



NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP

welcomes owners of Austins and other vintage & classic cars

CHAIRMAN'S CHUNTER

As 2018 begins, our New Year Resolutions are already in conflict with club activity:

- 1) More driving = less exercise
- 2) Less drinking = less visits to pubs!

Seriously, we should like to add more runs (of the driving variety) and also more speakers for our club nights. But this is going to need a collective effort.

We should like your ideas, recommendations, contacts etc. without thrusting committee membership upon you! But realistically, we do need some more help on the committee to help deliver these – it's not too onerous as we share the load and it's quite a bit of fun and very rewarding. Could you help us, please?

The 'Member Interview', this month, (page 8) features Andy Barker, who is probably our youngest member and is the group's treasurer.

Technical Matters (page 10) has a review of the rather overlooked Austin A30/35 and a piece on leaf springs (page 11). Then we have the latest news on the MoT regulations (page 13);

Finally, we have more historical items and past press from Andy Ranson (page 14) The Quiz (page 16) was provided by Trevor E.

Finally, Aunt Brassica (page 17) offers timely advice on driving in the snow.

Happy New Year and fun motoring in 2018!

Simon

THE JANUARY 2018 NEWSLETTER

CLUB NEWS

Auction Night Monday 13th November

An amazing array of objects found their way to our auction night, from obscure Austin parts to bottles of wine. The total takings from the sale of items was £170.70 of which 10% is due to the Club (£17.07). However, due to the generosity of several members who declined to accept their 'just desserts' (they know who they are), club funds will benefit by an additional £39.23. So overall, our funds have been swelled by £56.30!



Christmas Dinner

This last Christmas, we tried the Hartley Wintney Golf Club for our annual dinner. Their offering of a 2 or 3 course meal plus mince pies and coffee was generally well received, although some still prefer a carvery! The raffle, as usual, created some amusement with the random allocation of prizes.



Festive Club Night Monday 11th December

After this Club Night, we shall never see some members in quite the same way! There were some great efforts at seasonal attire - Simon seems particularly well cast as a doorman... Not quite sure about Denise though... The outfits and the traditional 'feely bag' competition helped members get into the festive mood ready for Christmas.



As it was the season of goodwill, members brought along food items to be donated to the Basingstoke branch of the Trussell Trust Foodbank. This is run, mostly by volunteers, to help people in crisis and in desperate need of help to feed themselves and their families. They will have been referred by local agencies and issued with a voucher to enable them to receive a three-day emergency food parcel.

42nd NHAEG/ATDC Nightjar Navigational Scatter Rally.

Trevor Edwards reports on this popular event which was held on Saturday 18th November 2017 - yet again in under less than ideal conditions. Rain 'showers' had been forecast but they transpired to be somewhat more continuous than had been expected.

Nevertheless, during late afternoon, 23 vehicles, filled with eager, hopeful teams, began to arrive at Old Basing Village Hall, in North Hampshire, in preparation for an annual foray into dark, neighbouring Hampshire/Berkshire countryside, in search of elusive bird signs - the primary objective. Teams are required to visit 9 out of 12 locations in order to trace and record the name of a bird hidden somewhere in the woods, or by the roadside.

The vehicles were, as usual, an eclectic mix – 13 pre-war and 10 moderns – ranging from an impressive Bugatti T44, through Rileys, a Humber and on down to a couple of humble but very trusty Austin Sevens, in Class One, with a variety of modern vehicles, entered in Class Two.

Having been given their Control Cards, bearing map references for the location of 10 out of the 12 Controls in question, (they needed to determine the location of the two remaining Controls from information provided separately), the teams set about feverishly plotting the locations and routes, attempting to minimise the length of time taken in order to get out on the road as quickly as possible.

Once all teams had departed, the 'quiet time' descended and 'hall staff' took advantage of the lull in activities to grab a tasty fish and chip meal picked up from the nearby, famous Olivers' Fish Restaurant.

After a period of approximately four hours or so, teams began to trickle back, having completed their tour and tasks, with their Control Cards in many instances somewhat soggy and barely legible, for these to be timed in. Without exception and due to the unkind weather, all appeared 'damp' but sporting broad smiles and in obviously good spirits. It's clearly a 'Nightjar Thing'! Normal folk would be grumpy and cantankerous, but Nightjar folk are made of different stuff!

Once scoring had been completed – a frenetic exercise requiring accuracy coupled with speed – a winners' sheet was generated and prizes and awards presented whilst competitors enjoyed a (modest, of course – especially the drivers!) pre-meal tot of Glühwein and a hot meal of choice, with usual beverages.

It was no surprise to anyone that the outright, overall winner turned out to be, once again, James Campbell in his 1927 Alvis SD 12/50, whose performance, together with son Tom navigating, resulted in a magnificent score of 462 points.

Another impressive performance was turned in by Mark Pacey, who with his 14 years old daughter, Rachael, as navigator, turned in a score of 356. This earned them the Best Novice award, the Trevor Wild Memorial Trophy, in Class One, a richly deserved accolade.

Numerous other awards and prizes were also presented and much chatting ensued until, just prior to midnight, the hall had been cleaned. By then, all competing teams had departed, making their (in most instances) considerable way home and marshals and organisers could wearily do likewise, in the knowledge that yet another successful Nightjar had come and gone!

Further images, taken on the night, may be viewed in the Photo Album section of the NHAEG website.

