

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1974

Monthly Newsletter and Events Update

Editor

Mo Breakspear
(maureenbreakspear@yahoo.co.uk)

01189733568

Please let me have any articles for the next newsletter by the 22nd of this month in document form.

www.nhaeq.org.uk

AUGUST 2012

Club nights at The New Inn, Heckfield, 8pm, 2nd Monday in every month

Mo's Mutterings

Funnily enough, despite the inclement weather we have had over the last few months, we have managed to have some really good days out with quite a bit of sunshine! One of these was the BEN Run when we had a lovely drive through Windsor Great Park and managed to have our picnics on the lawns at Linwood, as you can see in the photographs below which were ably taken by Andy S. He even appears in one of the photograph, clever that!



MEMBERSHIP NEWS

New Members

Denise Adams and Simon Jocelyn and their 1971 Austin-Healey Sprite AKP 250 K have joined our happy band having sampled some of our recent meetings.

Denise can be contacted on 0776 969 0944 or deniseadams24@gmail.com and Simon can be reached on 0781 055 5926 or sjocelyn@redjelly.com

Welcome, Denise and Simon.

Just to remind you....

SEPTEMBER CLUB NIGHT – PHOTO COMPETITION

Tim and June, our generous landlords, have asked us to come up with several classic car related photographs to decorate the room we use for club nights. We propose to run a fun competition to select these from members' offerings.

Entries are invited from members in either digital or printed format but only those at good quality resolution can be used as the final result will need to be enlarged to sufficient size for a wall display. Prints will be scanned and returned in due course. Unusual settings or composition will be especially attractive.

At the September club night we'll display the entries in order that members may choose their favourite snaps and those votes will produce a shortlist from which Tim and June may choose the ones they'd like.

Please submit up to five images, and tell us the order of preference. If we receive many entries we'll use only perhaps the first three, but if we don't receive too many we can include them all. Each individual may enter without a restriction to couples.

Submissions can be by e-mail to dunford@cleaford.co.uk or andyseager@mac.com or on CD or prints at a club night, or by post to Phil Dunford, Little Haven, West Street, Farnham. GU9 7AP.

Entries must be received by 20th August to allow us time to prepare the displays.

JOGLE 2012

Dear friends, many apologies for the delay in getting this report of our experiences on the 2012 JOGLE, to you.

Firstly, we would like to thank Trevor and Jean for such a lovely welcome home on club night. We were overwhelmed. Thanks to your generosity the sum of money raised for 'Combat Stress' was £225.

Pauline and I travelled down to Horndean on Tuesday evening to pick up Jane after she had finished work, so that we could get an early start on Wednesday 4th April. We said goodbye to Pauline early on Wednesday morning and commenced our journey north.

Day one – total mileage for the day was 285. We experienced all types of weather, rain, hail, and snow which, together with fairly strong winds, made driving very difficult at times. However, on the odd occasion we even had some sun but the worst of weather seemed to wait for our attempt to go some way on the A1M. We quickly decided that it was not the place to be in an Austin 7 and turned off onto friendlier roads.

When we reached Darlington we decided it was time to look for bed & breakfast. We saw a sign for The Bridge Inn and turned off the main road following some very narrow country roads and found the Bridge Inn – a slightly strange place with colourful locals and very good food.

Day two – total mileage for the day was 319. We followed the A68 up to Edinburgh where there was plenty of snow to be seen but the main roads were all clear. You could clearly see how much snow there had been by the way it was banked up on the side of the roads. We followed a very good route through Edinburgh avoiding the main route to the Forth Road Bridge and then onto the M90 to Perth and Inverness and the A9, finally stopping for the night at Tain. After several attempts trying to find a bed and breakfast we were eventually sent to Agnes, a lady in her 70s, who provided us with an excellent old fashioned bed & breakfast, even arranging an evening meal at the local hotel and sending us off the next morning with sandwiches for later in the day.

Day three – total mileage for the day was 87. We arrived at John o'Groats just after mid-day and booked into the Sea View Hotel after which we walked down to the coast. We were a little disappointed with John o'Groats, not too sure what we were expecting having been told by Pat that there was not much there. She wasn't wrong, although they seem to be trying to do something about it. I'm not sure I would want to go there for a holiday. We met many of our fellow JOGLERS during the evening meal and discussed the adventure ahead of us. Also, staying at the Sea View that evening and intending to travel to Lands End were a large number of 50cc moped riders, their intention being to take seven days to reach there.

