

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP



JANUARY 2017 NEWSLETTER

CHAIRMAN'S CHUNTER...

Well, that's the festivities out of the way - and now I have a big problem – I've put on so much weight that I can hardly squeeze into the Sprite.

We have set out a programme for 2017 and bar any major changes to the committee after the January AGM, it should deliver a nice balanced year of popular events for you.

On *pages 1-2* we feature members' reports of recent events that they attended. The Club Diary (*page 4*) shows that there is plenty to look forward to.

This issue's 'NHAEG Member Interview' (*page 6*) features Don Breakspear. This month's History (*page 8*) and Technical Matters (*page 10*) concludes our 2-part series on speed measurement.

There are other historical items from Andy Ranson (*pages 5 & 14*) and also *Auction News* (*page 16*). The Quiz (*page 17*) is provided by Trevor. Finally, Aunt Brassica (*page 18*) continues to offer wise words in response to readers' troubling questions. ..

Best wishes for 2017.

Simon

CLUB NEWS

November's Club Night makes £228!

Following the November 2016 club night's Auction, the amount of **£49.20** was realised for Club Funds and £178.80 was passed back to the entrants. It's worth mentioning that 4 members graciously declined to take their 'just desserts', totaling £23.60, which is included in the above figures. To those we should express our gratitude for their generosity.

Christmas Dinner draws a crowd

Monday 5th December wasn't too early for party hats and crackers for the 55 members and guests who squeezed into the back room of The Mill in Odiham. They were welcomed by

Toastmaster Nigel Worsfield who brought some colour to the proceedings, said a few words on what it's like to be a toastmaster and helped to manage the excellent raffle. The venue was a nice change with a more varied menu, but we may have stretched them a bit with our numbers!



Festive Fun Night gets Elf & Safety



A plethora of strangely dressed Christmas characters descended on the New Inn on 10th December for some festive fun. A few drinks and some board games helped us to limber up in preparation for Christmas!

Looking to the future...

Our AGM is on Monday 9th January 2017 and we have vacancies on the committee. We try to make it a fun activity, working as a team, and you are very welcome to join us and help us bring a new perspective on how we do things.

Mad – or what? – the Nightjar 2016 Verdict

Storm “Angus” arrived early on Saturday 19th November 2016, the date of this year’s Nightjar Navigation Scatter Rally. Forecast to blow in during the early hours of the Sunday, ‘he’ decided to arrive sooner during the evening, clearly intent on wreaking havoc on those (24) competing teams who had entered the event. Despite, however, Angus’ most earnest efforts, he failed in his efforts to do so - as was evident from comments made afterwards and on the faces of rain-soaked and wind-swept crews returning later. (Cartoon by Stefan Marjoram)



Between 5.00 and 5.45 p.m., 17 historic vehicles and 7 ‘moderns’ departed Hook Community Centre Hall embarking on the usual four to four and a half hours ‘meander’ around the Hampshire/Surrey countryside seeking out elusive bird signs. A few reports of some slight issues filtered back to ‘officials’ remaining at the Hall during the next few hours, before competing crews began returning. Nothing major fortunately, although one of some concern was of a 1936 Riley Adelphi which had reportedly ‘lost’ its windscreen wiper(s) - and had returned to one of the Manned Control points to seek assistance in restoring visibility through the windscreen in such appallingly wet conditions. After some time, the wipers, thankfully, were fully functional once again and ‘normal service’ resumed.



Nevertheless, despite the extremely poor weather in this instance, no-one appeared unduly upset or perturbed when returning to the hall! An obvious enjoyment of the event was apparent, judging by overheard comments from competitors, one remarking that he *‘enjoyed it immensely, although didn’t quite know why!’*

Overall winners, once again this year, as well picking up the annually awarded ATDC Trophy, presented to the Best Performing Class One Inter Register Club entry, were James Campbell and son Tom, in their Alvis 12/50.

Riley won the award for the Best Placed IRC Team but disappointingly, with the ATDC only fielding two entries (Tony Westhall in his 12/6 Ascot and Geoff Pickard (Tony’s successor as ATDC Events Secretary), in a Sherborne ‘borrowed’ from Tony (and a team of three cars required to stand any chance of being in the running), ATDC, unfortunately, was pushed into 3rd place, behind Humber and Riley.

Other NHAEG members taking part this year were Andrew Barker in his 1932 Austin Box 7 and Richard Scott, whose own vehicle being unfortunately *‘hors de combat’*, offered his services as navigator to Tim Phelps, competing in his 1938 MG VA Tourer.

Sitting down to a welcome, well-deserved meal following their return, competitors and Marshals alike watched as those achieving success were presented with their awards and prizes.

And now the for the not-so-small print! It’s evident that the Nightjar, this year being the 41st time it has been staged, is very much enjoyed by those who regularly take part even though it may, perhaps, be likened to ‘Marmite’ - you wither love it or hate it. It’s eagerly anticipated each year by a staunch band of enthusiasts whose numbers are steadily growing.



Equally obvious is the fact that those who have been involved over many years with the actual staging, clue-devising and overall organisation of the event are not, unsurprisingly, getting any younger. The time inevitably will come when, however willing in spirit, they may remain, the continuance of this important Club and IRC event will need to be assumed by others. It’s of paramount importance, therefore, that ‘new blood’ is brought on board to prepare for and achieve this in the not-too-distant future.