If you are reading this and are still wondering what the 'Nightjar' is all about why not put a note in your diary for November 17th, 2018 and come and see for yourself? You can be assured of a unique evening of fun unlike any other – especially compared with 'Strictly'!!!



The Murder Mystery Evening 2018.

Yes, it's time to inject a bit of **life and fun** into the **dreary** end of the **winter** again. Give yourself **something to look forward to** as you get into the anticlimax of Christmas. Come to the popular bi-annual **Murder Mystery Evening** and meet up with old friends and hopefully make some new ones! There will be representatives from other car clubs there to enliven the proceedings!

An **entertaining** time is promised. There is **tea and coffee available on arrival** from 3pm onwards. There will then be a **welcome reception** from 6.00 where the scene is set and you get to know the characters. You then **go into dinner**, dressed appropriately if you wish. The characters put themselves up for **questioning by us** at the beginning and between the courses with suitable (or unsuitable!) interjections from the floor. Then the **dénouement comes over coffee when the perpetrator is revealed** and we see how many budding Sherlocks there are! You then retire to the bar or your room. **Nobody will be asked to take part in the proceedings**, apart from trying to work out who the murderer is! There will be a drive out to lunch on the Sunday (cost not included) for those who want to add to their enjoyment. The cost will be £99 per person, including dinner, bed and breakfast, based on two people sharing a room. There is, unfortunately, a supplement for a single room.

The event will take place at the **Norton Park Hotel at Sutton Scotney near Winchester** on **Saturday 24 Feb 2018**. It is a well appointed hotel with good facilities so you can either walk through the grounds or go for a swim etc to get the blood flowing to your brain for the evening!

I need to know that you are coming as soon as you can please, certainly by Christmas, so that the bookings can be confirmed with the Hotel. I shall need a **50% deposit** on booking (or the full amount) and the balance by the middle of January with a cheque payable to A. Westhall please. Phone me on 01420 87450 or contact me at tonyandpatw@btinternet.com for more details and to book your place!

My address is 51 Old Odiham Road, Alton, Hampshire GU34 2EJ.

I look forward to meeting you and starting 2018 off in style!

Tony Westhall.



EVENTS FOR MEMBERS

CLUB & EVENTS DIARY 2017 & PLANNER FOR 2018

Events Organised by NHAEG			
NHAEG Events Planned	Expected 2018 Dates	Type	Arranged by, or details from
Club Night	Mon 8th Jan	AGM	Committee
Club Night	Mon 12th Feb	TBC	
Club Night	Mon 12th March	TBC	
Club Night	Mon 9th April	Spring 'Airing'	Richard Long
Club Event	Sun 22nd April	Drive-it-day	
Club Night	Mon 14th May	TBC	
Club Night	Mon 11th June	Half Gallon Run	
Club Night	Mon 9th July	Coveted Car Evening	
Mid-week Run	Mid-week day in July	Mid-week Run	
Sunday Picnic	Sun 29 th July	Picnic in the Paddock, Finchampstead	
Club Night	Mon 13th Aug	TBC	
Club Night	Mon 13th Aug	TBC	
Club Event	Sun 9 th September	Heritage Day Run	
Club Night	Mon 10th Sept	TBC	
Mid-week Run	Mid-week day in Sept	Mid-week Run	
Club Night	Mon 8th Oct	TBC	
Club Night	Mon 12th November	Auction Night	
Club Night	Mon 10th December	TBC	
Event	Mon 3rd December	TBC	

Other events

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

Other Organisers	2018 Confirmed or Expected Dates	Events & locations	Contacts
VSCC	Sun 28th Jan	Winter Driving Tests, Brooklands	www.brooklandsmuseum.com
Brooklands	Sun 18 th Feb	Winter Classic Breakfast from 07.30am; Hill Ascents	www.brooklandsmuseum.com
Brooklands	Sun 4th March	British Car Day incorporating Austin Morris Day	www.brooklandsmuseum.com
Practical Classics	Fri 23rd-Sun 25th March	Restoration Show, NEC	www.necrestorationshow.com/
Brooklands Museum	Sat 12th May	1940s Relived: Vehicle displays, Live Music, Re-enactment, Trade Village	www.brooklandsmuseum.com
Brooklands Museum	Sun 20th May	Brooklands Spring Classic Breakfast	www.brooklandsmuseum.com
Thornycroft Society	May date to be confirmed	Thornycroft Society Basingstoke Festival of Transport	
Merrist Wood College	Sun in May date to be confirmed	Merrist Wood Summer Show, Worplesdon, Guildford	Pre-booking necessary. See www.merristwood.ac.uk/NewsEvents/Events/ClassicCarShow.aspx
Beaulieu Museum	Saturday & Sunday in May date to be confirmed	Spring Autojumble	www.beaulieu.co.uk/events/spring-autojumble
Old Basing	Saturday 16th June	Annual Carnival	Denise
Classic & Sportscar Show with Flywheel	Fri 22nd - Sun 24th June	Classic & sportscar Show & Flywheel Festival at Bicester Heritage	www.bicesterheritage.co.uk
Hartley Wintney Festival	Saturday in June date to be confirmed	Classic Car Show at the Village Festival	Entry Form from David Preston: classiccars.hwf016@btinternet.com
Watercress Line	Sat & Sun in June to be confirmed	War on the Line: vehicles & revival dress	www.watercressline.co.uk
BEN Charity	Sun 30th June	Drive through Windsor Great Park, BBQ & Concours	
Brooklands Museum	Saturday 16-17th June	Brooklands Double Twelve Motorsport Festival	www.brooklandsmuseum.com

