination of synthetic base fluids and an advanced additive system to provide a balanced lubricant that delivers friction reduction, component protection and fuel efficiency. Multivis ADT DV 5W-30 has been developed to help combat the issue of Low Speed Pre-ignition (LSPI) which can cause damage to certain petrol engine types.

Multivis ADT DV 5W-30 provides the following benefits:

- **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.**

Recommended for use in engines where a lubricant of this viscosity and performance level is specified in handbooks, particularly Opel/Vauxhall Group petrol models, 1.4 and 1.0 turbo units, model year 2010 onwards.

Always check manufacturers handbooks to ensure the correct engine oil is being used or seek technical advice.

Multivis ADT DV 5W-30 has the following performance levels:
API SN, ILSAC GF-5, GM dexos1 Gen 2

www.morrislubricants.co.uk/products/auto/automotive-engine-oils/multivis-adt-dv-5w-30.html



Available in the following sizes:

- Bulk: ADV I01
- 25L: ADV 025
- 1000L: ADV I02
- 5L: ADV 005
- 205L: ADV 205
- 1L: ADV 001

MULTIVIS ECO PV 0W-20

Synthetic Technology, Fuel Efficient Engine Oil



Multivis ECO PV 0W-20 provides advanced fuel economy performance and assists in achieving energy efficiencies under a wide variety of driving conditions and ultimately a reduction in CO2 output. Additionally, the product has been developed for use in GDi engines to prevent LSPI (Low Speed Pre-ignition) that can severely damage engine components.

Multivis ECO PV 0W-20 is a low viscosity passenger car engine oil that provides advanced fuel economy performance coupled with outstanding wear protection and cleanliness under a wide variety of driving conditions. This product will assist in achieving energy efficiencies which in turn will reduce emissions, particularly CO2. Additionally, the formulation has been developed for use in GDi engines to prevent LSPI (Low Speed Pre-ignition) that can severely damage engine components. Multivis ECO PV 0W-20 is fully compatible with exhaust after-treatment devices.

Multivis ECO PV 0W-20 provides the following benefits:

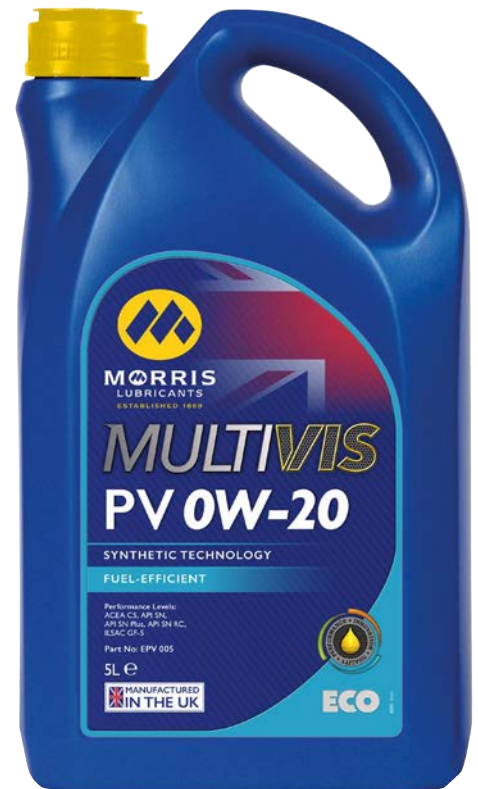
- **Increased engine efficiency, output and fuel economy.**
- **Rapid cold start flow that reduces wear.**
- **Increased film strength at high temperatures under all driving conditions.**
- **High temperature deposit and anti-sludge control.**
- **Low levels of volatility.**

Multivis ECO PV 0W-20 is recommended for petrol and diesel engines, including turbo-charged versions, requiring a low viscosity grade complying with one of the performance levels shown below.

Always check manufacturers handbooks to ensure the correct engine oil is being used or seek technical advice.

Multivis ECO PV 0W-20 has the following performance levels: ACEA C5, API SN, API SN Plus, API SN RC, ILSAC GF-5, Opel/Vauxhall OV0401547, BMW LL-17FE+ (covers BMW LL-14FE+), MB 229.71, Ford WSS-M2C947-B1, Fiat 9.55535-GSX, Chrysler MS-12145

www.morrislubricants.co.uk/products/auto/automotive-engine-oils/multivis-eco-pv-0w-20.html



Available in the following sizes:

- Bulk: EPV I01
- 25L: EPV 025
- 1000L: EPV I02
- 5L: EPV 005
- 205L: EPV 205
- 1L: EPV 001



STAY ALERT

CONTROL THE VIRUS

SAVE LIVES

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



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