

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1974

Monthly Newsletter and Events Update

Editor

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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.nhaeq.org.uk

AUGUST 2010

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

Mo's Mutterings

Hi folks, once again I have made it through another busy month. Obviously, I survived the Bridgnorth holiday (what am I saying, this was no holiday)! Lots of fun and also lots of interesting places were visited. The 40's evening on the Severn Valley Railway was brilliant and I would recommend this event to anyone, young and old, which happens annually in July. I was actually arrested for "loitering" whilst on the train but a nice burly policeman eventually unlocked the handcuffs. The "spiv" I was handcuffed too was a very devious looking character and I do believe Mrs. Greig (Annie) may have purchased some "long-handled drawers" from him earlier in the evening!

Finchampstead Fete took place on a really hot day and was quite well attended this year. There were lots of lovely vintage cars, many from the NHAEG, parked near the trees around the park. Don and I couldn't stay very long as we were off to Linwood, the BEN nursing home in the evening for a Big Band evening. In the morning I had been with Jane in Chummy, to a fete at the pre-school in Arborfield where she works. The children had rides in Chummy and their photographs taken to raise money for the school.

At Club night it was great to see so many club members dressed in period costume. I think it is always fun dressing up and I was lucky enough to win joint prize with Pauline Barlow for best ladies' outfits. The Breakspear's luck was obviously running high as June, the New Inn landlady, picked out Queenie (12/4) as the car she and Tim would most like to own.

The Picnic in the Paddock this year was very well attended. This is very much a family event. It is really great to meet club members' children, grandchildren, families and friends and even several very well-behaved dogs at the Picnic. The driving tests organised by Don do seem to be lucky for our family, being won by our son-in-law Dan last year and this year by Jane and Deborah in Chummy, with Ellie and Maddy in the back. Well done ladies! Nothing to do with luck, of course. Skill and team work make winners!

Queenie will be out and about on Sunday 1st August, carrying Jan Barker's son Andrew and his wife Emma (from the 1st) on their wedding day. We hope the weather will be kind to them.

Welcome to our new members, Joseph Richard and Patricia Forrest, membership ref. 052. Joseph and Patricia have almost completed the restoration of a burnt out 1930 Austin 7 Chummy. They can be contacted on 01344 884764 or by e-mail on joe.forrest@btinternet.com

Thank you to everyone who has sent information and photographs for the newsletter to me this month.

Maureen

Don's Doodlings

Firstly, can I apologise to all the people who didn't go on the Summer in Shropshire Run. You must be fed up with hearing and reading about it. I am sorry but you will have to read one or two lines from myself! It is just to say thank you to all the members who went to Bridgnorth. I think a group holiday (no sorry, experience) is only as good as the people who take part and the Bridgnorth Run was no exception. Everyone of you were fantastic fun to be with throughout the whole time. Thank you so much for the lovely cards, e-mails and presents you sent to Maureen and I for arranging the Run. Very naughty, but much appreciated by Maureen and myself. Don

See below, photos taken at the end of the BEN RUN



Colin's Column

With all the lovely warm and sunny weather we have had of late there have been plenty of opportunities to get Arrabella out for some enjoyable trips, hopefully we will continue to get the good weather for the rest of the summer.

Trip to Bridgnorth.

After a year in the planning we finally set off for our 6 day break to Bridgnorth which had been expertly organised by Don and Maureen. They even managed to arrange beautiful weather for us.

We arrived at the hotel late on the Thursday afternoon after following a very good route that Don and Maureen had worked out. The hotel was beautiful with excellent rooms and the cars were soon unloaded with everyone relaxing in their rooms before meeting for pre dinner drinks in the lounge. We then enjoyed a very good meal.

On the Friday we had a very interesting guided tour of Bridgnorth followed after lunch by a visit to Daniel's Mill which has the largest waterwheel, powering a corn mill, still working in England today. It has been carefully restored and is virtually unaltered since the 18th Century and has been in the ownership of the same family for over 250 years. The owner and his son showed us around and are obviously very proud of their mill.

Saturday found us all on the Severn Valley Railway where they had a 1940's weekend, which was the main reason for choosing this weekend for our trip. We had been given free tickets in return for parking our cars at Bridgnorth station, which meant we could travel wherever we liked all day. We could only stay until 3.00pm however, as we had to get back to the hotel to change into 1940's clothes for the evening. Don and Maureen had thoughtfully organised a coach to take us back to Bridgnorth station where we boarded a beautifully restored 1st class dining coach to enjoy an excellent dinner as we made our way to Kidderminster. I must say everyone looked good in their 1940's clothes.

