

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP
Founded 1974

Monthly Newsletter and Events Update

Editor

Mo Breakspear
(maureenbreakspear@yahoo.co.uk)

01189733568

Please let me have any articles for the March newsletter by the 22nd of February, on a WORD DOCUMENT attached to an e-mail.

www.nhaeq.org.uk

FEBRUARY 2012

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

Mo's Mutterings

First of all I must say thank you to Trevor for editing the January newsletter even though he had serious problems with his computer. Thanks to Colin for sending out the finished item via e-mail.

Don and I had a lovely time in Dubai, the weather was perfect and we had lots of fun over Christmas and New Year which included a hot air balloon flight part of a surprise package for our son-in-law Dorian, who was 50 on New Year's Day!

We did not see any vintage cars on the roads in Dubai, they wouldn't last five minutes with the standard of driving and the amount of traffic. The nearest we came to thinking about them was meeting grandson Tom's friend who is called Austin and grandson Harry's girlfriend who is called Morgan! However, when picking up daughter Karen's car, which had a window replaced, we found an early 20's American Chrysler with wooden spoke wheels. It looked a bit sad but complete. Don would have liked to have brought it home to restore it but fortunately, we couldn't find anyone at the time who spoke English!

Look forward to seeing you all again soon.

Maureen

Secretary's Scribblings

AGM Follow Up

Those attending the AGM at the 'New Inn' on January 9th will have heard the surprise announcement, by John [Chad], that he intended standing down as Chairman, with effect from that meeting. His reasons for doing so were various and personal but John went on to say that, if required and requested, he was happy and prepared to continue on, in 2012, as a Committee member and to also carry on organising our monthly raffle, both of which offers were gratefully accepted by those remaining members of the 2011 (now 2012) Committee.

It had, of course, been previously announced that both Dave and Karen [Witton] would not be standing for re-election as Members and therefore, in view of the fact that no new nominations had been received prior to the AGM, nominations were invited from the floor. In response to this, Sandra [Ryley] nominated former Committee Member, John [Hancock] and John was duly accepted back on for 2012.

Subsequent to the meeting, Andy [Seager] intimated a willingness to serve on the Committee and, in accordance with terms contained in Section 5(d) of Club Rules, the Committee exercised its right, at the first Committee Meeting of the year, on January 30th, to co-opt him also. This has effectively restored the number of Committee Members (including Officers) back to its original, intended eight – Colin Greig, Don Breakspear, Phil Dunford, John Chad, John Hancock and Andy Seager, Jean Edwards and Trevor Edwards.

The issue of appointing a new Chairman was also raised and a decision reached to leave things much as they are for the coming year, in the belief and expectation that the situation may well right itself in due course and we shall, sooner or later, find ourselves with a new Chairman.

In the meantime, it has been agreed that the role will be conducted on a 'rolling basis', as and when necessary, by those serving on the Committee, in one capacity or another. It is considered that, under the circumstances, this is the most favourable course to adopt and that it should not detrimentally or adversely affect the Club and/or its activities throughout the coming twelve months.

It is sincerely hoped the membership appreciates that every effort will be made to carry on 'with business as usual' and, most importantly, it will continue to support Club Nights, its activities and the many other events taking place during this, a very special year in the terms of the Austin marque – the 90th Anniversary Year of the Austin 7.

Finally, should anyone wish to receive a copy of the AGM Minutes, please let me know and I will be happy to email or 'snail-mail' you one. I am a little reluctant to send this out 'blanket-wise' since not everyone likes to receive, unsolicited, what is, of necessity, a bit of a wordy document. Nevertheless, if you would like a copy, just ask! Thanks!

Quiz News

The more observant amongst you will have noted the absence of a quiz in the January Newsletter. A little too much going on at the time for me to include one. However, there's a real beauty this month – devised and submitted in this instance, by Julie [Els] – entitled "*Name That Coloured Tune*", which should have you all pondering a bit! If you are (or possibly were!) into popular music then you may find it a doddle; personally speaking, Jean and I struggled to find four or five answers when we first cast eyes on it!

Please submit your entries, this time, *to Julie directly* and let her have them by March 9th at the latest. Don't forget to include £1.00 to go towards prize(s).

