



MORRIS REGISTER

(MoClub Ltd)

The Worlds largest Club for enthusiasts of Morris vehicles designed before 1st January 1940

MINUTES OF THE NATIONAL COMMITTEE MEETING

Held Saturday 29 January 2011 at the King Edward School, Edgbaston, Birmingham

ACTION POINTS:

Please note the following items that are to be carried forward to the President's Conference on 2 April for further discussion:

- 3a. Footman James
- 3e. 2013 Events
- 3f. Club Lorry
- 3k. President's Conference format
- 3r. Pre-war Minor Network

The Meeting opened at 10:30am.

1. National Committee Members present:

Dave Harris, Chairman; Tom Bourne, Secretary; Mike Brears, Assistant Secretary; Philip Butland, Treasurer; John Ford, Deputy Chairman; Ken Johnson, Vice President; John Nagle, Membership Secretary; Rob Symonds, Editor; Malcolm Dixon, National Rally Organiser; Tom Taylor, Spares Secretary; Jim Riglar, Webmaster/West Secretary; Gloria Harris, Shopkeeper; John Powell Chilterns Secretary; Norma Cook, East Anglia Secretary; Caroline Harris, South East Secretary; Terry Horn, East Midlands & Yorks Secretary; Neil Truslove, North West Secretary; John Howells, Wales Secretary; Margaret Molyneux, Trans Pennine Secretary.

Other Members present:

Jo Nagle, Doug Townsend, Trevor Willsden, Paul James, Anne Riglar, Celia James, Colin Belcher, Russel Moore, Mark Smith, Hilda Johnson, Christine Truslove, Val Brears, David Molyueux, Tim Harris, Gideon Booth, Laurie Cook.

Apologies for Absence: received from Bob Beaumont, President.

2. Approval of the Minutes of 24 July and 7 August 2010

The minutes of these meetings were approved. Proposed John Powell, seconded John Ford, 24 for, 4 abstentions.

3. Items for Discussion

- a. **Footman James.** Dave Harris introduced Martyn Raybould of Footman James, Relationship Manager for Clubs, who made a presentation outlining FJ Scheme for Clubs. This is an arrangement not a contract, and the club would get a commission of 5% on all types of insurance taken out by members. The Jowet Car Club with 600 members receives £1700 in commission, which is much greater than advertising revenue would be. He summarised by saying that this is a marketing scheme, members would get personal support during claims, the arrangement can be stopped at any time, and he would attend some of our meetings and events. In a question and answer session the following points were raised: motor trade cover is available; multicar policy including moderns is available; breakdown cover

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can be included, they use Road Angel; age restriction, if a current customer, no restrictions beyond age 75; under 25, they are not the cheapest, but for existing customers it is easy to add under 25s; for members already with FJ, the commission is backdated; numbers using the arrangement tend to grow over time; commission stays at 5%.

DH summarised, and asked members to consider this with a view to reaching a conclusion at the April President's Conference.

- b. **Ardingly.** Dave Harris summarised the discussions leading up to the announcement in the January issue of Morris Monthly, and stated that this position had been arrived at amicably. He asked the meeting to endorse the action taken, and this endorsement was given unanimously.
- c. **Guidance for Regional Events.** Dave Harris introduced this topic by saying that anyone organizing a show or run in the name of the club should inform the National Committee, in order to get the required cover or permits from the MSA, and said that it is very important that we all comply with this. He handed over to Mike Brears who tabled the paper attached at **Annex 1**. For any trip or show organised we need a permit or a certificate of exemption. Individual travel, or a purely social event entailing members travelling independently from their home to a venue such as a pub, would not be included. The main areas for us, as defined by the MSA, are Touring Assemblies and Gymkhanas. The application for a Certificate of Exemption will be made by the person who is the main organiser under the name of The Pre 1940 club with the name of the 1st region included in title of the event.

