



Dear Members

The question of when and how to get the wheels moving again, Club-wise, is a tricky one, which the Committee has been pondering for a little while now.

It's recognised that, even though Lockdown restrictions may now have been largely swept away, the extent, nevertheless, to which individuals may feel comfortable to acknowledge this and 'relax' their guard yet may vary considerably. We started meeting again, cautiously, *outdoors*, at the 'New Inn' in June and repeated the exercise in July. Both meetings were quite informal, without any planned agenda and went well, being attended and enjoyed by 20+ members, which of course, represents roughly 50/60% of those who might normally have attended, pre-Covid.

Accordingly, at the most recent Committee meeting, (courtesy of ZOOM), the Committee determined that regular Club meetings should be re-introduced along the following lines.

An evening meeting *inside* on the 2nd Monday, to cater for those members unable to attend a daytime one (or, indeed, for anyone else who might prefer this) and another on the 4th Monday of the month to be held *outdoors*. – weather permitting naturally.

Such trial to last for the next two months (August/September) and to be reviewed in due course. Numbers for the *inside* meeting will be limited to ensure social distancing and those planning on attending are requested to give notification by emailing me at trevorcedwards@icloud.com in advance. There will be no agenda for either of the meetings. Dates will be:

9th Aug & 13th Sept indoors 8pm

23rd Aug & 27th Sept outdoors noon

The following decisions, of interest to members, were also taken by the committee:

- 1) **46th Nightjar.** In view of the uncertainty currently existing and future restrictions and constraints that might be in force at the time of the event (late November) it was agreed that this would again be a *Virtual* event, based on the positive feedback from 2020.
- 2) **Auction Night.** Subject to Covid restrictions the club will hold the traditional Auction Night in November. It was agreed that this is generally regarded as a good evening and a source of enjoyment by members. As per usual proceeds will be split thus: 10% to Club funds and 90% to the seller.
Remember, one person's trash is another's treasure!
- 3) **Photographic Competition.** Due to the continuing uncertainty over when we may safely resume unrestricted Club Meetings it was decided to extend the closing date for entries indefinitely until the situation permits these to be viewed and judged by members in an appropriate environment.
- 4) **Club Treasurer.** A vote of sincere thanks was extended to Andrew for all his time and effort expended carrying out the role of Treasurer for the past six and half years and his

intention of remaining on the Committee was warmly welcomed. Colin Greig will now take over the role from Andrew.

Please do take note of the above which, it is hoped, may enable all of us to start enjoying Club membership again, albeit perhaps not quite as spontaneously as one might prefer, but which should allow greater opportunity to socialise than has been possible for the past 18 months or so.

Hope to see you all again soon at one or other of the meetings mentioned.

Meanwhile,

Happy, safe motoring, whatever marque of machine you favour! *Trevor E*

FBHVC clarifies the introduction of E10 petrol for historic vehicle owners

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

Website: www.fbhvc.co.uk

George Ewart

The funeral of George, a member and one-time Membership Secretary of the NHAEG for almost two decades, took place on Monday 2nd August. In a cortège of five cars, which followed the hearse from the House of Grace, in Crowthorne, to Easthampstead Crematorium, eight current Club members attended the service and celebration of his life, conducted by the celebrant, Belinda Forbes. These were a 1926 Austin 7 'Top Hat', (Brian and Jana Adam), 1962 Morris Minor saloon (Dave and Hazel Holland), 1961 Morris Minor convertible (Colin and Ann Greig), 1973 MG Midget (Don Breakspear and yours truly (Austin Ten Colwyn).

The service was followed by a wake held in the Monro Pavilion, Wellington College where the opportunity was taken to continue conversations sharing fond memories of someone who was a keen and very much respected friend of the Club and who, judging from the eulogy, whilst being first and foremost a devoted family man, had clearly enjoyed a long and impressive professional career.

It may possibly be of interest for members to be made aware that a recording of George's funeral will be made available to watch, on-line, for a period of 28 days, from Thursday 5th August onwards.

To do this go to www.obitus.com

User name: **toye6155** Password: **213136**

Trevor E

The Duchess to the rescue - Again

We were planning to have a holiday in Shropshire with our vintage caravan – a reconstructed 1926 Car Cruiser. We were going to pull it with the 1934 Austin 16/6 Gordon Drophead. However, when driving it around a few days before I noticed a slight but ominous knock from the engine when pulling away or going uphill. The oil pressure had been dropping a bit over the last few months but was still showing a healthy 22psi when hot and 10 on tick-over. I dropped the sump and had a look around but no white metal in the strainer or grey sludge. I put it back together with new oil – this does sometimes do the trick – but it made no difference. The knock was still there. I decided that it would not be a good idea to travel over 150 miles pulling a caravan with a suspect big end bearing. What to do? Well, there was only one thing for it – press the Duchess (1936 Austin 12/6 Ascot) into service, as I have so many times before!

To make things easier for the car, Pat took the modern with the camping equipment, food, clothes etc. to relieve the weight a bit. The caravan is not heavy – about 5cwt - so only like having a full load of passengers but it would be kinder on the car to make the load as light as possible.

We hooked up bright and early in the pouring rain after some difficulty connecting the lights - the connector inside had moved and so would not line up. It took a while to find this, by which time I was soaked! Onwards! Well, not quite as there was a road closure just down the road so an

alternative route was found and then away. The rain stopped 10 miles down the road and from then on, the weather was fine.