On arrival, our dining coach was stopped opposite a stage where a Big Band were playing as we finished our meal. We then had the use of the coach for the evening. There were plenty of things to see at the station with many other people like us dressed in 1940's clothes. There was a huge crowd watching the band, which was playing some fabulous music from the period. During the course of the evening there was a bombing raid with loud explosions, fire and smoke at the far end of the station, very realistic. There was talk that your chairman had consumed a couple of glasses of wine and was having a lot of fun but at least he did not suffer the fate of your newsletter editor who was seen being taken away in handcuffs by a 1940's policeman along with a dubious looking spiv. Thankfully it was all a mistake and she was soon released.

After a very enjoyable evening at Kidderminster our train left at 11.00pm to take us back to Bridgnorth where our coach was waiting to return us to the hotel. A very unusual evening, which I am sure everyone enjoyed, I certainly did.

On Sunday we split up and did different things. A group of us went to the Dudmaston Estate, a National Trust Property, where a guided tour of the gardens by one of the gardeners had been arranged. This was very interesting and informative. Another group went to Cosford Air Museum and one or two others did there own thing. We all met up again in the evening for a Sunday Roast followed by a bit of fun and games in the lounge.

Monday found us at Ironbridge where we started off at the magnificent bridge itself, which was first opened in 1781, amazing to think that such a structure could be built at that time. Most of us then set off to the

Blists Hill Victorian Town where we spent a few pleasant hours stepping back into a bygone era before moving on to various other museums in the area. In the evening we enjoyed our last meal at 'The Wheel' restaurant about half a mile walk from the hotel. Whilst there Don presented some prizes. A meal for two at The New Inn, kindly donated by our landlords Tim and June, went to Dave and Hazel who were judged to have been the best dressed in their 1940's clothes on the Saturday, they really looked great. A draw was then made for a free MOT at Park View Motors, many thanks Ray, which was won by John and Joan and an Austin 7 tyre donated by Longstone Classic Tyres, went to Jan and John. Well done to them all.

Tuesday came around much too soon and it was time to leave. However before we left we waved goodbye to Peter (Gillespie-Brown) who unfortunately had to go home with his Austin 7 on a breakdown truck having lost top gear the previous day. Despite the best efforts of Don and Trevor it was unable to be repaired. The rest of us then set off on the long trek home, some of us stopping for lunch at Stow-on-the-Wold.

I know I speak for everyone who went to Bridgnorth when I say very many thanks to Don and Maureen for organising and arranging this wonderful holiday. I know it has taken up a lot of your time over the past months but it is much appreciated by us all.

Next year we are off to Holme Lacey near Hereford where Trevor is arranging for us to stay at the Warners Hotel. I understand that there are over 30 members going. I am looking forward to it already.

July Club Night

We held our annual Concours d'Elegance at the July meeting and had an excellent turn out with 22 cars to be judged with quite a few members coming in period dress. As usual all members were given voting slips to vote for the best car and also the best Austin 7. They also had to vote for the best-dressed male and female.

With so many cars all looking very smart it was quite a hard job but eventually with all the voting slips in we were able to announce the winners. The winner of the 'Peter Adnams Memorial Trophy' for the best car was Trevor Mulford with his 1929 Talbot AG 14/45 which he has just finished restoring and it looked wonderful. The 'Breakspear Cup' awarded to the best Austin 7 went to Brian and Jana Adam for their really lovely 1926 'Top Hat' which Brian spent many years restoring, completing it in 2005. Both worthy winners, who received a bottle of wine as well as their trophies.

A bottle of wine also went to the winners of the best-dressed competition. There was a draw for the females with two ladies receiving the same number of votes; they were Pauline Barlow and Maureen Breakspear who both looked fabulous. The best male was judged to be Trevor Edwards who looked really good with his wonderful moustache. Well done to them all and also everyone else who dressed up for the evening.

The final prize, a meal for two at The New Inn, kindly donated by our landlords Tim and June for the car they liked the most went to Don and Maureen Breakspear for their magnificent 1926 Austin 12/4 Windsor. I know they will both enjoy their prize. Many thanks to Tim and June who show great support in everything we do.

Finchampstead Fete

The Finchampstead Fete was held in beautiful weather and the car show, which is put on every other year by the NHAEG was this year organised by Roy Roberts assisted by Peter Barlow and John Hancock. They did an excellent job with over 30 cars attending with quite a few of them being NHAEG members. Many thanks to them for all their efforts and also to those members who supported the event.

August Club Night

At our August club night we will be having a Walking Rally, which I believe Trevor will give details of under Secretaries Scribblings. Sounds like fun so come along and join in.

Classic Vehicle Day at The Frog and Wicket

I have been advised that there is a Classic Vehicle Day at 'The Frog and Wicket' at Eversley Cross RG27 0NS. Open to all pre 1972 vehicles on Sunday 22nd August starting at 10.00am. There is no entry fee - first come for best spaces. Coffee/Tea & Hot Rolls available 10.00 –12.00, Sunday Lunch available 12.00-5.00pm (booking essential) BBQ 12.30-6.00pm. Visit www.thefrogandwicket.co.uk

Forthcoming Events

All places on the August Amble and BBQ, the vintage coach trip to the IOW and the free night at The New Inn are now all taken. I will send details of the events such as timings etc. by email to those involved in due course.