In discussion the following points were covered: this is not needed if attending events organised by other clubs/organisations, their entry forms should include a certificate of exemption; this applies even if no precise route is given out, just a suggested route; not needed if members travel independently to a fixed venue; costs for this cover will be paid out of national funds, not regional; the permit only applies to the event concerned; regions should inform Mike Brears at least 4 weeks in advance of the event, and should apply for the permit before any official announcement or issue of entry forms; entrants must sign the declaration on the entry forms, either in advance or on the day; entry forms also need to include a declaration that the vehicle is covered by third party insurance; guidance notes and model forms will be issued to the Regions, and will be on the internet; non members taking part in a Register event would be covered; this has to done by the centre and not the regions as it is done under the name of the Pre 1940 Morris Register Ltd. In conclusion it was stated that it is essential to follow this procedure, as without it the organizers have no liability insurance cover.

- d. **Events in the South.** Doug Townsend said that more local events are needed for those who cannot travel as far as Thoresby. Dave Harris pointed out that Ardingly is now a Regional Event, and that the Club Trailer of exhibition materials is now available to the regions. It was concluded that we could do with a club presence at a large event in the area north of London, and the regions should work together on this.
- e. **2013 Events.** Dave Harris introduced this discussion, asking members to come up with ideas for further discussion at the April President's Conference. He suggested a Lands End to John O'Groats (LE JoG) run calling at as many regions as possible. Rob Symonds then

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gave an update on the Morris Clubs Committee that is chaired by Ray Newell. There will almost certainly be a big event at Blenheim, incorporating the Morris Minor Owners Club (MMOC) National Rally with dedicated areas for other Morris clubs. MR members would have to pay an entry fee. The Bullnose Morris Club (BNMC) is planning an event at Gaydon to which MR would be invited. Agreement has not yet been reached on an event at NEC; some form of big display will depend on Morris Register. A logo is being prepared, to be shown in Morris Monthly.

- f. **Club Lorry.** Laurie and Norma Cook described the condition of the lorry, and the alternative quotes for the repair and rebuild of the engine were discussed. It was agreed unanimously that subject to their inspecting the engine to confirm their quote, T & S Autos of Capel St Mary, Ipswich should be asked to go ahead with the repair and re-assembly, with a budget ceiling of £2000. Dave Harris then suggested that we could consider selling the Lorry, and investing the proceeds in restoring the Club van and buying a trailer for it. Members were asked to discuss this in the regions and report back to the April President's Conference.
- g. There was a short discussion concerning the issues of Mr Lionel Smith and the Kingswinford Noggin.
- h. **Historian Duties, DVLA etc.** Dave Harris proposed that Michael Taylor be invited to act as a central hub of expertise, and to assemble a group of experts for the various models. This was agreed unanimously. He then proposed that Gideon Booth be asked to take the lead role in DVLA liaison, undertaking the requisite training, and assembling a group of localised inspectors. This was agreed unanimously.
- i. **Pre 1940 Morris Register Ltd.** Mike Brears reported that Philip Butland, Malcolm Dixon, and Jim Riglar have been appointed to the board of directors of The Pre 1940 Morris Register Ltd. Dave Harris is Chairman and Mike Brears is the Company Secretary. The Directors have agreed that as from 1st April 2011 they will delegate their powers conferred on them under the Company's Articles to a National Committee of elected club members. That Committee will consist for the time being of those existing members of the Club's national committee. A bank account has been opened, and a standard letter template is being prepared which all club officials and regions should use.
- j. **Regional membership.** Mike Brears presented a proposal that members could opt into the regional grouping of their choice. This was not agreed. However it was agreed that members should be able to change the region to which they have been allocated should they wish. John Nagle reported that he allocates members to a region based on their geographical location. Dave Harris pointed out that the purpose of the regional groupings is for the administration of the club at a local level, and that the regional groups are not a separated entity.
- k. **President's Conference.** Tom Bourne briefly presented a paper (**Annex 2**) prepared jointly with the President on options for the future of the President's Conferences. Members were asked to consider this and resume the discussion at the April Conference.
- l. **NEC.** John Nagle gave a brief résumé of last November's show, saying it is a formula for future shows. A stand has been booked for this year but is not guaranteed yet.