Day four – total mileage for the day was 291. We were flagged off from John o'Groats at 9.35am and it was back down the A99 and on to the A9 back to Perth. During the journey we were overtaken by several Austins, one of which we came across a little later on, broken down on the side of the road. We were able to get him started again and he stayed with us until we were overtaken by another Austin and he went off after him like a rocket (we later learnt that he broke down again and gave up). We then made our way to Edinburgh and having decided to take the A7 from Edinburgh, we started to look for somewhere to stay but with very little luck. Having turned off the A7, Jane found a way through to the A68 and at the junction with the A68 we turned right and after about 200 yards, we came upon the Coach Inn Hotel (I had to tell Jane that this was where Trevor and I had stopped on our way home in 2006, when we had taken our Rubys to Scotland – Trevor was obviously looking out for us).

Day five – total mileage for the day was 258. We continued down the A68 to Jedburgh and then went back to the A7 which seems to be a much more picturesque route to follow than the A68. We followed the A7 to Carlisle and then picked up the A49 through Warrington, then Whitchurch and onto Shrewsbury where we decided to look for a place to stay. This was to be The Olde Bucks Head, where even Mabel Daisy had a garage for the night!

Day six – total mileage for the day was 208. Leaving Shrewsbury we decided that due to the weather forecast, rather than head for the Severn Bridge we set off for Gloucester on the A417 and picked up the A38 into Bristol where unfortunately, we got caught up in the football traffic. Whilst sitting at red traffic lights, the windscreen wiper decided it had been rather over-worked and sprung off. Although recovered, it was not possible to replace but fortunately, carrying a spare made it possible to carry out a road side repair and off we went again. We experienced some difficulty finding our way through Bristol but eventually followed the A38 to Bridgwater and onto Taunton. We picked up the 396 to Tiverton then the A3072 to Crediton and then on the back roads to Okehampton. It was around here

we decided that we would find somewhere to stay so that we would arrive at Lands End at a reasonable time.

Day seven – total mileage for the day was 92 miles. At last some sunshine as we pick up the A30 through Bodmin, Redruth and Penzance and finally at 12:15 we arrived at LANDS END! We spend sometime with the Cornish club members and our own Brian and Marlene who were there to welcome us on our arrival, before setting off for home. We stopped off at Helston to visit my sister-in-law who is 92, for a cup of tea. We had one more stop off at a fantastic little hotel called Tumbling Weir Hotel at Ottery St Mary, then it was back to Horndean to drop off Jane and home to Pauline.

On reflection it did not seem as difficult as I had expected it to be. Both Jane and I were surprised by how easy it seemed and in a way how little planning it. With the exception of looking at various routes and booking the Sea View Hotel at John o'Groats we had done very little else, deciding to take a chance on bed & breakfast rather than pre-booking.

Would we do it again – most definitely!

Pete Barlow

Who would have believed it - or a tale of three mini-crises! A review of the Warwickshire 'Experience'- 19/24 July 2012

Well, after weeks/months/seemingly eons of rain and little sign of any change the day dawned unexpectedly bright and sunny when most of those venturing the 100 miles or so northwards, up to 'Shakespeareland', assembled at what seemed like the crack of dawn, at the 'Fox and Hounds', in Theale, for coffee and a briefing from our esteemed team leader, Don B, prior to the 'off' proper.



The journey was split into three stages, the first stop being at Milletts Garden Centre, Frilford, for a welcome 'comfort break', although this leg wasn't completed without some small drama. Jean's mobile rang somewhere just beyond Harlow with Maureen enquiring whether we were carrying a spare fan A10 fan belt. Seemingly the Clifton Tourer, in the party, had reportedly thrown a fan belt though progress was still being made, albeit at a reduced speed. We stopped, as did several others, at a bus stop pull-in and awaited the arrival of the ailing vehicle. At that point Colin produced a brand new belt and I had a much-used but

still serviceable specimen, so the problem clearly wasn't going to be a total 'show-stopper', not able to be fixed – we thought. However, we waited and waited and waited, even stopping a number of passing cyclists to enquire whether a 'sick' vehicle had been spotted - all responses being negative.

Since time was getting on it was decided, eventually, to deposit my 'emergency' fan belt behind the counter of a nearby filling station and passed a message, to the Clifton's occupants, to pick this up when they eventually arrived.

We then continued on to Frilford where, upon arrival, a further call was received informing us that the fan belt *had* been picked up but had broken whilst being fitted. Another belt, of similar but not precisely the same size and dimensions had been sourced and purchased but this, also, evidently wouldn't remain in place though, again, progress hadn't been halted totally.

