

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP



AUSTINTACIOUS NEWS

Summer is finally here – that is, if you choose the right day!

Now that our Austins are back on the road, there have been many Summer events to go to.

On some weekends in May and June, it's been hard to decide! The next 3 months will be no exception (see *The Club Diary* page 5).

The 'Member Interview' this month (page 7) features Roy Roberts.

Our feature article this month (page 9) covers member Chris Groome's experience of buying a car from Italy – well worth a read!

Then we have the Technical Matter of what oil to use in our precious cars (page 11).

We have more historical items and past press from Andy Ranson (page 13).

The 'beastly' Quiz (page 16) is again provided by Trevor.

Finally, Aunt Brassica (page 17) offers wise advice on learning to drive.

Simon

THE JULY 2017 NEWSLETTER

CLUB NEWS

Club Night 8th May

The car photo quiz 'sorted the men from the boys', or more accurately, the 'car nerds' from the rest. Jeanette had been busy photographing features of member's cars for the quiz and then threw in some more varied photos to add a bit of spice. The teams were very competitive and the result was a tie – eventually resolved on the third tie-breaker question!

'Thorneycroft' Festival of Transport 14th May

What a shame 'the Thorneycroft' clashed with Beaulieu and a last-minute opportunity to visit the Lewis Collection near Churt. Although the buses, fire engines and trucks are fun, I think we felt a bit 'overwhelmed' by the sheer number of more modern cars in the top field at the Memorial Park.



The Robert & Tanya Lewis Collection 14th May

The collection's big open day isn't happening this year. But at the last minute, we were offered the opportunity to join two other motor groups, to see this awesome private collection of cars and automobilia. Phil said it was, "A fascinating visit brought to a timely close by a torrential downpour."



Hog roast at the Mill 20th May

A shared hog-roast with the Riley crowd was a largely successful innovation organised by Andy Seager. The setting of The Mill in Odiham is great, but as the photo indicates, the Austin showing wasn't quite up to the Riley attendance!



Mid-week run 18th May

This picture, taken by John Bennett, shows the strong attendance for the excellent mid-week run from Farnham to Lasham Gliding Centre, which was devised by Alan Pickett. Phil Dunford reported it was, "A lovely run, a tasty lunch and great company." We all look forward to the next of Alan's runs on 20th July (to the sea-side?).



'War on the Line' 10th June

Members Gavin Francis and Phil & Jan Dunford donned 1940's outfits and joined the throngs of people at different stations along the Watercress Line. Gavin had dressed as an ARP Warden complete with stirrup pump and bucket! So many other visitors had made the effort and even children were dressed as war-time 'evacuees', complete with gas mask boxes and name tags! Other highlights included this 'Bomb Squad' Austin Seven van, converted from an RP saloon with an extended chassis!



Half gallon run 12th June

On a lovely sunny evening, about a dozen cars set off on a 20-mile route devised by last year's winners: Dave & Hazel, with Roy & Elaine. The route card not only had 'tulip-style' directions but some tricky questions, which could generally be answered from the car, without getting out.

In practice, it turned out to be much more challenging than it looked, despite the map provided. Many drivers reported being horrified to see other members driving in the opposite direction to them, waving as they went by – including Mark, a guest and Nightjar award winner in a Morris 8! The winners were Tony & Pat Westhall.



The Vyne 25th June

Luckily, the previous week's boiling weather moderated to a simmer, as 12 cars ventured from Newlyn's Farm Shop on the A287 at North Warnborough, to The Vyne, a National Trust Property, north of Basingstoke. Newlyn's was a new rendezvous for many of the team and the café & farm shop with a large car park provided a top quality start to the excellent day.

Simon & Denise had organised a nice route that took an hour to complete (and a little longer for some), taking in small villages and narrow roads – perfect ingredients for hood-down austineering.

Once there, we used the lift-accessible rooftop walkway to see the £5.4m restoration project to save The Vyne's 17,222 sq. ft. roof. Following heavy storm damage in 2016, serious leaks and damage to the chimneys were revealed threatening the building and the many unique treasures it holds. This major project requires 70,000 handmade plain clay tiles, which can be bought (and signed) as a donation, as well as new handmade bricks.