IRC News

Having attended the AGM of the Inter Register Club, in Marlborough, on 25th January, I would like to share with you some of the events planned to take place near, or relatively close to, our 'patch'.

Sun 11th March MG Car Club Navisat Scatter Rally Wrotham, Kent

Sat 7th April Alvis Scatter Rally & Tour West Sussex

Sat 21st April 'Trally' (mixture of nav rally and treasure hunt)
South Oxfordshire

Sun 14th October MGCC Autumn 'Naviscat' North Surrey

Both the Alvis and 'Trally' events are fun events, well worth attending.

If anyone would like further information on any of these, or other IRC events, please let me know. There seems to be a (wrong) perception that IRC events are only for truly dedicated, intensely serious 'automobilists', driving long-legged machines, tearing around, wearing goggles and flying helmets. This really is far from the truth even though there may be a few who might fall into that category. In the main, events are geared to cater for all levels of interest and expertise (or lack thereof!) and even if things go horribly wrong you can generally bank on experiencing a very pleasant run around beautiful countryside which, after all, is what many of us find most enjoyable about owning historic vehicles. There is a growing, national concern that numbers entering such events are in a gentle but nevertheless discernible decline and a concerted effort is being made, by all clubs, to attract greater numbers by providing something more than just a purely competitive element to many IRC events. For example, adding a touring or possibly a treasure hunt feature, which means that families can come along and enjoy a day out without taking the whole thing too seriously or worrying about a place on a performance table.

So, if you haven't done so yet why not give one of the events listed above a go this year – you may be pleasantly surprised!

Golden Piston Relay (PWA7C A7 90th Birthday Initiative)

Time is fast approaching when this will find its way down to our neck of the woods'. At the time of writing it is with the North Wales Centre and from there is scheduled to pass on to the Staffs and Shropshire Centre who will, in turn pass it on to us, the NHAEG.

In view of the distance likely to be involved (150+ miles) Dave (Witton) has kindly volunteered to drive up to a mutually convenient spot to effect the handover – when ‘the call’ eventually comes – probably some time in March. At a later date it will be transported back to be passed on to the Midshires Centre and in due course, will find its way back to the Autokarna, in Woolerton Park, Nottingham, in June.

2011 Club Charity Donation

A sum of £100.00 has been donated to the charity receiving most votes at a ballot held during the AGM. This was based on an excess of income over expenditure, arising from the 'Nightjar' Rally last November. The chosen charity was the Phyllis Tuckwell Hospice in Farnham.

That's just about it for this month. Hope to see you all at February's Club Night when Phil (Dunford) will be entertaining us with an Austin Film Evening.

Also, Phil is organising March's Club Night entitled, "Identify the Object". If you have anything in your possession, the purpose of which you either don't know or are not sure about, why not bring it along on March 12th to provide a bit of fun for everyone trying to guess what it actually is?

In the meantime, keep fettling! Spring's coming up on the horizon!

Trevor

COLINS COMMENTS

As I have been very busy decorating since moving house I have not had many opportunities to go out in Arabella, apart from a short run on Christmas Eve which was very enjoyable.

I understand a number of you went to **Brooklands on New Year's Day**, some of you meeting up with Andy S and travelling together. Ann and I were unable to attend as we spent the New Year with Brian and Marlene in Cornwall where we had a great time despite the awful weather.

I had intended to go, with grandson Ben, to the **VSCC Driving Tests at Brooklands** on Sunday 29th January in Arabella but when trying to start her on the Friday I found the starter motor was not working, we therefore decided to go in a modern. It was a marvellous day with plenty of action and a great selection of cars taking part as well as plenty of spectators' cars to look at.

The car that seemed to draw the most attention was a Grafton Special, which was a very fragile looking cycle car. It had just one seat in a very small body on what looked like a wooden chassis with no bonnet, leaving the single cylinder 250cc JAP engine completely exposed. It had very narrow cycle wheels, rear brakes only and the steering was by a cable and bobbin. However, despite its size and bicycle wheels it was very quick and agile.