Needless to report, when the Clifton arrived to join us, such a situation couldn't easily escape the attention of those of us whose secret idea of a bit of fun and entertainment, when out on the road, is becoming involved with a technical issue. Such is the nature of the historic vehicle fraternity! Without unnecessarily wishing to rub salt into wounds, to state that those of us present, when the bonnet on the Clifton was lifted, were a bit fazed, is something of an understatement. Suffice it to comment that it says a great deal for the fortitude, sheer optimism and pioneering spirit displayed, by both the driver *and* passenger, that they were perfectly content to set forth on the Queen's highway in the vehicle at all. They took in good part and cheerfully accepted, however, the resultant tut-tutting and gentle wrist-slapping and no doubt will take steps to administer a little much-needed t.l.c. to their pride and joy. Not to be defeated and after a roll of kitchen foil had been begged from the café kitchen staff, a makeshift packing piece was fashioned to try to give the dynamo clamp some purchase – bearing in mind that only one of two securing bolts were biting into the corresponding lower section, due to a stripped thread in the latter – and further progress duly commenced.

At the lunchtime stop in Chipping Norton, the very pleasant Cotswold village, most of us somehow managed to squeeze into the diminutive car park of the '*Crown and Cushion*', after negotiating a particularly tight turn into the premises, whilst being hampered by inconveniently situated road works immediately opposite the arched entrance! Nevertheless, we shoe-horned ourselves into position before disembarking to enjoy a leisurely, pre-arranged lunch. With some time to spare, before continuing on, the opportunity was taken to stretch legs in the village and, more importantly, for a couple of coach bolts to be purchased, from a nearby hardware shop, with which to firmly secure the Clifton's dynamo in the correct position to ensure the fan belt remained in place. Mission finally accomplished!

The ultimate watering hole, prior to reaching Leamington Spa, was '*The Swan*', in Kineton, (close to the site of the Civil War Battle of Edgehill), where yet more victuals were consumed during the brief stop. At this point Jean and I parted company with the rest of the group in order to proceed in another direction to Alderminster, where we'd elected to stay, in the company of daughter and family.

It appears, however, that a further 'unscheduled stop' took place close to the final destination of the main body of the party, in Leamington Spa, when Dave and Hazel (Holland's) Pearl came to a sudden, unanticipated halt. Knowing the legendary reliability of Dave's car quite well and especially his knowledge and skill base, this development must have been a little surprising, to say the least. It appears that the distributor cap was quickly diagnosed as the culprit. The central carbon brush, within the cap, had somehow 'dematerialised' and 'was no more', which immediately caused the situation to be assessed as '*Good Night Vienna!*'. Whilst pondering matters, as one does in such a situation, a passing 'Good Samaritan' stopped to offer assistance. Wonder of wonders, he had owned an Austin Seven and 'thought he might have something in his garage/shed'. Even more amazingly this was situated just a few yards from where the breakdown occurred. He promptly returned with the exact part required which was quickly fitted to restore motion to the Pearl and the 'saviour' then departed, declining any form of payment or recompense for his efforts. Truly, a 'Knight of the Road'! All this prompted those around to strongly suggest to Dave that he did the National Lottery that week since his luck is so obviously 'in'!

Next day, Friday, started out not too brilliantly, with some quite heavy rain during the early morning. However, the planned (optional) trip to Charlecote Park and House was well-supported and the weather steadily improved to allow us, firstly, to listen to a truly fascinating talk on the history of the 'pile' delivered by an excellent guide, who was clearly both well-informed and passionate on the subject, before we visited the house, other buildings and grounds bordering the River Avon.



'On parade' in front of Charlecote Tudor Gatehouse

Later, having lined up our vehicles, in front of the Tudor gatehouse for the obligatory photo opportunity, many of us drove off to Warwick School to register

for the A7 90th Birthday Event, organised by the Austin Seven Clubs Association which was being staged concurrent with our 'experience' trip. Already, on that day, even though the event wasn't due to properly commence until the Saturday, the rare sight of scores of A7's, of every model, year and hue, lined up on the huge sports field, was one to behold. Though some had been trailered there, of course, from far flung corners of the UK, many had arrived under their own steam and were being prepared for inspection by both the knowledgeable and informed (i.e. those '*Austineers*' already present) and by the general public on the following Sunday.



When registering, entrants were invited to choose one, from four carefully-prepared routes for runs out the following day, Saturday. We chose one taking in a couple of NT Tudor properties – Baddesley Clinton and Packwood House - both close to each other near Solihull.

By the Saturday the sun was really dominating the weather and a wonderful day was spent traversing leafy Warwickshire lanes to both properties and learning the history of both properties. It's a little embarrassing to admit that, though both Jean and I originally hail from that part of the country and spent our youth there, neither of us had ever visited either previously so we were as interested and intrigued as were Nick and Pat (Buchanan), who also accompanied us in '*Clarissa*'.

Sunday, many of the group set off on a guided walking tour of Warwick itself, discovering many fascinating facts about the ancient town. This was also the day when most of us also spent some considerable time simply wandering around the huge display of A7's which, by then, had grown considerably in size, meeting up with friends, and acquaintances, old and new and generally soaking up the unique atmosphere of the event which, by general consensus, was deemed to be well-planned and executed.

