

NORTH HAMPSHIRE *AUSTIN* ENTHUSIASTS GROUP

Founded 1973

Monthly Newsletter and Events Update

www.nhaeg.org.uk

AUGUST 2009

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

Congratulations to Karen and Dave Witton for their outstanding successes at Beaulieu with Molly and Myrtle!



Mo's Mutterings

George Ewart has a small pack of coins from various parts and the pre-decimal era at home. If anyone wants them for themselves or friends please contact George on 01344 778286 or george.ewartx@btinternet.com

Re. The Motor Insurance Database.

This is the database used by the police etc. when they check if you have a valid insurance. If it reports that your car's cover is out of date or not on it they can seize it. The MG Car Club reports that because the insurers do not notify the MID – even though they should do it within 7 days of the commencement cover – some classic cars are still not in the database several months after their policy started. Be safe and check ALL your cars on www.askmid.com

Jan Barker can now be reached on her new e-mail address:- jan_barker@sky.com Thank you George, for all this information.

With regard to the trip to Keukenof and the Dutch bulbfields, we have 18 people who have said they would like to go but Leger would prefer to wait until we have 30 to make a booking. If anyone has friends or family who would like to join us, please would they let Julie Els know. Julie's email address is julie.els@tiscali.co.uk (George Ewart also asks if you can make sure you have Julie's correct e-mail address in your club members' list).

Colin's Column

The BEN Rally

The BEN Run or to give its correct title 'The Paul Finn Vintage and Classic Vehicle Rally' was as always, a very enjoyable event this year with 5 NHAEG members' cars on the run. This year was the 40th anniversary of the rally and to celebrate this the organisers had arranged with the Crown Estate to do a double loop through the Windsor Great Park before finishing at Lynwood, a distance of 20 miles, for the Fete. With 200 cars in the run it must have been a very impressive sight for all the walkers and cyclists in the park who all waved as we passed by.

We spent a very enjoyable afternoon at Lynwood with the weather behaving itself until we were about to leave, when the heavens opened. Within minutes the roads were flooded but much to our amazement, as we drove into Ascot just a few miles away, the sun was shining and the roads were bone dry. The rain however, did not spoil our enjoyment of the day.

Midsummer Meander

The Midsummer Meander, which was organised by Tony and Pat, was a great success with 10 cars taking part, 5 from the NHAEG, 4 from the Farnham centre of the ATDC and Tony and Pat who are members of both.

We started off in Micheldever Woods where everyone enjoyed a picnic before starting off, with some having arrived earlier to enjoy a walk beforehand. We followed a very picturesque route with stops at Old Alresford and Medstead to find answers to clues we had been given at the start. The finish was at the Departure Lounge Café where we all enjoyed tea while waiting for the results, which showed that the winners were Andy and Do Ranson. Well done to them.

Many thanks Tony and Pat for a very enjoyable day out.

Half Gallon Run

At the July club night we held our annual 'Half Gallon Run', which this year was organised by Richard Scott with help from family and friends. The event was different from usual, being a scatter rally a bit like a mini 'Nightjar'. We had a very good turnout with twenty cars competing.

We were given maps with three locations marked where we could park the cars and look for clues on foot. There were also other locations, which we could include in our routes to gain extra points. We were sent out at different times with everyone having 1½ hours to complete the route. It involved travelling round some very lovely countryside, which was made all the better by having a very pleasant evening. The eventual winners were Tony and Pat, so very well done to them.

Many thanks to Richard his family and friends for a very entertaining evening.

Dogmersfield Flower Show and Fete.

Four NHAEG cars attended the above fete, which had been advertised in the last newsletter by Peter and Jenny. I am not usually very keen on fetes but I have to say this was an extremely good one with plenty of things to see and do, but as it was their 56th year they have obviously had plenty of practice.

We started off with an excellent lunch at the 'Queens Head' before parking our cars with the others, which were mainly post war classics. We then spent a very enjoyable afternoon looking around, including the horticultural marquee where we noticed many entries from Peter and Jenny in the flower, vegetable, cake and jam sections. Several of their entries had been awarded prizes. Well done to them! After the event we were invited back to Peter and Jenny's for what they described as "tea and cakes" but turned out to be a lot more with plenty of wine as well. A very enjoyable day and evening. Many thanks Peter and Jenny.