Although the skies threatened showers, in the early afternoon, they never materialised. So, after picnics were consumed, it was a sunny and generally uneventful journey home. Although John Bennet said, "Another great run, had to stop on way home to recover my hat (caught in crosswind)."

The Vectis Adventure 5th – 10th June 2017: A report from Trevor Edwards

The long-range forecast wasn't all that promising, though it subsequently proved to be accurate, for the long-planned, 5-day NHAEG group trip, across the water to the Isle of Wight on the 5th June.

Some of our group of 21 had decided, as on previous similar occasions, to spend the previous night at the 'Wheatsheaf' Hotel, a few miles to the west of Basingstoke, in order to avoid inevitably heavy Monday morning traffic around the town. The remaining members of the group joined up with us either at the 'Wheatsheaf', early on the Monday, or had elected to rendezvous with us somewhere along our intended route.

Setting off about mid-morning, we followed a pre-planned and tested route, initially down the very lightly-used A 33 to Winchester. After negotiating the city traffic and roads, we continued on via Standon and Hursley where, shortly afterwards and bang on schedule, we met up with Jane (Hanslip) in her 1933 Austin RP. Having done so we then carried on steadily through Romsey, pass Broadlands and then, via a very short section of the A36, over the M27 and onto the A326 which, after about 4 miles, we left to follow a much more rural route into and through the New Forest.

We had planned a refreshment and comfort stop at the New Forest Wildlife Centre cafe, just south of Ashurst, to leave us just about 30 minutes run down to the Lymington/Yarmouth Ferry. As arranged, Tim and Anne (Proctor) joined us there for a leisurely light lunch, before we re-started engines and continued the short distance, via Beaulieu, to Lymington - carefully avoiding cattle, ponies and their young (where they pretty much have priority). Again, as planned, Andy and Do (Ranson) and John and Joan (Hancock) - our Dorset and Devon contingents, met up with us. So far so good!

We were split between the 2.00 and 3.00 o'clock ferries and all of us were duly checked in and directed to specific lanes on the quay to await boarding - *apart* from one vehicle - Dave and Hazel's Morris Minor which, puzzlingly, was sent to a lane assigned to vehicles which were not pre-booked.

On checking what the problem was, it emerged that the ferry ticket issued for *their* vehicle was dated for a *month previously*, the 5th MAY, not June! With just about 15 minutes to spare before 6 of us were due to board and with *Wightlink Ferries* clearly unwilling to take any steps to resolve the obvious problem, an urgent phone call to *Warner Leisure* was made to address the issue. After a nail-biting 10 minutes or so had passed, we received a call back confirming that *Wightlink* would issue a replacement ticket. This, in turn, eventually allowed Hazel and Dave to board together with the rest of the 'advance party' and heart rates were restored to normal. Hazel and Dave, to their great credit, took this inexcusable hiccup in their stride and philosophically accepted that, for the return journey they would need to drive to Fishbourne to catch the Portsmouth ferry rather than accompany the rest of us back to Lymington.

This was the third time Norton Grange Coastal Village resort had been selected, by popular vote, as our destination on the Isle of Wight, one of its main attractions being that it lies less than five minutes from the Yarmouth ferry, on the Freshwater road. On previous occasions the location had always pleased and this time it did not disappoint. It was immediately obvious that a considerable amount of effort had been made and a considerable amount of money spent on improving the facilities since our last visit and we were all favourably impressed with our accommodation in particular - chalets yes, but certainly not 'Maplin's style', by any means. At our request, we had been allocated a dedicated parking area away from the general car park which we shared with a solitary coach for the duration of our stay, with the display of vehicles adding to the interest of other guests.



As mentioned the weather, *en route* to Lymington had been 'damp' and matters certainly didn't improve overnight on the first night. On inspection of vehicles on the Tuesday morning these were found to be copiously covered in leaves, twigs and other wind-strewn debris, although, mercifully, no actual damage has been caused. The wind was still very strong though and the journey along carefully-selected, mostly minor roads, to Shanklin, for a planned '*Treasure Trail*' hunt, was punctuated by the need to avoid quite a lot of fallen small branches, but was especially notable for the fact that our leader (nameless for obvious reasons!) managed to miss a particular turning and, having to think and act quickly, with 10 other vehicle following, turned into what transpired to be the grounds of a private dwelling with limited turning space. There was little alternative but to brass it out and hope that the owner(s) didn't notice anything unusual and that we would get away with it. This was a forlorn hope since a couple quite promptly emerged from

an adjacent bungalow but, far from being annoyed or upset by the sudden appearance of an eclectic collection of ancient vehicles, appeared to be highly amused by it all, even inviting us to use their front lawn to turn on - an offer which we did not, in fact, accept. There was little time to thank them for their understanding and we swiftly managed to rejoin the road and continue uneventfully to Shanklin.