There was also an MG Tigress there, one of only two in existence. It was a lovely looking car and I was told they were built to race at Brooklands being, capable of 100 MPH. However, I was informed they were not very successful. As usual there were a large number of Austin 7s taking part, some of them going extremely fast. I would not be surprised if one of them turned out to be the winner.

A very good day with other NHAEG members, Brian A., Pat G-J, Tony W. and John H. with son Tim also there. I also noticed a couple of Nightjar contestants taking part in the tests. If you have never seen VSCC driving tests especially at Brooklands, you should give it a try. I am sure you will not be disappointed.

If you want any **embroidered clothing** for the club holiday to Leamington Spa in July or indeed for any event beforehand, please let me know as it takes a little time to get them ordered and delivered. You can email me for a brochure and order form or see me at a club night.

That's all for now.

Safe and Happy Motoring.

Colin

Don's Doodlings

I do hope you all had a wonderful Christmas with family and friends and the waistlines have not increased too much. A little belatedly, I would like to wish you a Happy New Year for 2012.

Our Christmas was spent in Dubai with our daughter Karen, her husband and two children. For the whole month we were thoroughly spoiled. On saying that, it was still good to come home to our family here and old friends.

I always feel good when arriving back and someone is waiting for me at the airport. Sincere thanks to Ann and Colin for taking us and being there for us on our return.

It is good to be back in the garage and continue with the restoration of my Austin tophat, Dolly, as she is named. See below efforts so far.



Whilst on the subject of restoration, does anyone have a **double-ended reamer for the kingpins** I could borrow? If so please ring me on 01189733568.

That's about it for now, I look forward to seeing you all at clubnight..

Don

Brooklands – Start New Year with a BANG!

My thanks to those that supported the trip to Brooklands on the 1st of Jan 2012 – I think everyone in attendance agreed that it was a great day out and would probably do the same again in 2013. Four ‘proper’ cars gathered at the garden centre in Badshot Lea, myself of course, Tony and Pat in their 12/6 Ascot, Phil and Jan in their 10/4 cabrio’ and Dave Dickens in his 12/4 Ascot. Bringing up the rear guard was Mick and Julie in a modern.

The route was pleasant and we stayed in convoy for the better part of it, the Austins all arriving in file at the Campbell gate. Once in, we were all parked in front of the Member’s Club House, where we soon met John and Joan Hancock who had driven from Maidenhead that day in their Box saloon.

The assembly of pre-war cars was superb, made more attractive by a line of W.O.’s fine machinery along the front wall of the Club House. Within an hour, Trevor Mulford (in the Talbot) and Malcolm and Sandra (in the Riley 9 Tourer) arrived - so great attendance from NHAEG!



Tony, Andy, Phil and Dave parked by the Club House

Along with the pre-war cars there was an exceptional turnout of classics that were lined up along the banked track section, in two lines from one end to the other! In the adjacent paddock to the Club House was a considerable gathering of rally cars all headed for Cape Town! Including a 1920’s Vauxhall – 30/90 I think.



A mile of classics on the banked section

The ambiance was excellent and with the museum open, along with the new 'Bus Exhibition there was more than enough to see and do.



The pre-war ensemble... well, except the jets!

Shortly after lunch Jo and I departed, as we left it started to rain – and then it really rained and then it really, really rained! We were sloshing through standing water on the roads and water was dribbling in through the windscreen 'seal' and was being ably collected in a coffee cup by my co-pilot (she had to empty it twice!). The Eton made no fuss at all and although a little moist we made it home without drama – actually I was rather impressed with the way the car went in such appalling conditions, which also demanded driving with the headlights on all the way home.

We rolled on to the drive, still in the downpour and I switched off the car just to reach inside and grab the garage key – Jo made good her escape to the house. I left the lights on and the windscreen wiper was still doing its thing – i.e. going from side to side but not doing much else. I got the door up, returned to the Eton switched on the ignition and pressed the starter – BANG! The loudest explosion I've heard in a while – a brown trouser moment for sure! Jo ran to the door and I sat there thinking 'odd smell' – she pointed to some 'stuff' under the back of the car, upon closer inspection I saw what looked like battery casing. We pushed the Eton into the garage and I hauled up the carpets and

opened the floor behind the driver's seat (where the battery lives) and there was the battery – with no top! It had simply exploded – emitting that characteristic smell when a battery gasses. Hmmm.....