If any member would like to go on a reserve list for any of these events, should anyone have to drop out, please let me know.

Littlewick Show

There are usually quite a number of members attending the Littlewick Show on Bank Holiday Monday and as in previous years Ann and I would like to invite anyone who has entered to call in for coffee and bacon butties from 9.30am onwards. We can then all leave together at about 11.30am for the short journey to the event. It would help with the catering if members could let us know if they will be calling in. If any members do not know where we live give me a ring and I will let you have directions.

Safe and Happy Motoring,

Colin

Secretary's Scribblings

Quiz News

June – Seaside Towns

Five entries for this one. Three with all 20 puzzles correctly answered – Nick and Pat (Buchanan), Peter and Jackie (Appleford) and, are we surprised, Malcolm and Sandra (Ryley). In view of the obvious tie a draw was made at July's Club Night and the lucky winners were determined to be Nick and Pat. Well done to both of them!
Answers to the June Quiz appear elsewhere in this issue.

Entries for July's Quiz ('Pre-decimal currency Calculation') are a little slow coming in. Remember you have until 7th August to get yours in so dust off your memory cells regarding slang and colloquial terms for pre-1971 money and get adding it up!

August's quiz is all about plants, fruits, tools, other equipment and expressions associated with gardening and allotments.

Should prove challenging – but, there again, probably not!

IRC Event

We recently received details of an event being organised by one of our members Richard Scott, on behalf of the 750 MC. This, apart from being an Inter Register Clubs event, is also intended to appeal to those who may not necessarily care to enter competitively but who just to want to enjoy a pleasant run around the West Berkshire countryside.

Details, (Supplementary Instructions and Entry Form) were emailed out recently to all members, The rendezvous/start point is in the village of Frilsham which is situated *a fraction* south of the M4, roughly half way between Junctions 12 and 13, (though not, of course, accessible from the motorway itself). This being so it kicks off from a fairly local spot and will prove relatively easy to get to. There are three classes of entry – Beginner (i.e. total), Novices are those who, whilst not being absolute Beginners, have never won a class award (or better) in an IRC or VSCC rally in the last 5 years.

Entry fee is £17.00 for a team of two which includes MSA fees and refreshments *prior* to the event. An optional buffet, *after* the event, costs an additional £6.50 per person.

Anyone interested may obtain further information from the Event Secretary, Richard Scott, at rscottok@btinternet.com

Longparish Village Fete – Saturday 4th September 2010

We have received an email from a Mr. Henry Yelf, who, noting our club details in the Pre-War Austin Seven Club, has informed us about the Longparish Fete, which takes place on Saturday September 4th, commencing at noon. Venue is at the Longparish Cricket Club. (Longparish is situated roughly 5 miles to the east of Andover) on the B3048).

Unfortunately, the 4th September is the day when several of us are taking a day trip, in an historic OB coach, to the Isle of Wight thereby preventing us from considering this event. Nevertheless, if anyone else, *not* going on the trip, is interested in taking a leisurely 25 miles or so run down to Longparish, to display their vehicle and join in the fun, they will certainly be made welcome. Henry's email address is: henry.yelf@sky.com if you would like more details. Evidently last year, according to Henry, his attendance (in his own words) '*in my slightly scruffy 1930 Chummy, proved a great attraction*'. He went on to mention that he gave rides to raise funds at last year's fete but is by no means suggesting that any one of us attending would be expected to do the same. However, if anyone *does* take up the invitation maybe a '*Help for Heroes*' collecting tin might not be out of place!

Bridgnorth – spilling a few beans!

Colin will have given a fairly comprehensive account, in his Column, of the recent, highly successful trip made by 28 of us to the Bridgnorth/Ironbridge region of Shropshire. He will have left no doubt that the trip, (stressed by the very able organisers, Don and Maureen B, as being *not* a holiday *but* an experience), was packed to the brim with activities, places to go and things to do and see. The whole time away proved utterly enjoyable for all – even, it's suspected, for those unfortunates who, due to the inevitable uncertainties and frailties associated with Austin 7's, either limped back home under their own steam or returned on the back of a recovery truck (*not guilty this time M'lud!*)

However, it's also pretty sure he will have glossed over, for reasons which hopefully may become obvious, certain details relating to the Saturday evening dining experience on the Severn Valley Railway.

