



Dear Members,

We hope all members are keeping well, and staying safe during this difficult time, and we wish you all a happy new year as we descend into lockdown number 3 !

Our thanks to Tony W for his input to the bulletin this month.

Contributions to the bulletin are always welcome, so if you have any stories, (even if not car related) please forward them to nhaegmembership@gmail.com Finally, if anyone has spent the kids inheritance and bought an EV (electric car), please let us know about your experience regarding range and charging facilities etc.

Good riddance to bad rubbish!

2020 was a year we must surely all wish to consign firmly to the dustbin of history and we can only fervently hope and pray that 2021 will prove to be a vast improvement – it could hardly be worse!

Inevitably and regrettably Club activities and events have been affected badly over the past 10/11 months or so as, of course, have so many other, more important aspects of our normal daily lives and until such time as we can be assured that the danger posed by COVID 19 is over, or at least firmly under control, it would be foolish to hazard a guess exactly when we may resume where we left off. One suspects this time, realistically, remains still some months away and we must all just continue to hope for the best, whilst probably anticipating the worst.

Under normal circumstances we would be holding our AGM on the date of the first meeting of the year – this year that would be 11th January – and the question right now is what options, if any, exist for this. A suggestion has been made for a ZOOM (virtual) meeting to be arranged which, of course, is one distinct possibility and is believed to be technically feasible, even with (potentially) a relatively large number of ‘attendees’. However, an important consideration is just how many members might actually be interested and able, to ‘attend’, remotely, should such a meeting be set up., either for the date in question or perhaps even a little later.

Also, in view of the fact that virtually no Club activities or events have been staged and the state of the Club’s finances remain practically static since the previous AGM, there would appear to be very little on which to report and even less, right now, to discuss, looking ahead further into the year.

A second option might be to postpone the AGM until the situation is much clearer and we are permitted, once again, to meet up, socialise and thus stage a meaningful, and conventional AGM – perhaps the very first time we are able to convene again unrestricted.

It would be extremely helpful therefore for members to consider this issue, and all are invited to drop an email to me or any Committee member indicating their views, i.e. whether to embrace the idea of a virtual AGM, courtesy of ZOOM, or to postpone this until the overall situation and

conditions are more favourable. Please try and do this **by Friday 8th January** and very many thanks for doing so.

Regardless of this issue please be assured that the Committee will continue to 'meet', albeit periodically, to try to keep matters under review and ticking over and Adrian W will keep publishing the News Bulletins to provide the 'glue' keeping us all bonded together. We are greatly indebted to him for this and thank him for doing so. Incidentally, thanks also to the small but loyal band of quizzers who submit their entries on a regular basis. A letter of thanks has been received from the RNLI thanking the Club for its contributions derived from the £1.00 per entry fee now going to that worthy organisation. (A record is being kept of IOUs mentioned on Entry Forms, for past several months, so please be aware a '*day of reckoning*' will arrive at some point in the future, for those who chose to pay this way!)

Meanwhile, please take care and do stay safe

Trevor E

Austin 10

My 1936 Austin 10 Sherborne is currently being used by our daughter Caroline and her family. With the summer now virtually over – Shame! - the time has come to give it an annual service and general check over for another year of promoting young people and old cars.

She lives about 12 miles away so I went over to collect it as it would be easier to deal with it at home. Due to the current pandemic, the car hadn't had a lot of use for a while and it took a bit of persuading to start. Some new petrol and another set of plugs had it going well. Pat drove me over to collect it and we set off in fine style along the country route back home keeping up a steady 35 – 40 mph. All of a sudden there was an ominous rattle from the engine so I slowed down and it lessened and then went away. There was, however, a great pall of smoke behind and it was also smokey inside the car. I stopped and had a look around. The engine was running OK, there were no holes or leaks so I decided to try and get home. Apart from the smoke behind and in the car, all went well at around 30mph and we arrived home safely.

I started the investigation into the trouble the next day. A compression test revealed no compression in number 1 cylinder, very little in numbers 2 and 3 and good compression in number 4 with no water in the oil or oil in the water. Removing the head showed a raggedy edge to number 1 piston and number 3, but no scoring of the bores. No ominous bits of metal came out when draining the oil and there was nothing in the oil strainer in the bottom of the engine.

Obviously the pistons had to come out. The way to do this on the Austin 10 is to undo the big ends and pull the con rod with the piston attached out through the bottom of the engine. It is a bit of a fiddle getting the piston by the crankshaft but if you remove the oil pipe feeding the main bearings, it is a lot easier. You will need to remove it to put the pistons back so it is best to do it now.

The photo shows what had happened. The piston rings had broken up on number 1 and broken the ring grooves on the piston and the same on number 3 but not as badly. New pistons required. The big ends had also started to break up as shown, but there was no evidence of that when the car was running. There was plenty of oil pressure and no knocking at all. I could

probably be able to put them back for a while but ideally re-metaling required. Where to get some +30 pistons and rings? I knew that when Andy Ranson bought his 'Ten from Malcolm Ryley he had a lot of spares with the car so I called him. He had some +30 pistons in his stock with good rings and he kindly offered to bring a selection to me. They were just what was needed and the con-rods they were connected to miraculously had good white metal and were the correct size for the crankshaft journals! After a little bit of fettling to give a small amount of longitudinal movement to allow oil to be pushed up the bore onto the gudgeon pins I began the re-assembly. Before inserting the pistons, I honed the bores and made sure the rods moved nice and freely when connected to the crankshaft.

