

One other model, in addition to the 5 cwt. van, must be mentioned and this is the "8 h.p. Fire Tender". Contemporary catalogues tell us that this was in great demand by villages, schools, institutes and factories, but in truth very few were actually made. Unlike the Gwynn of the same era with its pump and hose equipment, the Morris Fire Tender was merely a carrier of some nine large chemical fire extinguishers and a folding ladder. At least three of the machines are known to have existed - and possibly four. One was used by Morris Motors Ltd. for their own works fire brigade. This particular model, registered "UD.2682", was made late in 1929 (so it can be presumed to have been a one-off that inspired the listing of the contraption for the 1931 programme) and remained in use until 1950 when a young draughtsman in the Engineering Office at Cowley, one Bernard Walker, bought it and converted it into a general purpose vehicle; in which form it was last registered in 1956. In March 1958 it was sold to Queen Street Motors of Geddington in Northamptonshire and thereafter - research suggests - scrapped. A second Minor equipped as a Fire Tender was presented to the Oxford Fire Brigade (then an entirely voluntary organisation) by Sir William Morris in late 1930. This machine was registered "JO.743" and by 1935 had been fitted with an inelegant roof and canvas side panels, being in regular use for chimney fire calls and the like up to about 1944 when that too appears to have been scrapped. A third known model was purchased by the Maharaj Rana Bahadur of Jhalawar in November 1930 from Everard & Ellis Motors Ltd. of Slough -- the Maharaj having selected £7,000 worth of cars including the Minor Fire Tender from a display of 50 cars arranged by the distributor for his benefit in a paddock at Brooklands! The possible fourth is one said to be on the estate of the Earl of Macclesfield at Shirburn Castle in Oxfordshire.

William J. Collett of Rowant, one time employee of Morris Motors Ltd., recalls driving a demonstration model from Oxford to Yorkshire for a Bradford firm. The bell fitted on a bracket attached to the near-side of the scuttle clanged out in sympathy with every bump in the road until he hit upon the idea of tying his handkerchief around the clapper.

The Minor's role as a fire fighting instrument was again evident in mid-1934 when a fleet of that seasons side-valve chassis were modified as fire-engines for use in Chinese up-country stations. These later machines were more practical as the equipment included a water pump mounted forward of the radiator in addition to a longer extending ladder, hose fittings, and a spot light mounted high above the windscreen.