The day itself started well (as, indeed, it finished) with our being permitted to travel freely on the steam-hauled train plying twixt Bridgnorth and Kidderminster, in return for parking and displaying our vehicles directly in front of Bridgnorth station. The weather was perfect and, most of us dressed up in a selection of period clothes, we all entered fully into the spirit of things. Each one of the five or so, small stations along the way were festooned with wartime paraphernalia – vehicles, military uniformed personnel and vehicles, period dressed civilians, etc., recalling the dark days of the early forties. At one point a spiv, with an uncanny resemblance to Arthur English (for those who may remember him), moving amongst the carriages, offered illicit and generally unobtainable items (in wartime, at least) to passengers. He made an invitation to the fairer sex to try on a pair of voluminous pair of bloomers; needless to say at least a couple of ladies accepted his offer – but declined to make a purchase!



A fashion show - with a difference!

Kidderminster station was authentically decked out with ARP posts, Anderson and Morrison emergency shelters, a complete kitchen where ladies were preparing gastronomic delicacies typical of the time whilst in another 'room' a third one, working a treadle-operated sewing machine, appeared to be running up something from old bed linen!

A particular aspect of the evening which Colin *may* not have dwelled upon, however, in his piece, is the most remarkable and absolute transformation which a certain senior official of the Club - normally of a quite sober and relatively serious disposition – underwent during the leisurely one hour and twenty minutes it took for the train to transport us the 16 miles or so distance from Bridgnorth to Kidderminster.

Maybe it was the effects of smoke inhalation, emanating from the magnificent piece of brutish, snorting machinery up front, or *perhaps* it was something suspect in the prawn cocktail starter dish during the meal, but, whatever it was, by the time we pulled into Kidderminster, to the strains of a 'military' Big Band strutting their stuff, Glenn Miller-style, on the platform, he was well away, gyrating like a whirling Dervish! To be fair he *was* ably aided and abetted by a certain lady who, to only a slightly lesser extent, appeared to be suffering the same spell-binding effects. After we had drawn to a stop and everyone then could either remain on the train or alight to mingle with the throng, whilst listening to and enjoying the period music, his cavorting, both inside and outside the train continued unabated and, increasing even in intensity, had to be seen to be believed. Quite amazing and truly something to behold! The energy, enthusiasm and exuberance displayed outshone anything ever witnessed on the 'X Factor', or 'Britain's Got Talent'. Simon Cowell ought to have been forewarned to be there. He'd have been hugely impressed.

When, at the duly appointed hour, 2300, the train eventually pulled out of Kidderminster on its return journey, the epic performance barely flagged but, almost miraculously, as the bewitching hour of midnight approached, a re-transformation back seemed to occur and, by the time we piled out of the train and into our welcoming waiting coach, things were almost, though not quite, back to normal.

The entire performance was all slightly surreal and somewhat bizarre. It *could* have been something to do with the nostalgic, heady atmosphere completely surrounding the events of that evening, *possibly* some strange, narcotic effect from the locomotive's smoke, *even* an isolated dodgy shrimp – but somehow, I have my doubts. We can probably only speculate and will never know for sure!



Does anyone recognise this man - or woman?



A Miscellany of Bridgnorth Memories

Finchampstead Fete – 2010

This bi-annual event was held on Saturday 10th July and, for a pleasant change, compared with the two most recent such occasions, enjoyed warm, almost too hot, weather.

As has now become the custom the NHAEG took responsibility for organising the historic motor pageant element of the event and, on this occasion, Roy (Roberts) gamely took on the task of masterminding it.

Very many thanks must therefore go to Roy and his assistants, Peter (Barlow) and John (Hancock) for staging what turned out to be a quite respectable turnout of vehicles – pre- and post-war – which undoubtedly contributed greatly to the overall success of the fete itself, evidenced on this occasion.

The award of the *Finchampstead Fete Peter Adnams Memorial Trophy*, (self-voted for by all others displaying their vehicles), for the Best Pre-war and Best in Show, went to Ken Bonner, of Camberley who had on display his magnificent 1934 4.2l Nash Cabriolet, with dickey seat. A quite splendid piece of machinery which, he informed us, he had bought and shipped back, *unseen*, from a vendor in Australia, in 2005. A truly beautiful and extremely rare beast to which an air of authenticity was added by the presence of a Thompson sub-machine gun resting casually on the passenger seat! It was very fitting that Ken was presented with his award by Margaret Blackburn, Peter Adnams' sister.

Winner of the Best Post-War vehicle on display was N. Edwards, with his huge and immaculate 1957 Chevrolet Bel Air sedan. Not *quite* to *my* personal taste but, nevertheless, a magnificent example of its type and in excellent order throughout. Wouldn't care to have to pay to fill it up though!

Also, at the Finchampstead Fete, I was approached by a lady (lucky me!) who told me she had in her possession at home a pair of custom-made stacking suitcases which her rather had evidently constructed at some time, she guessed, in the 1930's or 40's. She *thought* they had been specially made for an Austin of some type, possibly a *Cambridge*, although she could not be definite on this point. In any event after inspecting a couple of cars on display, including '*Clarissa*', she didn't think any of them matched the model for which the cases were intended.