A number of us made an attempt at hunting down all the clues for the *Treasure Trail* but most either miscalculated the time needed, or perhaps got rained off by a couple of showers. Just four, working together, managed to complete the trail and, on their behalf, their (correct) solution has since been submitted. So, all they have to do now is to patiently (and hopefully!) await the £100.00 awarded in the monthly draw from successful entries!

It had been arranged for us to meet up with a number of the IoW Austin Group and we set off from Shanklin to do so, in time for a 3.00 p.m. rendezvous. at the Old Smithy in Godshill. This proved to be very enjoyable since a large table was quickly assembled in the famous tea room there, where we were soon engaged in all the kinds of banter that like-minded 'Austineers' generally fall into and inspected and admired each other's vehicles, in particular a very recently completely restored 1935 Austin Ten Colwyn, owned by a couple of our very own club members, now resident on the island - Brian Mayers and Chris Broome. (Ed: See page9 for the story of its purchase.) Then it was back to base to get ready for another inevitably substantial evening meal.

On the Wednesday, we visited a small yet unique museum less than 10 minutes' drive away from Norton Grange. This museum is privately owned and is devoted to the life and work of Harry Ferguson, who developed the famous 'little grey tractor' just after the second world war and this is situated in the extensive grounds of his grandson.



Land girls and the Squire

The 85 year-old curator, who had amassed the most amazing collection of memorabilia associated with Ferguson, was Peter Warr. He had worked for the man himself, in Coventry, for over 60 years and as our guide, treated us to a most fascinating account of his time then - with a seemingly inexhaustible fund of stories and anecdotes.

It's certain that many of us could have listened to him for the entire day but sadly we needed to leave around noon to continue to Mottistone Manor Gardens, a National Trust property a short drive away. The weather had turned very pleasant and warm and we had an enjoyable time viewing the various gardens and generally soaking up the sunshine.

Thursday had been designated a 'free day', for everyone to spend how they wished. Some took the bus to various places of interest; others drove to the east of the island to visit Osborne House, Queen Victoria's reportedly favourite residence. Some of us took a scenic route to Ventnor and parked up in the Botanical Gardens before taking a walk down Steep Hill Cove where, to our delight, the small cafe was still there, tucked away, serving the most delicious crab and prawn sandwiches. Our efforts had been rewarded!

Around mid-afternoon those of us on the Ventnor excursion took advantage of a previous invitation to visit Chris and Brian's beautiful home, set high up overlooking the Botanical Gardens to the sea beyond, for afternoon tea and cakes. Chris, being a volunteer steward at Osborne House, unfortunately was not around, but Brian hosted the eight of us perfectly and gave a guided tour of their (hillside) garden before we bade him farewell and gently wended our way back to the far side of the island for a 'last supper' at Norton Grange.

Before departing the Coastal Village complex on Friday morning (and after a brief post-mortem on the General Election results!) there was time, in still windy but fine conditions, for a round on the putting green - Andy and Do proving once again to be the victors. After which it was but a short drop down to the ferry in Yarmouth and our various journeys back home. It was generally agreed that, despite the weather, which might have been just that little bit kinder, a great time was had by all, yet again. Norton Grange, as ever, is the ideal spot for a bit of group bonding!



'The Ryder Cup Team'!

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.