Picnic in the Paddock

Although numbers were down this year due to many members being on holiday etc. we still had a reasonable turnout of 12 cars and as luck would have it the weather stayed dry although it was rather dull.

We all started off by tucking into our picnics before getting down to the driving tests. As always they were a lot of fun with the winner being Dan Holt, Don and Maureen's son-in-law, driving their Chummy with wife Jane navigating. In second place was Jane herself also in Chummy with daughter Ellie, aged 10, navigating and in third place was David Gee with Phil Dunford navigating.

They all did exceptionally well and put the rest of us to shame as Dan had never driven an Austin 7., Jane has not driven the car for a long time having been in New Zealand for the past three years. David has not had his car very long and has never taken part in the driving tests before so very well done to them all.

As always a very enjoyable day, with many thanks to Don and Trevor for helping set up at the start and also to Don for organising the driving tests. Judging from the comments at the end everyone enjoyed themselves.

Special thanks should go to Ray and Ian Adnams for once again allowing us to use their paddock.

BMW Mini Factory Tour

I will shortly be emailing instructions out to all those of you who have booked to go on the above trip on the 25th August. There are 21 of us going.

August Amble 16th August

Full details of the August Amble are elsewhere in this newsletter; **please let me know if you are coming.**

Before signing off I would like to offer many congratulations to Dave and Karen for winning awards with both of their cars at the National Austin 7 Rally at Beaulieu. Their trophy cabinet must be getting quite full!

Safe and Happy Motoring,

Colin.

Secretary's Scribblings

Quiz News

There was a very low number of entries, (zero, in fact!, for the July quiz; the second 'Trolley Good Shop' clearly wasn't to everyone's taste – or perhaps the first one had exhausted the 'answer-bank'.

Maybe this month's set of teasers, appearing elsewhere, will be of greater interest. The theme is well-known singers/groups/orchestras that, since 1951, have all had records in the charts so it should appeal to a wide range of age groups.

Once again, could entries please be forwarded to me, together with an entry fee of £1.00, at the address given on the form, by September 12th. Results to be announced at the September Club Night (14th).

Deja vu, or, Lightning can strike twice in the same place!



The sight, in last month's Newsletter, of 'PO' being hauled, unceremoniously, onto a recovery truck after having decided to grind to a halt as we approached Alton, on our return from the Normandy trip, possibly raised a few wry smiles. Fortunately, the cause of the gearbox problem was easily fixed and 'PO' was running around again the following day.

However – and how spooky is this – just five weeks or so after that particular saga a virtually identical incident arose with 'Clarissa', our A10 'Colwyn', during a run to Lasham. Whilst parking in the Lasham Gliding Club car park, in the company of a few other club members, I suddenly found myself waving about a gear lever which had decided to part company with the gear-box! This, statistically, in itself, must represent a very low probability but the fact that it took place just 4 miles or so from the site of the previous incident must make it almost incredible.

In this case the fix has proven to be not been quite so immediate. The gear lever had actually snapped cleanly just at the point where it exits the gear box, undoubtedly due to simple metal fatigue over the 74 years or so it had been in place.

Having been obliged to call on, once again, the recovery service provided by RH Specialist Insurers, the recovery truck was with us within, yet again, a very impressive 30 minutes or so and, as you will note from the accompanying image below, did the necessary to return us home. Jean, however, opted to take a more gentle(?) ride back with John and Joan (Hancock) in their Seven, no doubt recalling her uncomfortable trip back previously when the driver obviously had his sights set on Jensen Button's exhaust pipe!

My first action was to issue a distress call to all those members owning an A10 to see if they were able to help, temporarily, to keep 'Clarissa' mobile. (This was quite important since a street party to celebrate the 2nd Anniversary of the *Great Flood of 2007* was being held the following weekend and a number of small children would have been sorely disappointed if they were denied a trip in her!)

In the event two came to my rescue – Malcolm (Ryley) and Peter (Appleford) – both of whom had 'spare' gearboxes. Having picked up a gear-lever from Malcolm this, although similar in outward appearance, turned out to be from an earlier box and was of a slight but quite significant difference in design. Nevertheless, the one which Peter had was identical and has enabled me to keep 'Clarissa' on the move though, today, as I write, a permanent replacement has arrived, sourced from 'Available Austins' in the Midlands.

Late Summer / Autumn Breaks

As Group Organiser for past trips I frequently receive communications from *Warner Leisure Hotels* (formerly *Warners for Adults*) with details of attractive deals at their various establishments, generally, though not always, at fairly short notice.