Nevertheless, she is quite willing to donate them to anyone in the Club who might like them but with the stipulation that will be put to the use for which they were originally intended, i.e. as an accessory for a historic vehicle – rather than simply as a speculative acquisition to sell on.

Details are as follows:

The two cases, which are in black leather with edge protectors, stack one on top of the other and are evidently shaped so as to fit inside a closed boot

Overall dimensions, when stacked are:

Length:	26.5 inches
Height:	16 inches
Depth at base:	13.5 inches
Depth at top:	9.25 inches

They are described as being in good condition, apart from normal wear and tear although the locks, which are rather rusty have no keys.

If anyone is interested in acquiring these items, which might add something of an appropriate period feel to a suitable vehicle, please get back to me and I will make the necessary arrangements to view and possibly secure them.

August Club Night (9th) - Walking Rally

There may be some members, especially amongst new ones, for whom the term 'Walking Rally' may need some explanation.

Quite simply it's similar to a conventional motorised/mobile one but conducted on foot, over an appropriately smaller area than might be covered in a vehicle - similar to the *Half Gallon Run* in June. What will actually happen is that those who wish to take part in the exercise will assemble at the 'New Inn', as usual, to be given instructions on how to reach a certain nearby location (i.e. village), where they will park up and alight to scour the surrounding neighbourhood in search of answers to clues provided, some of which may be a little cryptic. Just that.

The entire activity, on foot, should last no more than 90 minutes or so when a return to the 'New Inn' should be made to determine who has performed the best and therefore receives the prize.

Weather permitting, should be a good bit of fun and an opportunity for a little exercise as well! Starting, from the 'New Inn', any time from 7:00pm onwards; earlier the better!

That covers pretty well everything in my notes for this month so, hoping for the good weather to continue on for a while yet (though it's quite OK for it to rain during the night!) and especially for this coming Sunday - 'Picnic in the Paddock' - I'll sign off wishing, everyone safe and happy travels.

Trevor

QUERIES OF THE MONTH

Some more "Queries of the Month", these originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection consists of No 532, Failure of Petrol Supply – Austin Seven and No 1131, Noisy Axle – Austin Ten.

No 532 appeared in October 1933, and No 1131 appeared in June 1943.

No 532 – Failure of Petrol Supply - Austin Seven

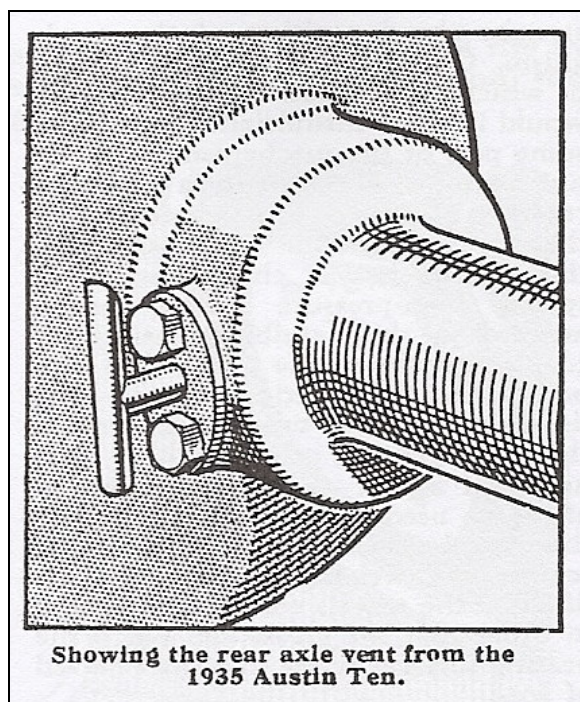
Q. *Recently, after failure to start my Seven, I found that the petrol was not getting through to the carburettor although there was plenty in the tank. I examined the petrol pump, particularly the valves, but could not discover the cause, and when I refitted the top cover and attempted to start, the petrol was delivered all right. Perhaps you can enlighten me as to the cause of this failure as I do not wish to experience it again when out on the road.*

A. There are several possible causes of the non-functioning of your petrol pump. Possibly air was leaking past the top cover, and in refitting this you ensured a more efficient seal between the cover and the pump body with the cork washer. You do not mention them, but possibly you touched the petrol pipe connections, and in doing so cured the air leak. It is, of course, most important to prevent the admission of air into the pump, or the suction effect of the diaphragm will be nullified, and another point to look to is in this connection is the small drain plug near the inlet union, as this should be kept tight. Another possible cause of the failure you experienced may have been dirt on a valve seating, which was displaced when you removed the valves. If you ensure that these faults are obviated, you need not expect further trouble with the pump.