THE NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP – JANUARY 2018

750 MC/ Beaulieu	Sat 30th June - Sun 1st July	56th National Austin Seven Rally at Beaulieu	www.750mc.co.uk
Thames Traditional Boat Festival	Friday 20th - Sun 22nd July	Display of pre-1970 cars and vintage vehicles, Henley- On- Thames. Fawley Meadows	Lyndon Yorke at vehicles@tradboatfestival.com
ATDC	July date to be confirmed	National Rally	www.austintenddriversclub.com/events
Brooklands Museum	Sun 22nd July	BTM Classic Car Show & Retro Jumble	Tim Morris, BTM 01932 867381
White Dove Transport Show	Sunday August date to be confirmed	Classic cars & motorbikes + trade stalls for Phyllis Tuckwell Hospice at Kingsley Sports Club, Borden	www.whitedoveevents.org.uk for details/entry form
West Berks Classic Vehicle Club	Fri 10th- Sun 12 th August	Newbury Classic Vehicle Show, Newbury College, Monks Lane, Newbury RG14 7TD. £6 entry pp	www.classicvehicles.org.uk or email show@classicvehicles.org.uk
Camberley Car Show	Saturday in August date to be confirmed	Vintage, Classics, Customs, Hot Rods, Motorbikes, in town centre	By invitation only: contact Ken Bonner: kenbonner@btinternet.com
Swallowfield Horticultural Society	Sunday 26th – Monday 27 th August to be confirmed	Classic cars, bikes, tractors, lorries etc	Trevor E or email organisers@swallowfieldshow.co.uk
Beaulieu Autojumble	Saturday & Sunday in Sept date to be confirmed	International Autojumble at Beaulieu Museum	www.beaulieu.co.uk/events/international-autojumble
Shooting Star Chase	Sunday 2nd September	'Family Fun Day' display at the Children's Hospice, Christopher's, between Guildford and Godalming	By invitation only - contact Phil Dunford phildunford@dunfords.co.uk
Goodwood Road & Racing	Provisional dates Fri 7th - Sun 9th Sept	Revival meeting (20th Anniversary)	www.goodwood.com
Surrey Classic Vehicle Gathering	Sunday in September date to be confirmed	Rural Life Centre, Tilford	Application form at www.surreyclassicvehicleclub.com or contact Phil Dunford
West Green House	Sunday in September date to be confirmed	Classic cars in a Concours D' Elegance at West Green House, Thackham's Lane, Hartley Wintney	Book online https://festivalticketkiosk.cloudvenue.co.uk/home

Inter Club Register Events			
Inter Club Register	Expected 2018 Dates	Events & Locations	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 April to be confirmed	Scatter Rally + tour West Sussex	James Campbell jamesiscampbell@btconnect.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 Riley Register	Sat in Sept to be confirmed	Navigational Economy Tour	conwayhall@btopenworld.com
MG Car Club	Sun in Oct to be confirmed	Autumn "Naviscat" Surrey/Sussex	Roger Thomas email: mmmfixit@hotmail.com
ATDC/NHAEG	Sat 17th November	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards: trevor_c.edwards@btinternet.com

Le Tour de Bretagne 2018

John Bennett reports, "We are provisionally booked on the 20.30 sailing from Portsmouth to St. Malo on the 9th September 2018 with 10 vehicles and 10 x 4 Berth cabins, so we don't have to use bunk beds! Breakfast will be at La Madeleine St Malo and Lunch at Cancale. The Hotel at Dol de Bretagne is provisionally booked B &B with a couple of rooms with a third bed. The Hotel at La Madeleine is provisional for the night of 16th September, but sadly they have closed their excellent restaurant. The return ferry will be at 10.30 as it is a daytime crossing, with no cabins. The cost is still within the Budget of £1250 per vehicle, not including Fuel, Lunches, Dinner and Drinks. We have the option to book a group table for Dinner on the night crossing, I shall also book Dinner for our last night and arrange Taxis to deliver us to and from the venue, I'll advise costs once I've made my next visit."



NOSTALGIA CORNER – Piccadilly Circus 1933



THE MEMBER INTERVIEW – THE BARKER FAMILY

Editor: Looking back, when did you first realise that you had an interest in cars?

Andy: I did my first Nightjar with Dad (John Barker) when I was 7 and I used to watch Top Gear from the age of about 10. But, growing up, I read the car magazines and went to car shows.

Emma: I had my first car at university, but my interest really grew when we inherited our Austin 7. I particularly enjoy the social side that it brings, with events like 'Picnic in the Paddock', just hanging out with the members. I don't like Top Gear!

Editor: How did your Dad encourage you specifically to be interested in cars/Austins:

Andy: Dad involved me in NHAEG events and I especially remember doing a run organized for the RNIB, where the navigator was blind and had a set of route instructions in Braille. This took us around the local roads and I would sit in the back with the guide dog!

Editor: What was the first car that you owned?

Andy: When I was 18, I had a Vauxhall Nova which, if parked on a hill, would refuse to start. I would have to park facing downhill to get it to start on the flat. I never did figure out what the problem was! I would say that Emma is not very car aware...



