

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1973

Monthly Newsletter and Events Update

Editor

Mo Breakspear

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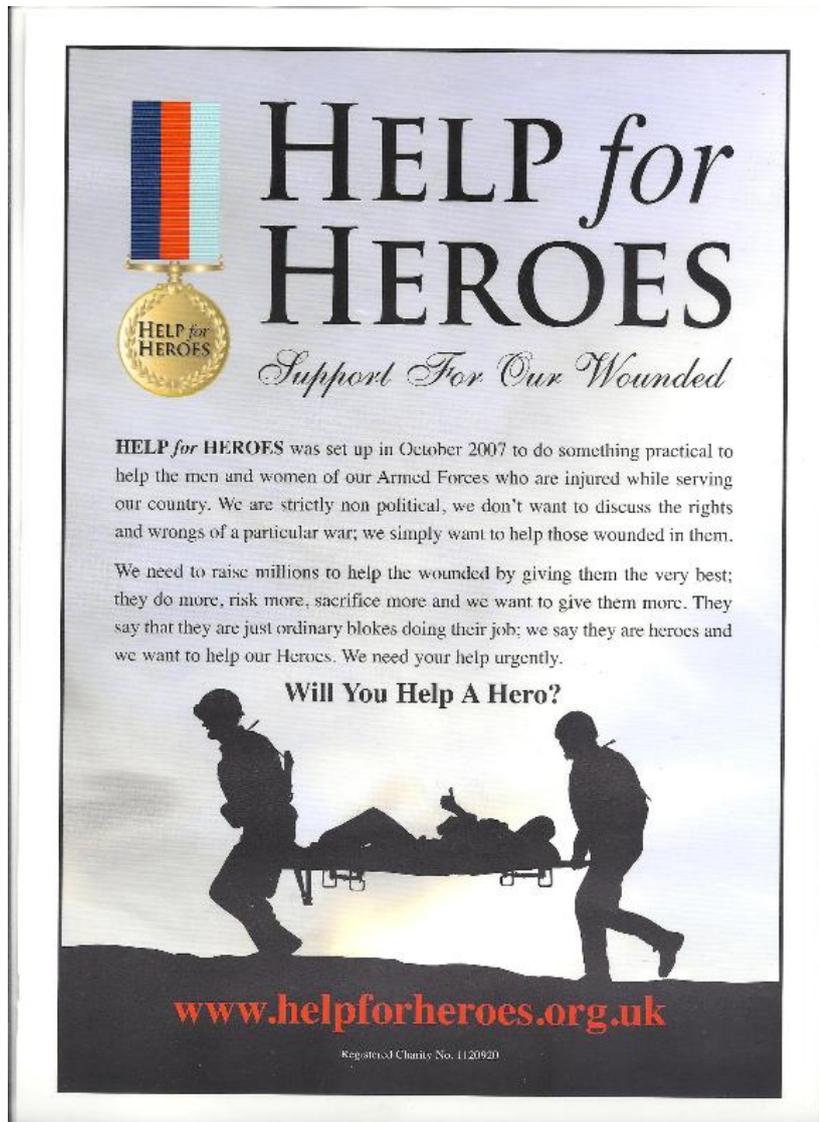
[**\(maureenbreakspear@yahoo.co.uk\)**](mailto:maureenbreakspear@yahoo.co.uk)

Please let me have any articles for the newsletter by the 22nd of the month, as a WORD DOCUMENT attached to an e-mail.

[**www.nhaeg.org.uk**](http://www.nhaeg.org.uk)

APRIL 2010

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



The poster features a gold medal with a ribbon on the left side. The text 'HELP for HEROES' is prominently displayed in a serif font, with 'Support For Our Wounded' in a cursive font below it. The main body of text describes the organization's mission and asks for help. At the bottom, there is a silhouette of two soldiers carrying a wounded comrade on a stretcher, and the website address 'www.helpforheroes.org.uk' is written in red. A small registration number is visible at the very bottom.

HELP for HEROES
Support For Our Wounded

HELP for HEROES was set up in October 2007 to do something practical to help the men and women of our Armed Forces who are injured while serving our country. We are strictly non political, we don't want to discuss the rights and wrongs of a particular war; we simply want to help those wounded in them.

We need to raise millions to help the wounded by giving them the very best; they do more, risk more, sacrifice more and we want to give them more. They say that they are just ordinary blokes doing their job; we say they are heroes and we want to help our Heroes. We need your help urgently.

Will You Help A Hero?

[**www.helpforheroes.org.uk**](http://www.helpforheroes.org.uk)

Registered Charity No. 1120920

Our inspiration for this is thanks to Phil Dunford. We now have a number of collection boxes, posters and leaflets for **Help for Heroes** which members may wish to take with them to shows and rallies. Many members of the public take photographs of our cars and this would be an ideal opportunity to raise funds for this worthy cause. The idea would be to invite donations by hanging the collection tin on the radiator cap of your Austin which, in the light of Phil's experience, may produce a generous response.

I would ask that any monies collected be forwarded via Jean Edwards who will then forward the donations to H4H under the auspices of the North Hants Austin Enthusiasts Group. This enables us to track and report our fund raising efforts to members and also 'puts us on the map' as far as H4H is concerned.