One, in particular, which has just arrived, offers 3 nights half board (bed, breakfast and evening meal) at Norton Grange on the Isle of Wight, on Friday 30th October, for £149.00. The deal, on this occasion, also offers 50p drinks everyday from noon to 11pm, and various other incentives. A subsidised ferry fare of £20.00 is also available.

This deal is exclusive to groups of 10 or more so it would required at least that number in order to qualify. Unfortunately, Jean and I, though interested, would

not be able to take advantage since we shall be returning from the Isles of Scilly on the date in question.

However, if there are any members who would like to do so I'd be happy to make all the necessary arrangements on their behalf. Just let me know as soon as possible and I will then put the wheels in motion.

Incidentally, there are a number of similar offers available up to and including the New Year at Warner establishments.

Contact me for further details if interested.

Christmas Dinner 2009

Those who attended last year's Christmas 'bash', held at the Downshire Golf Complex, between Crowthorne and Bracknell, were so impressed with all aspects of the experience that, by popular request, we're planning to do the same this year.

Traditionally, we have held the function on the first Monday of the month of December but, in this instance, that date, the 7th, is unavailable to us. We have therefore booked **Tuesday the 8th**.

So, as in previous years, it will be a case of 'first come, first served' once the paper work has been received from the Events Manager in a couple of weeks time or so.

If you're keen to attend this year, please make a note in your diaries and be ready to jump in quickly when more details regarding menu and pricing are published in the not-too-distant future. Places probably will be limited!

Footnote ~ 'Picnic in the Paddock 2009'

I'm sure that Colin and probably Maureen will cover this very recent event (i.e. taking place today, 26th July!) in greater detail elsewhere but our grateful thanks must once again go to Ray and Ian Adnams for so kindly allowing us to make use of the paddock for our annual picnic and ritual humiliation with buckets on our heads! We're extremely lucky to have available such a venue which is so perfectly suited to the occasion. Lots of space for children to run around to play or engage in simple sporting activities as well as leaving plenty for the inevitable 'Driving Tests'. (Hope that divorce lawyers won't be kept too busy on Monday, following the latter!)

That's pretty well it for this month. See you at Club Night on the 10th when Karen evidently has something up her sleeve to keep us occupied for an hour or so (if fine!); if not a 'Noggin 'n' Natter' will probably be on the cards. (Haven't had one of those for some time anyway.)

Till then, safe and trouble-free motoring!

Trevor

Midsummer Meander

(By Andy and Do Ranson)

The Midsummer Meander (a joint ATDC and NHAEG event) organised by Tony and Pat on Sunday the 12th started in Micheldever Woods, someway south of Basingstoke, sometime after midday. Those arriving early enough were able to have a wander through the woods following the trail of the “Archaeological Walk”. We arrived with just enough time to enjoy a picnic lunch with fellow Austineers and for a few of us, a chance to inspect each others cars.

At 2pm we were all off for the first part of the meander, a rather pleasant wiggly route along country lanes to Old Alresford, stopping at the village green to find answers to the first set of questions. Pretty tough questions set by Tony and Pat but interesting and fun to find the answers, one we found on a manhole cover another on a wheelie bin!

Continuing on country lanes with gentle hills we arrived at the second part of the meander, Medstead. Once again lots of intriguing questions with the answers to be found around the triangle of St Andrew’s Church. One was found on an electricity pole, another on the church fence and others on various houses. On completion of this stage, the time was about 4pm, so the final part of the meander led us to the “Departure Lounge Café” at the Hillside Nursery near Lasham Airfield on the A339, for tea and cakes. If you are ever out this way the café is well worth a visit (so is also the nursery). It has an aeronautical theme to its décor and the menu includes meals and snacks as well as cakes etc., all at reasonable prices.



**Some members’ cars at
the Departure Lounge
Café.**

Tony and Pat had arranged with the owners of the café to remain open until 5pm (normal Sunday closing 4pm) so while we scoffed our tea and cakes Tony and Pat totted up each member’s quiz points. I can personally recommend the “Fat Rascal” bun, this I can only describe it as a cross between a rock cake and a fruit scone, and it was superb.

Finally Tony gave us the correct answers to the quiz and announced the winners. Third place was Jean and Trevor Edwards winning a disposable BBQ, second place was Carol and Terry Burns winning a disposable BBQ and a bottle of wine. Then a complete surprise to Do and I (and probably everyone else) we were declared the

winners, being presented with a much appreciated bottle of Pims complete with jug and glasses (a good choice Pat).