It was during such an encounter that something was learned which may be of some mild interest to NHAEG members. In conversation with someone who's Secretary of the PWA7C, (Nigel Hancock), the subject of clubs and their memberships came up. I mentioned that although, a dozen or so years ago, NHAEG's future was distinctly shaky and its continuance clearly uncertain, over time and through concerted effort and deliberation it had survived to emerge from being one where a small group of (generally) grumpy old men sat around

over half a pint of beer disconsolately discussing camshafts, carburettors, king pins and such like - with scarcely a member of the fairer sex in sight - to one which today, on any given club night, 45/50% or so of attendees are likely to be ladies. I added that it was fair to observe that, now, it is perhaps more of a social club, with associated motoring interests, rather than a motoring club with a peripheral social element. Nigel, remarked that, in this regard, we must be pretty well unique since, in his experience, most clubs of his acquaintance are still very male-dominated preserves. Vehicle runs, for example, are, it would seem, often only undertaken by the males of the species with ladies joining in only occasionally or their attendance confined (by choice) to special events or activities. If this is, in fact, generally so then we are, one supposes, a 'special' type of club – but then, perhaps, we suspected this already!

The third, unwelcome mechanical development emerged on Sunday when, firstly I and later, Dave (Witton), assisted Nick (Buchanan) in addressing some worrying issues on his Chummy, a.k.a. 'Noddy'. The primary problem appeared to be a misfire at speeds greater than 30 mph. A cursory compression check revealed nothing untoward and the purchase of a new set of spark plugs brought no obvious improvement either. After Dave had later cleaned the magneto initial signs were that this particular problem seemed to have been alleviated. However, a short test run on the road highlighted a more sinister issue – an ominous knocking sound with the engine under load.

Needless to mention, theories as to what this might be were not thin on the ground but the upshot was that Nick, very sensibly, decided to enlist the excellent recovery services offered by RH Specialist Insurance and planned to arrange for 'Noddy', plus occupants, to return home on a low-loader on the Tuesday – which, in fact, happened. *(It's understood the jury currently remains out as to what the actual problem is but investigation is ongoing and it's planned for the engine to be removed in the near future so an accurate diagnosis can be carried out.)*

Monday, a number of us took in the numerous attractions of nearby Warwick Castle, as, it was reported and possibly unsurprisingly, did a large number of others, since it was the first day of school holidays for many and the sun was still very much a feature of the weather! Jean and I decided, instead, to visit Kenilworth Castle and reacquaint ourselves with the delights it has to offer despite, unlike Warwick Castle, being a ruined one. Sadly, it having been a Royalist stronghold, Oliver C decided to 'sequester', or ruin it, to make quite sure it couldn't be used for offensive purposes thereafter. Nevertheless, it remains a magnificent and impressive ruin and English Heritage, who now administer it, have done a truly excellent job turning it into a place well worth visiting, with informative audio guides and fascinating exhibitions in the old gate-house, the only part of the castle which, until quite recently, was inhabited –curiously enough, by the Siddeley family, of Armstrong-Siddeley fame.

The drive home, on Tuesday, with everyone making their own way and in their own time, went uneventfully by all accounts and was undertaken, yet again in absolutely glorious weather. A perfect end to a most enjoyable five days!

Our grateful thanks again must go to Don and Maureen for all their hard work and effort in planning the 'adventure' and especially, once again, for managing to unearth a route which was so relatively rural. Arranging such perfect weather conditions, for the duration, was, indeed, icing on the cake!



This is what it's all about - the joy of the open road!

Footnote. A commemorative bottled beer, named 'Orstin' (get it?) Seven Ale, was commissioned and especially brewed, by Slaughterhouse Brewery Ltd., Warwick, for the Austin Seven event. A small quantity has been purchased by the Club and is available to members at the price of £3.00 per bottle. If anyone would like a bottle please get back to me soonest. First come, first served - when they've gone, they've gone!

* * * * *

Secretary's Scribblings

Quiz News

Last months quiz, contributed by Julie (Els), tested your recall of *Past TV Programmes*. You still have until August 10th to get your entries in *to her*. Please *don't* forward them to me in this instance; it's one of the rare occasions when Jean and I actually get to do the quiz!

This month's puzzler is very topical and concerns events, equipments etc., relating to the Summer and Winter Olympic Games. You have until Friday 7th September to get this one in – to me though, this time!

The 'Autumn Amble'.

Members may be interested in the 'Autumn Amble', staged annually by the A7OC which, this year, is being held on Sunday 30th September. This is a social event for pre-war vehicles and there are four starting points: Popham Airfield, near Basingstoke, Maidenhead, Tilford (also a coffee stop) and Privett, near Petersfield (also the lunch stop).

The finish is at Bognor Regis. The run is mostly on little-used roads, occasionally taking in the odd ford (watercourse, that is, not car!)