Clearly, if a number of us are attending the same event, then we cannot impose on the public's generosity. It is suggested that a maximum of two collection tins be at any one event. Collection tins and leaflets will be available at club meetings.

Dave Witton

Mo's Mutterings

Many thanks to Phil, and Dave, for the *Help for Heroes* article. I thought it looked good on the front page this month and as I'm the editor, that's where it is! Have had to split Karen's "Operation Colossus" and will put more in next month's edition of the newsletter.

Many thanks to all members who have sent in articles this month, they all make very interesting reading. Keep up the good work!

John Lockyer has now acquired a 1997 Jaguar XJ Executive, reg. A 15 BPJ. Also please change the registration number of his MG B to read JGY 1 D.

Bob Hobbs and Jill have moved to Wiltshire and have a new telephone number, 01249 813207.

As some of you know, Don and I are without a kitchen at the moment, the sink is the last thing remaining and that is going tomorrow! We are not starving, as friends and family have taken pity on us and we have a makeshift kitchen in the dining-room. I don't think I could bother with moving house, it's bad enough trying to find things from the kitchen! The plumber and electrician are coming at the weekend so I may have to go shopping although if I do, who will make their endless cups of tea! Hope to see many of you at the next club night if I haven't had a nervous breakdown!

Maureen

Colin's Column

Andy Ranson's articles in last month's newsletter were as interesting as always but I found two in particular that were interesting to me.

The advert for Gamages brought back many happy memories from my childhood as we lived in London and my parents often took me there, particularly at Christmas when Uncle Holly was there, instead of Father Christmas. It had a very large toy department with plenty of model trains, heaven to a young boy.

Later on in 1960, by which time we had moved to Potters Bar in Hertfordshire and I had started work in London, I bought my first car. You've guessed it, an Austin 7! I had just enough time to get to Gamages in my lunch hour and look around their extensive car spares department where I bought quite a few items including a pair of axle stands and a battery charger, both of which I am still using today. They don't make them like they used to!

The other item was the advert for the H2O Bomb, which apparently introduced water vapour to the petrol mixture resulting in all kinds of benefits to the engine. It reminded me of stories my father told of how before the war he and some of his friends used to rig up a container of water, which dripped over the exhaust manifold so creating steam, which was then sucked into the carburettor. He said it made the car go much better, although I don't know how often you had to stop to refill the container with water.

Keep them coming Andy.

March Club Night

At Our March club night we had a quiz with a difference. It was organised by Don and Maureen and was called 'Where in the World'. We were split into teams and pictures which had been cut out of travel brochures, were passed around. We had to answer questions on them such as, where is this or what is the capital of this country etc.?

It was a lot of fun and the eventual winning team were Trevor and Jean Edwards, Phil and Jan Dunford and David Gee. Well done to them and many thanks to Don and Maureen for an entertaining evening

Trip to the Aston Martin Heritage Trust Museum

In last month's newsletter I gave details of a trip I was organising to the **Aston Martin Heritage Trust Museum** on Friday 4th June. I have had a very good response so far and there are now only a few places left so, if you want to go, you had better let me have your names quickly, first come first served. The cost as mentioned last month is £15 per person, which covers admission, coffee on arrival and lunch. I must have all monies in the form of a cheque made out to NHAEG by **10th May at the very latest**, as I have to give numbers to the museum. I am afraid that anyone who has not paid by then will be unable to go. You can give me your cheque at the next club night or post it to me.

Details of the Aston Martin Heritage Trust Museum can be found on www.amheritrust.org

!OW Trip in a 1949 OB Bedford Coach

Also in last month's newsletter were details of a trip being organised by Trevor Mulford in a **1949 Bedford OB coach** to the Isle of Wight on Saturday 4th September. This looks like a great day out and at the time of writing, I believe there are only 6 seats left so if you want to go and have not already given your names to Trevor, I should do so now so as not to be disappointed. Trevor can be contacted on **01252 620435** or email: trev.241142@virginmedia.com The cost is £22 per person and details of when to pay, where we will meet and times etc., will be given later.

Bearwood Collage Invitational Classic Car Show

I recently emailed all members with an invitation I had received from the 'Barkham and District Classic Car Club' (BAD-CCC) to attend the above show on Saturday the 24th April. They would like to know by the end of March how many of our members would like to go. At the time of writing I have received replies from 2 members who would like to attend, if you would like to join them please let me know by the end of March so that I can advise them of numbers. Unfortunately, Ann and I will be unable to make it as we already have something on that day. Bearwood Collage is a beautiful place with very extensive grounds so it should be a good day.

Drive it Day

Drive it Day, which this year is on Sunday 25th April, is being organised by Karen and Dave. This was originally an idea from Peter Barlow. It involves a visit to the Mid-Hants Railway (Watercress Line) and full details are elsewhere in this newsletter. It should be a very good day so why not come along.

April Club Night

April club night is when we traditionally have our '**Spring Airing**' and as usual we hope as many members as possible will turn up in their 'proper cars'. To encourage you all to get your cars out from their winter slumbers, if you have not done so already, we will again have a free draw for all members coming in a pre 1973 car. The prize will be a Marks & Spencer voucher to the value of £25, so come along, you never know, you might be the winner!

