

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1974

Monthly Newsletter and Events Update

Editor

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

www.nhaeg.org.uk

JULY 2010

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

Mo's Mutterings

Hi everyone, hope you are enjoying the lovely weather. Well, it is at this moment and I hope it still is when you read your newsletter. Those of us who are looking forward to the Bridgnorth Run are hoping the sunshine will follow us, especially those of us with open cars. I think there is a hood on Chummy, Don usually puts the hood up when Chummy is in the garage but very rarely when I am a passenger and the weather is cold!

The Half-Gallon Run was good fun, not too strenuous or extreme and took place around pretty local countryside and villages. Many thanks to Tony and Pat for organising this enjoyable event for our June club night.

Don and I were sad to hear of the death of Mike Baldwin. We only knew him from his visits to club nights but he was always "a gentleman" and certainly looked the part. He had quite a "dry" sense of humour too. We have missed him of late and send our condolences to his family.

Maureen

Please welcome our new members: -

Robin and Katrina Day, membership ref. 050.

They are restoring a 1937 Austin Cambridge and can be contacted on 0118 969 9402 or 0778 653 4234.

Graham and Lynn Binnersley, membership ref. 051.

They have a 1933 Austin 10/4 which needs a little work.

Tel. 01252 613501 or e-mail on lynnandgraham26@yahoo.co.uk

I regret that these welcomes are a little late but I am suffering from the aftershock of an extended holiday.

Also, I did not record **George and Susan Molton** joining us in March so an even more belated welcome to them and their 1936 Austin 10 Sherborne. George and Susan can be contacted on 01256 773144 and Suemolton46@aol.com .

Please note that Peter Barlow's e-mail address should read pete.a.barlow@googlemail.com and Pauline's should read paulineabarlow@googlemail.com

Regards, George Ewart, Membership Secretary.

Colin's Column

When I took Arabella for her MOT at Park View Motors recently, Ray pointed out that the silencer was beginning to get little holes in it and suggested I replace it before it got any worse. I therefore decided to replace the whole exhaust system, as the one on the car was not like any other that I have seen on an Austin 10.

I went up to 'Available Austins' near Coventry, with Trevor coming along for the ride, to collect a new silencer as well as new front and tail pipes, along with a few other bits. Trevor then very kindly helped me to fit it, which turned out not to be too difficult considering the previous system was very different. We were even able to use all the brackets from the previous one. I must say the new system looks a lot tidier than the old and the car seems to go much better, must have been a lot of muck and rubbish in the old silencer. Many thanks for your help Trevor.

Whilst at Available Austins I picked up a few catalogues, if anyone would like one, let me know.

Trip to the Aston Martin Museum

The trip to the Aston Martin Heritage Trust Museum seemed to go off well. Twenty-six of us went and we had a lovely drive up in glorious sunshine, on arrival we were given coffee and biscuits. We then had a very interesting and informative talk on Aston Martins by Richard Loveys one of the Trustees of the AMHTM. This was followed by an excellent buffet lunch, provided by Ann Wright, Secretary and Development Director, which most of us ate outside in the sunshine.

There was then time to look around the museum. This had many interesting items as well as a few cars. Three of these had been put outside for our visit, including A3 which is the oldest surviving Aston Martin dating from 1921, the fourth of five prototypes built by Bamford and Martin. The first three are known to have been broken up. It was rediscovered in 2002 when the trust acquired it and carried out a meticulous restoration. Inside the museum was one of the Le Mans cars which some of our more agile members were able to squeeze into, although they all seemed to have trouble getting out. Not much good for a quick driver change during a race.

With the sun still shining we had an enjoyable drive home with a few of us stopping for a drink at Sonning. I trust you all enjoyed yourselves and if anyone would like to visit again including those who were unable to go you would be more than welcome. Just 'phone Ann Wright, mention you are a member of the NHAEG and she will arrange a time for you.

On my return home I sent an email to Ann Wright, on behalf of everyone who went, thanking her and Richard for their warm hospitality and an enjoyable day.

June Club Night

The 'Half Gallon Run', which was held on our June club night, was a bit different this year. It was organised by Tony and Pat Westhall although on the night Tony was on his own as Pat unfortunately, was not well.