No 1131 – Noisy Axle – Austin Ten

Q. *The axle of my Austin Ten has recently become noisy, and I am wondering whether this foretells early failure of some component, or merely, neglect on my part. Have you any comments to make? My car is a 1935 model Ten.*

A. Without some further particulars we cannot advise you very specifically on the point you raise. You should check over the axle lubrication, letting the old oil drain out as far as possible, and then recharging, using the grease gun with the adapter, and the special oil as recommended in the handbook. In recharging, ensure that the axle is not overfilled, as if it is the lubricant may penetrate to the brakes, to render them inefficient. The proper course is to allow any excess of oil to escape through the filler orifice, before replacing the plug. While giving this attention, check up to see that the breather is clear and can function properly to relieve any pressure that may build up in the unit while in operation.



If these measures are not successful, and the noise persists or increases, you should consult your local Austin dealer, as the trouble may be due to wear arising from prolonged service.

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

Some more old adverts, these two are from March 1957.



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A brilliant all-purpose light for instant use when and where you want it. The rubber suction cup gives a leech-like grip, so that the lamp can be swivelled to focus the light in any direction.

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ENGINE INSPECTION

This lamp with suction cup looks like a useful tool to have today, might be worth searching the internet to see if there is a modern version.

THE FAMOUS HARRIS ELECTRIC WELDER

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For Welding, Soldering, Brazing and metal construction & repairs in the home, on the car or cycle. Instant heat 6,000° F. Works from 6v. or 12v car battery or transformer from A.C. mains. Complete kit of Welding Tool, 9 ft. cable, clip, carbons, cleansing fluid, fluxes, filler rods, goggles, instructions, hints. Thousands in daily use. As supplied to Depts. of H.M. Government, I.C.I., Standard Telephones, etc. Welds all Metals. Up to one-eighth inch. C.O.D. IF REQUIRED.

Obtainable only from: **HARRIS ENGINEERING CO. (Dept. M.P.3)**
269 Kingsland Road, London, E.2



57/6

Post Free U.K. Only.

I remember hearing about these battery powered welding sets but never heard if they worked as well as they were advertised or how easy they were to use. It would be interesting to see how much welding you could achieve on a fully charged 6v battery!



THE **HANDYMAN** WILL TREASURE THIS

'THIRD HAND'

This multi-purpose tool locks on to work with tremendous grip and stays there with hands off until the release lever is touched—how often have you wished for just that? Use it as super pliers, a vice, wrench, clamp and so on. The Mole Wrench is your “third hand” —sturdy, easy to handle—really something to treasure.

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We have all used a “Mole Grip” or a copy of it, I expect we have all got at least one in our tool box today. The following article is all about the inventor of the “Mole Grip”, Thomas Coughtrie, a very talented engineer who also contributed to the success of D Day during WW2.

Thomas Coughtrie: engineer and Mole self-gripping wrench inventor

An electrical engineer who during the Second World War was involved in the installation, inspection and maintenance of the 1,000-ton “Whale” floating roadways for the Mulberry Harbours through which Allied military supplies were brought ashore in Normandy to supply the invading armies after D-Day, Tom Coughtrie also earned the gratitude of many thousands of DIY enthusiasts after the war for his invention of the remarkable “Mole” self-grip wrench.

With its combined fixed and movable jaws, which could be clamped with irresistible force on to an object of any width, shape or diameter, thanks to an easily adjustable bolt device in the handle, the “Mole” gave relief to many weary hands and wrists that wrestled with nuts and bolts in awkward, and often dimly lit, situations. At the point where exertions with a normal spanner, or even adjustable spanner, would have to be suspended while the grip of the operator was rested, the Mole could continue to be deployed with impunity. When the job was over it could be unclamped by a simple quick-release lever. Versions of the Mole wrench are still used in households all over the world more than half a century after Coughtrie patented it.

Thomas Robb Coughtrie was born in Motherwell, Lanarkshire, into a family of manufacturing electrical engineers in 1917, and educated at Bellshill Academy. After a broad, six-year training, much of it in night school, that covered the structure of cranes and bridges, steelmaking and design and planning in the electrical and mechanical fields, he qualified as a chartered engineer. In 1940, with the war in its second year, he joined the staff of the Chief Inspector of Electrical and Mechanical Equipment, with responsibility for examining all equipment in these categories being built in Scotland and Northern Ireland.

In a world war that was a far more technologically complex affair than its predecessor had been, he was, as D-Day drew near, soon inspecting the Mulberry Harbour “Whales”, the floating roadways that were to

connect the “Spud” pier heads (which stood on the seabed) to the land. These remarkable structures would prove vital to the success of maintaining the flow of military equipment over the beaches. A highly “hush-hush” notion, they were manufactured locally in secret and then moved to remote coastal areas away from enemy surveillance. Coughtrie was also involved in the degaussing of ships to protect them from magnetic mines, devices that caused havoc in the early years of the war.