4.50/18 Tyres

I have two 4.50/18 tyres, which are well worn and not really legal, but if they are any good to anyone they can have them with my compliments. Might be useful to someone restoring a car who does not want to leave it standing on new tyres. Email colin@greigc.freeserve.co.uk or Phone **0118 978 2087**

That's all for now, the next event which I am sure everyone is looking forward too as much as I am is the **Bletchley Park Trip** being organised by Trevor and Jean on the 11th April. See you all then, fingers crossed for good weather.

Safe and Happy Motoring.
Colin.

Secretary's Scribblings

Quiz News

As may be supposed, it's a bit of a challenge trying to come up with quiz questions which aren't 'Googleable', which, if they were, would consequently make nonsense of having a quiz in the first place. But then, I'm sure that none of our members would stoop so low so it probably isn't something to worry about unduly! Nevertheless, I'll continue to try to devise, obtain or otherwise misappropriate material to produce quizzes which are a better test of knowledge and general 'nouse' than perhaps the ability to negotiate a web browser requires.

The February quiz ('Four-legged Animal') attracted just three entries so, presumably, one or two of the clues succeeded in stumping some.. Winners of this quiz were Malcolm and Sandra. (Avid quizzers, as we know, and therefore, the 'usual suspects').

Remember, though, even if you're unable to come up with the answer to a particular clue/question it's still worth submitting an entry since it's entirely possible that it could be the winning one if others are similarly foxed.

To date, there are just three entries for the March 'puzzler' ('Prefix/Suffix?') but you still have until April 10th to work out and submit an entry. So, put on the 'thinking caps' and have a go. Answers are all pretty obvious – but then I would say that, wouldn't I?

April's challenge is quite different from the norm and tests the power of observation rather than general knowledge. Not quite as obvious as it appears!

Bletchley Park Code Centre Trip – 11th April 2010

A total of 34 individuals, travelling in 16 vehicles, are now confirmed for this trip. Two (so far) are planning to travel in moderns; the remainder in ancient machinery of one kind or another.

A rendezvous point (Car Park) has been selected, close to Henley on Thames, where those who choose to do so, will meet up prior to the 'off'. Obviously those who prefer to make their own way to Bletchley are perfectly free to do so although I would like to have confirmation (from those who haven't already given this) if they plan *not* to meet up at the rendezvous point.

Some details have already been communicated to those going on the trip and final details, with some recommended route information, will be sent out by March 23rd.

However, if you have any questions before receiving these details please get back to me either by phone (01344 775012) or email: trevor_c.edwards@btinternet.com.

Subscription Renewals

An issue which seems to have been a bit more of a problem recently than it may have been in previous years, is that of annual Club Subscription Renewal – or rather some tardiness with regard to this annual process.

As may be appreciated, renewals received late create something of an administrative headache with regard to the generation of updated membership list, mailing out of newsletters, etc.

Therefore, having discussed this at the its most recent meeting, the Committee has decided on a couple of changes which, hopefully, will address the situation. Details of these are as follows:

- (i) In common with many other similar organisations, the introduction of a 'Joining Fee', in addition to the normal annual Subscription Renewal fee, for all new members joining the Club from hereon.
- (ii) For those existing members, who intend renewing their Subscription, but who may not have done so by the 31st December in any year, for the following year, such 'Joining Fee' will be payable, as a 'Re-joining Fee'. Obviously, again, in addition to the prevailing Subscription Renewal fee, currently £8.00.
- (iii) The 'Joining Fee' has been set, initially at £4.00
- (iv) The Subscription Renewal form, normally sent out with/included in the December Newsletter, will also be published in the November Newsletter which should give everyone ample opportunity to get their renewals in before the required dead-line of 31st December.

It's hoped that the reasons for these measures are fully understood and appreciated by everyone and that they will have the desired effect in ensuring that those who, of course, expend their own free time willingly are not unduly and unnecessarily burdened by additional admin-related activities. Clearly, for those renewing on time there will be no change or impact at all.

The Club's Constitution (Rules and Regulations) will be amended to reflect the above action. It's believed, (but not known for certain), that all members are in possession of a copy of these but if anyone, for any reason, has not, please get back to me and an updated copy will be provided.

Half-Gallon Run ~ June Club Night (14th)

Following the plea made in March's Newsletter, for someone to come forward to stage this popular event in our Club calendar, it's pleasing to report that Tony and Pat (Westhall) have stepped forward to do the honours – once again.

Very many thanks to Tony and Pat for this. It's pretty certain they'll come up with something making for an enjoyable and doubtless challenging evening's entertainment.

Inter Register Club

The response received, following my request last month for a volunteer to partner me in any of the IR events scheduled for fairly local venues, was underwhelming to say the least.

Is there really no-one out there sufficiently intrigued to have a bash? It's difficult to believe that, in a Club of almost 50 (principal) members, this is the case!