Battery bomb!

The good news is that no problems have been identified at all – no electrical gremlins, a new battery was installed on the Monday Bank Holiday and the car started and ran fine – no electrical damage – nothing?!

Oh well it must have been its time to die I guess and thank goodness it chose to do it on the driveway and not half way home. I have no real idea why this happened, there may have been a build up of gas, it may have sparked when I hit the starter, or there may have been an internal short circuit building up over the years and it just picked that moment.

Anyway a bit of drama to what was an excellent day out – I shall look forward to the Brooklands event next year – for those that are curious – yes it was better than the Phoenix, and I think the tea was cheaper.

Happy New Year to all of you! Andy

(Many thanks Andy, for your report of the Brooklands New Year Day trip. I think Don and I would have liked to have been there had we not been away).

VACANCY FOR CLUB HOLIDAY – 19th-24th July 2012

Due to personal reasons we are now unable to go on the club holiday in July. Consequently, there's a reserved hotel room available should anyone wish to go who perhaps was unable to book before the closing date.

If you'd like to take over our place do get in touch, by email at phildunford@dunfords.co.uk or telephone 01252 716347.

Phil & Jan Dunford

2012 Bearwood Invitational Car and Bike Show

*Since sending in my column for the newsletter I have received an invitation from the Barkham and District Classic Car Club for the NHAEG to attend the above show on **Saturday 19th May** at the historic Bearwood Collage, Wokingham, RG41 5BG. We had 10 cars from the NHAEG last year and it would be nice if we could have a similar number or even more this year.*

We will need to be there by 11.00am and to be able to park together we will all need to arrive at the same time as we did last year. I will advise later a suitable meeting place so that we can do that. I will let you have more details nearer the date but in the meantime put the date in your diaries.

I will need names of those wishing to attend so that I can arrange for you to receive a pass to get in, as admittance is by invitation only. Please let me know by email or at a club night if you are interested.

Photos of last years show can be found at www.photoboxgallery.com/bearwoodcar

Colin

QUERIES OF THE MONTH

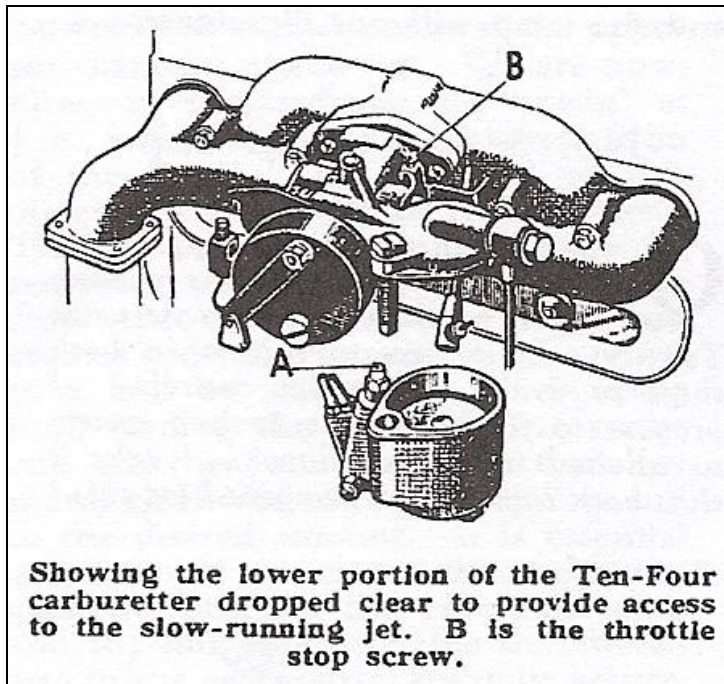
Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month’s selection consists of No 511 Slow Running, Austin Ten - Four, No 769 Starting from Rest, Austin Ten – Four and No 1011 Fog Lamp, Austin Twelve

No 511 appeared in July 1933, No 769 appeared in October 1936 and No 1011 appeared in September 1940.