Emma: I had a Fiat Punto at university and, after it got broken into, it rattled like a child's toy because of the broken window glass that had remained in the door. It wasn't very reliable, and my mum helped me replace it with another Punto.



Editor: What other interesting cars have you owned and how did you come to buy them?

Andy: We had a nice BMW 130 3 litre, which was fine till Matthew was born. A weekend trip to the Northeast when he was 3 weeks old, spelt the end of an era and a change to sensible family cars, like the Mondeo. On my wish list, I'd love to own an Aston Martin.

Emma: Me too – the Skyfall Aston Martin DB5 is the one! Having put up with the Punto's, as my first two cars, the first car that I bought entirely myself was a white mini, before Matthew was born. Now I've got a more distinctive red and white Citroen C3.

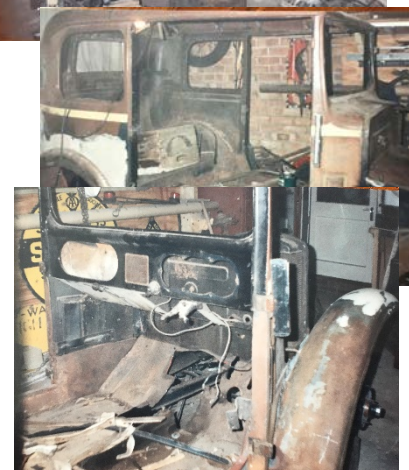
Editor: How did you come to acquire your old Austin?

Andy: We inherited Dad's 1936 Austin 7 Box Saloon in 1994. He had bought it in 1992 as a project. Mum went mental when it turned up on the back of a lorry - it looked like a rust bucket! He had planned to restore it and had proceeded to dismantle it fairly comprehensively. But he never got to restore it, so Don Breakspear and Brian Grant stepped in and progressively restored it over the next 6 or 7 years. It had been painted brown with a cream stripe, but they restored to an Austin blue colour. Mum and John Chadwick then drove it on car club outings, but it was always her intention to pass it on to us.



Editor: Emma, were you both involved in this decision?

Emma: Yes, I'm so pleased that we have it. It gives us something to do as a family, going places and attending shows, like Swallowfield. Matthew likes going out in it and he especially likes the fact that walkers wave to us. We intend that one day, he will inherit it too.



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

Andy: I haven't really tinkered with cars as I don't think I have what you might call an engineering bent. What little I know has been taught to me by Trevor Edwards.

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

Andy: I did the Nightjar with a friend, a few years ago, and we were running out of time to get back. It was dark and (inevitably) raining. We were pushing on and suddenly came upon a cross roads. In spite of applying the brakes we flew across and luckily there was no other car in sight. We arrived back somewhat shaken.

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

Andy: None really. I think breakdowns are learning points, like when after a BEN Run I had a puncture in a rear wheel. Luckily Matthew was asleep, so I changed the wheel only to find that the inner tube in the spare had perished. We stopped at a garage, but no amount of air would inflate the tyre, so we wobbled home! When Matthew was young Emma used to take a modern car as a backup, but now I carry more spares, we shall stop doing this.



More recently, our entry to this year's Nightjar event ended up on a recovery trailer on the way to the start line! Having driven 18 miles from home, reaching speeds of 37mph, we stopped at a set of traffic lights and the engine stalled. Alas, that was the end of our participation in this year's event. We tried everything from fuel pump, carburettor, spark plugs, battery, distributor. All seemed to be working, so it became a mystery.....yet to be solved. Fingers crossed for next year!

Editor: What have been the highpoints of your automotive career?

Andy: When Emma and I married in 2000, Don drove us in his 'heavy' Austin from Marlow to Slough and back again in some style.

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

Andy: A Ford Puma rally car on a dirt track – it was surprisingly quick and aggressive. But the best was a DB9 Aston Martin track day experience at Enstone – it has a short straight yet it's surprising how fast you are going!

Editor: What car would you like to own:

Andy: I wouldn't want to drive to Devon in an Austin 7 with the family, but we shall always keep the Austin 7 (Sybil as she has become known). Maybe an Austin A30 or A35 would give us a bit more range and be an easier drive?

Editor: What have you enjoyed most about NHAEG?

Emma: I don't tend to go to club nights as I'm babysitting Matthew, but we have made different friendships through runs and gatherings – I'd go anywhere for tea and cake – but for a museum further afield, we'd take a modern car.

Editor: How have you sought to encourage your son to be involved (in the smartphone world)?

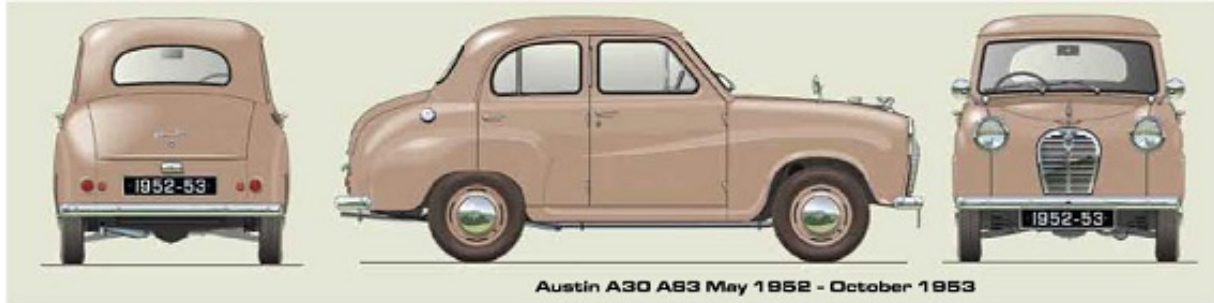
Andy: Now I use it most weekends and Matthew enjoys coming with me – he's good with the indicator switch!