NHAEG	Dates	Events	Arranged by or details from
Club Night	Mon 10th July	Dress Up & Coveted Car Evening, judged by James Gibson of BCA	John P
Mid-week Run	Thurs 20 th July	Mid-week Run to the seaside	Alan P
Sunday Picnic	Sun 30 th July	Picnic in the Paddock, Finchampstead	Trevor E
Club Night	Mon 14th Aug	Noggin & Natter	Committee
Heritage Day Run	Sun 10 th September	'Austin to Austen' run to Chawton House & visit (admission charged)	Jeanette M-P
Club Night	Mon 11th Sept	Music Quiz	Andy B
Mid-week Run	Thurs 14 th Sept	Mid-week Run	Alan P
Club Night	Mon 9th Oct	Speaker – Robin Lawton on a life of Austins, MGs & Rileys	John P
Club Night	Mon 13th Nov	Auction Night	Colin, Don & Trevor
Club Night	Mon 11th Dec	Festive Fun	tba
Event	Mon 4 th December	Christmas Dinner, location tba	Jeanette M-P

Organiser	2017 Dates	Other Events & Location	Contact
Watercress Line	1st-2nd July and 7th-9th July	ExtravaGala - 50th anniversary of the end of Southern region steam	www.watercressline.co.uk
750 MC	Sunday 2 nd July	National Austin 7 Rally at Beaulieu	http://www.750mc.co.uk/austin7/Beaulieu.htm
Thames Traditional Boat Festival	Friday 14 th , 15 th & 16 th July	Display of pre-1970 cars and vintage vehicles, Henley- On-Thames. Fawley Meadows	Lyndon Yorke at vehicles@tradboatfestival.com
Watercress Line	16th July	Alton Bus Rally	www.watercressline.co.uk
ATDC	14th-16th July	National Rally	www.austintenddriversclub.com/events
Rotary Club Odiham & Hook	Saturday 5 th -6 th August	Odiham Fire Show, Classic Fire Engines & Displays, Lodge Farm, Odiham	http://www.rotary-ribi.org/clubs/page.php?PgID=78991&ClubID=1674
White Dove Transport Show	Sunday 6 th August	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	Sunday 13 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 19 th August	Vintage, Classics, Customs, Hot Rods, Motorbikes, Entertainment. Camberley town centre	By invitation only: contact Ken Bonner kenbonner@btinternet.com
Swallowfield Horticultural Society	Sunday 27 th – Monday 28 th August	Swallowfield Show, Showground at Swallowfield Park	Trevor E or email organisers@swallowfieldshow.co.uk

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Beaulieu Museum	Saturday 2 nd to Sunday 3 rd Sept	International Autojumble	www.beaulieu.co.uk/events/international-autojumble
Cobham Conservation & Heritage Trust	Saturday 9 th September	Cobham Heritage Day classic car gathering	Entry forms from July from ian.s.nelson@btinternet.com
Shooting Star Chase	Sunday 3 rd 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
Surrey Classic Vehicle Gathering	Sunday 17 th September	Rural Life Centre, Tilford	Application form at www.surreyclassicvehicleclub.com or contact Phil Dunford
West Green House	Sunday 24 th September	Classic cars in a Concours D' Elegance at West Green House, Thackham's Lane, Hartley Wintney	Trevor Mulford or book online https://festivalticketkiosk.cloudvenue.co.uk/home
Basingstoke MGCC	Sunday 24 th September	'Doughnut' charity road run for MGs & all classics. Starts in Basingstoke. Entry £20 per car. Details on website	Adrian Walker http://basingstokemgclub.co.uk/index.html
Dolphin Motor Club, Newbury	Sunday 24 th September	'Pistons & Props' charity classic 120m tour of 3 counties incl. the Museum of Army Flying and the Atwell-Wilson Motor Museum	£60 for 2 people covers breakfast, tea, entries, BHF charity donation. Enter online by Fri 18th August at www.dolphinclassictour.co.uk

Inter Club Register	2017 Dates	Inter Register Event & Location	Contacts as below, or talk to Trevor, Colin or Tony W for information
The Riley Register	Saturday 19 th August	Rally, Sonning Common West Berkshire	Richard Scott email: rscottok@btinternet.com
The Crossley Register	Sunday 17 th Sept	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
MG Car Club	Sunday 8 th Oct	Autumn "Naviscat" Kent	Chris Leigh candjleigh@yahoo.com
ATDC/NHAEG	Saturday 18 th Nov	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards Trevor.c.edwards@btinternet.com

Notes:

The BEN Charity Run through Windsor Great Park which was pencilled in for 1st July has been postponed, as we understand that the new organisers were unable to reach a final agreement with Ascot Racecourse, for the use of one of their car parks for the planned start and finish. They hope to find another date later in the year, to keep this excellent event alive...