In 1947 he became assistant to the joint managing directors — both brothers — of the Birmingham engineering company M. K. Mole and Son, which had been founded in 1835. After the deaths of the two Mole brothers, in 1948 and 1950 respectively, he became managing director. He had already been working on his idea for a self-grip wrench and in 1955 his remarkable device was patented, and did much to underpin the fortunes of Mole and Sons. In 1960 the company relocated to Newport, Monmouthshire, then an area of high unemployment, and Coughtrie invented the slogan “Ship through Newport, the home of the Mole Wrench”. Mole exported its lockable pliers to 60 countries and while the financial benefits came to Coughtrie through the company, the firm did sufficiently well to allow the inventor-manager to own his own Rolls Royce.

Coughtrie played full part in the economic life of South Wales as a director of Cwmbran New Town, and governor of four technical colleges in the area. He became a deputy lieutenant for Gwent (as Monmouthshire had then become) in 1978 and High Sheriff of the county in 1981.

He retired from Mole and Sons in the later 1970s and became managing director of his father’s old firm, Cardol Engineering, based outside Newport.

He retained close links with Normandy associations and in June 1994 was invited to a dinner celebrating the 50th anniversary of the landings, at Arromanches. There, when identified as the man in charge of examining the “Whales” and passing them as fit for service, he was told by the military who had to use them: “We never found a fault.” A copy of his study of the project, Mulberry Harbour “Whales”, published in 1999, is held by the British War Museum.

Coughtrie’s wife Brenda died in 1994 and a daughter also predeceased him. He is survived by a son.

Thomas Coughtrie, electrical engineer, was born on November 25, 1917. He died on August 27, 2008, aged 90

Old Tyme Players Christmas in the New Forest

Wednesday 8th December 2010

If you are going on this trip payment of £39.85 per person is due by the 10th September. Cheques payable to ‘NHAEG’ please.

The trip includes a two-course Christmas lunch and a Cream tea;
I think it will be a really enjoyable day out,

Coach departs at 9:30am from 9 Aylesham Way, Yateley, Hants
GU46 6N, returning at approximately 6:45pm

Looking forward to receiving your cheques.

Many thanks,

Jean

2009 COMMITTEE CONTACTS:

Chairman:	Colin Greig	01189782087 (colin@greigc.freemove.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)

Discover Bramshill; the 9th Century to today & learn about police history.

Bramshill House, home to the National Policing Improvement Agency, visit free on Sunday 12th September. Bramshill is rarely open to the public so this will be an excellent opportunity for local people to see and learn more about Bramshill House and the history of policing. The exceptionally beautiful Jacobean mansion was completed in 1612 and is set in picturesque listed parkland. Come and see the magnificent 17th century tapestries, paintings, white deer, bee hives, Victorian stained glass windows and the largest collection of truncheons and tipstaves in the world.

* The House will be open from 10am till 4pm. Last Entry at 3:15pm.

* Entry is Free.

* Guided Tours of the Long Garden, Four Seasons and Knot Gardens and a look at our bee hives.

* See the beautiful white, Fallow Deer - one of only four herds in the UK and Ireland.

* WI Cakes, tea/coffee/soft drinks and picnic area available on one of the oldest cricket grounds in England.

We look forward to seeing you.

Directions:

We are 2.5 miles from Hartley Wintney (A30) - follow signs for the Police College. M4: leave the motorway at junction 11 and head for Basingstoke (A33) - follow signs for the Police College. Entrance and exit via main gate only (Bracknell Lane, B3011).

CLASSICAL SPECTACULAR ROYAL ALBERT HALL

Sunday 21st November

This concert features the Royal Philharmonic Orchestra and the London Philharmonic Choir playing classical music and songs and also the old favourites like Land of Hope and Glory, Jerusalem, 1812 Overture complete with cannons and muskets etc.

The approx cost including seats in the arena area (where we sat earlier this year) and coach travel will be £50.00 per person. To obtain this price we really need 40 people. If we have more the price will be cheaper.

Please let me know what interest there is for this as soon as possible please.

John Chad Tel: 01252873713 Mobile: 07810596731

E-mail: jchad@waitrose.com



Aah, don't they look lovely! All ready to go on the choo-choo!