At the De-brief Meeting, held shortly after this year's event, this key issue was raised and discussed at some length and a resolve made to expressly address it with vigour from hereon. Avoiding mention of the term '*Committee*', (which, somehow, has subtle overtones of officialdom and commitment associated with it), it is planned to form a dedicated Nightjar Event Team, to satisfy the requirement. A small nucleus of such a Team already exists, but needs to be significantly 'beefed up'. The tasks involved are not especially onerous and unlike hitherto will be spread around much more to ensure that no administrative element becomes particularly irksome. The '*Nightjar-year*' doesn't commence in earnest until late May, in any case; then gradually builds up to the event itself held on the third Saturday of November.

A campaign is therefore being launched and a plea now made for anyone who feels they're able to offer a little time and their services, as a member of the planned 'Nightjar Team', to come forward initially and find out a little more of what's involved. You can speak to, or otherwise get in touch with me, Trevor E (tel: 01344 775012; email: trevor_c.edwards@btinternet.com), Colin G (tel: 01252 879173; email: cgreig104@gmail.com) or any member of the Club Committee for this.



PLEASE don't let the Club's premier annual event wither due to apathy or even simple lack of awareness. Thank you!

FBHVC NEWS

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and in Europe. On 22 September 2016, The Department for Transport issued consultations relating to the EU Directive on Roadworthiness testing and how it should be applied in the United Kingdom. The FBHVC summarised its responses as follows:

1. The whole question of exemption is a difficult one. Most organisations, if asked, do not favour exemptions. But the data on the existing exemption of pre-1960 vehicles shows both that less than 10% of exempt vehicles take the test voluntarily and that there is no measurable road safety effect of the absence of testing. So, we have chosen to confirm that the Federation will accept the Department's favoured position of exempting vehicles over 40 years old from the MoT, and pointed out that if one followed the recognised international standards the exemption would be granted to 30-year-old vehicles. We have however counselled that close attention should be paid to accident data in case a real risk appears to be developing. We have taken this view on the basis that the Department's proposals to replace the existing pre-1960 exemption completely, and that notwithstanding the continuation of voluntary testing, the actual testing procedures and the training of MoT testers will render it ever more difficult to find a wide geographical spread of MoT test stations that are able to apply the test with the level of sensitivity and recognition of standards at the time of build that will prevent wrongful MoT failures and possible damage, particularly to older vehicles.
2. The Federation has objected strongly both to the creation of a new class of 'Vehicles of Historic Interest' (VHIs) and to the proposed application of the 8-point rule. We have pointed out the risks of eliminating vehicles which are clearly recognised as being historic by the application of an insensitive technical rule. We are concerned that, in the future, we will be divided into 'sheep' and 'goats' based on criteria which we could not have imagined in advance. We have done this in the knowledge that at least two other countries in the EU have chosen to argue that it is not practical to apply any formal technical qualification to all their historic vehicles.
3. We objected to the assumption in the Consultation that in some way those whose vehicles have been modified look after them less well than the owners of totally original vehicles.
4. The Federation has disagreed with the concept of mileage limits which would either be too constraining on the majority of historic vehicles or else affect only those who use their vehicles for such things as historic rallies, who can be assumed to be among those who maintain their vehicles best.

CLUB & EVENTS DIARY 2017

Please let John (edmundjohnpratt@hotmail.com) or 01252 643527) have details of any events that NHAEG members might be interested in, to add to this compilation.

Please note that 'Club Lunches' at the New Inn have been discontinued for 2017 through lack of interest.

NHAEG	Dates	Club Nights	Arranged by or details from
2017	Mon 9th Jan	AGM	Committee
	Mon 13th Feb	Shoebox Challenge	Don
	Mon 13th March	Quiz Night	Julie
	Mon 10th April	Spring 'Airing'	Committee
	Mon 8th May	Noggin & Natter	Committee
	Mon 12th June	Half Gallon Run	Last year's winners

Organiser	2017 Dates	Other Events & Location	Contact
VSCC	Sun 29th Jan	Winter Driving Tests, Brooklands	www.brooklandsmuseum.com
Fawley Hill	February date tbc	Fawley Hill Car Boot & Vintage Market	Pre-register essential at www.fawleyhill.co.uk
Watercress Line	Friday 17-19th Feb	Pre-Spring Steam Gala	www.watercressline.co.uk
Brooklands	Sun 19th Feb	Winter Classic Breakfast from 07.30am; Hill Ascents	www.brooklandsmuseum.com
Practical Classics	Sat 31st March-2nd April	Restoration Show, NEC	www.necrestorationshow.com/
Austin	Sun 12th March	Austin Morris Day, Brooklands	www.brooklandsmuseum.com
FBHVC	Sun 23rd April	Drive it Day	www.brooklandsmuseum.com
Brooklands Museum	Sat 13th May	1940s Relived at Brooklands	www.brooklandsmuseum.com
750MC	May date to be confirmed	Buttercup Bounce BBQ & Concours	Brooklands Contact Judy Norman 01483 566161
Brooklands Museum	Sun 21st May	Brooklands Spring Classic Breakfast	www.brooklandsmuseum.com
Merrist Wood College	Sun 21st May	Merrist Wood Summer Show, Worplesdon, Guildford	Pre-booking necessary. See www.merristwood.ac.uk/NewsEvents/Events/ClassicCarShow.aspx
Beaulieu Museum	Saturday 13th & Sunday 14th May	Spring Autojumble	www.beaulieu.co.uk/events/spring-autojumble
Hartley Wintney Festival	Saturday in June to be confirmed	Classic Car Show at the Village Festival	Entry Form from David Preston classiccars.hwf016@btinternet.com
Essex Austin 7 Club	Sunday in June to be confirmed	The Only Tour is Essex (& Suffolk)	https://ea7c.wordpress.com/
Brooklands Museum	Saturday 17-18th June	Brooklands Double Twelve Motorsport Festival	www.brooklandsmuseum.com
Watercress Line	1st-2nd July and 7th-9th July	ExtravaGala - 50th anniversary of the end of Southern region steam	www.watercressline.co.uk
ATDC	14th-16th July	National Rally	www.austintendriversclub.com/events