No 511 – Slow Running – Austin Ten-Four

Q. *Lately the engine of my Ten Four has developed a tendency to stop when idling and I have to use the starter quite often to get the engine running again. This has on occasion happened in traffic blocks and I now keep the engine running at a slightly higher speed. I have tried adjusting the slow running screw but this has not remedied the trouble, and I therefore await your advice as to what other measures I can take*

A. There are several possible causes of the tendency for your engine to stop when idling. You might first try adjusting the throttle control stop screw so that the throttle does not close so far. This screw may have shifted slightly, or the parts concerned may have settled down since new to alter the throttle setting just enough to affect the slow running. Further, you should try tightening all the nuts securing the manifold to the engine as well as the two which secure the carburettor to the manifold, for a small air leak into the induction system will surely affect the slow running. It is possible too, that the slow running jet is choked or partially choked.

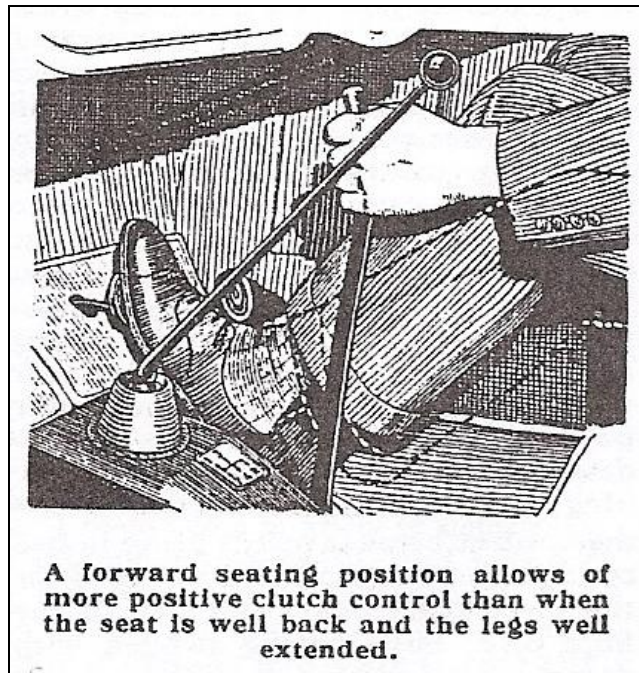


This jet can be readily removed, being accessible when the bottom portion of the carburetter is detached. When unscrewed from the tube attached to it, any obstruction can be blown clear. You should, of course, ensure that the air-strangler opens fully and does not stick, as in warm weather the effect of a strangler not fully open will become more noticeable by causing uncertain running at slow speeds. The general condition of the engine, including the ignition system in particular, has a bearing on the slow-running, but from the information you give we think you will be able to improve matters by attention to the above points.

No 769 – Starting from Rest – Austin Ten-Four

Q. *I am the owner of a new Ten-Four Austin and I am a little troubled with the starting of the car. The transmission seems to me rather severe, and when I am starting the car jerks and then the engine “Konks” out. I wonder whether I am not giving enough power. I have been advised by one Austin owner always to start in second when the engine is warm, but I find from some of your owners that this is a matter of opinion.*

A. We advise starting away in first unless conditions are favourable, i.e., the car is on a downward slope, and we think your trouble of getting a smooth start arises mainly from the control of the clutch. You will find that the Austin Ten-Four clutch engages over a short range of movement, and to ensure proper operation it is a matter of acquiring the feel of the pedal so that it is quickly released to the point at which the clutch begins to take up the drive, and then allowed to rise slowly so that the clutch engages smoothly.



We also suggest that you might find it easier to control the clutch if you move your seat forward slightly, as when the driver is well away from the controls the gradual release of the clutch pedal necessary to give a smooth get-away proves somewhat difficult. Of course, the accelerator must be operated in conjunction with the clutch pedal, so that as the clutch engages, increased throttle opening is given to enable the engine to move the car without stalling and provide unhesitating acceleration.