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- m. **Stand at Beaulieu.** Malcolm Dixon explained the background to this issue. It was agreed that a stand should be booked, to be operated by West region members, with half of the stand being sub-let to Malcolm Dixon and Ken Holden.
- n. **Originality Class at Thoresby.** Malcolm Dixon explained the background to this suggestion, and after a detailed discussion it was agreed that it would not be appropriate. However it was agreed to ask those undertaking self-judging to give points for various categories.
- o. **Travel Expenses and Membership Fees.** Dave Harris and Philip Butland proposed that travel expenses on club business should go up to 25 pence per mile immediately, then to be reviewed year on year. This was agreed unanimously. They also pointed out that it had been agreed to increase fees for 2011 by £1.75 in view of heavy increases in printing and postage. They then proposed that membership fees should in future increase by an annual increment not to exceed £1, the actual amount to be agreed by the National Committee according to need. This was agreed with 2 against and 2 abstentions.
- p. **Risk Register.** Tom Bourne presented a proposal that the club should prepare a risk register. This proposal was not accepted.
- q. **Jepson Classic Number Plates for Morris Register.** Tom Bourne presented a proposal he had received from this company. After a discussion, it was concluded that there would probably not be enough interest to make this worthwhile.
- r. **Pre-war Minor Network.** John Nagle presented a proposal prepared by Chris Lambert from the 'Pre-war Minor Network'. After a brief discussion, members were asked to give more detailed consideration to the proposal and continue the discussion at the April President's Conference.

4. Executive Reports

- **President.** In a written message the President said "keep up the good work which continues to bring credit and good standing to the club, keep it up for 2013!"
- **Chairman.** The Chairman thanked all members for their efforts in what has been a good year, and hopes that we can repeat this success.
- **Secretary.** The Secretary reminded regional secretaries of the need to submit copies of regional committee meetings.
- **Treasurer.** The Treasurer reported that new accountants were now in place, and the BACS system working. He reminded regional treasurers of the need to submit reports and VAT receipts. There is a cash surplus of about £8k, but no receipts due until April, and at least £5k costs to cover until then. He suggested we should start to put some money aside to cover 2013 events.
- **Membership. See Annex 3.** John Nagle also proposed that for administrative convenience the Irish Republic be included in Europe. This was agreed. He then proposed that Northern Ireland be merged with the North West Region. This will be discussed at the North West AGM, and the views of Northern Ireland members will be sought.
- **Newsletter.** The Editor thanked the regions for their good contributions, and asked for more information on diary dates.
- **National Rally.** Malcolm Dixon summarised arrangements already in place, and the action plan is on target. More Autojumble stands are needed, and it was suggested that the



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stands be turned around so they face the new area for cars. There was a discussion on the possibility of an area for members to sell small quantities of spares.

- **Spares Service.** Tom Taylor presented his report, - See annex 4.
- **Website.** Jim Riglar reported that the archiving of 8mvs emails is now complete, and the working party is developing the index of M8 topics. The web site averages 42 hits per day, with an average of 58 pages visited. He suggested that the club shop should be on the public area of the site, this to be discussed further at the April President's Conference.
- **FBHVC.** Ken Johnson presented his report, - See **Annex 5.**

5. Regional Reports – an opportunity for regions to highlight any areas of concern not covered in regular reports in Morris Monthly that need to be discussed or decided on by the Committee.

- Wales region reported that John Howells has been elected secretary, but no chairman as yet.
- Midlands Region AGM to be held in April, hope to enlist a new committee.
- Dave Harris pointed out that if there is a shortage of volunteers, the post of regional events secretary should be given priority over regional chairman.