Club	2017 Dates	Inter Register Event & Location	Contacts as below, or talk to Trevor, Colin or Tony W for information
MG Car Club	Sun in March to be confirmed	"Naviscat" Scatter Rally Surrey	Paul Gray email p_gray@btinternet.com
The Alvis Register	Sat in March to be confirmed	Scatter Rally + tour West Sussex	James Campbell jamesiscampbell@btconnect.com
The Riley Register	Sat in June to be confirmed	Batho Trophy Worcestershire	Tom Pellow
The Humber Register	Sun in July to be confirmed	Navigation Rally Dorset	Dick Arman email: thearmans@googlemail.com
The Riley Register	Sun in August to be confirmed	Rally West Berkshire	Richard Scott email: rscottok@btinternet.com
The Crossley Register	Sun in Sept to be confirmed	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
The Alvis Register	Sat in Sept to be confirmed	Scatter Rally Dartmoor	James Campbell email: jamesiscampbell@btconnect.com
MG Car Club	Sun in Oct to be confirmed	Autumn "Naviscat" Surrey/Sussex	Roger Thomas email: mmmfixit@hotmail.com
ATDC/ NHAEG	Sat in Nov to be confirmed	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards trevor_c.edwards@btinternet.com

Past Press from Andy Ranson

Here is another old advertisement from September 1958.

It sounded too good to be true, but as it was a Holts product from Halfords, I can only assume it was effective.

**The new LIQUID way
to shift carbon**

**Improve performance
Stop pre-ignition
Restore Power
Increase M.P.G.**



**LOOSENS AND
DISPERSES CARBON
DEPOSITS**

**use one tube
2/- per cylinder**

Install Holts De-Coker through spark plug hole, replace plug, leave overnight then drive normally. Works thoroughly and safely. For all 2 stroke or 4 stroke engines.

**LIQUID
Holts DE-COKER**



THE MEMBER INTERVIEW – DON BREAKSPEAR

This month finds us talking to NHAEG stalwart Don Breakspear, who was one of our founding members.

Editor: When did you first realise that you had an interest in cars (and how)?



Don: I was brought up on a farm and so drove tractors and cars around the fields from the age of about eight. We had an old Austin 10 Cambridge that my brother and I played with until I attempted (against my brother's shouted advice) to take a narrow farm gate at speed. This took the passenger side off the car, frightening my brother even further and incurring my father's wrath for destroying the gate.

Editor: What was the first car that you owned?

Don: I passed my driving test in my Dad's 1937 Austin 10 Cambridge, whose number plate began CON (but I can't remember the numbers!). The point of telling you this is that when I took Maureen out on our first date, I borrowed my father's 3-year-old Ford Consul, which impressed her mightily – but on the next date I turned up in my old Austin and she said she was 'conned' all her married life. Shortly after I acquired an Austin A40 van with side windows and put an old mattress in the back. While this presented many opportunities, the lack of damping on the front suspension made you feel sea-sick. After we were married, we had a succession of sensible family cars like the Hillman Minx, Riley Elf, and two or three Austin 1100s.



Editor: What is the most interesting car that you have driven?



Don: Well, this has to be my 1927 Chummy. I bought it in 1970 as a 'box of bits' and restored it over a 3-year period. This involved the whole family as we were living in a smaller house and the two girls, who were young, had to share a bedroom - so I that I could store body parts like the wings in one of their bedrooms.

Editor: Did you always tinker with cars? Do you have an engineering bent?

Don: With the experience of farm machinery, it seemed natural when I left school, to do an engineering apprenticeship (with CF Taylor, the precision sheet metal fabricators, in Wokingham)

Editor: Have you had any scary experiences at the wheel?

Don: We had been on a club run and were driving on a dual carriageway near Alsford. I put out my hand to turn right – but a Porsche being driven at high speed didn't see the signal, braked sharply and in true Porsche-style, spun, swiping the back of the Chummy in the process. Their skid marks were 142 yards long! The driver admitted it was his fault right away, saying that he was testing the car before embarking on a Porsche club run to the continent. Well he didn't make it and nearly wiped us out. He paid all the costs of restoring the Chummy to her former glory – but I've only just got around to fitting flashing indicators!

Editor: What have been the high points of Austin ownership?

