



## A not-quite-so 'annus horribilis' !

Here we are, once again at the end of yet another bizarre year in which our mostly, fairly predictable lives have been confounded in several ways, to various extents. Most of us probably started the year with the expectation that with the prospect of vaccination being our promised salvation things would be pretty well back to normal by now.

Well, one can always hope but things don't always work out as smoothly and satisfyingly as one would wish. Hence, we find ourselves still with the spectre of Covid very much in our minds but no doubt determined to make the best of it. That's what Brits do.

As someone, whose earliest memory is that of being held up in the arms of a relative and witnessing, from a distance of about 7 miles, the infamous air-raid on the city of Coventry in November 1940 and experiencing for the next five years or so and even beyond, some of the privations resulting from the entire WW2 business, - everything rationed - sweets, what were they? - the memory of what folk then, parents especially, had to face and contend with and how they all seemed to cope, brings sharply into perspective the relatively modest challenges facing us today.

So, let us all look forward to 2022 with hope that things will get better and we can soon pick up where we left off seemingly so very long ago. We, the NHAEG, made some efforts, late in the year to, kick-start the Club back into life, with limited success. Starting with the AGM on 10<sup>th</sup> January, followed by Photographic Competition judging in February and then a fascinating guest speaker (arriving in his Austin Seven) I, booked for March, we can try to return to '*business as usual*' sooner, rather than later.

In any event, the Committee thanks Club Members for their support throughout the year, as and when it's been possible to give it and wishes everyone a very Merry Christmas and a peaceful, Happy New Year. Enjoy the Festive Season!

Trevor E



## 1896 and all that

Most of us will be aware of the annual London to Brighton Veteran Car Run, on which very elderly, cherished vehicles set off from Hyde Park, on an early November Sunday morn and wend their way down the 55 miles or so to Marina Drive in the seaside town. For obvious reasons the Run, exceptionally, did not take place in 2020 but thankfully returned this year, its 125<sup>th</sup> Anniversary

Originally billed at *The Emancipation Run* the inaugural event was held on 14<sup>th</sup> November 1896 to celebrate the repeal of the *Red Flag Act*. This much, of course, is fairly common knowledge. What might not be quite so well-known is the fact that the *Red Flag Act* had actually been introduced as early as 1863 and required a man proceeding, on foot, ahead of steam traction engines, often weighing several tons, which, at that time, were becoming quite common-place on the roads of Britain and were deemed to present a danger to both humans and livestock alike. In the 1890s it was also automatically and indiscriminately applied to products of the emerging motor car industry. Seemingly, in 1873 an amendment *had* been intended to do away with the flag, which, ironically, was thought to spook horses. However, the new regulations clumsily failed to mention the abolition of the flag, so the man in front was obliged to keep on walking and carrying it.

It took a change of government to do away with such anachronistic restrictions on the use of motor cars and when the *Locomotives on Highways Act* came into force on 14<sup>th</sup> November 1896, raising the speed limit to a heady 14 mph, a diminutive entrepreneur, named Harry Lawson, organised a special run from London to Brighton to celebrate “*Emancipation Day*”,



*Our ‘Dorset Representative’ on duty  
in Hyde Park this year!*

By the mid-1920s motoring had changed out of all recognition and when correspondence appearing in *‘The Autocar’*, posing the question as to what was the oldest car still in running order, the *‘Daily Sketch’*, in 1927, decided to find out how many cars over 21 years old were still functioning and duly organised a run from London to Brighton, in November, to celebrate the 31<sup>st</sup> anniversary of the auspicious day in 1896 when the red flag was officially consigned to the dustbin. The paper was astounded to receive 52 entries of which 44 started and 37 finished. Since then, the event has become increasingly popular and has only been interrupted by World War 2, petrol rationing and of course, Covid.