6. Any Other Business

- John Nagle reminded the meeting of his intention to step down at 70, and a volunteer replacement is needed soon.
- Dave Harris reported on an update received from Ken Martin on the items from the archives of the late Harry Edwards that are to be handed over to the club. An expression of gratitude is to be made to Harry's widow Barbara and to Ken Martin.
- Tom Taylor reported that a member had offered to take on the role of coordinator for Series Sixes models.
- John Ford proposed that the remaining 50th Anniversary badges should be sold off at a reduced price of £10

7. Date of Next Meeting. The next meeting will be the President's Conference to be held Saturday 2 April at King Edward School Birmingham

There being no other business Dave Harris thanked everyone for coming and officially closed the meeting at 4:30pm



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ANNEX 1

Item 3c

Rules for Club Promoted Motoring Events

The Club's registration with the Royal Automobile Club Motor Sports Association Limited (MSA) authorises us to organise motoring events under the General Regulations and other requirements of the MSA.

The MSA is recognised as the governing body of motor sport in Britain by the FIA, UK Government and Police and as such is responsible for administering and controlling the rules of the sport. It is the only organisation in the UK that can grant the Club a permit for our motoring related events.

In general we only organise a limited number of types of motoring events the most common being the good old fashioned run from A to B, classified as a Touring Assembly and rallies such as the National at Thoresby which have the Driving Games, (a Gymkhana), the Run Out, (a Touring Assembly) and a Concours d'Elegance as part of the event.

There are a number of other types of event that we could organise such as Treasure Hunts or Road Safety events however; **ALL** motoring events that the Club organises whatever the eventual number of entrants will require a permit or more specifically a "Certificate of Exemption", (see overleaf for events which require a COE and the definitions of a Touring Assembly and Gymkhana).

Having said all that, social gatherings such as noggins, where a group of members drive to a pub or restaurant from their homes for a lunchtime or evening meal do not require any permit. If however, an organised run takes place from the assembly point to any other venue that will require a permit.

Organisers of events should also be aware that apart from complying with the requirements of our Registration the issue of a permit by the MSA also provides a further level of insurance for the Club, organising officials and those members entering events. Failure to apply for a permit may result in the withdrawal of our registration as well as us receiving penalties and the withdrawal of insurance indemnity for any event which may be in question.

Members wishing to organise events must notify the National Committee as soon as possible giving as much detail as possible, application to the MSA is to be made not less than four weeks prior to any announcement of the event. All applications will be under the full name of the Club i.e. "*The Pre 1940 Morris Register Limited*" and the title of the event will contain a reference to the regional group doing the organising, e.g. "*The Chiltern's Len Plumbe Run*". The MSA Route Liaison officer and the local Police authority will require notification with a copy of the route and any supplementary regulations that there may be. If any prospective organiser is unsure of the procedures please contact Mike Brears, the Clubs MSA representative, as soon as possible. Copies of completed specimen event application forms are available on request.

The form can be found at http://ww.msauk.org/uploadedfiles/msa_forms/EVENTapplication.pdf, you will also need to print off a copy of the schedule of permit fees for 2011 all Certificates of Exemption cost £20. The addresses for your local Route Liaison Officer can also be found on the MSA website at http://www.msauk.org/uploadedfiles/msa_forms/compsandtrials/rlo.pdf.

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Events Exempt from the Regulations (Certificate of Exemption)

5.1. Clubs organising events of the type specified below may be granted a Certificate of Exemption providing application is made to the MSA not less than four weeks prior to any announcement of the event.

5.1.1. A Certificate of Exemption from these Regulations indicates that there is no right of appeal to the MSC and that provided the MSA has granted specific approval members of unrecognised clubs or members of the public may participate, but not officiate, at such events.

5.1.2. Any of the following events which are run commercially for profit will be levied a facility fee in accordance with Part 3, Appendix 1 at the discretion of the MSA.

(a) A Touring Assembly in which there is no individual timing except for the purpose of preventing competitors travelling too fast or too slow.