**Tony with the happy winners
outside the Departure Lounge
Café.**

To sum it up, a great event enjoyed by all, good weather despite a few black clouds and the odd drop of rain, a good turnout with 10 cars from far and wide, quiz questions that were fun to solve, an excellent meandering route that was kind to our cars and very picturesque.

Thank you Tony and Pat.

Andy Ranson

QUERIES OF THE MONTH

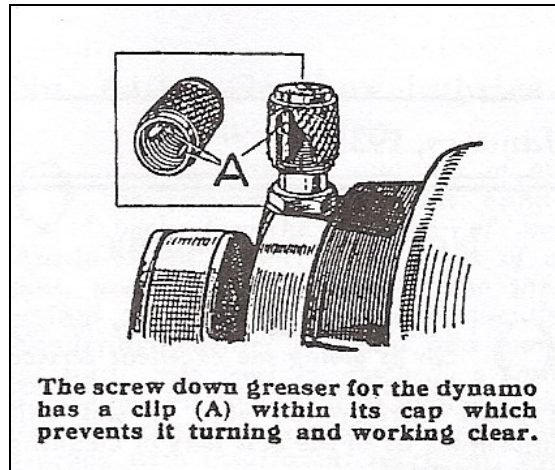
Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. Sorry I missed last month’s deadline so this month’s selection has an extra one. They consist of: Greasers – Austin Twelve-Six, Cylinder Head Gasket - Austin Light Twelve-Four and Lighting Regulations – Austin-Ten.

No 628 appeared in December 1934, 659 appeared in April 1935 and No 1018 appeared in November 1940.

No 628 – Greaser – Austin Twelve-Six

Q. *How many threads of the grease cap should be engaged when they are fully charged? I refer to the greasers on the fan, dynamo and distributor. Being apprehensive that they will fall off, I usually screw them well down, which is not the one or two turns mentioned in the handbook.*

A. It is difficult to give you a precise recommendation as to the degree of engagement necessary for the grease caps to preclude their loss, but in any case the spring clips inside the grease cap should prevent this.

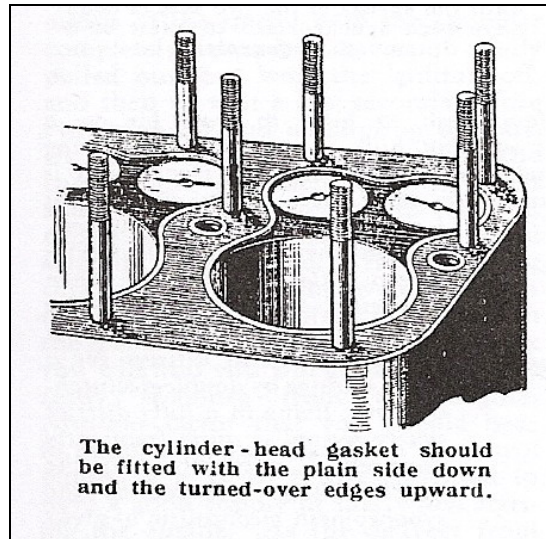


Further, if they are well packed with the stiff grease recommended for the points concerned, this grease will also help to keep the caps from working off, and when they are screwed on sufficiently to be secure there should be several turns available for pushing the grease to the bearings concerned, before the cap will need replenishing.

No 659 – Cylinder Head Gasket – Austin Light Twelve-Four

Q. *I have just decarbonised my Light Twelve – Four, and as the cylinder-head gasket was damaged somewhat in removing the head, I fitted the new gasket supplied with the car. As I omitted to notice which way up the old gasket was fitted, I was in doubt as to how to fit the new gasket on finding that it would pass over the studs either way up. From examining the old gasket it appeared as if the plain side had been fitted downwards, the turned-over edges being on top, and so I have fitted the new gasket similarly. I should, however, like your assurance that it will prove satisfactory while so fitted.*

A. You have fitted the gasket correctly. All Austin cylinder-head gaskets should be fitted with the plain side to the cylinder block and the turned-over edges to the head, and providing you have tightened down the cylinder-head nuts evenly, giving each only a turn or so at a time and beginning with those at the centre and working to those at the ends, the new gasket should have made an efficient water and gas-tight joint.