We were given two sheets of paper, one had the route on it and the other had the questions. The answers to the first four questions were to be found around the car park at The New Inn, we then moved off to Mattingley where the answers to questions 5 to 9 could be found and then on to Sheffield-On-Lodden to

find the answers to the final seven questions. Having found all the answers, or not, as the case may be, we followed another very pleasant route back to The New Inn.

On returning we were told to hang on to our answer sheets until everyone had returned. Tony then told us that the first letters of each answer, assuming we had the correct ones, if rearranged would make a well known phrase, the first ones with the answer would be the winners. After some head scratching Andy and Do were the first to come up with the answer, which was 'Invest in an Austin'. They received the 'Half Gallon Trophy' to hold for a year plus a bottle of wine. Well done to them. The recipients of the 'Must Try Harder' award were Trevor Mulford and John Chad.

Well done and many thanks to Tony and Pat. Also, well done to all those taking part, 15 cars in all, which was very good considering the miserable weather.

Bridgnorth

Our next event is the trip to Bridgnorth, which is coming up very soon and I am sure you are all looking forward to it. Don and Maureen have spent a lot of time organising this holiday and I am sure we will all enjoy it. Many thanks Don and Maureen.

July Club Night

July is when we have our annual **Concourse** so get those polishing cloths out and bring your pride and joy along. As usual we will be asking you all to vote for what you consider is the best car, the best Austin 7 and we will also have landlord's choice. All cars made before 1973 are eligible and don't worry if your car is not in pristine condition, we love them all.

Also, why not dress up in period clothes suitable for your car, not compulsory but always a bit of fun. To encourage you there is a prize for the best male and the best female in period clothes.

Picnic in the Paddock

Our annual picnic will again take place in Finchampstead thanks to Ray and Ian's generosity in allowing us to use their paddock. It is on **Sunday 25th July** at 12.00 midday and will be the usual format, bring your own food and drink along with chairs, tables etc and if you wish, a gazebo. There will be the usual fun and games along with Don's Driving Tests, which are always a lot of fun. Bring along your children/grandchildren, they are all welcome. If you have not been before give me a ring or speak to me at club night and I will give you directions to get there.

August Amble and BBQ

There are a few places left on this run, taking place on the **15th August**, details were in the May newsletter. If you wish to go and have not already given me your names please do so ASAP, remember the limited parking and space in John and Joan's garden limits numbers. **First come first served.**

The cost is **£12 per person** to cover food and soft drinks at the BBQ, if you want anything stronger you may bring your own. Any monies left over will go to the NHAEG collection for Help For Heroes. Could all those who have given me their names and not yet paid **please let me have their monies in the form of a cheque made out to NHAEG by July 12th at the latest.**

Night at The New Inn

Last month I put a Stop Press in the newsletter to let you all know that Tim and June have again very kindly offered us a free night and breakfast at the New Inn on the 9th October. This has proved very popular and all rooms have now been taken.

Those who have booked will receive an email giving details of what has been arranged for the day, probably a visit to somewhere such as a National Trust Property.

Trip to the IOW in a 1949 OB Bedford Coach

Details of this trip, the idea of Trevor Mulford, were in previous newsletters and again has been very popular with all seats now sold. I will email details of times and meeting place etc. to those going as soon as I have received them from Trevor.

Finchampstead Fete--10th July

Details of the **Finchampstead Fete** and entry forms were in the May newsletter. The Motor Pageant is being organised by Roy Roberts, John Hancock and Peter Barlow on behalf of the NHAEG. Please support them if you can and bring your car along. If you need an entry form and cannot find your May newsletter contact one of the organisers or print one off from the newsletter on our web site www.nhaeg.org.uk

All entries must be in by July 1st and don't forget to send a SAE.

Mike Baldwin

It was with sadness that we learnt that Mike Baldwin had passed away. Mike had not been well of late but had managed to attend some meetings. On behalf of everyone at the NHAEG we send our condolences to his family.

That's it for now, Bridgnorth here we come.

Safe and Happy Motoring.

Colin.

Secretary's Scribblings

Quiz News

'Do You Know London?'