Further details and an entry form may be obtained from the A7OC website, www.austinsevenownersclub.com

Photos/Images of Club cars

Please don't forget to send in your offerings for the Photo Competition, details announced last month, by 20th August. Electronic images should be emailed to either Phil (Dunford) at dunford@cleaford.co.uk or Andy (Seager) at andyseager@mac.com.

Alternatively, hardcopies may be posted to Phil Dunford, Little Haven, West Street, Farnham. GU9 7AP.

There's still a lot on the calendar in the way of events and activities coming up so let's all hope the last few days in July haven't been (literally) just a 'nine days' wonder' and that we can enjoy such diversions as the Picnic, trip to Nuffield House, the Run & Barbecue and, of course, the Littlewick show – as well as many other forthcoming attractions- under relatively favourable weather conditions!

Safe and happy motoring!

Maureen and I would like to thank everyone who joined us on the Warwick Experience. From the e-mails we have received it is obvious everyone enjoyed themselves. One of the main bonuses was the superb weather for most of the holiday.

Don

COLINS COMMENTS

With all the rain last month it was not the best of conditions to be out in our cars, however a number of members went on the **BEN Run** from Ascot to Sunninghill which thankfully was one of the few days when the sun shone for a bit. As always it was a very good run through Windsor Great Park, this year using the Long Walk with a magnificent view of the castle as we drove towards it and on arriving at

Sunninghill there was plenty to see and do. This was the last time they will be able use the grounds of Lynwood for the time being as they are now starting an extensive building program to improve Lynwood. However it is understood that they will be able to use somewhere else close by for next year.

The **Berkshire Classic Car Show** where we had booked a club stand was a complete washout. With rain pouring down, the decision was made early in the morning not to go and everyone who had booked to attend was advised by phone. This turned out to be a good decision as I heard later that the show had to be cancelled due to waterlogged ground.

The sun however shone on the Sunday of the **Austin Ten Drivers Club National Rally** although it had been raining on the Friday and Saturday, which was not nice for those who were camping. The NHAEG had been asked to organise and run the driving tests that Don puts on for us every year at the picnic. This we did with help from Don and Maureen, Trevor and Jean, Do and Andy, Joan and John as well as Ann and myself. Many thanks to everyone for their help. With over a hundred cars present we thought we would be busy, but sad to say that only eight people attempted the driving tests which is about half the number that attempt them at the picnic where there are far less cars present. However with the sun shining for a change it was an enjoyable day and it was good to see a number of other NHAEG members attending with their cars. It was also enjoyable to drive there and back with the hood down, we have not had many chances to do that this year.

The **August club night** is our annual concourse or as we are calling it now, **Coveted Car Evening**. The format will be the same as usual with members voting for the car they like best, with prizes for the best car over all, the best Austin 7 and as usual we will ask Tim or June to vote for the landlord's choice.

I am not sure with the club holiday taking up a lot of Maureen's time whether she will be able to get the newsletter out before the next event, which is the **Picnic in the Paddock** on the 29th July. Trevor has sent an email to everyone with details. Bring your picnic and chairs and if you wish a gazebo, there is plenty of room. Don't forget you can bring along your children, grandchildren as well as other family members and friends. Its always fun so come along, fingers crossed for better weather. I am sending this to Maureen before our trip to Warwickshire; hopefully the weather will improve, however, whatever the weather, many thanks to Don and Maureen for organising the event.

Safe and Happy Motoring,

Colin.

2011 COMMITTEE CONTACTS:

Secretary:	Trevor Edwards	01344775012 trevor_c.edwards@btinternet.com
Treasurer:	Jean Edwards	01344775012 trevor_c.edwards@btinternet.com
Committee:	Don Breakspear	01189733568 maureenbreakspear@yahoo.co.uk
	Phil Dunford	01252716387 phildunford@dunfords.co.uk
	Colin Greig	01252879173 cgreig104@btinternet.com
	John Chad	01252873713 jchad@waitrose.com
	John Hancock	01189885387 route66_2003@hotmail.com
	Andy Seager	01256702886 Andyseager@mac.com

NHAEG Club Nights and Events Diary

Club Nights

Arranged by or details from

Aug. 13 th	Coveted Car Evening	Colin
Sept. 10 th	Photo Competition	Andy S/Phil D.
Oct 8 th	Talk—Forty Years Of Catching Smugglers By Malcolm Nelson	Jean E
Nov 12 th	Auction	Don/Trevor/Colin
Dec 10 th	Christmas Fun Night	TBA
Jan 14 th	AGM	Committee