No 1011 – Fog Lamp – Austin Twelve

Q. *I have just purchased an Austin Twelve which is equipped with a fog lamp. Can I use this accessory under the present war-time restrictions? If not, I think I shall remove it from the car so that it does not deteriorate.*

A. According to the lighting restrictions, the only forward showing lights that may be used are one headlamp suitably masked, and two sidelights partially obscured. Under conditions of fog, however, motorists are allowed to use a fog-lamp providing there is no air raid warning current, which now will include the “purple” raiders passing over warning, during which all lighting apart from sidelights must be obscured. If this ruling holds good for the coming winter, it would therefore appear more expedient to leave the fog-lamp on your car, but you would be well advised to consult your local police in this matter, to learn their interpretation of the regulations

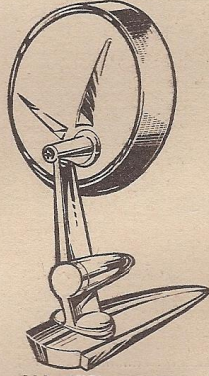
The “Queries of the Month” are reproduced with the kind permission of the Austin Ten Drivers Club (ATDC)

So More Old Advertisements

These advertisements for wing mirrors are from 1958, probably a bit too advanced for our Austins! The Delta-Swift mirror also functions as a radio aerial.

NEW TEX

Continental VIEWMASTER WING MIRRORS



**THE ONLY MIRROR WHICH
RETAINS ITS ADJUSTMENT
WHEN BUMPED FROM ANY
DIRECTION**

Should the mirror receive a severe blow, the joint allows the mirror and stanchion to rotate so it is not damaged, and the driver can easily reposition the mirror to its original location without the assistance of anyone to adjust it.

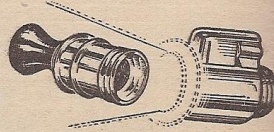
Ask your dealer for leaflet showing complete range of Viewmaster Mirrors

**ALL VIEWMASTER MIRRORS ARE FITTED WITH
STAINLESS STEEL DRUMS**

CASCO TEX AUTOMATIC CAR LIGHTER

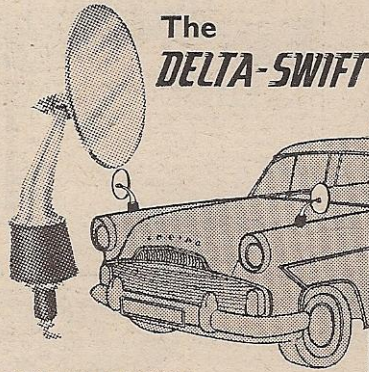
The positive lighter which cannot blow out.

The ingenious ashguard makes this the only lighter safe to handle while driving. Keeps hot ashes off your lap. Protects clothing and carpets. Now fitted as optional equipment on: **FORD, VAUXHALL, MORRIS, AUSTIN, ROVER, HUMBER, ASTON MARTIN CARS,** etc.



MAGNETEX LTD., BATH ROAD, HARLINGTON, MIDDLESEX

The DELTA-SWIFT Mirror AERIAL



DELTA-SWIFT

(Motor Accessories) Ltd., 135 Ecclesall Road,
SHEFFIELD, 11.
Manufacturers of the new
Delta-Swift Switch-Panel.

Here's a really new Motoring accessory, for the Radio equipped car! Ingenious and attractive, acclaimed by motoring journals throughout the world, the Delta-Swift Mirror Aerial is a true dual-purpose unit of exclusive design . . . requires NO adjustment for radio reception, but is fully adjustable for viewing. Fitted easily to the wing, tested by Autocar (see Aug. 15th issue), this is the aerial of the future! Buying a radio . . . or replacing your present aerial? Get a mirror-aerial . . . the most useful car radio aerial in the world!

From Garages, Accessory Dealers or through Halfords, price 57/6d. complete. (Matching wing mirror, c/w base, 27/6d.)

Be a man of Vision

RETAIL PRICE
24/-
CONVEX GLASS



FIT THE **DESMO**

The modern mirror for the modern driver. Incorporating all the advantages of the famous 'Boomerang' self-aligning movement it has the added advantage of the much wider vision range given by the specially designed mirror head. In addition its elegant lines make it the ideal mirror for fitting in perfectly with modern styling. Obtainable from garages, accessory dealers and all branches of Halfords.