The White Lion Classic Car Meets have been revived at White Lion Antiques, London Road, Hartford Bridge, Hartley Wintney, RG27 8AE on every last Sunday of the month. The meet runs from 8.00am to midday and there is a restaurant where you can get a good breakfast, or just a coffee or tea if you wish.

All information correct as at: 27/06/17

THE MEMBER INTERVIEW – ROY ROBERTS

For this issue, the editor visited Roy Roberts, who is the longest serving current member! Over the years, and ignoring the many company cars that he used, Roy has owned 22 cars, including 5 Austins. In this interview, he highlights the ones that shaped his motoring.

Editor: When did you first realise that you had an interest in cars?

Roy: My father was an engineer and, as an 11 year-old, I acted as spanner-man when he rebuilt a Singer 9 saloon. He would buy cars in some disrepair and rebuild them as family transport.

Editor: What was the first car that you owned?

Roy: The first car that I owned was a 1932 Jowett 6 (with a two-cylinder engine) which I learned to drive in. My father had originally bought this with its engine seized and, as usual, he set about rebuilding it. I eventually sold it for £15 and bought a 1932 Morris 10/4 for £15 which I used daily but eventually scrapped – to be replaced by a 1937 Austin Ruby which I bought as everyday transport for £45 and later sold for £50.



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

Roy: Among the many cars that followed, as every day transport, I bought an Austin 10 Litchfield off a building site for £15. The roof had caved in but I was able to drive it home and used a sheet of aluminium to fix it. Although a big-end eventually went, Dad shoe-horned a Bedford big-end shell into it and I later sold it to my uncle for £10.



After I joined the navy, as an electronics engineer, having had a brief spell as an electrician's apprentice, I bought a Singer 9 two seater (with a dickie), but then my taste in cars broadened out. So, when I was posted to Malta in 1958, my wife and I bought a 1935 Wolseley Hornet Special. But the birth of our first child put paid to that - and so it was replaced by a 1947 Vauxhall 12 and then, after we returned home in 1961, we needed a Bedford 12 Utilicon, as the family had grown to 3 children.

Passing over the 1953 Mercedes 170V which got scrapped, a 1956 Morris Cowley and a 1965 Singer Gazelle that I sold-on, I had a couple of nice Rileys. Except that the 1953 RME leaked so much my wife wouldn't come in it and the 1956 Pathfinder rotted away before my eyes! This was replaced by 1958 Standard Vanguard and then a 1965 Hillman Minx, before, in the early 1970s, I acquired an Austin 1800. This was a super car, quite powerful, with plenty of room for the 4, or 5, of us. But, as happens, I joined Walton Radar and then Marconi and had a succession of company cars.



Editor: How did you come to buy your first old Austin?



Roy: In 1973, my wife Sylvia prompted me to buy an old car, as a hobby. (She had four children to look after and said I needed a car to play with.) I looked in the local Camberley paper and saw a 1938 Austin Seven Pearl advertised and after the second week it hadn't sold – it had stood neglected, partially dismantled, and maybe the pink hand-painted body and red mudguards had deterred people. The seller was a young lady whose boyfriend (in the motor trade) refused to be seen in it! I made an offer and brought it home. Our neighbours thought I was mad! We set about its restoration and my brother in law did the respray. The old hood had been nailed on and Sylvia made a new cover using

lined 'double-duck' fabric.

The restoration was interrupted by an impromptu trip to the Austin Diamond Jubilee in Birmingham in 1982, when I rescued the engine from under the bench, popped it into the untrimmed body and we were off. When the restoration was complete, we used it on many club outings, including the Malvern Show,

the Dorset Steam Fair and a trip with the 750 Motor Club to the Loire Valley in France and many others. There didn't seem to be so much traffic around in those days! Now my son owns it, but he won't take his sons out in it, as it doesn't have seat belts, which is really rather sad.

Editor: What prompted you to buy a second Austin?

Roy: Tony Westhall knew of a 1935 Austin Ascot 12/4 for sale and I bought it because it had more room in it and it was fully restored to a high standard by Jim Richardson.

