



Club Meetings

9th June – @ New Inn. 8pm but please arrive earlier if you wish to have a meal.

14th July – Speaker ex Royal Navy sub-mariner

NHAEG events - Club runs

The Committee have planned a road run on 4th June to West Berks brewery at Yattendon where you can buy fresh beer and locally sourced food.

Please arrive at the New Inn at 10:00 to collect your route map. Departure will be at 10:30.

Please contact Don (01189 733568) or email v.woolls@hotmail.co.uk if you are taking part in this road run.

Christmas Lunch

The committee have booked the Elvetham hotel for a traditional Christmas lunch on Sunday 7th December. The good news is that it will be the same price as last year for a 3 course meal at £39.50 pp.

The hotel require an initial payment at the beginning of June in order to confirm the booking. We are therefore requesting club members who wish to attend the Christmas lunch to make a deposit of £10 pp. The preferred method of payment to the **NHAEG** account is by bank transfer:

Sort code 09-01-54, **Account** 8006 6086, **Reference:** Surname & Xmas

Please also email nhaegmembership@gmail.com to confirm you have paid by bank transfer, this will ensure you are on distribution list for future updates and enable the number of guests to be monitored.

So far only 22 people have paid a deposit and need a minimum of 30 guests to make this viable with the hotel so please support the club by attending this event.

Public Car Shows

June 7th - Upton Grey fete 2pm (TM)
June 14th - Hartley Wintney Show
June 15th – Hollycombe steam fair and car show
June 21st - Old Basing
June 22nd - Tweseldown classic car show (Church Crookham, Fleet)
June 28th – Long Sutton (Near Odiham) check with TM
June 29th – A7 Rally, Beaulieu
July 5th - Bourne show Farnham, GU103PN. Arrive before 12:30
July 12th - Odiham fete
July 19th - Dogmersfield, RG278ST, Arrive before 1pm.
July 25th – RAF Odiham (Friday) a must !
Aug 3rd - Phyllis Tuckwell, Churt
Aug 9th – Camberley classic car show
Aug 24th /25th - Swallowfield
Sept ?? - West Green House

Morris vrs Austin



Morris



Austin

Oh dear – a very small elderly car in a large and possibly uncaring modern world filled with Eddie Stobart projectiles and disgruntled Audis. Sitting in this 1932 Morris Minor Tourer makes the driver feel almost like a less dapperly dressed version of Noddy, or perhaps Major Upset of Russell Brockbank classic cartoon fame, who had a similar vehicle in which he enjoyed many an adventure.

Okay, time to press the starter and go for it. Morris really did cram quite a lot into a ten-foot-long car — a nice comfy bench seat helps to make good use of the available space and we have a speedometer, ammeter and temperature gauge. Luxury indeed! There's a large, unyielding steering wheel and a lever to advance and retard the ignition, too. At least the handbrake is where you would expect it to be. As, indeed — thankfully ~ is the footbrake.

The sidevalve engine springs into action with almost indecent haste and ticks over very happily as the three-speed gearbox is eased into first, followed by an entire concert of vintage gear whine. Letting the revs die down carefully it's into second (and some movement is visible), and finally third.

Being a tourer with the hood down, there is a real feeling that you and this car are fighting against the elements. The steering needs to be mastered, too. It is of the point and (sort of) shoot variety, and it is tempting to tug the wheel madly in the direction you want to go. This isn't actually necessary just thread the wheel through your fingers.

There's just enough power to accelerate out of sharp bends (which you wouldn't want to be entering too quickly anyway) and it wanders less than you might expect, though it's not a big fan of uneven road surfaces,

We're bowling along at some 40mph as far as I can make out from the flickering speedo needle ~ and this is actually rather fun. The gears are well spaced to take advantage of the power and, oh dear, the earthquake approaching from behind the car is in fact a Scania articulated HGV.

Time to turn off. This car has been fitted with flashing indicators but the driver will be likely tempted to make frantic hand signals just to emphasise the point. Slowing down means a good stab on the brakes but happily the car continues in a relatively straight line. After an hour or so, and a few noisily crashed gear changes, driving one of these cars becomes second nature, allowing you to enjoy a car with immense vintage charm and massive character. It longs for rural backwaters, tea shops and an all-action picnic date with Miss Victoria Sponge.

Morris unveiled the Minor at the 1928 Olympia Motor Show boasting that the new baby was 'built like a big car', having a full-length chassis, unlike the Austin Seven's A-shaped frame. The Morris was also slightly cheaper, with prices starting at £125 for the tourer compared with £135 for the budget Austin. Needless to say, Herbert Austin immediately reduced his prices.

The new car got good reviews with Autocar summing it up as 'happiness made manifest in metal.' There was, however, a big disadvantage with the Morris. Wolseley had decided that it should have a relatively complex 847cc overhead-cam engine, which was more expensive to produce and maintain than a sidevalve. A notable problem was that a shaft driving the camshaft went through the centre of the dynamo, meaning that this unit could easily become contaminated with oil.

Consequently, despite Morris' extensive publicity pointing out the car would be cheaper to run for two people than paying public transport fares, and even borrowing the popular song *Yes Sir, That's My Baby* for his advertising, the Seven still trounced the new Minor. The car subsequently became available in tourer, saloon and (eventually) van form, but the biggest news came in 1931 when Morris offered a pared-down version of the car at £100 with a sidevalve engine. This reduced bhp from 20 to 19, but no-one seemed to mind. The far more successful Eight eventually replaced the Minor but it was no disaster with 89,310 built.

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Mill House, North Warnborough

A perfect spring day on the 17th May resulted in a record number of historic cars at the Mill House pub. Many classic marques from Morgan, MG, Riley, Lagonda, Talbot, Austin, Morris, Alfa Romeo and Lea-Francis to name just a few were represented. The ideal setting by a small lake and a country pub made for an excellent day out and we thank Andy Seager (a club member) for making the arrangements.



Stay safe
NHAEG Committee