(b) A Gymkhana held entirely on private ground.

(c) A Treasure Hunt run in accordance with R.17.2.

(d) A procession for charitable or historic purposes.

(e) A Concours d'Elegance.

(f) A Road Safety event run in accordance with R.17.1.

(g) An approved Driver's Training day or Special Demonstration for non-speed events. A charge may be made by the MSA for such events.

(h) A Cross Country Promotional Event in accordance with P.9.

(i) An Economy Run held in accordance with R.16.2.

5.1.3. An event complying with 5.1.2 (b), (c) or (h) organised for Cross Country Vehicles may not be considered suitable for the normal insurance arrangements for this type of event and will be charged a normal per capita insurance and permit fee. Such events must be clearly identified on application.

5.1.4. Following the event, copies of all published documents issued for the event must be sent to the MSA.

5.1.5. The following special events may qualify for a Certificate of Exemption, and will be charged a facility fee in accordance with Part 3, Appendix 1 at the discretion of the MSA:

(a) Rallysprints.

(b) Any other event not provided for in the General Regulations which the MSA deem to be appropriate.

Touring Assembly. An event organised with the primary object of assembling tourists at a point settled beforehand. In a Touring Assembly a prescribed route may have to be followed. Pre-arranged points may be provided for in the event's itinerary but no limits of speed may be laid down, nor any requirement to visit prearranged points, other than a requirement to report at a final point not later than a specified time. The programme of a Touring Assembly may include additional events (other than speed) provided that they are held only at the place of final assembly. No prize money may be allocated in respect of Touring Assemblies. A Touring Assembly may not give awards of any description, other than those in relation to activities arranged at the finishing point. The Regulations for the event must be clearly endorsed 'Touring Assembly'. Notwithstanding anything in these Regulations, a Touring Assembly shall be exempt from the general requirements provided: (a) The consent in writing of the MSA and its approval of the regulations for the Touring Assembly have first been obtained, and (b) Where the route runs through the territory of an ASN other than the MSA, R.1.3 of these Regulations has been complied with.

Gymkhana. An event held wholly on private ground and in which no test is determined solely by the speed of the competing vehicle, or by the skill of the Driver in controlling the vehicle, and in which if there are to be timed tests, there will be at least an equal number of untimed tests. No test may be timed to an accuracy of less than five seconds.

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ANNEX 2

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PRESIDENT'S CONFERENCE

SOME THOUGHTS FOR THE FUTURE

1. Introduction

The President and Secretary have given some thought to the future form of the President's Conferences in the light of recent trends.

2. Recommendation

The National Committee on 29 January 2011 is asked discuss and review this paper briefly and then ask delegates to send any comments to the Secretary. In the light of comments received, this paper will then be put to the April 2011 Conference for more detailed discussion.

3. Background

- The Conference was initiated around 1978 by Frank Ashley as a non-executive discussion forum to improve communications and generate ideas for the way ahead. The previous committee structure left a gap; the grass roots never met those at the top. It was considered unfair to meet in homes and with the coming of the MoClub limited company, more formal arrangements were necessary.
- The Conference acted as a forum for regional teams and the executive to get together, discuss and resolve problems, and plan for the future.
- Its main success was to improve communications, and it helped to make the Regional teams feel more involved in the running of the club.
- The method of "breakout groups" during the meeting worked well at first, but gradually got less effective.
- The then Executive used to meet during the breakout sessions. The conference would usually conclude by "The Executive will consider how to take on the results and recommendations of the discussions".
- This all served to highlight the role of the Conference as a non-executive forum on the one hand, and the Executive Committee on the other.
- The Conference was never designed to be a decision making body but to discuss anything raised by anybody and to pass them on to the Executive with recommendations. Voting was never considered necessary.
- However with the Executive meetings not being held quarterly as they should have been the feeding to and from really did not work well.
- The Conferences were originally all day with proper time, which was preferable; jamming in an Executive meeting was done mainly not for quicker progress but to save meeting costs.