Events

July 29 th	Picnic in the Paddock	Don/Trevor/Colin
Aug 11 th	Visit to Nuffield Place	Colin/Ann
Aug 12 th	White Dove Collectors Transport Show	www.whitedoveevents.org.uk
Aug 19 th	Run followed by BBQ at John & Joan's	Trevor/Jean John/Joan
Aug 27 th	Littlewick Show	Colin for details
Sept. 8/9 th	Heritage Open Days (Locations to be advised later)	TBA
Sept. 16 th	Rural Life Centre--Classic Vehicle Gathering.	www.surreyclassicvehicleclub.com
Oct 14 th	Brooklands Autumn Motor Sports day	www.brooklandsmuseum.com
Oct 27 th	VSCC Autumn Sprint Meeting at Goodwood Free admission	www.vsc.co.uk
Nov 17 th	37 th Nightjar	Nightjar Committee
Dec 3 rd	Christmas Dinner	Trevor/Jean
Dec 9 th	Christmas Lunch Tour (River Cruise)	Jean E

Please let me have details of any events that our members might be interested in.

Colin

The Olympics

Answers refer to events, equipments, etc., associated to Summer and Winter Games. Please forward entries to Trevor Edwards, at:

55 The Brambles, Crowthorne. RG45 6EF by Friday 7th September enclosing £1.00 towards the cost of prize(s).

- | | | |
|--|-------------------------|-------|
| 1. Burning introduction | _ _ _ _ _ | 7,5 |
| 2. Two drinking places placed side by side | _ _ _ _ _ _ _ _ | 8,4 |
| 3. Sounds like where darts players stand | _ _ _ _ _ | 6 |
| 4 Noisy argument | _ _ _ _ _ | 6 |
| 5. Could make ones spine tingle | _ _ _ _ _ _ _ _ | 10 |
| 6. Saturate a mint | _ _ _ _ _ _ _ _ | 5,4 |
| 7. Cat's final drink! | _ _ _ _ _ | 4,3 |
| 8. Burial chamber for resident of Warsaw | _ _ _ _ _ _ _ _ | 4,5 |
| 9. Time of life for clothes | _ _ _ _ _ _ _ _ | 8 |
| 10. Old Jowett car or jet fighter | _ _ _ _ _ _ _ _ | 7 |
| 11. 72 hour job with horses? | _ _ _ _ _ _ _ _ _ _ | 5,3,5 |
| 12. Talk about | _ _ _ _ _ | 6 |
| 13. Are 2 heads better than one? | _ _ _ _ _ _ _ _ _ _ | 6,6 |
| 14. Rung at start of 14 | _ _ _ _ | 4 |
| 15. Car maker using 80% of games' emblem | _ _ _ _ | 4 |
| 16. Priceless fashion | _ _ _ _ _ _ _ _ | 9 |
| 17. Ambridge residents' favourite sport | _ _ _ _ _ _ _ | 7 |
| 18. Race appetiser? | _ _ _ _ _ _ _ | 7 |
| 19. Boaters without apples! | _ _ _ _ _ _ _ _ _ _ | 7,5 |
| 20. Are doors locked after this? | _ _ _ _ _ _ _ _ _ _ _ _ | 7,8 |

William r. Morris - Some anecdotes.

Much will be written about William Morris next year, as 2013 sees the 100th anniversary of the first Morris car. Morris began his career by mending bicycles, moved on to making them, and then to making motorcycles – all long before car manufacture began.

What follows is a collection of anecdotes about the man – just a few that came to mind as we approached the centenary of his cars.



William Richard Morris c. 1895

Good fortune

William Morris crossed to America in April 1914 aboard the S.S. Mauritania, accompanied by Hans Lanstad, a Norwegian who was Chief Draftsman with the engine manufacturers, White & Poppe of Coventry. The purpose of their trip was to place contracts for components for the car he planned to make, with some of the manufacturers Morris had met on his previous trip.

Lanstad remained in the USA to oversee some of the contracts placed, but Morris decided to return home after three weeks or so. Two days before he was due to return home, Morris was in the Dime Building in Detroit, when coming down in the lift, he chatted to the lift operator, asking "What would happen if the lift cable broke?" The lift man said that there was no need to worry because the automatic braking system would come into action and stop the lift instantly.

Morris crossed the street to a café for a cup of tea, and whilst sitting there, someone rushed in and said that the lift at the Dime Building had crashed to the basement and that all seven occupants had been killed.