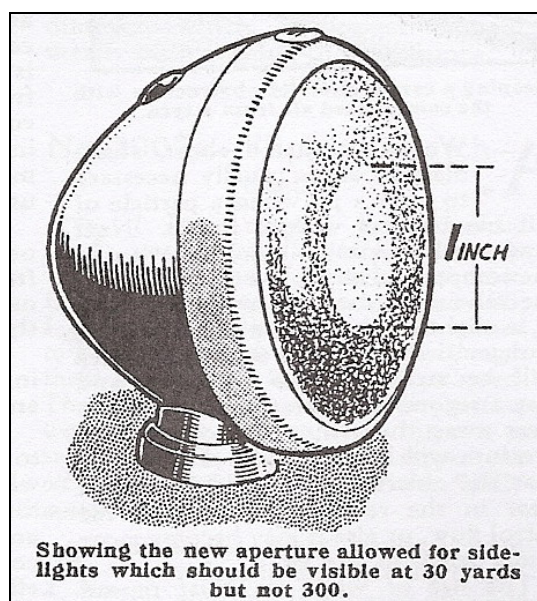


You should, however, try the cylinder-head nuts again after you have run the car for a few days, as usually they can be taken up slightly, the gasket having bedded down meanwhile.

No 1018 – Lighting Regulations – Austin-Ten

Q. *I read with interest the article in your November issue of “The Austin Magazine” on the subject of the war-time lighting regulations. You omitted to mention, however, that sidelights must now only have a 1 inch diameter aperture and that headlights, if suitable masked, can be kept on during the alert. Can you confirm that I am right on these points ?*

A. It is one of those difficulties of a monthly magazine, such as this, which goes to press a fortnight in advance of the beginning of the month in which it appears that when news is received in the last half of the month it cannot be reported until six weeks later, i.e., the following month.



This happened in respect of the change in the lighting regulations which were announced just as our article on the subject was printed.

As you may say, it is now permissible to use the masked headlamps during alert periods, subject to special instructions from the police in the light of local conditions, and sidelights must now be masked to allow only 1 inch aperture for the lights. In addition, the strength of the sidelights must be such that while being visible at 30 yards, they must not be so at 300 yards. This new rule may involve some difficulties in checking that these figures for visibility are conformed to, but it is not expected that the police will apply it very rigidly. At the moment nine-tenths of the cars on the road would be stopped for attention if they did.

The "Queries of the Month" are reproduced with the kind permission of the Austin Ten Drivers Club (ATDC)

This months old advertisements were found in a couple of 1956 motoring magazines.

The DUO BI-PASS Petrol Economiser offered an increase of 25% on fuel consumption, this would increase the mpg of a car achieving 25 mpg to 33 mpg, quite a claim for a simple attachment, anyone know where I can buy one!

25% MORE M-P-G★

**WITH
IMPROVED
PERFORMANCE**

simple to fit to
any make of car

**THE
DUO BI-PASS
PETROL ECONOMISER**

It is an automatic extra-air intake and
is really effective.

★ 25 per cent. is the average increase
in mileage reported by DUO BI-
PASS users.

When ordering state
year and make of car.

Manufactured by C. R. Foster Ltd., Leeds.

Distributors : LYALL LUSTED LTD.
29 - 30, Milk Street, Cheapside, London.