4. Present Situation

- More recently, this clear divide between the non-executive Conference and the Executive Committee has become less clear. Partly due to the pressure of business, the Conference has tended to become more of an Executive meeting, debating issues around the management of

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the club, and voting on these where relevant. This voting has only come in to record matters due to the major disputes we have had.

- The breakout groups have been discontinued.
- The Regional presence at the Conference is still very strong, and the Regions are still asked to contribute issues for discussion.

5. Issues to consider

- Strictly speaking the Conference is a non-executive forum, and should not be voting on management issues. However, as there is a quorum of executive members present, any vote can be considered to have been ratified by the executive, but a strict point of order would be difficult to refute.
- The Conference plays, and should continue to play, an important role in the Governance of the club, particularly involving the Regions in decision making and planning. We need to maximise the role of the Regions, as a way of making all members feel they have a voice in the running of the club.
- Voting. Only National Committee members and Regional Secretaries can vote in Committee meetings. Voting in the President's Conference is informal, and only to agree the conclusions of the discussions that go forward to the Executive for consideration or ratification as management decisions. Ideally voting in the Conference should aim for consensus.

6. Proposals for discussion

- Keep to the present 2 conferences per year. Open to any member and have a limited number of current issues that need to be addressed. Members can ask for issues to be included, as at present. Encourage conclusion of discussions to be reached by consensus, failing which a majority vote of those present where relevant. No formal resolutions.
- Leave out the reports, or present them in writing, with questions allowed.
- Include a very short Executive meeting at the end of the Conference when the National Committee can ratify decisions that need to be.
- The other 2 Executive meetings continue to address management issues; any members can attend but not vote.
- The meeting layout should be re-considered. The "theatre" layout is the least likely to encourage participation and active discussion. The "Board Room" layout is far more effective and should be used unless the constraints of space are inevitable.
- New forms of breakout should be investigated. The format used by the early President's Conferences is now less effective than more modern methods of group work and facilitation. These need to be more strongly structured, with the aim that all present at the meeting feel they have been able to contribute to the decisions made.

Bob Beaumont, President

Tom Bourne, Secretary

19 January 2011

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Committee meeting 29th January 2011

1 Membership Stats

The membership stands at 1860 as at 14th Jan 2011. This time last year it was 1732, a 7.4% increase. We must be doing something right!!!

2 Renewals.

The renewal form will be in the February magazine and 46 members who pay by cheque have already sent post dated payments. 1188 Members will pay by direct debit and retained card payment. That's 1234 in the bag for next year already!!

3 Pre 1940 Register

I have received so far 753 replies to my request for completed application forms for the 1940 company. I hope it won't be too much of a struggle to get the rest completed.

4 Regional Rearrangement

As Region 10 (Republic of Ireland) is so small (28 Members) and inactive I propose to incorporate it in Europe which it is for administrative, postal and subscription purposes.

Similarly as Region 11 (Northern Ireland) is at present managed by Region 7 and has only 17 members could we not incorporate it in that region until such time as a viable region re-emerges.

John

14.01.2011



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ANNEX 4

The Morris Register Spares Service

Report to the National Executive Committee – 29th January 2011.

Members of the Executive Committee will by now be accustomed to my usual opening remarks that the Register's Spares Service is operating quite satisfactorily, albeit accompanied by my equally usual reminder that the Service is run entirely within the constraints of the limited time resources available in an operation run entirely in the volunteer members' own spare time. This report is no different in that the Service does continue to run satisfactorily and Graham Naylor and myself are still the only hands-on resource available.