Matthew: I like going in the Austin and I like old sports cars, but I'd like a red Jaguar XF!

TECHNICAL MATTERS

What is the appeal of an Austin A30/35?

Editor: I have been struck by the number of our members who have Morris Minors and the negligible number of Austin A30 or A35s of the same period, so I thought it was time to explore this model:



It was in May 1952 that the 2-door Austin A30 Seven arrived on the scene, priced at £475. This car was the first Austin model to not have a chassis, in that the body was of unit-construction which meant that the chassis and body were combined into one whole unit. It will be remembered also because it had a brand-new overhead-valve engine of 803cc, which became known as the 'A' series. The A30 was also 12 volt when many cars of the period were still 6 volt.

In October 1953 a 4-door version was added to the range.

The A35 was introduced in 1956 to replace the successful Austin A30. The name reflected the larger and more powerful 34 hp (25 kW) A-Series inline-four engine of 948cc, enabling better acceleration and the speedometer top speed was increased to 80mph to reflect the new top speed of 74mph. In 1951, only Pool petrol was available in this country and so the A30 compression ratio had been restricted to 7.2:1. In the A35 the C.R. was raised to 8.3:1 as Premium petrol was then available.

The A35 is very similar in appearance to the A30, except for a larger rear window aperture and a painted front grille, with chrome horse-shoe surround, instead of the chrome grille on the A30. Both have 13 in (330 mm) wheels. The semaphore turn-signal indicators were replaced with modern front- and rear-mounted flashing lights. A slightly easier to operate remote-control gear-change was provided. Much of the improved performance is a result of different gearbox ratios. The A30 has the first three ratios close together then a big gap to top (fourth gear). The A35's ratios are better spaced and give a higher speed in third gear.



A two-door deluxe saloon with the 948 cc engine was tested by the British Motor magazine in 1956 and was found to have a top speed of 71.9 mph (115.7 km/h) and could accelerate from 0-60 mph (97 km/h) in 30.1 seconds. A fuel consumption of 41.5 miles per imperial gallon (6.81 L/100 km; 34.6 mpg-US) was recorded.[4]

Referring to the A35, from The Book of the Austin A30 and A35. Pitman Press: pp 148.

"....the new cars were thoroughly proved by tests carried out on the German autobahn, during which drivers of much larger cars were astonished to be passed by three small Austins which were being driven flat out all day, averaging 60 mph for 25000 miles!....."

".....a privately-owned works-tuned A35 was driven for seven days around the Montlhéry track, near Paris, in a record-breaking run at an average speed of 75 mph, covering nearly 12500 miles...."

With standard fit of drums all round, in both the A30 and the A35, the front hydraulic with rear hydro-mechanical brakes (the hydraulics acted upon the hand brake at the rear) needed regular adjustment to keep the stopping distances reasonably short.

The A35 was quite successful in 1950s saloon car racing, until supplanted by the Farina A40, but some still appear in historic events.

In recent years a special Academy class of racing has been introduced by the HRDC (Historic Racing Drivers Club)[5], featuring A30 and A35 saloons. These cars feature sealed 1275 cc Marina engines, and are a restricted class, meaning that owners are limited to a specific range of parts from specified suppliers.



Like the A30, the A35 was offered as a two- or four-door saloon and two-door "Countryman" estate and also as a van. The latter model continued in production through to 1968. A rare coupe utility (pickup) version was also produced in 1956, with just 477 sold. Drawings were made for a sports tourer, but no prototype was actually built. The Austin A35 was sold by Austin from September 1956 until Spring 1959, however the estate car ceased production in February 1962, while the van continued until February 1968, latterly with a 1098cc engine.

About 280,897 A35s of all types were produced. Finally, the A35 passenger cars were replaced by the new body shape A40 Farina models in 1959 but the estate car version continued until 1962 and van until 1968



The Austin A30 A35 Owners Club has some 1100 members and their website has a useful buyers' guide:
<http://www.austina30a35ownersclub.co.uk/BuyersGuide.aspx>

Material researched by the Editor from several sources incl. Wikipedia

TECHNICAL MATTERS

Leaf springs

A discussion-piece from the Editor: My Chummy has failed its MoT due to a fractured lower leaf of one of the rear quarter elliptic springs. This was impossible to spot as it was close to the shackle and only became evident when the car was jacked up by the tester. Reason, if ever there was, for having a thorough MoT. (Note: The picture opposite is a library picture.)



The following article was written by Dan Cole for the Bristol Austin Seven Club and our thanks to them.

As with many parts that lurk under an Austin Seven, it is easy to neglect springs and, for the most part, they will continue to work tolerably well for a long time. However, in common with other components that do a vital job whilst often being taken for granted (steering arms, crankshafts, half-shafts etc.) you will soon notice if they fail!

When servicing your car or doing other work 'below decks' it is well worth giving these springs a good clean and wire brush off followed by a close inspection, taking particular care to look for cracks. Many cars are running with uncovered springs which mean they attract a lot of dirt and often inevitable corrosion follows, especially if the car is used all through the year. On the plus side, uncovered springs are easier to inspect. If you are using original springs or items that are of unknown provenance it is quite possible they will be badly worn.