Don: After I finished the Chummy's restoration, we had a nine-year spell of joining the 750 Motor Club on its 'Principality Runs' to the European principalities of San Marino, Andorra, Monte Carlo and Liechtenstein. On these trips of about 2,500 miles, we typically had to cover about 150 miles a day – so we would get up early to cover the first



100 miles before lunch. Then after a typical French lunch we would motor the remaining 50 miles in a contented haze and I would see Maureen's head dropping as she nodded off! Remarkably, we only had one major breakdown incident on these (with the back axle), but struggled home (replacing the crown wheel and pinion later). Mind you we got lost a few times!

Editor: What prompted you to buy a second Austin?

Don: About 12 years ago, I bought an Austin 12/4, completely restored, to do weddings and to enable us to cover longer distances in more comfort. We joined the 'Yorkshire Driving Experience' one year but found that there was too much driving and too little time to stop off and see places of interest. Then we then bought the 1929 Top Hat saloon which was Maureen's. But after she passed away, I had to put it out of sight into storage and I sold the 1934 RP Saloon that we had recently bought.



Editor: What did the family make of the plethora of Austins?

Don: Maureen was very involved and so were my daughters, Karen and Jane; firstly, they tolerated the car invasion giving up a bedroom, but later found that they liked to drive the Chummy – they thought it helped them to pull the boys!

Editor: What have been the low points of Austin ownership?

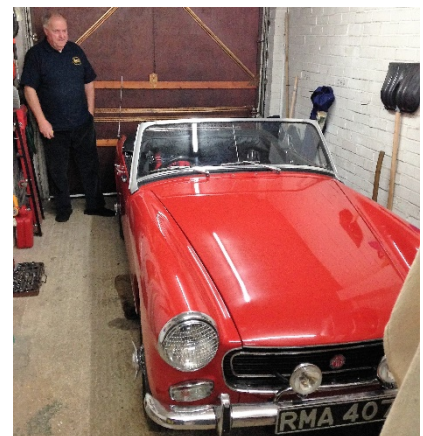
Don: Oh, the usual garage frustrations – as an example, I'd just put the exhaust manifold back on and found water seeping out of the studs. Of course, the two-step studs needed Loctite on the threads to prevent this!

Editor: Do you have enough garage space?

Don: Never – I rebuilt the Chummy in a single garage in our old house, much to our neighbours amusement at the time! But even now with a tandem single garage with workshop space at the far end, I'm still storing a vehicle on the farm.

Editor: So, what else is in the garage apart from the Chummy?

Don: Last year, I bought a 1973 MG Midget from an owner the other side of Guildford. I have been going with 750 MC members, Robin Grey and Stephen Lloyd, on away trips, often at short notice. These take about 4 days with accommodation pre-booked and with daily runs out. But I soon realised that a Seven is not the best car for this, which explained why the others all seemed to turn up in either Morris Minors or Triumph Heralds. I quite fancied a Minor but the MG was, in the end, a more interesting and cheaper solution – and my new partner, Val, is very happy with it too.



Editor: Looking back – what would you do differently?

Don: I think owning no more than two cars at a time is sensible level, if you want to get the best out of them!

Editor: What have you enjoyed most about NHAEG?

Don: I was involved in the start of the Nightjar with Don Biggs, 41 years ago. He had the idea of a semi-evening run and we developed it into a unique event from there with Brian Grant. Brian is also involved with me and three others in running an Austin 7 parts stall at the twice-yearly Beulieu Autojumble. Also, every two years, I used to help plan the 'club holiday' before Trevor took this over. And it was club members that helped me launch my hobby-business of vacuum wiper sales, repair and service. Finally, I'd like to thank all the NHAEG members who were so supportive after my Maureen passed away and for their continued kindness.

THE EARLY HISTORY OF SPEEDOS – PART 2

The need to measure speed: 1940- the present

On 1 October 1956, the 30-mph speed limit for built-up areas became permanent under the Road Traffic Act 1956. The speed limit, introduced on a trial basis in 1935, had relied on being renewed by Parliament each year. The maximum speed limit for goods vehicles was raised from 20 mph to 30 mph in 1957. In addition, around 1958, some 30 mph roads had the limit raised to 40 mph to improve travel times.



Following a series of serious motorway multiple crashes in the fog in 1965, Tom Fraser, the then Minister of Transport, following consultations in early November with the police and with the National Road Safety Advisory Council (NRSAC), concluded that the crashes were caused by vehicles travelling too fast for the prevailing conditions. The NRSAC advised that a 20-mph motorway speed limit should be imposed on stretches affected by fog and that a general speed limit of 70 mph should be experimentally applied for the winter months.

On 25 November 1965, the government announced that a temporary 30 mph speed limit would be applied to sections of motorway (there were 350 miles of it at that time) affected by fog, ice or snow and that a general maximum speed limit of 70 mph would be applied to all otherwise unrestricted roads, including motorways, for a trial period of four months starting just before Christmas. The four-month trial 70 mph speed limit on 100,000 miles of previously unrestricted roads and motorways was introduced at noon on 22 December 1965. Also on that day, the power for the police to apply advisory speed limits of 30 mph to motorways affected by bad weather was also introduced. The advisory limit was activated using flashing amber lights placed at 1 mile intervals along the motorways.