*A 1904 Oriole 1 cylinder, 4 hp leading off a trio of veterans*

For a number of years, a few NHAEG members have volunteered to act as marshals, at the Hyde Park start end, which involves the unattractive prospect of rising at around 3.30 a.m. in order to reach the park to check in by 5.00 a.m. or so. This, however, as the accompanying images may confirm, does not deter those odd individuals who never fail to delight in the sight of often heavily costumed, hardy souls, braving the elements in vehicles offering little in the way of protection against the vagaries of British weather, or of having the opportunity of being up close and personal to such venerable machinery, most of which tend to make it all the way to Brighton – eventually.

It's always still quite dark walking along the Serpentine, seeking out the Sector, to which one has been assigned, together with 4 or 5 like-minded team members and the progress of a few veteran vehicles, approaching from behind, powered by – yes – *electricity* (there's nothing especially novel about that particular technology), most of which are either lacking in lights completely or, at best, very poorly lit, can be unnerving. Most, of course, can be detected well ahead of their arrival by the sound of a single cylinder engine thumping away and their entry numbers then spotted by a couple of eagle-eyed marshals posted at the start of each 30-vehicle sector, before being ushered, with varying degrees of success, into some kind of Le Mans style formation, herring-bone fashion, rear wheels resting against the kerb. The aim is to get all 30 vehicles snugly parked up in each sector but it's generally evident that a fair sprinkling are driven by those who probably get to actually do so infrequently – perhaps even just once a year – and are clearly unfamiliar with the eccentricities and unpredictability of ancient controls. This invariably results in a less than perfect line-up and the best that can be hoped for is that, somehow, all will manage, when signalled to do so, to depart without collision or mishap of any kind – which, amazingly, they generally are able to achieve. All huge fun!

Most years 450+ such vehicles enter although, this year, a lesser entry of some 320 or so turned up, no doubt yet another unfortunate consequence of Covid! *C'est la vie!*

**Trevor E**

## Cornish Caper by Val Woolls

### BROOKLANDS 750 CLUB ORGANISED BY ROBIN GRAY

Brian & Janna Adam - Ken & Ruth Couzens - Don Breakspear & Val Woolls - Malcolm Riley  
Plus 15 members of Brooklands 750 Club.

DAY 1 Sunday 12<sup>th</sup> September – The sun was shining – MG was loaded and ready to go so we set off on our journey to Cornwall. Nice drive to Weyhill, just west of Andover. Here we met up with some members of the 750 club at the Weyhill Fair Public House. After a very nice lunch we continued on our way to Wells, where we booked in at the Premier Inn. There was enough time to visit Wells Cathedral and look around the town centre before getting back for dinner.

DAY 2 Monday 13<sup>th</sup> Sept: After a good breakfast we all continued our journey – heading for Newquay. A mid-morning stop for coffee in Porlock was a must, and here we found a shop selling really scrummy homemade chocolates, not many left by lunchtime which made Porlock Hill even more of a challenge. We had forgotten just how steep and difficult it was to drive it. However Brian and Janna made it look easy in their Riley.

After another rest break we reached Hotel California in Newquay – all cars and occupants arrived safely with no problems. Rooms big, beds comfortable, view from our balcony brilliant. We met in the bar at 7.00pm to dine at 7.30pm. Obviously you always wonder what the food is going to be like but no need to worry. Food for evening meal and breakfast was excellent and staff could not have been more helpful.

DAY 3 Tues 14<sup>th</sup> Sept: This was going to be a rest day after yesterday's long drive. Sunny, blue skies, proper holiday weather. Robin led an amble along the coastal path around Fistral Bay to Newquay's beaches stopping off at Rick Stein's fish and chips restaurant. Others took off to explore locally in their cars, and some just relaxed at the hotel.

Don and I drove off to meet Brian and Marlene Grant (members of the NHAEG who moved to Camborne several years ago). We met at The Cornish Gold Mine in Redruth, famous for its Gold and Tin mining in the past, now more famous for the Gold Shop and Restaurant. Don and Brian were a bit concerned that we had to walk through this amazing Jewellery Shop to get to the restaurant where we were served a 'Big Breakfast' on a shovel. A short walk around the old tin mine, now a museum, finished our visit.