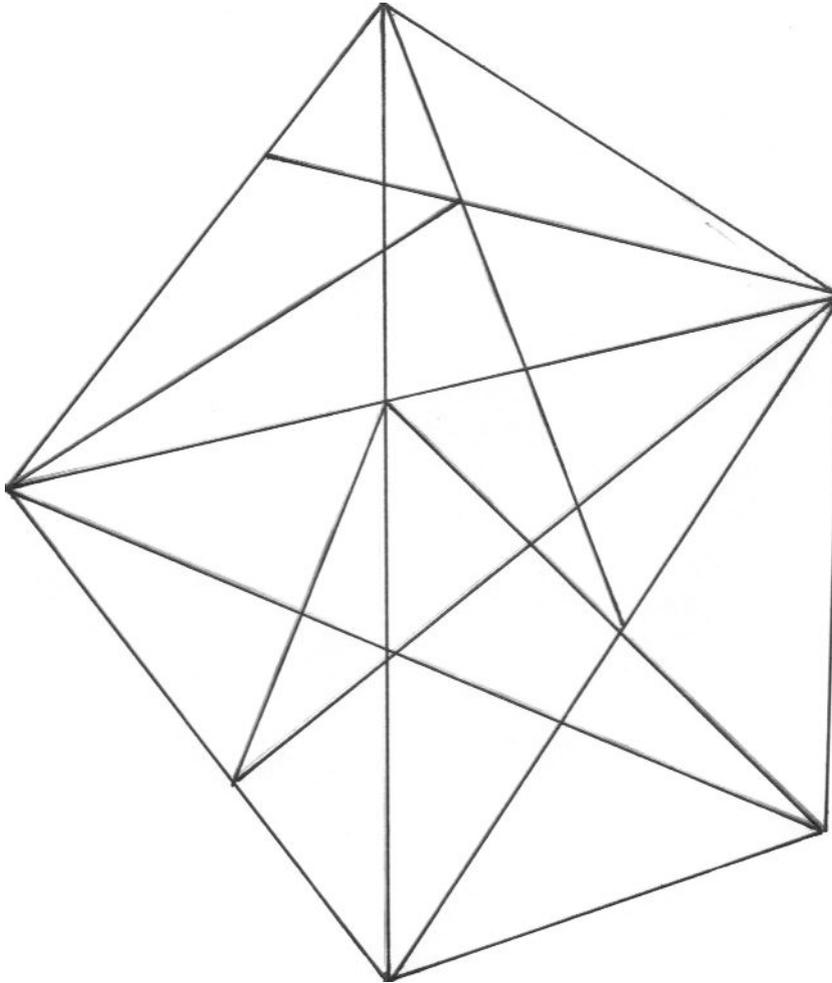
If interested, even if just marginally at this time and with no obligation of course, please do give me a call to discuss possibilities.

Once again that just about exhausts my fund of subjects this month. Hope to see everyone at the 'Spring Airing' on the 12th. Remember there's a free draw for an M&S voucher for those turning up in a 'real' car! Take care!

Trevor

April 2010 'Quiz'

How many triangles are there in the figure below?



Answer:

Please submit your entries, by April 10th 2010, to:
Trevor Edwards, 55 The Brambles, Crowthorne. Berkshire RG45 6EF
remembering to enclose £1.00 towards the cost of a prize. Thanks!

Don's Doodlings

Last week, Maureen and I were invited to see George and Ruth's Baby Austin, as Colin and I thought. After drinks and a superb buffet lunch we were introduced to not a baby Austin but a real baby, Ruth and George's granddaughter, Jodie. I think most men usually look at babies as much of a muchness, but not Jodie, she is quite a little stunner! However, I got to thinking just how much real babies and baby Austins have in common with each other.

1. They dribble out liquid if filled up too much.
2. They have to be handled with care, as you never know which way they are going.
3. They make odd squeaks now and then.
4. They make unusual noises from the rear, which sometimes smell.
5. You have to admire how small all the parts are and that they work perfectly.
6. From the outset you know they are going to cost you a fortune the older they get.
7. Sometimes your patience is pushed to the limit but you still love them!

Peter and Pauline Barlow recently drove their little red peril to Cornwall to visit relatives. This is their Austin Seven, Mabel Daisy, which Peter bought from a family who accidentally caught fire to it, doing a lot of damage to the front end. Peter worked a miracle bringing the car back to as good as new.

Whilst at his relations, his nephew insisted he took his VW out of the garage so Peter could put the Austin in and lock it up for the night. The VW was parked against the garage door for extra security. A good idea, we have all done this.

Unfortunately, in the night, some mindless yobs tried to steal the VW but without success so in their anger, they set light to it. As the VW was parked tight against the garage door, the heat generated by the VW made the steel door extremely hot, in turn blistering the paintwork and melting the rear lights on the Austin inside the garage. What more has this little car got to take! A lot more work now for Peter but in reality, things could have been a lot worse. When Peter called me to say what had happened, I suggested we re-named Mabel Daisy to Sparky!

Apart from Peter and Pauline, I know that some of you have had your Austins out for a spin. I will do the same as soon as I can get our new kitchen fitted. The room at the moment looks a disaster area. The only thing Maureen has to work with in the kitchen is the sink. She is really doing a fantastic without the rest of the kitchen. There is maybe, the odd bit of dust and brick rubble around and we are "camping" in the dining-room but it will all be worth it in the end!