Initially, it wouldn't 'pull the skin off a rice pudding', but replacing the burnt-out valves and opening up the tappets to 6-8 thou from 4 thou made all the difference.

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



Roy: For a time, when I was in the Navy, I had a half share in a 1935 4½litre Lagonda pillarless saloon, which was great - but it used as much oil as petrol, necessitating an engine rebuild, which my dad did. But the body was sadly falling apart!

Much later, in the 1990's I had a white Volvo P1800, like 'The Saint'. Also, in 1990, my wife Sylvia had bought a 1930 caravan to restore. This was a 12'6" Bertram Hutchins lantern style and we needed a suitable tow-car. So, I subsequently bought a 1934 Alvis Speed Twenty with a Charlesworth Saloon body. After Sylvia passed away, I passed them both on and my daughter still has the Speed 20. When I came to buy the Alvis 12/60, I had actually been looking for a bull-nosed Morris, but saw this. It drove really well rolling along happily at 55-60 mph, so the deal was done.

Editor: Did you run out of garage space?

Roy: Yes, the house originally had a single garage, which we extended to house 2 cars and then built a further timber extension for a third car. Then we have a car-port, plus there is further drive space.

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

Roy: Only two, thankfully: I was returning late at night to the dockyard in Chatham in my Austin Ruby when I fell asleep at the wheel. The jolt of bumping up the kerb woke me up and we came to rest, relatively unharmed, on the grass verge! The second occasion was, having broken down in the Ruby, when my brother towed me back towards Chatham on the A25. It felt fast and I realised that, with his Vauxhall 14/6 towing, we were hurtling along at 60mph. When I complained, he said he could have gone faster, but when we swapped over (as I insisted), he complained about the speed at 20mph!

Editor: What were the highlights of your automotive career?

Roy: My favourite car of all time was the Alvis 12/60 Tourer. It was nice to drive – the steering wasn't too heavy. With only 1600 cc, it 'kept up with the traffic' and the (rod/cable) brakes could cope. But eventually the 4-figure cost of repairing the ash frame was too much and so we sold it. Now I wish we had been able to keep it!

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

Roy: Doing lots of things with NHAEG, like rallies, runs and holidays and aside from the camaraderie, there is the technical support.

Editor: Looking back – what would you have done differently?

Roy: Maybe I should have had a breaker's yard for all the cars I've sold – I hate to think what some of them might be worth: the Morris 10/4 £8-9k, the Mercedes 170V £20k and the Singer 9 £15k!



BUYING AN AUSTIN SEVEN

"A little story about my recent purchase..."

Related by Chris Broome

After much hunting around for an Austin 10 Colwyn to no avail, a car popped up in one of my searches, it looked in reasonable condition and priced low enough to give it the potential to turn into something suitable for driving around the Island....

All good so far except- yes it was risk time to buy unseen on pictures and confirmation it was a runner..... the car was located about 10 miles north of Venice at a classic car dealer, I can speak Spanish and German, but no Italian, and it was only the owner's wife who had very limited English... After many mail exchanges and translations using Bing, the deal was done which included the car being delivered to Portsmouth IOW ferry terminal. Payment was made and it was agreed delivery would be in 2 weeks' time on a Monday.

On the Friday prior to delivery, confirmation was received that the car had left Venice and was UK bound on an Italian car transporter. On Monday, we heard nothing - after a few phone calls we discovered it would be Thursday afternoon. Ferries to get the car back to the Island were duly booked and we waited. Having no contact by Thursday lunchtime, I called the dealer who told me it maybe Saturday as the transporter had gone to London rather than Portsmouth...

I pointed out I had ferries booked, but there was little I could do other than not relishing the fact of driving a car, that you have never seen, in holiday traffic on the ferry... To my surprise after 10 minutes I received a call saying it was on its way and would be in Portsmouth in 3 hours. Rather than rush, I set off from home using the train and catamaran to get me to Portsmouth - only to then get a call after 1 hour to hear the car was in now Portsmouth....