The line up at Daniel's Mill, Bridgnorth

<u>Club Nights 2010</u>		<u>Arranged by:</u>
Aug. 9 th	Walking Rally	Trevor/Jean/Dave/Karen
Sept.13 th	Talk by Tony Mealing Austin Ten Drivers Club, Technical Advisor	Trevor
	Talk by Reading & District Fuchsia Society	Karen
Oct.11 th	Talk by Graham Steven on his submarine experiences	Roy
Nov. 8 th	Auction	Don/Trevor/Colin
Dec.13 th	Festive Fun Night	Karen and Dave
<u>2011</u>		
Jan.10 th	AGM	Trevor/Colin
Feb. 14 th	Quiz	Andy S.
March 14 th	Shoe Box Car	Don
<u>Events 2010</u>		
Aug.15 th	August Amble and BBQ	Colin/Ann John/Joan
Aug.21 st	Downland Dawdle (Non NHAEG event)	750 MC Inter Register event Trevor E. for entry form.
Aug. 22 nd	Classic Vehicle Day, Frog & Wicket. Eversley (Non NHAEG event).	Contact Colin for details or www.thefrogandwicket.co.uk
Aug 30 th	Littlewick Show (non NHAEG event) Coffee and bacon butties at The Greig's, see Colin's Column.	www.austinsevenownersclub.com Download entry form.
Sept.4 th	Vintage coach trip to the I.o.W. (All seats sold).	Trevor Mulford/Colin
Sept.12 th	Bramshill House Open Day (entry free)	Details in this newsletter Thanks to Phil Dunford for info.
Oct. 9 th	Night at The New Inn (all rooms now taken).	Colin
Nov. 20 th	Nightjar	Nightjar Committee
Dec. 6 th	Christmas Dinner	Trevor/Jean
Dec.8 th	Old Tyme Christmas Players (Coach Trip)	Jean Edwards
<u>2011</u>		

April 17 th	Drive It Day	TBA
June 20 th - 24 th	Trip to Holme Lacy	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



All's quiet
at The Old
Vicarage
Hotel.

Marlene – just
about to take
off!!! What is
she like?



August Quiz - 2010

'Down to Earth'

All answers are plants, fruits, tools, pests, equipment and expressions associated with a garden or allotment. Spelling must be that of item.

1. Found on the left hand side of the plate usually _ _ _ _ (4)
2. A very wise gardener _ _ _ _ (4)
3. Use to shoot slimy pests _ _ _ _ _ _ _ _ (4, 7)
4. Fruit with a harsh voice? _ _ _ _ _ _ _ _ (9)
5. Grown inside mattresses? _ _ _ _ _ _ _ _ _ _ _ _ (6, 6)
6. What's left to eat when the meat has gone! _ _ _ _ _ _ _ _ (8)
7. Normal haircuts? _ _ _ _ _ _ _ _ (8)
8. Blow up relation _ _ _ _ _ _ _ _ (7)
9. Nuisance male offspring _ _ _ _ _ _ _ _ (6)
10. Female tits and finches _ _ _ _ _ _ _ _ _ _ _ _ (9)
11. Taxi's vintage? _ _ _ _ _ _ _ _ _ _ _ _ (7)
12. Enjoyed by (10) _ _ _ _ _ _ _ _ _ _ _ _ (8)
13. Backward Greek letter on a reversal _ _ _ _ _ _ _ _ (6)
14. Rotate a short dull pain _ _ _ _ _ _ _ _ _ _ _ _ (7)
15. Place to practice snooker _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ (7, 4)
16. Sharp hook with a short Aussie jumper _ _ _ _ _ _ _ _ _ _ _ _ (7)
17. Short village near Nottingham _ _ _ _ _ _ _ _ _ _ _ _ (6)
18. A burden on a line of people! _ _ _ _ _ _ _ _ _ _ _ _ (8)
19. Sounds like the basis of a rhythm _ _ _ _ _ _ _ _ _ _ _ _ (8)
20. North-West football club and religious education _ _ _ _ _ _ _ _ _ _ _ _ (6)

Entries, together with £1.00 towards prize(s), to me by 11th September please: Trevor Edwards,
55 The Brambles, Crowthorne. Berks. RG45

Answers to the June 2010 Quiz

'Seaside Places'

- | | |
|--|---------------------|
| <i>1. An out of this world timepiece</i> | <i>Watchet</i> |
| <i>2. Rend the ground</i> | <i>Sunderland</i> |
| <i>3. An Antarctic ocean</i> | <i>Southsea</i> |
| <i>4. A pointed opening</i> | <i>Dartmouth</i> |
| <i>5. Police in Billingsgate?</i> | <i>Fishguard</i> |
| <i>6. Bing's town</i> | <i>Crosby</i> |
| <i>7. Facila features</i> | <i>Eyemouth</i> |
| <i>8. A tiny, poetical stream</i> | <i>Rhyl</i> |
| <i>9. Crimson vehicle</i> | <i>Redcar</i> |
| <i>10. A convenient place?</i> | <i>Looe</i> |
| <i>11. All of the French at midday</i> | <i>Dunoon</i> |
| <i>12. Its' all in Mexico bananas</i> | <i>Oban</i> |
| <i>13. Part of an oil lamp</i> | <i>Wick</i> |
| <i>14. Sounds quite free</i> | <i>Ayr</i> |
| <i>15. Distribute the cards</i> | <i>Deal</i> |
| <i>16. Oxford college</i> | <i>Christchurch</i> |
| <i>17. A craggy landing place</i> | <i>Torquay</i> |
| <i>18. Pale refuge</i> | <i>Whitehaven</i> |
| <i>19. Batters the portal</i> | <i>Ramsgate</i> |
| <i>20. Part of clue 19 reversed</i> | <i>Margate</i> |