In April 1966 Barbara Castle, the new Minister of Transport, decided to extend the experimental 70 mph limit for a further two months to allow the Road Research Laboratory (RRL) time to collect data as there was still no conclusive evidence of its effectiveness. In May 1966, she extended the experimental period by a further fifteen months to 3 September 1967 as "the case is not proven" but there were signs of crash rate reduction. In July 1966, the speed limit for PSVs (notably buses) was raised from 40 mph to 50 mph. During 1966, the highest number of fatalities during peacetime at 7,985 deaths, was recorded.



In July 1967, Castle announced that 70 mph (113 km/h) was to become the permanent maximum speed limit for all roads and motorways. She had accepted RRL evidence that the speed limit had reduced the number of casualties on motorways. But she ruled out minimum speed limits for motorways which would also reduce the danger of slow traffic as being too difficult to enforce and likely to increase congestion off the motorways.

1973 oil crisis

Due to the 1973 oil crisis, a temporary maximum national speed limit of 50 mph for all roads, including motorways, was introduced on 8 December 1973. However, the 70-mph limit was restored on motorways in March 1974 and on all other roads in May 1974.



Then, from 14 December 1974, as a long-term initiative to reduce energy consumption, the national speed limits for otherwise unrestricted single-carriageway and dual-carriageway roads were temporarily reduced to 50 mph and 60 mph respectively (motorway speed limits were left unchanged at 70 mph).

In November 1976, the temporary speed limits were extended at least until the end of May 1977. In April 1977, the government announced that the national speed limits for single-carriageway roads was to be increased to 60 mph and that the 70-mph speed limit was to be restored on dual-carriageways on 1 June 1977.

1977–present

The 70-mph speed limit was made permanent in 1978. Then, The Road Traffic Regulation Act, in 1984, defined the default speed limit for 'regularly'-lit roads and gave local authorities powers to create 'speed limit orders', and exempt emergency vehicles from speed limits

The first 20 mph speed limits for residential areas were introduced in 1991 and then speed limiters for buses and coaches set at 65 mph and for HGVs set at 56 mph were introduced in 1994.

In March 2009, the government consulted on reducing speed limits on rural roads on which 52% of fatalities had occurred in the previous year to 50 mph. They explained that 'crashes were more likely on rural parts of the road network, upon most of which the national speed limit of 60 mph applies'.



But the general 60 mph limit remained in force with exceptions where local authorities could impose a lower limit of 50 mph where road conditions, like sharp bends, merited it.

In April 2015, the speed limit for Heavy Goods Vehicles over 7.5 tonnes was increased from 40 to 50 mph on single carriageways and from 50 mph to 60 mph on dual carriageways in England and Wales, but not Scotland.

Perhaps given the braking performance of the Austin Seven and its successors – and the lack of any passive safety protection - we should be grateful for such limits – even if in our 'moderns' they can seem painfully slow!

TECHNICAL MATTERS

More thoughts on the Lucas 'Magmo' Speedometer overhaul

The Lucas 'Magmo' is the speedometer fitted to Austin Sevens from 1932 to 1935. One of the faults sometimes found is for the rotating dial to remain stuck at or near to the zero position unless given a sharp tap. Last month, we reproduced an article by Mike Davis published in the Cornwall Austin Seven Club's Focus newsletter, in February 2009, Mike gives step by step instructions which show how to take the instrument apart and free-up the small brass gear wheel which takes the drive to the rotating dial and the milometer. If this action is not taken soon after the fault is first noticed there is a good chance that the gear teeth will be stripped. However, there are other faults that can occur:

This technical article by Ron Hayhurst was published by the Bristol Austin 7 Club

There are two other types of fault and these have both happened on my Seven. (1) The speed would still show but the milometer failed to count the miles. (2) Only some of the number discs moved around! Methods of solving the problem, or problems, are described below.

1. Failure of the Milometer

After stripping down by removing the bezel and glass, and removing the two screws holding the instrument in its case, the unit looks as seen in the first picture. To the right of the number display is a ratchet attached to the red number disc. Above this is the arm of the pawl that pulls the disc around.



It is seen again in the second picture where it enters a groove in the main body of the speedo; a spring keeps it in contact with the ratchet. At its far end the arm engages with a pin on the end of the gear driven by the worm on the input drive. As the pin is mounted eccentrically, it makes the arm pull one notch on the ratchet for each revolution of the gear. Herein lies the potential problem.



Over the years, the long groove, through which the arm moves, appears to warp slightly until eventually it starts to nip the arm and the spring can no longer keep it tight to the ratchet. Also, possibly because of such stiff movement, or because of recording many miles, the profile of the business end of the pawl may be so worn that it cannot properly engage.

Now if you are careful, initially there is no need to strip everything down unless the worm gear is badly worn and needs replacing. So, having reached the stage shown in pictures 1, 2 and 3, proceed as follows:

- i. Carefully lift off the spring and set aside.
- ii. Remove the screw at the rear of the main body and take out the plate it secures.
- iii. Ease out the shaft carrying the small gear.
- iv. Clean up this gear and the worm and decide if they are still in good order.



v. Check how freely the pawl arm moves in its groove; if it is stiff the groove needs filing. Check the profile of the arm at point of engagement.

vi. With the main body secured in a vice use a thin file to open up the groove, making regular checks that enough metal has been removed. A small amount might also be removed from the mating part of the pawl arm. Hopefully it will not be necessary to gain access by removing the big round plate holding the speedo and

milometer. If so read Mike Davis's warnings about the hair spring before you make it look like picture number 4!!

