



Club Meetings

11th Aug – @ New Inn. 8pm but please arrive earlier if you wish to have a meal.

NHAEG events - Club runs

6th Aug - The road run to West Berks brewery at Yattendon has been CANCELLED due to lack of interest.

Late Aug – another road run, details to follow later.

10th Sept – road run to either Hayling Island or Lee on Solent. Further details to be issued soon by Alan Pickett.

Public Car Shows

Aug 3rd - Phyllis Tuckwell, Churt

Aug 9th – Camberley classic car show

Aug 24th /25th - Swallowfield (please contact Trevor M if you are going)

Sept 6th/7th – Beaulieu Auto jumble

Sept ?? - West Green House

Dogmersfield Show, Pilcot Farm

Despite the weather warnings and a rather damp start a number of NHAEG members turned out at the Dogmersfield fete on Saturday 19th July. The show attracted a wide range of classic cars and also provided a variety of entertainment including dog shows, birds of prey, brass band, Morris dancers, local produce competitions, craft stands, refreshments and Punch & Judy etc. Overall an excellent local village fayre.



Elvetham Hotel – Photo shoot

10 cars arrived on Wednesday 23rd July for the photo shoot at the Elvetham hotel. The hotel grounds provided an excellent backdrop for our cars and attracted a lot of attention from the hotel staff who made us most welcome. The hotel events manager also joined in the fun taking pictures of the cars. Coffee or lunch afterwards made for an enjoyable day despite the overcast weather. Lots of pictures are on our facebook page and at some time in the future we hope to select the best pictures in order to update the club website.



RAF Odiham



About a dozen members from NHAEG attended the RAF Odiham annual Families Day on Friday 25 July 2025. The event was an opportunity to thank families for their continued support which enables the RAF to deliver world-class capability in support of defence. This year is extra special as we mark ODI100, celebrating 100 years of aviation here in rural Hampshire. 🇬🇧🇬🇪



Roly's Ramblings

Since the last newsletter, the Austin has been used far more frequently, due to the weather becoming pleasant, maybe going out in it four times a week. For a while, I have been frustrated with the performance of the car. It has a 1¼" SU HS2 carburettor. The feeling was that maximum power was achieved at half throttle, and full throttle gave less power. Inspecting the main jet needle, I found it was a No 6. Having had success with an EB needle in the past I ordered one up and fitted it. Whilst doing that, I noticed that the vacuum outlet for the distributor advance on the carb was not plugged, so maybe that was my problem. Road testing showed an immediate

improvement..... hoorah. Until I reached the destination pub, to find the radiator was gently steaming. Yes it was a hot day, but I had not gone up any hills..... strange. On the way back to home I ran out of fuel, stupid of me as I had not dipped the tank for a couple of weeks at which time there was half a tank, and I hadn't realised I had used the car more than usual. Using my spare can of fuel I primed the carburettor and proceeded on my way. After a couple of hundred yards, I lost power, then it picked up and continued, then finally expired outside a funeral home, very appropriately. There was also a caravan holiday park there, and the owners kindly came and pushed the car off the busy road into their site. So, what was likely to be wrong? Was the overheating a symptom of a head gasket fail, or was the problem caused by changing the needle in the carb, or was the fuel I had put in the tank bad? There was plenty of fuel in the carb, and the needle hadn't fallen out of the piston, so not that. Testing for a spark raised my hair up! Yes, definitely a spark. So it could be fuel or head gasket at fault. It was a mystery, so many clues. As the temperature was above 30C and my brain was fogging in the heat, and Freya dog was with me, I admitted defeat and called RH breakdown service. I am sure that if I had continued to fault find, I would have compounded my problems by unnecessarily messing with things that were not broken. The caravan site had by that time watered Freya and orange juiced me. The breakdown truck came in an hour, by which time I had called a neighbour to come and collect Freya. This was the first time I had used RH breakdown service, and gosh it was good. I cannot remember the last time I had to call a breakdown service, maybe 1978 when the engine of my S Type Jaguar came off the engine mountings, and pushed the fan through the radiator.



The next day, early in the cool of the morning, I conducted some tests. The compressions were fine at 100 psi. I poured fresh fuel into the carb. The engine sort of started but would only tick over and not rev. I swapped the condenser, no different. The temperature had risen, so I gave up for the day.

Next morning, I started the engine again, and discovered that if I moved the advance lever to max advance then the engine would rev. I inspected the distributor and found I could move it in unexpected directions. The dynamo body had come loose, because the long screws needed tightening. The bolt holding the distributor clamp was also loose, so I tightened that up. The distributor now felt firm when trying to move it. I reversed the car out of the garage and went to try a test drive, but the engine really did not feel right.



Back to the distributor again. Inspecting the rotor arm spindle, I found that I could move it up and down by $\frac{1}{4}$ ". Odd. Then I found I could rotate the rotor arm! Removing the distributor I could see that the Mills pin holding the drive gear was absent (the picture shows it bent into a C shape). A magnet retrieved what remained of it from inside the dynamo. I got a new pin and reassembled the distributor and retimed it. The Austin is now behaving perfectly, and is now accelerating up hills on full throttle. It may be my imagination, but it seems even smoother at tick-over. Also, my rough gearbox bearing noise has now disappeared, clearly it was the loose dynamo body making the noise. A few days later the Austin rattled my cage by popping and banging and running on three cylinders. Thankfully this was only an HT lead that had come off the distributor cap.

Thanks to Roly Alcock HA7C

Christmas Lunch

There is still time to book the Elvetham hotel for a traditional Christmas lunch on Sunday 7th December. The good news is that it will be the same price as last year for a 3 course meal at £39.50 pp. Club members who wish to attend the Christmas lunch are requested to make a deposit of £10 pp. The preferred method of payment to the **NHAEG** account is by bank transfer:

Sort code 09-01-54, **Account** 8006 6086, **Reference:** Surname & Xmas

Please also email nhaegmembership@gmail.com to confirm you have paid by bank transfer, this will ensure you are on distribution list for future updates and enable the number of guests to be monitored. Please support the club by attending this event.

Stay safe
NHAEG Committee