Don

Coach Trips - Autumn 2010

This is a follow-up to my recent email, to you all, concerning possible coach trips later this year, when our 'real cars' will be having a well-earned rest.

There's been a good response for the 'Olde Tyme Players Christmas Special' trip in the New Forest but not so great an interest shown, so far, in the one to the 'Thursford Christmas Spectacular' in Norfolk.

In order to ensure that anyone who is interested in either, or both, of the trips, but who may not yet have made a decision, brief details are re-published again below.

Although monies for both trips will not be required until much later in the year I need to make booking arrangements soon since both trips are very popular.

For further details or to register a firm interest please call me, Jean Edwards, as soon as possible, on: 01344 775012, or email at: trevor_c.edwards@btinternet.com if interested in either of the following:

1) 'Olde Tyme Players Christmas Special' - Wed 8th December 2010

'Enjoy this hugely popular production in the heart of the New Forest. Full of sparkling seasonal songs, festive fun and comic capers. Sing along to Christmas favourites and be entertained by well-loved characters of yesteryear.

Departs (Yateley) 9:30 am; Return: 6:45 pm
Cost: £39.85 - includes 2-course lunch, plus Cream Tea

2) 'Thursford Christmas Spectacular' - Fri 12th to Sun 14th Dec. 2010

This is a 2-night, 3-day tour which includes coach travel, accommodation, dinner, bed and breakfast.. It also includes a visit to nearby King's Lynn as well as admission to the show itself.

This truly unique entertainment, held at the Thursford Collection of vintage steam engines, organs, carousels and sundry fairground attractions, can, from personal experience, on two previous occasions, be highly recommended.

Cost: £255.00 per person.

Jean Edwards

SOME USEFUL INFORMATION?

I noticed this information in a motoring magazine.

'SELL BY DATES' ON TYRES.

Apparently, tyres are only good for about six years, and deteriorate whether in use, stored or just fitted to a non-runner. In fact the caravan club recommend that tyres be changed every four years or so. This has got nothing to do with wear or looks, it is something to do with the constituents of the compound. Anyway, if you get new tyres, they could be 'out of date' because of the length of time in storage. The way to check is by looking for the manufacture date code impressed on the tyre wall as follows:-

eg 5209 = week 52 of 2009.

Roy Roberts

All charged up and still no-go

A remedy for flagging batteries – Andy Seager, March 2010

Here's another in the series of '*ask your mates and then share the knowledge*'. Like many older Austins, my Seven battery is the standard 6V affair and is about four years old – it has spent its life connected to an 'Accumate' charger which conditions the battery around the clock – a highly recommended bit of kit. However marching toward this narrative with gritted determination is a big 'but' and here it is: BUT despite having been floated by the Accumate, the battery has recently refused to turn the engine over enthusiastically, making the car impossible to start without using the handle – the drop in voltage caused by the starter motor load simply robs the coil of its much needed 6volts.

After some testing it became apparent that the battery was presenting its nominal 6volts and as such as far as the Accumate was concerned it was 'charged' – indicating that the lack of oomph at the starter meant the battery was suffering high internal resistance. Furthermore, after running the car at a high tick-over for

about 10 minutes the starter whizzed over, so the battery was able to store charge for short periods but there was obviously some 'leakage' occurring between the plates.

The chemical process inside a lead-acid battery causes 'sulphating' which pretty much means that sludge builds up in the bottom of the battery that in effect connects the plates together facilitating this leakage – so this has to be remedied if the battery is to be saved.

Enter a very useful compound called EDTA (*ethylenediaminetetraacetic acid*) try that one after a couple of pints! EDTA is a very useful agent in de-sulphating car batteries – so here's the process. Make sure the battery has been charged before doing this – and do this outside away from things you care about, battery acid is an unforgiving substance!

First attire yourself in the least valuable clothing that you possess – battery acid just loves making moth art-work on jeans and tee-shirts. Put a pair of disposable gloves on and have some rag handy. Find a large plastic tray (like a cat litter tray) and make sure it's clean (and free from cats) – carefully upend the battery and empty the electrolyte into the tray and set aside – in a place where you won't step backwards in to it.

Now run a hose through each cell of the battery and flush out as much as you can – don't use high pressure but make sure plenty of volume passes through each cell. Upend the battery and drain out any water and bits that may have become dislodged. Now in a clean jug mix some EDTA in *warm* water, about a pint should do (about 8 teaspoons per pint). Make sure all of the EDTA has dissolved then carefully pour the solution in to each of the cells – there's no need to fill the cells, about ½ full is fine, keep a little back for later. Gently shake the battery to slosh the EDTA solution about – you should hear it fizz gently, leave it a couple of minutes and then slosh it about a bit more. Now drain the battery (preferably in to another tray so you can see what comes out), what you should see is a cloudy greyish colour liquid full of diluted sludge and particles.