vii. Temporarily refit the arm and examine its profile where it engages. If worn, remove it and carefully restore the correct shape by filing off the minimum amount.

viii. Apply a small amount of grease to the shaft and gears, noting that there is a small thrust washer between the brass gear and the casing, and re-assemble



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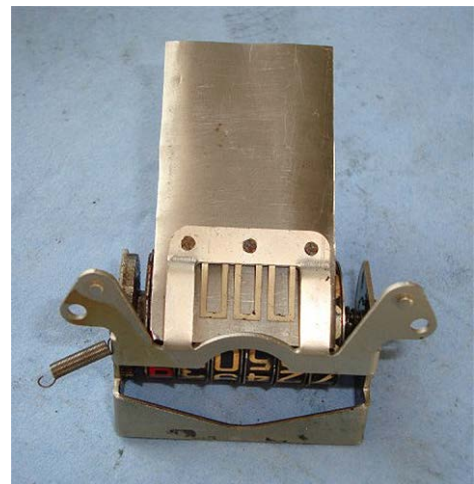
2. Making the Numbers Move

i. If only some of the numbers move around probably the best recourse is to replace this part of the instrument. If you want to change the displayed mileage, read on!

ii. Remove the spring holding the pawl arm

iii. Remove the number display after taking out the two securing screws.

iv. Note the bracket at the rear carrying a slotted spring plate held with three rivets. The slots hold the disc steady in a fixed position until lifted when the adjacent disc to the right comes around. If any of the slots are missing or broken it would be best to seek a replacement component. If tempted to strip this part take a very careful note of the way it has been assembled if you want to put it back together later!!



v. Fit a milometer acquired from another speedo. Trying to clean the numbers does not usually work.

vi. To change the reading, very carefully insert a piece of shim steel, or beer can, underneath the spring plate as shown in picture 5. This will enable the discs to be rotated and set as required.

Some final thoughts

- If the boss on the rearmost part of the speedo fouls the casing when first stripping down, it will help to file away the part of the boss that catches.

- If the speedo reading is inaccurate (assuming it is matched to the take-off gears in the gearbox and also the back axle has the appropriate ratio) it will probably be due to a loss of magnetism in the rotating disc. Fixing this is beyond this article! However, check that it is not due to a mangled hairspring or a missing notch on the disc where it mates with a small plate riveted to the body. If these defects are found, look for replacements from another speedo. The component carrying the milometer should present no problem. If all other components are in good order, recalibration should be possible. However, it will not be

possible to fix problems arising from wear/damage to the main shaft. As usual you can find them via Google and then follow-up with a telephone call to describe the symptoms.

- If you want a professional repair, **Speedograph Richfield** would be the best bet. Having spoken with them I can report that they can help with Magmo speedos.

Editor's Note: Details from the NHAEG Parts & Service Directory are as follows:

Name: Speedograph Richfield Ltd

Address: Rolleston Drive, Arnold, Nottingham, NG5 7JR

Phone: 01159 264 235

Web: www.speedograph-richfield.com

Services: Speedo, brake, clutch, accelerator other control cables for most vehicles. If they have not got what you want, they can make to your requirements. They have 60 years' experience in the business



SPANNERMAN – THIS MONTH'S TIPS

Supplied by Malcom Ryley

1. When the time comes to reline brake shoes on cars with cable or rod brakes, it is best not to have new material bonded on, as the material used is designed for cars with hydraulic brakes, and unless one has Chris Hoy's legs, it is a struggle to apply sufficient braking pressure, when so fitted. It is not difficult to put on new riveted material with a flat headed punch held in a vice and a nosed punch to flatten the hollow shafted rivets.

It is best to fit all the rivets loosely first, held in place with masking tape, and start the riveting in the middle of the shoe and work out. If the green rubbery looking linings are available, these seems to be the best material to use, perhaps just on the front wheels initially. I am sceptical of bonded linings on ali. shoes as well.



Technology may have moved on, but riveting the linings on, as originally done, is not a difficult job.

2. If a partial seizure of a piston in a cylinder occurs due to trying too hard on a cold engine, the aluminium sticking to the bore can be removed without harming the bore with the use of a strong solution of Caustic Soda, Sodium Hydroxide. A rubber bung is put in the bottom of the cylinder to keep the solution in for a while. The aluminium dissolves.
3. If you have a small piece of aluminium with a piece of steel stuck in it such as a broken threading tap, immersion of the item in concentrated nitric acid dissolves the steel without harming the aluminium. It has worked for me.



What the Haynes car maintenance manuals really mean.



Haynes: Rotate anticlockwise.

Translation: Clamp with molegrips then beat repeatedly with hammer anticlockwise.

Haynes: This is a snug fit.

Translation: Clamp with molegrips then beat repeatedly with hammer.

Haynes: This is a tight fit.

Translation: Clamp with molegrips then beat repeatedly with a hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start. Now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (giant economy size).

Haynes: Retain tiny spring...

Translation: PINGGGG - "Jesus, where the hell did that go?"

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part (and maybe a plaster or two).

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then clamp with molegrips then beat repeatedly with hammer.

Haynes: Weekly checks...

Translation: If it isn't broken don't fix it.

Haynes: Routine maintenance...

Translation: If it isn't broken, it's about to be. We warned.

Haynes One spanner rating.