Off to Marlene and Brian's house next, where we had a nice afternoon cuppa and Don had a 'kip' while I explored their amazing garden. Back to Newquay and the hotel for a rest before dinner.

DAY 4 Wed 15<sup>th</sup> Sept: North Cornwall Coast today, driving down to St Ives passing the most beautiful coastal scenery. Perranporth boasts one of the longest beaches in Cornwall and viewed from the headland we could see a lot of people appreciated it too. Beautiful views! Stopping off for a coffee, enjoying the driving and the views, we eventually reached St Ives. Manic! Packed wall to wall with people, dogs, pushchairs etc.. We drove down to the Harbour and the cars did cause a lot of interest. Obviously we couldn't find anywhere to park, so there was no option but to carry on – out of St Ives and back onto the road towards Land's End.

Next stop Porthcurno/Minack Theatre. We managed to park here hoping to have a look round the theatre. We parked free but they were charging to go in and look round the open air theatre. No productions on that day so we decided to have a wander and take in the views.

After leaving Land's End we carried on for about 5 miles, we came to the turning to the pretty harbour of Mousehole. Robin, Bev, Brian & Janna decided to take a look. Don & I decided it had been a long but lovely day and decided to get back to Hotel California. Following the coast road for a bit we took in some lovely views of St Michaels Mount and then headed inland for the run back to Newquay.

The intrepid Brian and Janna made it back to the hotel safe and sound but unfortunately Robin's Morris Minor, that had been playing up all day, now decided to give up completely. A recovery truck was called and they arrived back at the Hotel tired, frustrated hungry and ready for a late dinner.

Day 5 Thursday 16<sup>th</sup> September: Less driving was suggested today, so out came the cars and we headed North towards Padstow! After waiting about 20 minutes we eventually got a parking space and immediately had a call from Robin to say he had broken down again so decided to leave before we put money in the meter. We parked up with Brian & Janna, Malcolm & Francis in a side street. At the house we had parked alongside was a man sitting in the garden under his umbrella having a cup of tea. He was very interested in the cars, he had been the owner of an Austin 7 several years ago and Don and Malcolm had a good old chat.

Others had gone in different directions and Robin's car was struggling again. Don and I decided lunch was calling so headed out of Padstow to find somewhere to eat. Stopping at the first Pub we found it was one owned by Rick Stein. We decided he had enough money without taking ours, so we carried on along the coast. We found a lovely Tea Room offering Cornish Pasties and Salad, Scones with Jam and Cream for afters, and low and behold the owner talked "Cars". He had bought an Aluminium Racing D Type Jaguar. He had raced in the past but was a busy man now running the Tea Rooms with his Family and had not had a lot of time to restore it. We were invited to go back next year to see how it was progressing and maybe have a ride in it! Heading back towards Newquay we took breaks at several viewing points enjoying the beautiful scenery.

Day 6 Friday 17<sup>th</sup> September: Do your own thing today! Oh we did! We visited Charlestown, a very unspoilt working late Georgian Port built to export the local copper (and later china clay) and now the home to tall ships and period film sets.

Next a 5 mile drive to Fowey. It was suggested we parked in the Pay and Display at the bottom of the hill and did the level walk of about 400 m to the harbour, which we did. Lovely lunch there with Brian and Janna, Ruth and Ken, Robin and Bev, two dogs and Uncle Tom Cobley and all !

It started to rain just as we left the restaurant so Don and I decided to wiz back as we had not put the hood up on the MG. We took the wrong road didn't we! Soooo steep! Out of breath and exhausted we eventually got to the top. Oops! No carpark? By now it was pouring down. We eventually found a car park – not ours – but we were told a minibus would be along in a bit and it would take us to the other car park! Sure enough it turned up and eventually we got to the correct car park where we found Ken and Malcolm had kindly put the hood up on the MG for us. Thank you both so much.