Now repeat the flushing process with a hose, again make sure there's a large volume of water passing through the battery – upend it a couple of times and make sure any loose material is removed – drain the battery completely. Now it's time to put the electrolyte back in the battery – doubtless there will be odds and ends in that, which you should avoid putting back in the battery. Use a paper coffee filter inside a funnel and transfer the electrolyte in to a suitable plastic pouring device – evenly fill each cell. If there's a need to add liquid to cover the plates – use some of the EDTA solution that you mixed up earlier. At this point, even without a charge the battery should read 6volts (or very close to it) with a volt-meter, of course you won't be able to draw any current until its re-charged. Connect the battery to a charger and use a low charge rate (the Accumate charges at around 500mA which is fine). Be patient because it will take about 24 hours or so for the battery to fully charge – but after that period you should see a marked difference in its performance.

At maintenance intervals, top up the battery with dissolved EDTA, which will help reduce the sulphating process inside the battery. EDTA can be obtained on e-Bay among other places – it's a few quid but a lot less than a new battery! It's not a guarantee, some batteries may have damaged plates or are simply too old to be usefully salvaged but it is a useful investment in time if you catch a reasonable battery early enough as it displays a lack of reliable performance. This process will work on any maintainable battery, 6 or 12 volt. New modern types of battery are not intended to be opened and are 'sealed for life' and I don't recommend that you mess around with these at all. Final word – BE CAREFUL with battery acid.

Andy S.

MORE NEWS FROM WITTON'S MUSEUM OF VINTAGE VEHICLES

I decided to tackle Mabel's slipping clutch at last. It wasn't really a problem as once the oil (if that was the cause) was burnt off, the clutch was fine. It also gave me an opportunity to remove the gearbox as I am going to try out Vince Leek's 'Andes Gears' Having seen Chris Parkhurst at Brooklands in Vince's old car, he was extolling the virtues and said it was like having a 4 speed box.

Unfortunately I discovered poor old Mabel has got a crack in the block. It is in the usual place – ie around the centre stud. It may well have been there when I first put Mabel together 5 years ago but just didn't

notice. It certainly didn't seem to affect her performance. The only problem I had was oil oozing from the centre head nut which I put down to a bowed head. This may still be the case and I had already taken to head to Rowe's in Fleet to be refaced.



Crack goes in both directions !

So I am now pondering what to do. I have some old blocks kicking around and Tony Betts sometimes does a nice line in remanufactured/reconditioned so we shall see. I may drop Muriel's rebuilt engine and box in to see how it performs on the road.

The bottom end is good except that the dreaded camshaft square headed bolt was not locating tightly in the front cam bearing. Another common problem which leads to camshaft rattling about and oil leaking around the bolt head and going everywhere.

I have therefore tapped the hole in the crankcase to 5/16th BSF and likewise the front bearing. I cut a setscrew to size to ensure that when fully screwed home and allowing for a fibre washer, the end of the setscrew does not foul and lock the camshaft. The advantage of this mod is that it locks the camshaft firmly in to place enables future removal of the bolt without having to lift the block.



Set screw in crankcase



Tap 5/16th thread in front cam bearing



Screw fully home allowing for fibre washer



Ensure setscrew does not foul camshaft

More next month (I hope!)

Dave Witton

NATIONAL ARBORETUM TRIP

I have now heard back from Julian Novak who as you know is the chap who looks after Billy Ness on the D-Day trips. They are planning a trip to the National Arboretum on the weekend of the 24 – 26th June – this is the weekend before the Bridgnorth trip. This will be to celebrate National Armed Forces Day

Specifically they will be celebrating the 70th Anniversary of the forming of No2 Army Commando which later became L Detachment in the desert and subsequently 1 PARA.

No2 Commando held the first honour to parachute into enemy territory. There are more details below for those who are interested.

Julian is currently organising the trip and will share with us the details later. Dave and I are currently hoping to go up on the weekend – probably Sat until Sunday. This is as always subject to his rosta – so fingers crossed!

I shall keep you all posted as this progresses. I just wanted to give you further information so if you are interested in the trip then you can put the dates in your diary.

In the meantime if you are interested do let me know.

Karen Witton

Operation Colossus

Part of World War II



Men from No.2 Commando (No. 11 Special Air Service Battalion) who participated in Operation Colossus

Date	10 February, 1941
Location	<u>Calitri, Italy</u>
Result	See <u>Aftermath</u>

Belligerents

 United Kingdom  Italy

Commanders

<u>Major</u> T. Pritchard	Unknown
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Strength

38 ^[1]	Unknown
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Casualties and losses

1 killed in action, 1 wounded, 35 prisoners of war ^[2]	Unknown
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Operation Colossus was the codename given to the first airborne operation undertaken by the British military, which occurred on 10 February 1941 during World War II. The British airborne establishment was formed in June 1940 by the order of the British Prime Minister, Winston Churchill, in response to the successful airborne operations conducted by the German military during the Battle of France. Training began immediately, but a shortage of proper equipment and training facilities, as well as bureaucratic difficulties, meant that only a small number of volunteers could immediately be trained as parachute troops. The first airborne unit to be formed was actually a re-trained Commando unit, No. 2 Commando, which was subsequently renamed as No. 11 Special Air Service Battalion and numbered approximately 350 officers and other ranks by September 1940. The battalion finished its training in December 1940, and in February 1941 thirty-eight members of the battalion, known as X Troop, were selected to conduct an airborne

operation, which was intended to test the capability of the airborne troops and their equipment, as well as the ability of the Royal Air Force to accurately deliver them.