Translation: An infant could do this... so how did you manage to **** it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, teensy weensy number... but you also thought the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating.

Translation: Make sure you won't need your motor bike for a couple of days.

Haynes: Four spanner rating.

Translation: You're not seriously considering this, are you?

Haynes: Five spanner rating.

Translation: OK - but don't ever carry your loved ones in it again.

Haynes: If not, you can fabricate your own special tool like this...

Translation: Hahahahahahahahahahahahahahahahahahaha.

Haynes: Compress...

Translation: Squeeze with all your might, jump up and down on it, throw it at the garage wall, then find some molegrips and a hammer...

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"

Haynes: Carefully...

Translation: You are about to suffer deep abrasions.

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark plugs removed.

Translation: However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.

Haynes: Refitting is the reverse sequence to removal.

Translation: Yeah, right. But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift...

Translation: Clamp with molegrips then beat repeatedly with hammer.

Haynes: Everyday toolkit

Translation: RAC Card & Mobile Phone

Haynes: Apply moderate heat...

Translation: Unless you have a blast furnace, don't bother. Alternatively, clamp with molegrips then beat repeatedly with hammer.

Haynes: Index

Translation: List of all the things in the book, bar what you need to do.

AUSTIN HISTORY

Queries of The Month from Andy Ranson

These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selections are, No 937 Brakes Sticking – Austin Ten appeared in the May 1939 edition, No 964 Burst Hose Connection – Austin Seven appeared in the October 1939 edition.

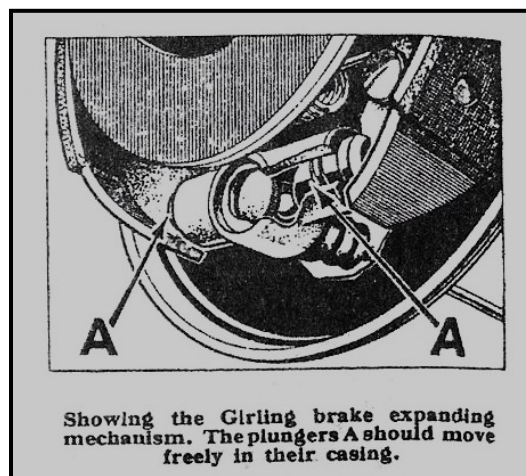
No 937 Brakes Sticking – Austin

Q. *I am the owner of a year-old Austin Ten which has been running very well until just recently when I have been experiencing trouble with the brakes. When I release the pressure on the brake pedal after braking, one or more of the shoes seems to stick on, to a certain extent causing poor performance,*

sluggish steering and stop-light flickering. I have applied oil to the various linkages but there is no improvement. What do you suggest I should do?

A. The source of your trouble is probably in one or more of the brake expander units which are only accessible on removal of the brake drums. If the car has recently been through flooded or excessively wet areas the grease in these units may have been washed out, or corrosion may have occurred, causing them to stick through lubrication failure. Since we have just passed through an exceptionally wet winter, this seems to be the most likely cause of your trouble and you should have it investigated.

If this proves to be so, the expander units should be dismantled, cleaned out and refilled with No 20 Kenol grease marketed by A. Duckham & Co., and as used when assembling these brakes in the first instance. Failing a supply of this, a good quality graphite grease can be used. We do not actually advise owners to affect this attention but to take the car to the local Austin dealer who will undertake the intricacies of the job and have the proper equipment with which to deal with it. You do not mention whether there has developed any tendency for the car to pull to one side when the brakes are applied. This would provide another indication of sticking plungers, affecting the braking efficiency as between brakes. In any case, the design of the Girling linkage, without cross-shafts and bearings, precludes the possibility of the sticking you have experienced arising from the linkage.

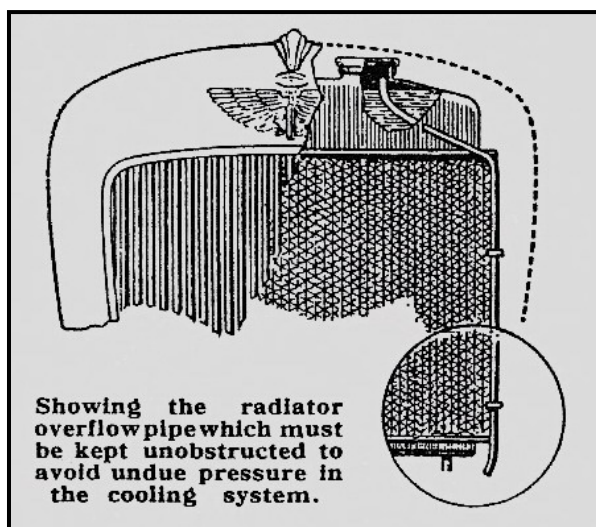


No 964 Burst Hose Connection – Austin Seven

Q. *When driving my 1936 model Austin Seven some days ago, I heard a noise like an explosion from under the bonnet and water spurted all over the car. On investigation, I found that the top hose connection had split open and had come away from the radiator. It has since been discovered that the overflow pipe was obstructed and I am now wondering if it is likely to occur again. Is an obstructed overflow pipe actually sufficient to cause such an occurrence?*

A. The fact that the overflow pipe on your Austin Seven had become obstructed would quite easily account for the bursting of the hose connection.