Seems like some of you do. There were three all-correct entries for the May quiz which had, as its theme, places/areas in London, all lying within the M25. Congratulations to Nick and Pat (Buchanan), Alan and Myfanwy (Pickett) and, no surprises here of course, Malcolm and Sandra (Ryley), who all received a modest (edible) prize.

For those who remain intrigued the answers appear elsewhere in this issue

This month's quiz is a variation on one which, I believe, may have appeared in the dim and distant past. It should come fairly easily to those who can still remember pre-decimal currency but those of less mature years may need a little help!

London Trimming Company ~ memories awakened!

Andy Ranson's 'look back in time', last month, to adverts of the past, brought back particularly strong memories since the now evidently defunct London Trimming Company, was the one to whom I entrusted the manufacture and fitting of a hood to a Ford-based Special (732 FTC) I owned some 50 years or so ago!

I'd purchased the vehicle in mid-1959 whilst stationed in West Derby, Liverpool; ('Cavern Club' era, although I never actually got to visit that then not quite so famous establishment). It was a very sporty-looking number, though not possessing a particularly 'sporty performance' - *(even if I did manage to attract a £2.00 speeding fine in Coventry, some time later)*.

It was based on a Ford Anglia chassis, with an E93A side-valve engine, rod brakes, the front ones being operated via an ingenious piece of mechanics, known as a 'Swingle Tree' and a three-speed gearbox, the gear-lever of which had been sawn off short and a rather crude but reasonably effective remote gear change arrangement attached. The body was one of numerous fibre-glass ones available at that time since it was quite the vogue to get hold of a pensioned-off banger, strip away the oft-times tin-worm infested bodies which, hopefully, graced an otherwise decent set of mechanics and rolling chassis and then bolt on a fibre-glass body of choice.

The car was a two-seater, put together by a competent garage owner with premises in Bootle. Having then very recently blown a head gasket on my 1935 Standard Flying Nine, (the second car I'd owned), in the middle of the Mersey Tunnel, the sight of this (in my eyes at least) sleek, mean machine was too much for me to resist. Consequently, aided and abetted by Jean (though she will doubtless quickly deny it now) I somehow raised the sizeable deposit needed to acquire it in part exchange and on the 'drip-feed'.

Shortly afterwards I was posted down to Gillingham, Kent, where Jean and I, quite recently married and childless, enjoyed the dubious delights a hoodless, heaterless, cramped but, above all, fun vehicle had to offer. This was especially so over the ensuing winter, after having to replace a con-rod when a big-end ran at the London end of the newly-opened M1 in November of that year! What an unimaginably exciting experience – being able to drive as fast as one wished (or could!) for the entire 55 miles of Britain's first section of real motorway!

Which, of course, explains the big-end incident and why elderly folk living along the route taken twixt the Midlands and Gillingham, possibly speak still of the horrendous clattering noise they heard emanating from some curious Light Green machine limping through their neighbourhoods at some very unearthly hour that particular night!

The small REME unit I served in, located in Gillingham was moved up, *en masse*, to Colchester in March 1960 and, of course, 732 FTC went along also. Once there, on a whim, I set about giving it a change of colour - to British Racing Green using, as Colin also referenced last month, that wonderful product, *Valspar*. Used with care and applied in successive, thin coats it was perfectly possible to obtain a quality brushed finish equal to and possible even better than a spray job. Can't say that I quite managed to achieve this but, nevertheless, the end-result was not at all shabby.



Later still, during the summer of 1960, I decided, finally, to think about getting a hood and frame manufactured and fitted. This decision was prompted, to no small extent, by the fact that, by then, Jean was pregnant with our first child and I thought it only appropriate to afford her some protection from the elements to which, otherwise, she was quite cheerfully exposed!

This is where the London Trimming Company came in. Noting their advert in 'Car Mechanics' (I think) I got in touch with them and eventually sought them out, at the address given in Andy's article – 46 Queen's Gate Mews, Kensington. I can clearly recall the place now, - a hive of industry in a most unlikely setting.

I had to leave the car with them for a few days during which they fashioned a simple, non-folding but functional and removable, tubular frame and produced a quite smart, custom-built, black hood to go with it. There were no side-screens but, what the heck, it was a major improvement on what we'd had before. I can't quite recall the cost but think it was somewhere in the region of £11.00! This made quite a hole in our budget but was considered to be well worth it.