The physical wear in the leaves will be visible by the material worn away on the top surface of each leaf where the leaf above has been rubbing against it as the spring deflects. If the leaves have straightened, this will take the form of an obvious step change visible in the thickness visible on the top surface of the leaves. If the leaf ends taper to a rounded point from above, then the leaves below will exhibit a corresponding hollowed portion where rubbing has been going on. Either way, the step that forms at the edge of the wear is a bad thing. It causes a stress concentration in the leaves that can eventually lead to fatigue failure and it also can constrain the spring from its full 'extreme' range of movement.

If the wear is slight but your conscience can't ignore it, the step can be removed by filing (a power file saves a lot of time), however if the wear is severe then the leaf for the whole spring will need replacing. As usual, if in doubt, seek advice. In addition to this physical wear, leaf springs also tend to settle over time and if this has occurred or some other adjustment to ride height is necessary it is possible to have the springs re-set, providing that their condition is otherwise sound. However, you will need to carefully consider the desired ride height before spending your money.

Opinion on protecting leaf springs varies greatly. Some folks grease between the leaves, other prefer to run them 'dry' allowing the friction between the leaves causing additional friction damping. Springs can be greased in situ by removing the weight from the car by jacking from the chassis and applying grease with a thin blade between the leaves. Years ago, specialist tools were available for opening and greasing leaf springs, but I have yet to find one, but I might improvise something when I get the chance. (Pics from *The Modern Motor Engineer* Vol 3. By Arthur W. Judge. Published by Caxton)

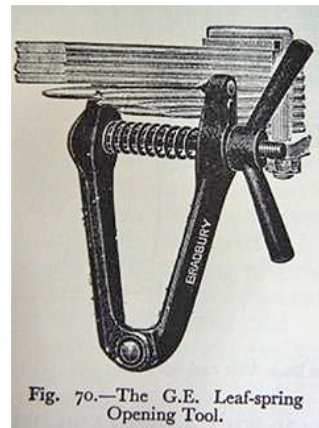


Fig. 70.—The G.E. Leaf-spring Opening Tool.

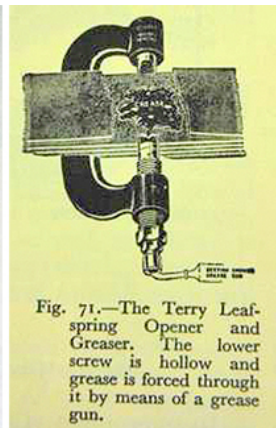


Fig. 71.—The Terry Leaf-spring Opener and Greaser. The lower screw is hollow and grease is forced through it by means of a grease gun.

Bear in mind grease does cause dirt and dust to stick which can form a grinding paste so, if you are into trialling for instance, you might prefer to simply clean them and coat them with light oil. Around Bristol, I find the rain tends to keep the dust down. Larger pre-war cars had greasing systems built in with through holes and channels in the leaves allowing the whole spring to be easily greased from one point and often had gaiters fitted suggesting this was the perceived wisdom of the time. When I rebuilt the front axle on the Ruby last year I took the opportunity to strip, clean and inspect the front spring. If doing this a G clamp around the assembly when undoing the centre bolt is recommended to prevent the spring flying apart. Surprisingly minimal wear was evident, so everything was reassembled with grease and bound with Denso tape (some folks use large 'heat shrink' tubing!) Although greasing and covering your springs should help them last longer it doesn't mean one should forget about them altogether so a periodic check on their condition is still important.

We are fortunate that replacement new springs for all models of Austin Seven are available from trusted suppliers. So, should your springs be sagging, broken or badly worn then you can treat yourself to new ones.

Editor's note: I decided, after taking advice, to replace both rear quarter elliptic springs, to avoid any ride height differences between an old and new springs. I received excellent friendly service from Ian Dunford of Vintage Austin Services (01454 778021/ 07758 714744) who had them in stock and posted them to me.

FBHVC PRESS RELEASE ON MOT AND HISTORIC VEHICLES

The Department for Transport (DfT) has just released its Guidance on Substantial Change of Historic Vehicles, in relation to the MoT.