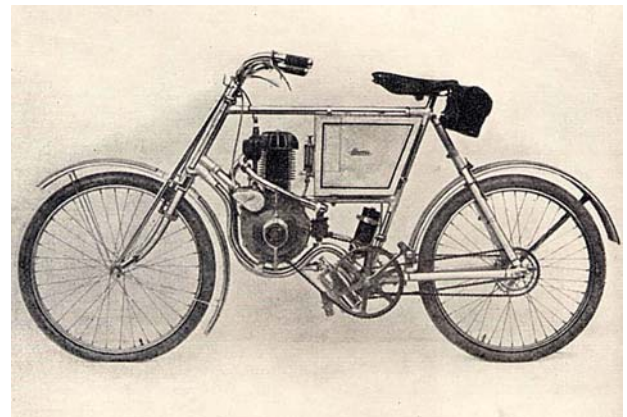
He booked a passage on the SS Empress of Ireland, but due to a delay on his train journey to his port of embarkment, Morris 'missed the boat' and had to transfer to a later sailing on a different vessel.

The delay on his train journey may have saved Morris' life. As the Empress of Ireland left the St. Lawrence River early in the morning of May 19th 1914, she was rammed by a Norwegian collier and sank with the loss of 840 of the 1050 passengers.

Bicycles & hill-climbs.



The first Morris bicycle, made in 1893.



*The Morris motorcycle,
with 2¾h.p. de Dion engine, 1902*

Long before he built his first motor car and after having retired as a champion cyclist, Morris came out of retirement in 1904 to win the Oxford Wheelers cycling club's mile sprint and 50 mile road races. In 1908, he entered his first speed competition in a motor car.

He took part in the Oxford University Motor Club's hill climb, staged at Dashwood Hill, near High Wycombe. He drove an Enfield car, that he tuned and prepared himself for the event. It was one of a small fleet of cars Morris hired out at that time.

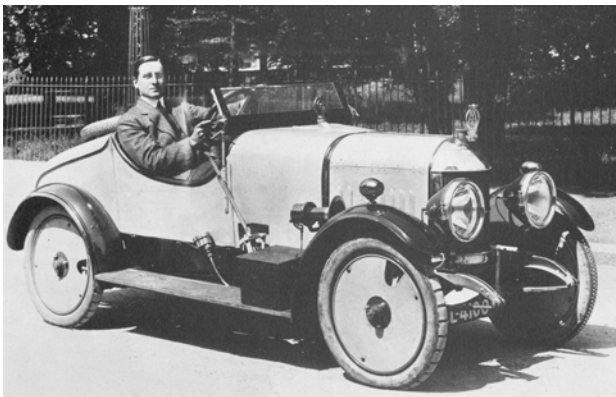
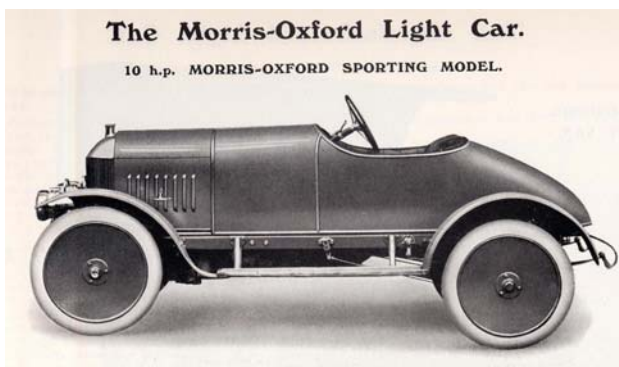
The Enfield did not appear to be a very competitive mount, but Morris employed shrewd tactics.

William r. Morris – continued.

Instead of adopting the same scheme as all the other drivers – which was to go up and down through the gearbox, he held the Enfield in bottom gear throughout and stormed up the half-mile hill, which has a gradient of 1 in 6, to record the fastest time of the day.

He was awarded an engraved cup, which became one of his most treasured possessions.

In later years Morris competed in several hill-climbs & sprints in one of his own products – such as the 1914 model illustrated below, advertised as having “a special wind-cutting racing type one seater body”.



The up-market Stewart & Arden version of the 1914 Sports Morris-Oxford.

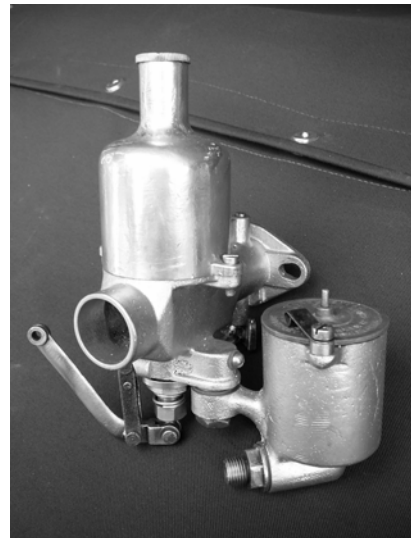
On carburettors

In his autobiography, ‘Out on a wing’, Miles Thomas recalls that Morris spent hours fiddling with the jets and the choke setting on the Smith 5-jet carburettors that were used on early Morris cars. His greatest delight always, to the end of his career, was to achieve the very best fuel consumption from the cars that he drove.