I ran post haste to the IOW car ferry terminal from the Catamaran port only to find ...No transporter?...No car in sight?...back on the phone to Italy again - where the reply came that the driver decided not to deliver the car to the port, but was parked by the University and was in the process of unloading the car...For those of you with little knowledge of Portsmouth saying it was by the University was a needle in a haystack, as in the centre of Portsmouth, nearly every building is the University!



Time for more quick thinking! I flagged down a taxi and said could he radio his control and ask if any drivers had seen an Italian car transporter unloading. Within seconds, we had a reply - he was less than half a mile away. So off we set only to find the said Car transporter - 'parked' and 'unloading' in the outside lane of Portsmouth's inner ring road!



As I arrived, he was getting off the only other car on the transporter - a brand new, freshly converted Mercedes hearse! The driver was, to say the least, somewhat stressed (I think I was too). Then I couldn't believe what happened next - as he reversed the Hearse off the lorry - he caught the sills, tearing one off! "Wow," I thought... so I decided to get the Austin off myself. It started first time and slowly, I backed it off the car transporter.

I am not sure if you know, but in Italy registration plates are removed when a car is sold. I had read up on this and expected it - although not quite legal, I happened to have a set of Spanish registration plates which were on our Ford KA, when we were in Spain! I quickly cable tied them on and off I set for the Port- leaving the transporter, worried that the Police would be there soon!

Well, as I got off the ring road, the engine died... "Umm what next," I thought. I had green flag membership, so I called them only to be told that I was not covered as the car was on Spanish plates. So, quick thinking was needed - the original UK plates were on the back seat, so I quoted that registration number and Green flag were on the way. Quick number plate change and all was looking good...

Not really a surprise, but the Green flag mechanic probably would have been better on PC repairs ... useless comes to mind! With his help, I limped the car in 50 yard stints on a battery box to the ferry. I asked him how I was to be recovered home, to which he said he would check - he went back to his van and then drove off!

Living on the Island, we quite often moan about ferry companies, but the staff at Wightlink were great. I was told I could not be pushed onto the ferry, but could be towed and they would lend me a tow rope. I wandered the car park and found a chap with a 4x4 who was happy to tow me on to the ferry for the cost of a coffee and biscuit - so off I headed onto the ferry 'On Tow'.



While on the boat, I called Green Flag who registered another breakdown and confirmed that I would be transported home from the terminal – Yes, I did have to wait an hour in Fishbourne Ferry car park - but they did arrive and I was transported home. There, I was met by Brian who's comments could best be summed up politely as "what have you bought this time?"I have removed the *****!!!!

The next day I was up early as the car was booked in for a "Safety Check"... what could be called an MOT at our local garage. This I had done after calls to DVLA, who advised me that it would be the easiest way to prove to them the car existed and to get the original number back - DVLA had not been told the car had been in Italy for 8 years! But my first issue was why didn't it run - after the usual checks spark/ fuel - I found fuel was the issue and quickly found the filter was completely blocked. A new filter was fitted - the engine started - and off to the garage we went.

Within the hour, I had the DVLA checks done. Mike at the garage felt that the car could be running better so took off the distributor cap..... only for the centre pin to drop out and disappear down between the MOT brake test rollers... So, guess where the car spent its second night? The following day a new distributor cap arrived and it made it home.



We have used it on many occasions and it's running well after a few re-commissioning tweaks. It is currently coming to the end of a bare metal respray. I have been determined to get it finished ready for the NHAEG IOW visit so you can then see the car that the story relates too...

NOSTALGIA CORNER



Camberley High Street 1930s

Camberley High Street 1960s



TECHNICAL MATTERS

Engine Oil

Editor's Foreword: I have just taken 'PO' to see Ray Adnam at Park View Motors, for an MoT and an oil change. While I quite enjoy the regular greasing required, I hate the messy business of oil changes and, the issue of disposal of old oil. I usually buy the engine oil and supply it to Ray, as I am (like most of us) a bit particular! Why am I so fussy? The article below explains the background. It is written by Dave Orange and reproduced with thanks to the Essex Austin Seven Club.