1. The Guidance sets out the definition of a Vehicle of Historic Interest (VHI), vehicles which will, from May 2018, be entitled to be exempt from taking a vehicle (MoT) test.
2. The Guidance reflects the outcome of intensive discussions between the DfT and the Federation of British Historic Vehicle Clubs (FBHVC). FBHVC wishes to express its appreciation of the open and collaborative manner in which the DfT approached these discussions.
3. In the discussions FBHVC was careful to take account of all possible members of the historic vehicle family.
4. The Guidance supersedes all previous potential criteria released for discussion by DfT.
5. The Guidance makes clear that it does not in any way affect DVLA's registration criteria and processes which remain unchanged.
6. The Government included motorcycles in the Motor Vehicles (Tests) (Amendment) Regulations 2017. As the Guidance implements the Regulations, DfT could not accept FBHVC's representations, based upon the requirements of the EU Directive, regarding historic motorcycles, so they are included in the Guidance.
7. Following STRONG representations by FBHVC, a vehicle may generally be a VHI if relevant changes were undertaken more than 30 years previously. This will be a rolling 30 years and replaces the fixed 1988 date previously proposed by DfT.
8. Major points of note are:
 - a. The process is one of self-declaration.
 - b. Owners will only be required to declare their vehicle to be a VHI if they wish to be exempted from an annual MOT Test.
 - c. All vehicles will still be able to be tested if their owners wish
 - d. The criteria are generic and permit changes made, less than 30 years prior to the declaration, which improve efficiency, safety, preservation or environmental performance.
 - e. Those vehicles registered on a Q plate, as kits or built up classics are not entitled to be declared as VHIs until forty years after they were registered.
 - f. For motorcycles only the criteria of Q plates, kits and built up classics prevent declaration as a VHI.
9. The Guidance refers to "a marque or historic vehicle experts". A list will be published on the website of the Federation of British Historic Vehicle Clubs by 30th April 2018. Vehicle owners wishing to confirm if they may declare their vehicle as a VHI, may choose to contact the appropriate nominee from this list
10. FBHVC will be explaining the Guidance in full in its first Newsletter of 2018 and as soon as possible on its website at www.fbhvc.co.uk.
11. Text of the Guidance is at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/668274/vehicles-of-historical-interest-substantial-change-guidance.pdf

AUSTIN HISTORY

Queries of The Month from Andy Ranson

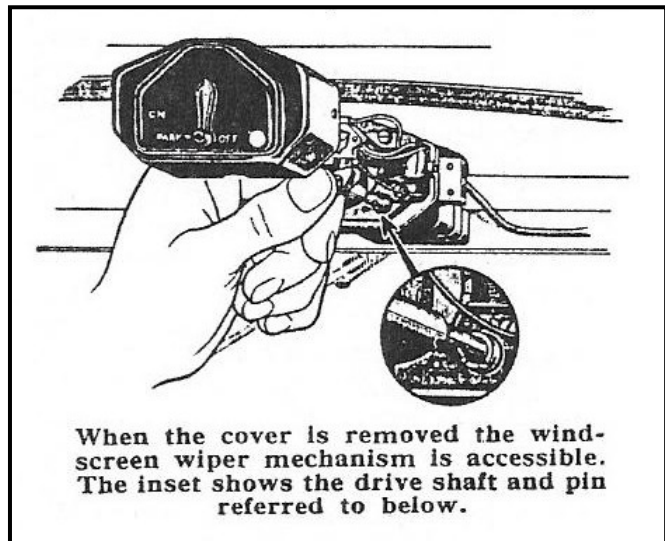
These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 679 Windscreen Wiper – Austin Light Twelve-Four, appeared in the July 1935 edition and No 698 Waste Oil, appeared in the November 1935 edition.

No 679 Windscreen Wiper - Austin Light Twelve-Four

Q. *Whilst washing my Light Twelve-Four the other day I caught the windscreen wiper blade in the wash leather, and now find that the wiper fails to work. The motor runs perfectly but does not impart any motion to the blade. It seems that the spindle on which the blade works has come out of engagement with the motor drive, so perhaps you can advise me how to remedy the trouble.*

A. The failure of your windscreen wiper should be easily rectified, as apparently the driving pin in the main operating shaft has sheared.

The cover that protects the wiper mechanism can be removed by un-doing the two screws, one to each side, and removing the handle provided for parking the blade, which is secured by a small screw in the end of the spindle. When the cover is removed refit the handle on the spindle so that the latter can be pulled away from the driving collar. This will enable you to examine the pin which takes the drive by engaging with the collar. If the pin has sheared, fitting a new pin will restore the drive.



No 698 Waste Oil

Q. *Is it possible to purify or make any further use of old oil drained from the engine? If you can offer any suggestions I shall be grateful.*

A. We cannot recommend any process for purifying the oil which has been used in motor engines so that it can be used again. Due to the heat and conditions of use, the oil loses its most valuable lubricating properties, quite apart from taking up dirt, and it is impossible to re-condition used oil in such a way as to restore its value as a lubricant.

Old engine lubricating oil has been used with considerable success as a fuel for oil engines after eliminating the dirt and, in fact, some of the oil engine makers sell purifiers for use in conjunction with their plant so that old lubricating oil can be employed as fuel. Many garages nowadays use waste oil in this way for operating their power and lighting plants, and in some instances, are willing to collect waste oil if available in reasonable quantities.

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

Past Press

Here are some advertisements from the 1932 December edition of The Austin Magazine, priced 4d.



SUPER DISCS AND METAL SPARE TYRE COVERS

ACE
PATENT

ACE Super Discs and the ACE Patent Metal Tyre Cover are accessories of both utility and fine appearance. They are manufactured for a wide range of wheels and tyre sizes, and special type of Wheel Discs and Spare Tyre Covers are supplied for all Austin Models.

Full particulars on request.

CORNERCROFT LIMITED,
Ace Works, Vecqueray Street, Coventry.

Cogent

MATS for Austin Cars

HAIR OR PILE FLOOR CARPETS. Superior quality and finish, bound Rexhide, complete with floor clips and heel mat.
C'NUT FIBRE MATS. Superior quality, hard wearing, close weave 1½ in. thick. The ideal mat for foot comfort. Absorbs vibration.