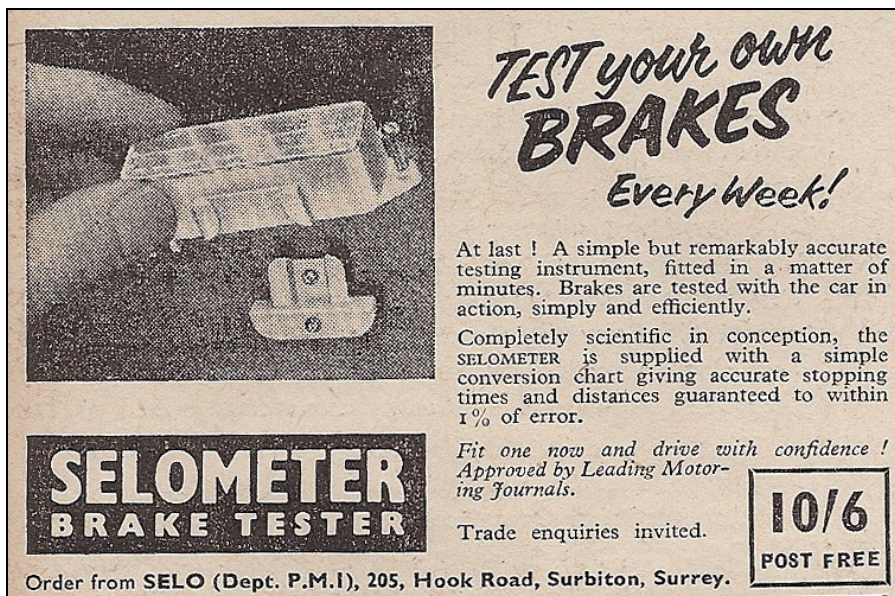


(Pat. No. 27483)

**for only
21/-**

It appears that Lyall Lusted Ltd moved at some time prior to 1963 to Dorking as they are listed as exhibiting electrical parts at the 1963 Motor Show, however, no trace exists of them today.

The next advertisement is for a Brake Tester, not a bad gadget if it told you whether your brakes were within the MOT test criteria of the time.



**TEST your own
BRAKES
Every Week!**

At last ! A simple but remarkably accurate testing instrument, fitted in a matter of minutes. Brakes are tested with the car in action, simply and efficiently.

Completely scientific in conception, the SELOMETER is supplied with a simple conversion chart giving accurate stopping times and distances guaranteed to within 1% of error.

*Fit one now and drive with confidence !
Approved by Leading Motor-
ing Journals.*

Trade enquiries invited.

**SELOMETER
BRAKE TESTER**

Order from **SELO (Dept. P.M.I.)**, 205, Hook Road, Surbiton, Surrey.

**10/6
POST FREE**

I have searched the internet to locate the company, SELO, that produced these brake testers, but as usual, I can find no trace.

Andy Ranson

Don's Doodlings

As you can see from this month's newsletter, things have been quite busy over the past few weeks.

The BEN Run, The Midsummer Meander organized by Tony and Pat Westall, The Half-Gallon Run organized by Richard Scott, family and friends and the Dogmersfield Show which was extremely good fun and so much enjoyed we are all definitely going again next year. All these events I know have been excellently covered by Colin and Andy but I would like to say how much I enjoyed them. Thank you to all the members who gave up their valuable time to organize them.

On Wednesday 22nd July several of our members set off on the long haul north of the border and I would like to wish them the best of luck. I hope all their little parts flying around under their bonnets stay exactly where they should! I look forward to seeing them all on their safe return and hear any tales they may have of their trip.

Talking of trips, Maureen and I have had a fantastic response to our proposed trip to Bridgnorth in July 2010. We have fourteen confirmed bookings out of the fourteen total available. We will keep all couples up-to-date with future developments when news becomes available. Several members on the Run have asked “who else is going?” Therefore, here is a list of the members taking part.

Ann and Colin Greig
Ruth and George Ewart
Pat and Nick Buchanan
Jenny and Peter Gillespie-Brown
Jan Barker and John Chad
Joan and John Hancock
Maureen and Don Breakspear

Hazel and Dave Holland Marlene and Brian Grant Pauline and Peter Barlow Karen and Dave Witton Sandra and Malcolm Reilly Jana and Brian Adam Jean and Trevor Edwards

Happy Motoring.

Don

AUGUST AMBLE

SUNDAY 16TH AUGUST

The August Amble will start from Henry Street Garden Centre in Arborfield at 11.30 am to follow a route of 45 miles through picturesque villages and countryside to finish at The New Inn where those who wish can enjoy lunch or just a drink.

The Café at Henry Street opens at 10.00 am and the Garden Centre at 10.30 for those who would like coffee or a look round. They also do full English breakfast for anyone with an appetite.

For details of Henry Street Garden Centre and where it is situated go to www.henrystreet.co.uk or give me a ring.

If you would like to go on this run please let me know ASAP or at any rate by 2nd August at the very latest to enable me to print the right number of routes. More importantly however I need to know how many will be wanting lunch so that I can let The New Inn know in plenty of time how many places to reserve. If there are enough of us we can have our usual room to ourselves.