In respect of financial performance, our figures for the eleven months of trading up to 31st December 2010 and the anticipated eventual outcome of a complete twelve months of trading up to 31st January 2011, will closely match those of previous years in terms of our income and expenditure figures. Purchases were £19,000 and sales were £20,000 (both gross) to the nearest £50 pounds and we regularly maintain a bank account and cash at hand balance of between £2,000 and £4,000. Both income and expenditure figures are reduced to £17,300 and £17,500 respectively after VAT is taken into account. Trading during the month of January 2011 is not expected to have any significant effect on these figures.

What cannot be measured in money terms however, is the increase in stock levels which Graham has been able to build up in response to members' stated needs and by his use of contacts within the trade to secure extremely favourable price reductions on certain items, prices which are now being passed on to members where appropriate. Some price reductions are only secured as the result of fortuitous one-off opportunistic purchases and the cost reduction can only be passed to members for a limited time. Members have recently enjoyed a saving of about 50% on the price of certain wheel cylinder repair kits, bought by Graham from a recent wholesaler's disposal sale, but when that batch has gone, new stock will revert to our usual price. Committee members will recall the unfortunate and unfounded allegations from certain uninformed quarters last year of members being charged excessive prices for some parts and I can take this opportunity to restate that the pricing policy of the Spares Service continues to be the provision of spare parts to members at as reasonable a price as possible, having regard to the need to make some return on our use of members' subscription monies and to cover the operating costs of the Service, minimal as these are. We are not operating as a major income stream for the Morris Register, and with our obligation to levy VAT on our sales and purchases, we could not expect to survive for long in a highly competitive market. We regularly refer members on to other sources of parts which we know we could not ourselves offer at a favourable price.

Whilst our financial performance is satisfactory, we continue to be mindful that we are unable to develop the service we provide beyond the basic provision of routine items. We have tried in the past to have a number of items reproduced, but on each occasion we have opted not to proceed, partly because of insufficient interest to make it feasible, or through prohibitive

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costs. There is a regular and predictable range of parts which members ask for and very seldom is anything asked for outside this known range. We therefore concentrate on this range and leave to other sources the provision of infrequently sought items. Members seem to know where to find those elusive parts, but come to us for their basic needs. This suits our limited capability and avoids us undertaking any time-wasting searches.

A noticeable trend in the last six months or so is the significant increase in the number of enquiries we have received from Australia and New Zealand. It is as if word has been spread of the availability of spares from the Register for the Morris Eight, or 8/40 as it is known down under. This gives us a dilemma in that we are really only authorised to sell parts to members, and whilst enquirers tend to be members of the Morris Register of Victoria, Queensland, Tasmania or wherever, very few are actually current members of the UK Morris Register. We have taken the view that selling parts to these customers is generally good for business and adds to Register income without compromising UK members who possibly only join the Register for the logical reason of access to parts. It might, however, beg the question of Australasian members as to why they pay the subscription to be a member of the UK Register when they appear not to need to.

Finally, I should confirm that Graham and I follow a policy of complete openness in our activities, and any member is welcome to contact us for information on how we run the Spares Service and how, by declining to use cash sales, we try to maintain financial integrity at all times. Each one of our transactions, sales or purchases, is traceable and accountability is always a priority in how we work.

Tom Taylor

Spares Service Secretary
24th January 2011.



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ANNEX 5

FBHVC Report

There seems to be quite a lot going on with regard to historic vehicles, with the unknown amounts of ethanol in the today's petrol and its adverse affect on seals in particular. The FBHVC keeping a close eye on this and I would recommend that members should log on to the FBHVC website for more information on this and other subjects.

Continuous Insurance Enforcement: There is also a new law being introduced requiring that taxed vehicles be insured at all times not just when they are on the road. There is more on this subject in the next Morris Monthly.

The Federation are also preparing a list of MoT testing stations knowledgeable and thus sympathetic to Historic Vehicles. Unfortunately we did not make it clear that the request to forward these to the Secretary meant the FBHVC Secretary not the Club Secretary. I apologise to Tom for the extra work this has caused him. Tom has passed these on to me and I will keep the list updated and pass them on to the Federation.

Ken Johnson