One other everlasting memory we both have of the vehicle was, after my calling the Military Hospital in Colchester, from a public phone box, at about 11:00pm on February 6th 1961, to explain in some considerable detail that my wife was going into labour and enquiring anxiously whether I ought therefore to be bringing her in, it was made clear I was actually speaking to the operator, that she thought this was probably wise but that she would put me through to the hospital for confirmation! Being subsequently given the OK we then faced the challenging experience, late at night, of 'shoe-horning' Jean, in a state of full-term pregnancy, into a space definitely not designed for such an exercise.

'Quart' and 'pint pot' definitely springs to mind!

Fortunately nothing untoward occurred on the way to the hospital and Nicola Jayne was born safely in the early daylight hours of the next day.

I retained ownership of the car right up to the time, in December of that year, 1961, when I received a posting order for Aden (another story!). How we managed to survive with such a vehicle as everyday transport and now with a little one, (plus a Siamese cat), I really cannot explain. But somehow we did. Shortly before leaving for hotter climes I managed to off-load the car on to a Green (by name) and green (by nature) Second Lieutenant who, though I never got to hear, may or may not have gone on to run more big-ends!

2011 – Where should we go? Problem solved.

Following last month's plea for suggestions for a trip next year I took 'the bull by the horns' and circulated an email to all members inviting interest in one that had come to mind to the Warner establishment at Holme Lacy, Herefordshire in June next year.

Within a very short time several had got back to me with a positive response, indicating that this suggestion was quite a popular one, worth pursuing.

Consequently, at the time of writing, 33 members have encouraged me to make a provisional booking for that number for the 20th to 24th June 2011.

However, if there is anyone still out there who would like to be included please do get back to me soonest so I can add names to the list.

Briefly, the group discounted cost is £303.00 for the 4-night, half-board break at the Grade 1 listed, four-star hotel although the final cost is expected to be a little less since our entitlement to two free places (or the value of these), for a group of over 30, can be factored in to benefit all those involved.

Finally, if you're not doing anything on Saturday July 10th, please do try and get along to the Finchampstead Fete, at 11:00am, in your 'real' cars. Give Roy (Roberts) or John (Hancock) a ring, on 01276 27043 and 0118 988 5387 respectively, to let them know and for more details.

The Historic Vehicle Rally aspect of this two-year event is masterminded by the NHAEG, on behalf of the Finchampstead Fete organising committee, in memory of Peter Adnams, a former, very popular member of our club for many years, so it's quite fitting for it to be given every bit of support that can be mustered by us.

Entry is free, a plaque is given to all those entering and the Peter Adnams Memorial Trophy is up for grabs! See you there!

Once again, welcome warm weather seems to have just returned although, with Wimbledon starting today, hopes of it remaining so must be considered slim! As long as it's half decent, though, for the forthcoming 'Bridgnorth Experience', we should be happy, I guess.

TREVOR

JULY 2010 QUIZ

'It used to all add up!.

Regarding pre-decimal UK currency identify which amount is referred to in each instance (may be actual, slang or just colloquial terms used) and then add up the total to arrive at the answer, i.e. total amount of money listed,

Entries, please, to Trevor Edwards, 55 The Brambles, Crowthorne. RG45 6EF, together with £1.00 (towards cost of prizes), by 7th August 2010

1. A stone
2. A bicycle
3. A singer
4. Parts of a gorilla's leg
5. A man's name
6. A kind of pig
7. The sun, moon and stars
8. A leather worker
9. 50% of a pair of panties
10. A royal headdress
11. Hit repeatedly
12. An unwell sea creature
13. Where a dog's taken
14. A broken tiara
15. A girl's name
16. 180 is the highest at darts
17. A piano can be this
18. A heavy weight
19. If you don't care you can't give it
20. 16oz

ANSWER: £ s d

MORE NEWS FROM WITTON'S MUSEUM OF VINTAGE VEHICLES

We have just returned from a very pleasant week in Suffolk where the weather was fine, sunny and warm (most of the time). Not only did we get a chance to enjoy some cycling around the county's empty and peaceful roads, but we also got the chance to do some important exercising of Austins!