I can be contacted by email
colin@greigc.freeseve.co.uk or phone 0118 978 2087

CLUB NIGHT & EVENTS DIARY/UPDATE

AUGUST

10 th	Karen's Kollections
16 th	August Amble
25 th	Trip to BMW Car Plant
31 st	Littlewick Show, Maidenhead

SEPTEMBER

12/13 th	Beaulieu Autojumble
14 th	SAV Review/Normandy
20 th	Peter's Potter

OCTOBER

12 th	Poss. Talk by Vince Leek
18 th	B2B Run (BEN to BASINGSTOKE)

NOVEMBER

9 th	Auction Night
21 st	Nightjar Navigational Scatter Rally

DECEMBER

8 th	Christmas Dinner at Downshire Golf Complex
14 th	Festive Fun Evening

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	John Hancock	01189885387 (route66_2003@hotmail.com)

The Half Gallon Challenge 2009

Of the 22 entries it was a mixed collection of 18 old and not so old cars that gathered for this annual event. Maps and instructions were issued as they arrived, some people read them, others didn't. Question sheets were issued as the cars were sent off from the start control for their 90 minute run that would involve a number of 'Challenges'.

Following the enlarged OS map section to various locations to the west of the New Inn proved to be a problem for some. The first Challenge involved answering several questions all close to the Stratfield Saye crossroads. The most taxing questions here required the translation of roman numerals, only the Appleford crew got both these right.

More fiendish questions at Faircross involved numbers. A complicated bit of algebra fooled most people, only the Ranson, Seager, Adams and Witton crews getting it correct, the former getting all four questions correct here.

The 3rd Challenge was manned with competitors expected to play a party game involving dried beans. The Adams crew triumphed here with massive score of 83 beans. Two crews insisted on arriving from the wrong direction despite instructions to the contrary! It was Flax (or Linum) growing in the field which is grown for its seed (lin seed); this is crushed to provide an oil, used in the food industry, cosmetics and of course Linseed Oil.

The various low scoring Bonus questions generally proved straight forward with many crew getting 6 right out of the maximum of 7.

The surprise for crews at the finish was the fourth Challenge; involving changing 2 spark plugs as quickly as possible. Many crews declined to take part, some had no suitable tools, the diesel (modern) car had no plugs anyway..... All those who tried this got significant points and therefore did well in the overall standings. The Wild crew were fastest with 2min 3secs. Tim Hancock in the enormous Falcon was assured of 2nd place overall by attempting this task even though unsuccessful.

Eight crews took more than the stipulated time and received time penalties. On totting up the scores it was Tony and Pat Westhall who came out top of the class with consistently high score on all the different questions.

Answers:

Challenge 1 (Past Times)

It was the Basingstoke and Deane (logo) who were steadfast in service on each of the road name signs.

The Roman numerals on the gable of the infant school translated to 1841, therefore it was 168 years old.

House No.3 was also called the Old Post Office.

Assuming the 'w' was meant to be an 'M' (as instructed) the School House was built in 1843 (engraved stone in wall).

A little way NE from the crossroads was The Pump House which used to be a Grocer & Confectioner as well as being licensed to sell tobacco.

Challenge 2. (Numbers Game)

You were meant to start near the signpost on the grass triangle.

Just behind you there was a Georgian post box in the wall, which had a number.

In front of you there was a yellow hydrant sign with a 4 over 9 in an 'H'.

Heading for the bus shelter you will find Harry Stebbings telephone number (on the end) as the maker of the noticeboard.

Using the mileages on the various signs you should ended up with $40-2=38$.

Bonus Questions

A. Lorry weight x pots 7.5 x 3. B. CCTV monitoring. C. Use of track is monitored.

D. 14 letter e. E. BKE 31/18A was on the footbridge.

F. Horses, Ducks and German Shepherds all had warning signs.

G. There was a squire padlock on the gate here. H. It was 'West' Reading Lodge.

J. 2002 – 1897, so answer 105 years. K. Age 52 or 53 were accepted here depending whether you counted the months.

Westhall	61
Hancock T	57
Adams	51
Edwards	49
Ranson	46
Wild	42
Witton	39
McCann	38
Butcher	36
Buchanan	35
Greig	33
Seager	32
Appleford	31
Riley	30
Corbett	24
Breakspear	22
Adam	20
Hancock J	<u>OTL !</u>

I trust all enjoyed the evenings entertainment and all injuries are now on the mend!

—

The organising team;

Richard, Christine and Helen Scott with assistance from Richard, Jill and Ellen White.