I checked everything over again to make sure that the gudgeon pins moved easily on the pistons and that the rings were nicely gapped before the tricky job of putting the pistons in. The big end housings are too large to slide down the bores so the pistons have to go in from the bottom. There is no need to take the crankshaft out, fortunately, as there is just enough room to slide the pistons up between the crank and the side of the engine. You can also push the piston up so that the 3 top ring grooves are exposed out of the block so that the rings can be fitted. You do need to clamp the bottom ring on the skirt of the piston but a jubilee clip allows you to push the piston up into the bore and push the clip off when the ring is safely in.

There had been a fairly substantial drip at the back of the engine where the flywheel housing joins after the engine. It was perfectly OK when running - it only dripped after switching the engine off. To try and cure this I renewed the felt strip at the back of the sump and made it a good squash fit. This does seem to have done the trick, but I shall only know when the oil has got properly warmed up.

The rest of the re-assembly went well, if a little slowly, as everything seemed to be a fight to get it together! As is often the case after a rebuild, it's a bit of a struggle to get the car started and true to form, this was no exception. Another new set of plugs cured whatever was wrong and it now runs very sweetly, smoothly and quietly. It drove nicely round the block and now I just have to pluck up courage to take it out for a run! *Tony Westhall*





Have you got the correct type of number plate ?

The FBHVC newsletter recently included the following information received directly from DVLA concerning information on black and silver number plates which will take effect from 1 January 2021.

DVLA kindly requested we share this information with you....

This note is to tell you about important changes being introduced on 1 January 2021 that affect the ability of vehicles registered in the historic tax class to display the old style pre-1973 black and silver number plates.

Following the change in definition of a historic vehicle for vehicle tax exemption purposes in 2015, an issue was identified in the regulatory requirements for the valid display of a black and silver number plate. This resulted in an unintended consequence where any vehicle over 40 years old and registered in the historic tax class would be permitted to display an old style black and silver number plate. This was despite the law previously requiring all vehicles first registered after 1 January 1973 to only display the yellow and white number plates with black characters.

As this was never the intention, we have sought to rectify this through a legal correction which will shortly be implemented. The change seeks to prevent any vehicle constructed after 1 January 1980 from the ability to display the black and silver number plate despite being recorded in the DVLA's historic tax class. Those vehicles with a construction date prior to 1 January 1980 will continue to be able to legally display black and silver number plates to avoid any undue costs of replacement.

Your members may also wish to note that from 1 January it will no longer be permissible to fix a new number plate displaying a Euro symbol. Number plates already fixed to vehicles are unaffected. We will also be introducing a new British Standard for number plates produced from 1 September 2021 which will mean all current style number plates that are first fixed to a vehicle from that date must meet the technical requirements contained in that standard.

How to Avoid Flat Spots on Tyres

If laying your car up for a period of more than a couple of weeks, it will be beneficial to over-inflate the tyres by about 10psi, providing this doesn't exceed the maximum pressure marked on the sidewall. Keep them topped-up and periodically jack and rotate each wheel to ensure it doesn't sit too long on one spot.

Alternatively, you could elevate the car on axle stands – but this may have a negative effect on suspension bushes, which don't like to be held outside their normal range of movement for too long. The best solution, though, is to get a set of old wheels and tyres and fit them over the winter. Stack the good wheels and tyres horizontally and keep them out of direct sunlight.

Secret Santa - Surprise Surprise !!

Our thanks go to Val and Don for proposing the December 'free' prize draw, selecting names from a hat, and the purchase / distribution of the gift vouchers. A big thank you from all those club members that were lucky enough to win prizes.

Events – All dates subject to Change !

Drive it Day Sunday 21st April 2021

Basingstoke Festival of Transport – 9th May 2021

As in previous years, there will be a huge range of vehicles on static display, including classic, vintage, commercial, fire engines and military trucks. There will also be a variety of specialist car clubs, trade stalls and catering outlets. Basingstoke Festival of Transport is a great day out for all the family, whether you're a keen motor buff or you just want an interesting and enjoyable Sunday! This event is free of charge both for exhibitors and visitors.

Come along on the 9th May 2021 to the Basingstoke Festival of Transport at the War Memorial Park, Basingstoke, RG21 4AG. Parking is available at Old Common, London Road (use RG21 4BY and follow the parking signs) for £2.

NHAEG is organising a parking area for club members and those wishing to attend should complete the Car Club Registration Form which may be obtained from

Trevor Mulford (01252) 620435 or by email trevormulford1942@gmail.com

The Beaulieu 2021 International Autojumble.

Dates still to be confirmed, but provisionally 15-16th May and 4-5th September

Stay safe

NHAEG Committee