God's County – Matilda enjoying the countryside during a picnic

We joined the Suffolk branch of the Essex Austin Seven Club for their annual 'Suffolk Run'. Karen was not feeling brave enough to endure Matilda with the top down as it was a rather chilly start so we gave Millicent a day out and met the rest of the group at Stowmarket railway station. From there, we navigated via mostly deserted country by-roads through some beautiful parts of Suffolk until we arrived at the village of Kersey for lunch by which time it had turned fine sunny and warm. This really is a 'picture postcard' of a village and I just had to take a picture of Karen driving Millicent through the ford that runs right through the main street. If only I could airbrush the moderns out of the picture!



Oi! I thought I told you not to splash the photographer!

On our return journey, we stopped at a private museum in the village of Buxley. This was the brainchild of one of the villagers who gradually began to accumulate memorabilia of the village. Today the museum holds dozens of photographs of the village and it's occupants dating back to the late 1800s. There are also other interesting exhibits of life during the last 100 years including typewriters, every type of electric cable that has ever been used, various vehicles including, of course, the ubiquitous Austin Seven! Entry was free and there was a small tea shop within.



The Suffolk group meet on the first Wednesday of every month in nearby Woolpit so we took Matilda and Millicent to join the throng. There was a good turn out of cars including a special 'Sunita' built by Nigel Hamlin-Wright. I didn't get a chance to talk to him about the car so know very little about it but I gather that he was unable to call it an 'Austin' for registration purposes so decided to name it as an anagram instead!



The Suffolk group meet at the Swan in Woolpit on the first Wednesday



Nigel's 'Sunita' – an interesting creation.

Our final foray was to the Allsorts Rally run by the 750 Motor Club. This year, the event was at Pakenham Mill which is a working water mill and which regularly mills on a weekly basis. The gathering was very informal, almost bordering on the quaintly disorganised, but we parked on the riverbank next to the mill and cars were entered in classes for judging based on type and year, the largest class being the Seven of which there were 17 entrants. Judging was by fellow class entrants and Karen was gobsmacked to receive the best in class award for Matilda. (Guess who had spent the previous evening polishing her! – the car that is!!)



The class winners (L – R) Charles Levien (Sports), Hamish Alger (A35), Karen (Saloons and tourers), Colin Aldridge (Austin 8 and above)

The event also included a guided tour of the mill after which about 20 or so private gardens in the village were open and available to walk round. This is quite a common type of event in Suffolk where villagers open their gardens to visitors and there were some beautiful gardens to be seen. A couple of houses were also doing a roaring trade serving cream teas, ice cream and home made cakes.

In the garage:

Myrtle is at last back in one piece! What started as a 'simple' task of renewing the block/crankcase gasket turned in to an epic. Much work had been done by the previous owner but omissions in other areas caused a few problems. The big end bolts showed signs of stretching and I wasn't happy about refitting them. Unfortunately they are unusual in that they have a locating pin instead of a flat to locate the bolt in the rod and are unique to the Nippy/65 and seemingly unobtainable. However, the engineering skills of Andy

Seager were brought in to play and Andy managed to make some from new standard stock. The head studs had already been renewed but lack of any sort of thread sealant caused minor but annoying water egress from the water jacket via the stud. I solved this by refitting the studs with PTFE tape. Unfortunately where the studs had been re-drilled, some were not quite vertical causing a few problems refitting the cylinder head. Both the head and block were re-faced so I thought I would be clever and fit the gasket using grease only. This was not adequate to prevent water slipping past the gasket and in to the valve chambers so off came the head again to be resealed with Hylomar. So far it seems to be keeping the antifreeze in. I think the problem is partly because the thinner high compression gaskets aren't quite 'squishy' enough to keep everything in.

All these obstacles, coupled with a lack of time, resulted in the MOT expiring, so this is next on the agenda. Whilst working on the car one day in the sunshine, it was parked on a slight incline allowing petrol to drip out of the temporarily disconnected fuel feed in to the engine bay. Unfortunately whilst I was groping around underneath, some petrol had run down the chassis rail and dripped right inside my ear! The pain was unbelievable. Karen was fortunately on hand to call the Doctor for advice – I think the conversation went along the lines of 'please don't ask how but.....'