Day 7 Saturday 18<sup>th</sup> September: We are told "no need to rush today". We paid our bills and signed out of the Hotel. We enjoyed a visit to the superb Llanhydrock House. Apart from the fact

that I didn't have the current National Trust Card with me so it was like the Spanish Inquisition getting in! Once in it was worth it.

Next, I didn't have my navigational hat on that day because roads kept popping up that weren't where they should have been at all! Raining and lost didn't bode well! Anyway, if we hadn't got lost we wouldn't have found the great place where we had lunch.

Don wasn't too happy when he saw all the 'gremlins' there (Don's word for Children), but my goodness they were certainly having fun on a wet day. Bumper Cars, Bowling Alley, Snooker, Slot Machines, Funny Mirrors, Food, Bar for mums and dads to relax. It had the lot! And a nice takeaway bar for people who were lost!!!

Leaving Llanhydrock House we followed the explicit instructions given to us and found the Premier Inn – No Probs! Robin had booked a meal for us all at The Abinger Hatch in Honiton. Great place, the staff were very accommodating, getting Brian his Beer as soon as he arrived. We were all looked after well, there were 17 of us! It was very well organised and the food was great.

Day 9 Sunday 19<sup>th</sup> September: Heading home today. Quick trip to Stourhead House and Park (N.T.) Lovely place. Beautiful gardens and house. Delicious ice creams. Just one upset, one of our party was attacked by a concrete bollard that was hiding in the bushes, didn't do his car a lot of good, but after some discussion the National Trust Rep assured them the damage would be taken care of!

Rest of the drive home was uneventful, not too much traffic, managed to avoid Stonehenge, and stayed dry. Good result. Great time had by all I think, but it was nice to get back to our own bed.

Thanks Robin for another great adventure. Can't wait for the next one.

## 46<sup>th</sup> ATDC/NHAEG 'Nightjar' Rally

For the second year running the 'Nightjar has, for obvious reasons, been run virtually. Although it was appreciated that some degree of normality may have been restored to our daily lives and a few motoring events have actually been staged in recent times, albeit with strict and rather tedious observance of Governmental guidance, such as it is, it nevertheless was considered prudent and at least sensible, to avoid encouraging a reasonably sized group of individuals, competitors and 'staff', to gather together in close proximity to each other, both prior to and following the event, as, of course, would normally be the case.

Hence it was that, at 5.00 p.m precisely, on Saturday 20<sup>th</sup> November, a couple of dozen or so would-be rallyists were eagerly poised, in the comfort of their own homes, awaiting emailed receipt of Route Instructions, prior to spending an hour or so touring the villages of Dorset and scouring Google Maps seeking answers to questions posed separately.

Initially 32 entries were received, a lower entry than in 2020, but, almost at the last moment six of these were obliged to withdraw, evidently due to health reasons, affecting either themselves or family members. A further one unfortunately suffered severe mechanical failure on his (real)

vintage vehicle (Jowett 10hp) whilst on his way back home from attending the Cotswold Trial (with which the Nightjar date-clashed), which necessitated being recovered and arriving home too late to complete the rally. Yet another was detained so late at work that although he and his 'navigator' eventually started and completed the tasks they finished and submitted answers hopelessly out of time.

Nevertheless, there was a respectable sprinkling of marques competing – amongst them 6 Rileys, 2 Alvis', a couple each of MGs, Austin 7s and ATDC Austins, (just two from NHAEG, incidentally) and a single Humber, as well as a number of moderns. All virtual, of course, as were 'Lady Penelope's Rolls' and an Oldsmobile Rocket.