Under normal working conditions the overflow pipe is the only means of escape for the steam in the radiator so that, if it is stopped up, the steam pressure increases until it can find another way out - in your case the hose connection, probably the weakest point of the cooling system. The cause of the stoppage may have been an accumulation of rust in the narrow pipe, probably just near the top where it bends sharply, but if it has now been thoroughly cleared we see no reason why you should have a recurrence of the trouble.



Reproduced with the kind permission of the Austin Ten Drivers Club (ATDC)

Auction News from Andy Ranson

Last month I attended the Dorset Vintage & Classic Auction at Athelhampton House near Dorchester, this car auction is held approximately four times year. As well as auctioning automobilia and memorabilia, there is a fair quantity of good quality historic vehicles going through. Two vehicles caught my attention, a 1934 Austin 10/4 Cabriolet and a 1932 Austin 7 Sports.



and it sold for £18,750. With the buyer's premium at 10% and VAT at 20% the total sale price was £24,750. That price certainly confirms the Austin slogan "You buy a car but you invest in an Austin"!

The Austin 10/4 Cabriolet, registration RV 4807 complete with Austin Ace wheels (including the spare and cover), was in immaculate condition, as though it had just rolled out the factory. In 1982 it was taken off the road and for the next 16 years underwent a comprehensive restoration and since then has won six first place awards at the ATDC National. The auction estimate sale price was £18,000 to £19,000



The Austin Seven Sports, registration number XFO 871, had a fabric body by Mulliners Ltd of Birmingham, complete with a "V" windscreen. Once again, this vehicle was immaculate having undergone a full "nut and bolt" restoration including a new ash frame. The auction estimate sale price was £16,000 to £17,000, but the bidding stalled at £15,500 - not reaching the reserve price - so was not sold.



TREVOR'S TEASER – “FAMOUS SPORTS PERSONS”

Answers are people associated with sport. The surname or sporting name is the answer required; their initials are given as a help. Take care with spellings!

- | | | |
|---|----------------------|---|
| 1. A popular seaside area of South Wales | D... _ _ _ _ _ | 5 |
| 2. The longest waterway in Australia | A... _ _ _ _ _ | 6 |
| 3. The upper edge of a ship's side | S... _ _ _ _ _ | 7 |
| 4. He averaged 15 mph for 1760 yds.! | R... _ _ _ _ _ | 9 |
| 5. A Communist burial place? | S... _ _ _ _ _ | 8 |
| 6. A hard Welsh county! | R...H... _ _ _ _ _ | 5 |
| 7. He cools sheep down! | A... _ _ _ _ _ | 7 |
| 8. A potty sign of the Zodiac | J... _ _ _ _ _ | 5 |
| 9. Take a noisy dog to court? | S... _ _ _ _ _ | 6 |
| 10. Areas of trees containing a wild cat | T... _ _ _ _ _ | 5 |
| 11. Last English king to score 180? | B... _ _ _ _ _ | 6 |
| 12. Monarch who netted many titles | B...J... _ _ _ _ _ | 4 |
| 13. Nasty habit of a camel | M... _ _ _ _ _ | 5 |
| 14. Former PM - an expert under canvas | E... _ _ _ _ _ | 5 |
| 15. Hebridean 7-event specialist | D... _ _ _ _ _ | 5 |
| 16. A sick flying creature | H...D... _ _ _ _ _ | 4 |
| 17. He played for England at both Rugby Union and Cricket | M...J...K... _ _ _ _ | 5 |
| 18. Turn the volume up! | N... _ _ _ _ _ | 5 |
| 19. Sounds like a stale freshwater fish | A... _ _ _ _ _ | 6 |
| 20. A V ery V ery well-known showjumper | H... _ _ _ _ _ | 5 |
| 21. A manager at Asda's clothing dept. | G... _ _ _ _ _ | 7 |
| 22. A highly polished surface | B... _ _ _ _ _ | 6 |
| 23. Barrel maker to six English kings | H... _ _ _ _ _ | 6 |
| 24. Bank card ID forwarded | M... _ _ _ _ _ | 7 |
| 25. A remote place for a policeman! | B... _ _ _ _ _ | 5 |

Name(s):.....

Please submit your entry to Trevor Edwards, 55 The Brambles, Crowthorne. Berks RG45 6EF by Friday, 10th February 2017, enclosing £1.00 towards prize(s).

READERS WRITE TO AUNT BRASSICA...



Aunt Brassica writes:

I have received a letter from a certain Miss Rosie Cheeks of Lower Earley, who describes a problem that I cannot share with you, dear reader, because of it's personal, intimate, nature.

However, this is my reply to her, which contains good advice

Dear Rosie,

The incident that you describe would appear to be a condition that normally afflicts older women like myself. I would suggest that you avoid drinks like coffee and 'go' before leaving the house.

Do not go trying to finds birds in the wood on a dark, wet, November night with a man. Quite what your male friend was doing, allowing this situation, and quite what he wanted are quite separate matters that only you can deal with.

I suggest that in future you only let him accompany you to nice daytime picnics. But I have attached a picture from those lovely people at Austin showing how a girl can enjoy a picnic in the woods with her friends. This is much less risky if you are 'caught short' again.

If this happens frequently you should advice from your medical practitioner and also you should think carefully about your boyfriend's intentions – whatever was he thinking of?

Sincerely,

Aunt Brassica