As previously reported, Mabel's engine block was cracked around the centre stud so she has been temporarily donated Muriel's engine to keep her on the road. In the meantime, sourcing a replacement has not been easy so I thought I would try one of the firms that advertises casting repairs. I collected the repaired block whilst at Beaulieu and am amazed at the repair. There are those who say I am wasting my time (and money) on such a repair but we will see. It seemed such a shame to chuck it away as it is/was a high compression block with enlarged inlet valves which probably explained why the car was a good performer. Watch this space.

As I always seem to be dominating the garage scene, has anybody else got any workshop news that might interest our readers? Surely I am not the only one fiddling with Austins. Please forward any contributions to me as I would be delighted to collate for the Editor. Please send to david.witton@btinternet.com

2009 COMMITTEE CONTACTS:

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	Andy Ranson	01189832584 (Andytegglers@hotmail.com)

NHAEG Club Nights and Events Diary

<u>Club Nights 2010</u>		<u>Arranged by:</u>
July 12 th	Concourse d'Elegance	Trevor/Colin
Aug. 9 th	Walking Rally	Trevor/Jean/Dave/Karen
Sept.13 th	TBA	TBA
Oct.11 th	Talk by Graham Steven on his submarine experiences	Roy
Nov. 8 th	Auction	Don/Trevor/Colin
Dec.13 th	Festive Fun Night	Karen and Dave
<u>2011</u>		
Jan.10 th	AGM	Trevor/Colin
Feb. 14 th	TBA	TBA
March 14 th	Shoe Box Car	Don
<u>Events 2010</u>		
June 30 th - July 6 th	Holiday in Bridgnorth	Don/Maureen
July 10 th	Finchampstead Fete	Roy/John H/Peter B
July 25 th	Picnic in the Paddock	Don (driving tests)
Aug.15 th	August Amble and BBQ	Colin/Ann John/Joan
Aug 30 th	Littlewick Show (non NHAEG event)	www.austinsevenownersclub.com Download entry form.
Sept.4 th	Vintage coach trip to the I.o.W.	Trevor Mulford/Colin
Oct. 9 th	Night at The New Inn	Colin
Nov. 20 th	Nightjar	Nightjar Committee
Dec. 6 th	Christmas Dinner	Trevor/Jean
Dec.8 th	Old Tyme Christmas Players (Coach Trip)	Jean Edwards
<u>2011</u>		
April 17 th	Drive It Day	TBA
June 20 th -24 th	Trip to Holme Lacy	Trevor/Jean

I will add to this list as any new events of club nights are arranged. If anyone would like to organise an event or club night, please let me know.

Colin

Answers to the May 2010 Quiz
'Do You Know London?'

All answers are places or areas in London, lying within the M25

- | | |
|---|---------------------|
| <i>1. Are the residents all mad here</i> | BARKING |
| <i>2. Should get a taxi here</i> | HACKNEY |
| <i>3. A well fed pig</i> | FULHAM |
| <i>4. Metal entrance on top floor</i> | HIGHGATE |
| <i>5. Farming implement</i> | HARROW |
| <i>6. Home for a goose?</i> | BRENT |
| <i>7. Sounds like a well-liked tree!</i> | POPLAR |
| <i>8. Large area of water already for frying fish</i> | BATTERSEA |
| <i>9. A hiding place for William</i> | WILLESDEN |
| <i>10. A pebble from part of Kent</i> | WEALDSTONE |
| <i>11. They adopt fowl</i> | COCKFOSTERS |
| <i>12. Farmers use them for storage</i> | BARNES |
| <i>13. Getting better in an East End hospital</i> | EALING |
| <i>14. Isolated home for barkers</i> | ISLE OF DOGS |
| <i>15. The grave of a thinker</i> | PONDERS END |
| <i>16. Eastern beast of burden killed</i> | OXSHOTT |
| <i>17. Value of land surrounded by water</i> | ISLEWORTH |
| <i>18. Once popular with photographers</i> | ILFORD |
| <i>19. Festivities that last one month</i> | MAYFAIR |
| <i>20. Sounds like a choice of Dagenham car</i> | WATFORD |