Shaped to fit perfectly all models.
C'nut *Hair Pile Rub-
Fibre. Carpet. Carpet. ber

7-h.p.	Front	12/6	10/6	20/-	10/6
	Rear	7/6	7/6	12/6	7/6
De Luxe.	Front	12/6	10/6	20/-	10/6
	Rear	15/-	7/6	12/6	5/-
10 h.p.	Front	12/6	10/6	15/-	10/6
	Rear	7/6	6/6	10/-	6/6
12/6 h.p. & Lt.	Front	15/-	12/6	20/-	12/6
	Rear	15/-	10/-	20/-	12/6
12/4 h.p. & 16.	Front	15/-	12/6	20/-	12/6
	Rear	15/-	12/6	20/-	12/6

20-h.p. Prices on application

*Hair Carpets quoted are for natural grey. Colours 2/6 per mat extra.

When ordering state:—H.P., Model, Year, also quality and colour if carpet required. 1929 models: State if ball change.

A/R/TRED
SUPER SPONGE RUBBER MATS
Prices on application.

Prompt delivery Carriage Paid

THE CAR-MAT COY.
146.148.150. PORTOBELLO RD., LONDON, W.11.

CELAMEL SPRAYETTE!

The new Celamel Sprayette is the perfect method of touching-up and re-cellulosing—works off any tyre pump. Booklet on Spraying Method Free.

Sprayette contains ½ pint (approx.) Celamel Black Cellulose.

A SPRAY ON EVERY TIN



5/- COMPLETE

UNIVERSAL FITTING FOR ALL TYPE PUMPS

TRADE MARK

DRY. PAT. APPLIED FOR

In stock at HALFORD'S 202 shops, GAMAGES' etc. Depots at LONDON: 99 Pancras Rd.; BRADFORD: 68 Leeds Rd.; GLASGOW: 268 High St. and from all GOOD Motor Accessory Dealers and Garages. If unobtainable locally, send 5/6 direct to Celamel Works, Trevor St., Birmingham.

Andy Ranson

TREVOR'S TEASER - *"Is It Still Fun from End to End"*

You may remember one like this from March 2017. There's no general theme but the answer to each question starts with the last letter of the previous one – except Question 1, of course, which, to help you, begins with the letter 'O'

- | | | |
|--|-----------------|-------|
| 1. Deliberately putting creases in paper? | — — — — — | 7 |
| 2. A deadly serious search for a pub? | — — — — — | 7 |
| 3. This river could be annoying | — — — — | 4 |
| 4. Gives strength for a comic sailor | — — — — — | 7 |
| 5. A slight snag | — — — — — | 6 |
| 6. May come between a rise and a fall | — — — — — | 7 |
| 7. To expose a plaque at a ceremony | — — — — — | 6 |
| 8. A mad twitch on the moon | — — — — — | 7 |
| 9. A soloist's show-off piece at the end of a concerto | — — — — — | 7 |
| 10. A weapon used by "The Archers"? | — — — — — | 5 |
| 11. A natural starting place | — — — — | 4 |
| 12. Sounds like an exciting form of transport | — — — — | 4 |
| 13. A collection of animals plus 13 th letter | — — — — | 4 |
| 14. They have a Real football team | — — — — — | 6 |
| 15. Multiplies by two | — — — — — | 7 |
| 16. Robin Hood avoided this Nottingham official | — — — — — | 7 |
| 17. A small, inquisitive animal | — — — — — | 6 |
| 18. A clock marking an answer right | — — — — — | 7 |
| 19. Sounds as though this man produces hot water! | — — — — — | 6 |
| 20. It's rubbish to recycle this | — — — — — | 6 |
| 21. Unwise to make one of these | — — — — — | 5 |
| 22. Can you follow the thread of this tale? | — — — — | 4 |
| 23. This element is only worth five cents! | — — — — — | 6 |
| 24. Penultimate | — — — — — — — — | 4,3,3 |
| 25. Are you now at the of your tether? | — — — | 3 |

Name(s):.....

Please submit your entry to Trevor Edwards, 55 The Brambles, Crowthorne. Berks RG45 6EF by Friday, 9th March 2018. Remember to do so; all entries will be logged and the member(s) submitting the highest number of winning entries by the end of 2018 will be awarded a grand prize!!!

Members still have until Friday 12th January 2018 to submit entries for the *last* Quiz (November 2017's).

Tim and Anne P entered three times in 2017 and have won twice so are the 2017 winners.

READERS WRITE TO AUNT BRASSICA...



Dear Aunt Brassica,
I saw this picture in my weekly magazine 'Peg's Paper' and it has inspired me to want to learn to ski. But, as I have recently spent all my savings on a new Austin Seven, do you think I could drive to the French Alps?

Yours,
Fearless of Frimley



Dear 'Fearless of Frimley',

What a wonderful idea for an emancipated woman. Skiing is a wonderful and exciting sport. But there are several things that you need to know. It takes a lot of practice and will bulk up your thighs, as the wooden skis are very heavy. Notice that the ladies in your picture are wearing long clothing. But, maybe your winter motoring attire might be suitable? Also, make sure that you chose a resort with a ski lift as these are still very rare.



However, I do think you need to take account of the weather conditions that you might encounter. These will be more severe than winter motoring in Frimley as the enclosed picture shows.

You should use any slight snowfall to practice your steering & braking technique and carry with you some old sacks, some sand, a shovel, tow rope, a compass and a vacuum flask with nourishing soup. The chances are that you might struggle on an incline and worse still, slide into a snow bank, like my picture illustrates. So, it is best to be prepared!

Yours,

Aunt Brassica