Inter-Register Club

750 MC Scatter Rally

"The Kennet Kaper"

Saturday 22nd August

Supplementary Regulations

The 750 Motor Club on behalf of the Inter-Register Club will organise a Navigational Scatter Rally based at the Winning Hand on the A4 west of Reading (GR614690 Map 175)

The event will be a round of the 2009 Inter-Register Club Championship.

The meeting will be governed by the General Regulations of the RAC Motor Sports Association, the supplementary regulations and any written instructions that are issued by the club.

MSA Certificate of Exemption 53994 has been granted.

The event is open to pre-1941 cars entered by fully elected members of clubs comprising the Inter-Register Club. All cars must display a current tax disc and have a current MOT certificate for inspection at scrutineering. Entrants should ensure that their insurance will cover them for this type of event.

The maximum entry will be 30. The organisers reserve the right to cancel the event should less than 12 entries be received. Entries open on publication of these Regulations and close on August 16th.

Entries must be on the official entry form and include the appropriate payment.

Late entries may well be accepted and paid for on the day if advised by phone first.

Entrants will require OS Landranger maps 174 and 175, editions D1 and C2 were used during preparation but any recent editions should suffice (NB. www.Dash4it.co.uk is a good source for cheap OS Maps).

A roamer, pencils, rubber, ruler, protractor and clipboards will also be required. Car identification numbers will be provided.

Entrants will be expected to visit a maximum of 16 out of 24 locations defined by varied navigational means and to answer a simple question. These will be weighted according to their difficulty. To complete the event you will need to drive about 50 miles.

There will be three classes, Beginners, Novices and Experts. Any crew member who has won a class award or better, in an IRC or VSCC rally in the last 5 years, is defined as an Expert Crew. Beginners are those on their first Navigational Rally and will receive additional assistance with plotting. Novices are everyone else.

There will be awards to 1st, 2nd and 3rd places overall, to the best team as well to the overall winner of each class. The winning team comprises the three highest placed cars of a single marque.

The Rally Fee will include tea/coffee and bacon roll at the start for a crew of 2. At the finish there will be an optional buffet of sandwiches, sausage rolls, cakes etc with tea/coffee @£6.00 to be paid for in advance.

*Program of the meeting: 1000 – 1100hrs Scrutineering and Signing on
1130hrs Route cards issued at 1 minute intervals
1500hrs First cars due at Finish*



Inter-Register Club

750 MC Scatter Rally

"The Kennet Kaper"

Saturday 22nd August

Entry Form

ENTRANT / DRIVERS NAME:.....

Address:.....

.....Tel No:

E-Mail: **Motor Club:**.....

NAVIGATOR'S NAME:

Address:

VEHICLE MAKE: Model:

Reg No:..... Year: Class Entered:

Insurance Co./Broker: Tel No:.....

I declare that:

1. I have been given the opportunity to read the General Regulations of the MSA and the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk with motor sport and agree to accept that risk unreservedly. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.

2. The use of the vehicle hereby entered will be covered by insurance as required by law which is valid for such part of the event as shall take place on roads as defined by law.

Entrant/Driver's

Signature:

Navigator's

Signature

In case of serious injury, please inform:-

Name: Tel:

Entry to the Rally; £17.00 to include MSA fees and refreshments before the event for a crew of 2.

Rally Fee£17. 00

Additional Crew member @ £4.00

Finger buffet after the event @ £6.00.....

Total enclosed: £

Cheques payable to

Preferred method of communication will be via e mail; entries will be acknowledged, and final instructions sent out in the week before the event.

Please include 2 SAE's (DL size) if you do not have e mail.

Ellie's Epilogue

On Sunday the 26th July, I was involved with the Picnic in the Paddock. I met some very nice people including Pat Buchanan who made some beautiful yummy scones! Well done Pat!

My mum Jane and I, did the driving tests and came second! It was my first time as navigator and mum and I both loved it. Guess who came first....My daddy, who had never driven an Austin before in his life. Talk about "beginner's luck"!

I also had a game of boules with Debra, Rob, Grace and Maddie. Grace was very good. Bravo Grace!

Nick Buchanan and I had a disagreement about whose horn was better Noddy's or Chummy's, who are of course, best friends! Obviously, I knew Chummy's horn was the best, loudest, quirkiest, clearest etc. etc.....Oh I must stop, I'm getting carried away here!



I took a photo of everyone's car and especially liked this one of Ruth and George's MG.



Here are some of the Austins at the Picnic in the Paddock.

Ellie Holt