The target chosen for the operation was a fresh–water aqueduct near Calitri in southern Italy, which supplied water to a large portion of the Italian population as well as several ports used by the Italian military; it was also hoped that its destruction would hamper Italian military efforts in North Africa and Albania. The airborne troops were delivered by converted Armstrong Whitworth Whitley medium bombers to the target on 10 February, but equipment failures and navigational errors meant that a significant portion of the troops explosives, and a team of Royal Engineer sappers, landed in the wrong area. Despite this setback the remaining members of the troop successfully destroyed the aqueduct and withdrew from the area, but were all captured by the Italian authorities within a short time; an Italian translator was tortured and executed and one paratrooper managed to escape captivity, but the rest remained as prisoners of war. The aqueduct was rapidly repaired before local water reserves ran out, ensuring that the local population and the ports were not deprived of water, and, consequently, that the Italian war efforts were not hampered. However, it served as a morale boost for the fledgling airborne establishment, and the technical and operational lessons learnt from the operation helped the development of further airborne operations.

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Background

The German military was one of the pioneers of the use of airborne formations, conducting several successful airborne operations during the Battle of France in 1940, including the Battle of Fort Eben-Emael.^[3] Impressed by the success of German airborne operations, the Allied governments decided to form their own airborne formations.^[4] This decision would eventually lead to the creation of two British airborne divisions, as well as a number of smaller units.^[5] The British airborne establishment began development on 22 June 1940, when the Prime Minister, Winston Churchill, directed the War Office in a memorandum to investigate the possibility of creating a corps of 5,000 parachute troops.^[6] Despite the Prime Minister's desire to have 5,000 airborne troops within a short period, a number of problems were rapidly encountered by the War Office. Very few gliders existed in Britain in 1940, and these were too light for military purposes, and there was also a shortage of suitable transport aircraft to tow gliders and carry paratroopers. On 10 August, Churchill was informed that although 3,500 volunteers had been selected to train as airborne troops, only 500 could currently begin training due to limitations in equipment and aircraft.^[6] The War Office stated in a memorandum to the Prime Minister in December 1940 that 500 parachute troops could probably be trained and be ready for operations by the spring of 1941, but this figure was purely arbitrary; the actual number that could be trained and prepared by that period would rely entirely on the creation of a training establishment and the provision of required equipment.^[7]

To be continued next month...

DRIVE IT DAY 25TH APRIL 2010

As you now I have sent an email on this separately but for completeness please see below. I shall send details re lunch and other arrangements separately but in the meantime please do let me know if you are able to join in.

There will be a modest charge for a raffle and lunch if you are partaking and of course included in this will be free travel on the railways. The first train pulls out at 10.30 am and the last at 4pm so there is plenty of time to enjoy the delights of a steam engine ride.

Any questions please shout on my normal numbers. Finally if you email me do not be concerned that my 'out of office' is on – that is because I am not in the office this week but am picking up emails remotely – even though Dave thinks I do not know how to do that!!!

Karen Witton

Further to the note in the last newsletter I am pleased to provide further details in respect of this year's Drive it day. As you know Peter Barlow had the great idea of taking our lovely ladies to the Watercress line, as they are holding a St Georges Day weekend. Therefore I have been in touch with them to organise the day. There is a lot going on and now I need to ascertain how many of our old girls would like to come..... OH and the drivers and passengers too!

DETAILS OF THE WEEKEND

The Watercress line is holding the St Georges Day weekend on 24th and 25th April 2010. There will be a host of events going on as well as the steam trains. These will include Morris men, real ale and of course classic British Cars. They are so looking forward to our little beauties being part of that! We shall park in front of Alresford station itself – there is plenty of room there for us and in the event that we are numerous in number then there is a car park right next to this for those unfamiliar with the station lay out. In addition there is a buffet at the station where they do very nice cooked lunches – including dessert DON – and next week I shall have a sample menu for you to make prior selection. I am expecting to negotiate a reasonably priced lunch. I am organising tea and coffee – and biscuits on arrival as I am sure we shall all be gasping for one. In addition I shall be organising a raffle – the proceeds of which will go to Help 4 Heroes – which I am sure you will all agree is the right cause.

WHAT DO YOU NEED TO DO?

So all you need to do now is to let me know whether you are coming and some details of car, -passengers etc. Please note that our main event is on 25th only BUT if you want to go on 24th then they will be delighted to welcome you! Let me know now whether one day or both and then I can make the necessary arrangements. Please can you complete the details below and return by email to karen.witton@kpmg.co.uk or do call me on 07774 429073 if you have any queries. Alternatively just print and send back to me – please do not wait until club nite as I would like to get an early indication of numbers

Thanks

Karen

DRIVE IT DAY 2010

NAME.....

ATTENDING ON 25th24thBOTH..... (please tick one)

CAR REGISTRATION.....

DRIVERS NAME.....