We took the A34 dual carriageway route between Newbury and Oxford as it allowed the traffic to pass easily. We were travelling at around 35 mph. Nobody got annoyed and several gave cheery waves as they passed. We then took the A44 through Chipping Norton to Worcester, stopping at the top of Fish Hill at Broadway for lunch. There were some hills to get there, but the Duchess took them all in her stride! Going down a mile of 1 in 10 was fine but an alternative going back would be needed! On past Worcester and the lesser A roads took us through Tenbury Wells and the Duchess was going fine. These roads were rather undulating, though, and it was slow going in places.

Coming to a T junction, clouds of steam enveloped the car when I stopped. An empty pub car park over the road beckoned so in we went. Pat had been trying to catch my attention for some time to tell me about the steam but I hadn't noticed. Apart from the bubbling under the bonnet, everything looked fine. I let things cool off, topped up the water - it took over a gallon! - and drove on the 20 or so miles to the campsite. All went well and when we arrived, the water level had remained. Very strange. I had a good look around and listen and there was nothing amiss except that the top hose had a bulge in it, but it wasn't leaking. I thought the hose might have been collapsing inside and restricting the flow. I didn't have a spare with me so as there had been no further instances of boiling, I left well alone!

We went out and about during the next week using the Duchess, visiting Powis Castle, Acton Scott Farm Museum, the Welshpool Steam Railway, Montgomery Castle, Clun Castle etc with no problems at all and no useage of water. We slept well in the caravan, but it was jolly cold at night! There was a lot of interest from others at the site, especially as we were pulling it with the Duchess!

A friend and fellow Austin club member, Eric and Janet Guest, who lived nearby came to see us and he brought me some hoses to use as an emergency should the need arise. It was lovely to see them again as we hadn't seen them for many years since their move from Surrey.

We saw at least one classic car every day, but only two pre-war cars - a mid thirties Hillman and a Riley 9 Lynx in very regular use. There was a group of about 10 Triumph TR's on tour and a couple of Ariel motorcycles on tour, a clutch of E Types and a couple of other cars from the '50's. The campsite was in the grounds of Walcott Hall and there were a lot of intriguing places to stay in the grounds such as Yurts, Showmans caravans etc. There were also 7 Morris Minors - mostly tourers, 5 Land Rovers, 4 American trucks (mostly Chevrolets) and an MGB in various states of decrepitude around the estate buildings. A very eccentric owner!

After a very enjoyable week, the day dawned to go home with a great feeling of trepidation for the long drive. We basically retraced our steps, but did not use the A44 through Evesham and Broadway. Instead we went through Stratford on Avon. There were hills, but not like Fish Hill. The signage through Stratford was non existent, but I followed my instincts and ended up in the right place. We picked up our old route at Chipping Norton and followed the A34 to Newbury and then back home. There was no incidence of the boiling episode again as I kept a regular check on the water but it didn't use any. It had gone down a bit when I got home, but there was no boiling, although it would have done if I had gone much further

When I gave the car a check over after arriving home, I changed the top hose, expecting to see the inside collapsing where it was bulging. Nothing - all was smooth and straight! I also noticed that the oil levels in the gearbox and back axle were low. They were correct when I left! There was no coating of oil under the car and I had not noticed drips on the ground when it was parked. Where did it go? Very strange. I did put a new hose on and will add this to my range of parts carried. I should have done that anyway, really.

Anyway, a great holiday touring with a vintage car and caravan - one of my ambitions!

Tony Westhall.



Events – Subject to Change

Classic / Vintage Vehicle Gathering-Tues August 3rd and Tues August 24th

Aldermaston REC SOC Car Park, special allocated area, from 6:30pm, No entry fee
Club house open for excellent food and bar with fine selection of soft drinks, tea, coffee etc.
All enquiries to Geoff Mahoney, tel 07804 251949

The British Motor Show - Thursday 19th – Sunday 22nd August

The British Motor Show at Farnborough International Expo Centre. Tickets: Concessions
£13.90, Adults £ 18.50. **Details at** : <https://thebritishmotorshow.live/>

Basingstoke Festival of Transport – 22nd Aug 2021

War Memorial Park, Basingstoke, RG21 4AG. Parking at Old Common, London Road (use
RG21 4BY and follow the parking signs) for £2. Parking area for club members wishing to
display their cars should complete the Car Club Registration Form which may be obtained from
Trevor Mulford (01252) 620435 or by email trevormulford1942@gmail.com

Brooklands Museum – 22nd Aug 2021

Summer classic gathering 10.00 am – 5.00 pm

<https://www.brooklandsmuseum.com/whats-on/summer-classic-gathering>

The Beaulieu 2021 International Autojumble, 4-5th September

Hartley Witney Festival – 4th September

Although a Festival is being planned for 4th September 2021, unfortunately there will be
no display of Classic Vehicles or Motor Cycles this year.

Basingstoke Doughnut run

This year the run is on Sunday 19th September 2021, starting and finishing at Milestones
Museum, Basingstoke. Details at <https://basingstokemgclub.co.uk/>

Classic Motor Show NEC Birmingham, 12-14th November

Club Christmas Dinner

Sand Martins Golf Club, Monday 6th December, £32.50

Stay safe - NHAEG Committee