"Boomerang Continental"

WING MIRROR

DESMO LTD., Pensnett Trading Estate, Brierley Hill, STAFFS
Telephone: Kingswinford 3481/2/3
LONDON SHOWROOMS: 220 SHAFTESBURY AVENUE, LONDON, W.C.2
(Near the Princes Theatre) Telephone: TEMple Bar 1994/5

Andy Ranson

(Many thanks Andy)

2011 COMMITTEE CONTACTS:

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
	Phil Dunford	01252716387 phildunford@dunfords.co.uk
	Colin Greig	01252879173 cgreig104@btinternet.com
	John Chad	01252873713 jchad@waitrose.com
	John Hancock	01189885387 route66_2003@hotmail.com
	Andy Seager	01256702886 Andyseager@mac.com

NAME THAT COLOURED TUNE.

**All the answers have a colour in the title. Please send your answers (and £1) to Julie Els at 5, Edgbarrow Rise, Sandhurst, Berks. GU47 8QH.
Closing date for submissions is 9th March 2012.**

- | | |
|---|-------------|
| 1. Unhappy Planet | (4,4) |
| 2. An element of female high society | (6,4) |
| 3. Is that a blushing shamrock? | (7,3,6) |
| 4. Wearing silky fabric after dark | (6,2,5,5) |
| 5. Gem of a day | (4,7) |
| 6. Graminoid is where your heart is | (5,5,5,2,4) |
| 7. Princely precipitation | (6,4) |
| 8. Brushed footwear | (4,5,5) |
| 9. You could be in the armed services | (2,3,4) |
| 10. Metropolis of impure Beryl! | (7,4) |
| 11. No light to Amys posterior | (4,2,5) |
| 12. In a pornographic state | (4,6) |
| 13. Floating spheres and flaky ice-cream! | (6,4,3,8) |
| 14. Dark extraordinary power of a female | (5,5,5) |
| 15. Aboard colourless steeds | (2,5,6) |
| 16. Cowardly watercraft | (6,9) |
| 17. Raise your glass to this flower inventor | (4,3,4) |
| 18. Slide off old "G" | (6,2,4) |
| 19. Is that a double alcoholic drink? | (3,3,4) |
| 20. Equal score of narrow material between orange and green | (3,1,6,6) |

SUBMITTED BY:

NHAEG Club Nights and Events Diary

Club Nights

Arranged By

February 13th	<u>Austin Film Evening</u>	Phil
March 12th	<u>Identify The Object</u>	Phil
* April 16th	Spring Airing * <i>Note this is the 3rd Monday in the month. 2nd Monday is a Bank Holiday</i>	TBA
May 14 th	TBA	TBA
June 11th	<u>Half Gallon Run</u>	TBA
July 9th	Coveted Car Evening.	TBA
Aug 13th	TBA	TBA
September	TBA	TBA

Events

January 29th	VSCC Driving Tests at Brooklands (See 'Colins Comments' in January newsletter)	www.brooklandsmuseum.com Colin for more details.
March 11th	Morris/Austin Day at Brooklands, <i>Celebrating 90th anniversary of the Austin 7</i> Test Hill open to Austin and Morris cars	www.brooklandsmuseum.com Colin for more details
April 22nd	<u>Drive It Day</u>	Don/Maureen
May 19th	<u>Bearwood Classic Car Show</u>	Details from Colin later.
May 24th	<u>Holybrook Festival at Calcot</u>	Paul Edwards 0118 9432615
June 30th	BEN Run (non club event)	Colin for details
July 13 th -15th	ATDC National Rally. Basingstoke Rugby Club. All NHAEG members welcome. Driving Tests on Sunday organised by NHAEG.	Tony or Colin for details or watch newsletter for more news.
July 19 th -24 th	Trip to Leamington Spa.	Don/Maureen
July 20 th -22 nd	<u>A7CA Austin 7 Birthday Celebration Event</u>	A7CA
July 29th	<u>Picnic in the Paddock</u>	TBA
Aug 27 th	Littlewick Show (non club event)	A7OC Colin for details
November 17th	<u>37th Nightjar</u>	Nightjar Committee

Please let me know of any events our members might be interested in. **Colin**