One day he asked Thomas to go out with him in a car that Morris had fitted with a new carburettor

from a firm that wanted to sell the manufacturing rights. Morris did not reveal the make of the carburettor, but rode around the countryside for an hour, talking about the carburettor’s feature of a tapered needle, that enabled the mixture to alter to suit the driving conditions.

Thomas was soon bored with this exercise and commented that the carburettor known as the S.U. automatically controlled this aspect of fuel aspiration.



A week later Morris rang Miles Thomas and said “You remember that new carburettor we were trying the other day? Well, I thought you’d like to know I’ve bought the S.U. Carburettor Company.”

Nuffield Place

There is an apocryphal tale that when William Morris applied for membership of Huntercombe Golf Club, he was “blackballed” and refused membership. The story goes that he then bought the club outright to get his own back.

In fact he joined the golf club in 1920, and then in 1925 bought the Club House and course from the Norwich Union Life Assurance Co. The purchase included a cottage close to the Crown Inn on the main Oxford to Henley road. From 1925 to 1928, the Morris family used it as a weekend cottage.

A regular on the golf course and by now well known as a benefactor, it was not unknown for the heads of certain questionable charities to join Huntercombe Golf Club in the hope of rubbing shoulders with Morris.

In 1927/8 extensive building work was carried out on the Huntercombe Golf Club club-house, and part of that work included a new wing for the

Morris. Upon completion, the Morris moved out of their Oxford home and into the new wing of the clubhouse.

The air at the higher altitude of Huntercombe was considered more

healthy than the stuffy atmosphere down in Oxford.

William r. Morris – continued.

Across the road from the golf course was a private house known as Merrow Mount, owned by the shipping magnate Sir John Wimble. The house had been named Merrow Mount after one of his ships – hence the ship on the weather vane and the ship's bell hanging by the back door of the house.

After Sir John's death, Lady Wimble sold the house to Sir William & Lady Morris in June 1933 – he having been made a baronet in 1929. The house was then remodelled and enlarged to suit the incumbents, with the addition of new bathrooms and a billiards room.

By April 1934, the 56-year-old Lord Nuffield (he had been created a baron that year), was living in the house, he having taken his title from the name of the village and the house renamed Nuffield Place accordingly.



Nuffield Place

Lord Nuffield left the property to Nuffield College to be preserved intact in perpetuity. It was of great concern to many when Nuffield College announced a few years ago that it could no longer afford the upkeep, and would offer the property for sale.

I'm sure that we all sighed with relief when last year The National Trust announced that it had acquired Nuffield Place.

Benefactions

William Morris was a great benefactor to many charities – he gave away more than £50 million by today's values. One of his earliest benefactions was in 1926 when he gave the huge sum of £10,000 to enable parents to visit their children who were in Borstal Institutions. It was therefore ironic in the extreme that the prison board later established a Borstal institution right next door to his home at Huntercombe!

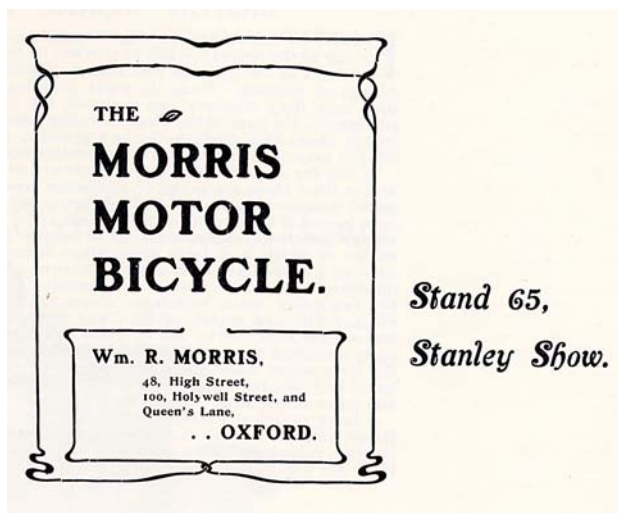
When driving past the property today, one can often see the sad parents of boys held at the institution, waiting at the bus stop just outside Huntercombe Place - probably still benefiting from Morris' gift.

On the subject of Nuffield's benefactions, in 1946 Sir Winston and Lady Churchill found themselves in difficult financial straits, to the extent that it seemed probable that they could not afford to continue living in their Kent home, Chartwell. The proprietor of The Daily Telegraph, Lord Camrose, assembled a group of wealthy folk, who between them raised the funds to buy Chartwell for The National Trust on condition that the Churchills could live there for the rest of their lives.



It is not widely known, but Lord Nuffield contributed £5000 (the equivalent of over £150,000 today), towards the Chartwell fund.

* * * * *



1902 advert for the Morris motorcycle.

Many thanks to our friend Chris Keevil for sending this prior to our visit to Nuffield Place next week.

MB