The winner, with 325 points, a clean performance losing no points, was Richard Stubberfield, a regular entrant in the 'real' Nightjar over the years, 'driving' his Alvis 12/50. The first time, reportedly, he had ever won anything! This was followed by 4 others tying for second place and two for 6<sup>th</sup> place, who included 'our own', Andy and Do Ranson. Residing, as they do, in Dorset, they may have been thought to have had a distinct advantage. However, the fact that the area of interest was essentially on their own doorstep could have given them no benefit whatsoever since they clearly could have had no prior knowledge of the villages chosen nor, of course, the questions posed. So, well done to them! Had there not been a 4-way tie for second place their score of 315 would have earned them a creditable second place.

The close and high-level scoring might have implied that the event was insufficiently challenging, or that perhaps the two and half hours allowed for Expert and Novice entrants to compete and return Answers was too generous.

However, from feedback since received, it would appear that the general view is it was pitched about right and was hugely enjoyed by a number of even the most seasoned of entrants, so perhaps initial concerns that it was a bit too undemanding were unfounded.

The Nightjar is the final event of the year in the Inter Register Club's calendar and results of those competing individually and teams as IRC entries are still being integrated into those from earlier events but will be formally announced soon by the IRC Secretary, Nigel Coulter. However, it's fairly certain that the team prize, at least, will go to Riley since, in this instance, six took part, albeit that two were non-starters.

It's to be sincerely hoped, by many at least, that 2022 will see a return to a real, cold/wet/foggy 'Nightjar', though there will doubtless be those who have developed a taste for the more comfortable version!

**Trevor E**



## Removing Ethanol

A kit is available to remove Ethanol from petrol from the Lubrication store, Bicester Heritage, Oxon, OX27 8AL. More details on [www.ethanil.co.uk](http://www.ethanil.co.uk)

Note that Esso (99 octane) according to Honest John in the Daily Telegraph and Petrolprices.com contains no ethanol.

## FBHVC - Position Statement

Please see the FBHVC Statement (regarding modifications / tampering) for immediate distribution on the Federation's position on the Future of Transport Regulatory Review.

<https://www.fbhvc.co.uk/news/article/fbhvc-position-statement-on-the-future-of-transport-regulatory-review>

## Club Events

### Club Christmas Dinner – Monday 6<sup>th</sup> Dec

Sand Martins Golf Club, 7:30 for 8:00 pm

### Club Night – Monday 13<sup>th</sup> December

Christmas trivia / game - **CANCELLED**

### Club Night – 10<sup>th</sup> January 2022

AGM

### Club Night – 14<sup>th</sup> February

Photographic competition - entries by 31<sup>st</sup> January

### Club Night – 14<sup>th</sup> March

Guest speaker

### Club Night – 11<sup>th</sup> April

Spring airing

### Austin 7 Centenary – 19<sup>th</sup>-24<sup>th</sup> July

The Fire Service College, Moreton in Marsh, Gloucestershire.

Entry by pre-booked ticket only : [www.a7centenary.com](http://www.a7centenary.com)

## Other (non-club) events - 2022

Southern Engineering Show, Farnborough - 8<sup>th</sup>-10<sup>th</sup> Feb. Details contact Trevor Mulford

Blackbush Car Meet – last Sunday of each month

Drive It Day - 24<sup>th</sup> April

Basingstoke Festival of Transport – Sunday 8<sup>th</sup> May

Beaulieu Auto jumble - 14<sup>th</sup> & 15<sup>th</sup> May

Rural life Tilford - 22<sup>nd</sup> May

Hartley Witney show - 11<sup>th</sup> June

Hook Fete - TBA

Old Basing Fete - TBA

Upton Grey - TBA

Fleet Carnival – 2<sup>nd</sup> July

Thames traditional boat Fest 15<sup>th</sup> to 17<sup>th</sup> July

Swallowfield show – 29<sup>th</sup> Aug

Trip to the Isle of Wight    OB Bedford date TBA - (contact Trevor Mulford )

Beaulieu Auto jumble - 10<sup>th</sup> & 11<sup>th</sup> September

Stay safe

NHAEG Committee