PASSENGERS NAMES.....

PARTY TOTAL NUMBERS.....

ARE YOU INTERESTED IN LUNCH? YES/NO

ANY SPECIAL REQUIREMENTS

HALFORDS TRADE CARD

Halfords have a trade card scheme which entitles card holders to a very good discount (up-to 60% on some items).

I recently spoke to their head office to enquire if members of the NHAEG qualify for a Halfords Trade Discount card. Although I stated that the members who would be interested in obtaining a card maintain their modern cars as well as their classics, the official answer was no.

Listed below are the Halfords guidelines on who does qualify for a card, so if you do and haven't got a card it is worth the effort. Consumable items, such as, wiper blades, bulbs, oil filters, and spark plugs have generally more than 50% discount of the marked up price. I recently saved £20 on a good quality torque wrench. So if you are interested, check out the Trade Card section on their web site WWW.halfords.com, click on Customer Options (at the top right), then in Payment Options click on Trade Card or just go along to your local store and fill in the form.



Who qualifies as a trade customer

- 1, Qualified technicians
- 2, Apprentice technicians
- 3, Self employed mechanics
- 4, Aviation mechanics
- 5, Mobile mechanics
- 6, Army mechanics
- 7, High volume parts users (frequent users of car parts)
- 8, Small independent garages (who are prepared to collect the parts)

Halfords trade

As a Halfords trade customer you would have the opportunity to purchase a wide range of products from Halfords at highly competitive prices.

All Brand of Car Parts

Filtration - oil filters, air filters, fuel filters, cabin filters.

Brake parts - pads, shoes, discs, wheel cylinders, hoses.

Ignition - spark plugs, HT leads, glow plugs, distributor caps, rotor arms, car batteries.

Servicing Consumables

Screen wash, anti-freeze, WD40, petrol & oil additives, grease & gun gum

Lubrication

All brands of engine oils including Halfords, Castrol, Mobil, all brands of gear oil.

Body Care

Body filler, glass fibre repair kits, Hamerrite rust removing dips, Waxoyl, underbody sealers & own brands of spray paint.

Halfords Professional Hand Tools

Professional and industrial tool ranges.

Specialist Tools

Lazer range including; valve spring compressors, brake calliper re-wind tools & ball joint separators.
Special order Draper & Teng tools & tool chests, welders and compressors,

Dickies Work Wear Clothing Range

Overalls, safety boots & jackets.

THE TRADE CARD IS NOT A CREDIT OR STORE PAYMENT CARD.

**HALFORDS RESERVE THE RIGHT TO DECLINE ISSUE OR WITHDRAW THE CARD AT ANY TIME.
THE CARD REMAINS THE PROPERTY OF HALFORDS LTD.**

Note:

I intend to investigate the availability of 12v and 6v Car Batteries from Halfords, including discounted prices, If any one needs one for their "proper car", let me know and I will get an order together.

Regards

Andy Ranson
21st March, 2010

2009 COMMITTEE CONTACTS:

Chairman:	Colin Greig	01189782087 (colin@greigc.freeserve.co.uk)
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)
	Dave Witton	01252333465 (david.witton@btinternet.com)
	Karen Witton	01252333465 (karen.witton@kpmg.co.uk)
	John Hancock	01189885387 (route66_2003@hotmail.com)
	Andy Ranson	01189832584 (Andytegglers@hotmail.com)

<u>Club Nights</u>		<u>Arranged by:</u>
April 12 th	Spring Airing	Committee
May 10 th	Ladies Get Dirty	Dave/Don/Trevor Andy/John/Colin
May 17 th	Talk on Austins by Bob Wyatt (Please note this is an extra club night for May as Bob is unable to come on our normal club nights).	Colin
June 14 th	Half-Gallon Run	Tony/Pat
July 12 th	Concourse d'Elegance	Trevor/Colin
Aug. 9 th	Walking Rally	Trevor/Jean/Dave/Karen
Sept.13 th	TBA	TBA
Oct.11 th	Talk by Graham Steven on his submarine experiences	Roy
Nov. 8th	Auction	Don/Trevor/Colin
Dec.13 th	Festive Fun	TBA
Events		
April 11 th	Bletchley Park Trip	Trevor/Jean
April 25 th	'Drive It Day' (Visit to Watercress Line)	Karen/Dave
June 4 th	Visit to Aston Martin Heritage Trust Go to www.amheritrust.org for details of the Heritage Trust Museum	Colin/Ann/Ben
June 26 th	BEN Run	TBA
June 30 th - July 6 th	Holiday in Bridgnorth	Don/Maureen
July 10 th	Finchampstead Fete	Roy/John H/Peter B
July 25 th	Picnic in the Paddock	Don (driving tests)
Aug.15 th	August Amble	Colin/Ann
Aug 30 th	Littlewick Show	TBA
Sept.4 th	Vintage coach trip to the I.o.W.	Trevor Mulford
Nov. 20 th	Nightjar	Nightjar Committee
Dec. 6 th	Christmas Dinner	Trevor/Jean

I will add to this list as any new events of club nights are arranged. If anyone would like to organise an event or club night, please let me know.

Colin