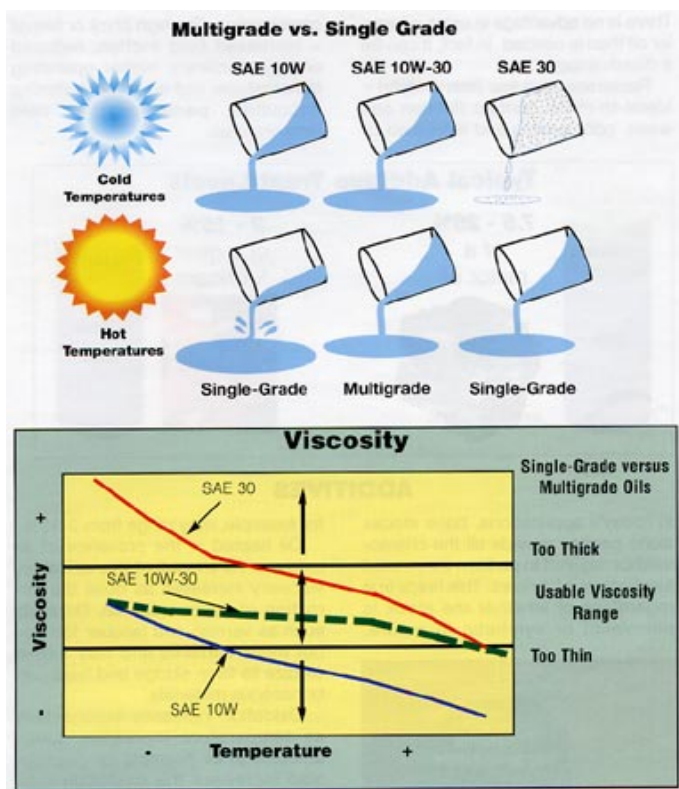


I thought we would move away from the physical side of Automotive Engineering and talk about Liquid Engineering or in simple terms engine oils. For those of you who subscribe to one of the many monthly automotive magazines, I am sure you will have come across any number of extremely detailed and largely well written reports or articles singing the benefits of buying the very latest semi or fully synthetic engine oils with all their chemical additives for your modern.

It must be remembered motor manufactures combined with the leading oil companies spend millions if not billions every year on developing the next generation of engine lubricants. What must not be assumed is while these excellent lubricants have been developed for use in modern engines with their very tight machining tolerances, they should never be used in a classic or vintage vehicle like our Austin Sevens unless the oil company recommends it's use (which I have to say is very unlikely).

Why I hear you ask, well it's largely down to the oils viscosity or thickness, modern lubricants such as semi or fully synthetic oils are very thin (runny lubricants also act in part as a cooling agent, in addition to and much like the water in the cars radiator.

Our little old Austins whilst very modern and possibly well ahead of their time are no match when it comes to fine machining tolerances on a modern engine. In fact, some of the bearing running clearances whilst well within Austin's specification, if a modern lubricant were to be used it would run out of the bearing surface area long before it had chance to do its job, causing catastrophic engine failure. On the other hand, the old named engine lubricants such as Castrol, Penrite and Morris etc, are still available today in SAE30 specification. These oils were developed for older engines with wider tolerances such as those found in our Austin engines, but most will have some form of modern chemical improvement such as added detergent.



So, remember if you want to prolong your Austin's engine life fill it with the correct engine lubricant SAE30. Just one further bit of useful information, if you're planning to go touring in Europe take sufficient engine oil SAE30 etc with you for your needs, it's not generally available in Europe.

Editor's Footnote: Castrol, Penrite, Millers and Morris classic oils and greases are available and I can commend www.morrislubricantsonline.co.uk.

TECHNICAL MATTERS

The Cost of Engine Failure

Roy Roberts came across a couple of bills for an Austin 7 engine & transmission overhaul. The total cost, charged by Church Road Garage in January 1949 was £52.5s. (This sounds cheap but is actually equivalent to £1,737 in today's money!) But 2½ years later, it needed new pistons & rings at £22.14s.7d!

The car in question is seemingly no more, but the surprising possibility is that Church Road Garage has survived in some form, now trading as Church Road Autos (see picture).



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29th. January. 19 49

M. B. Deal Esq.,

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F. L. BUNDY
CHURCH ROAD
ADDLESTONE
REPAIRS AND

Pressure Greasing
Battery Charging
Tyres & Spares

June. 20	Supply 2 rear Austin 7 1 front " " Set up 2 rear springs. Supply reconditioned p...	
July. 2	Dismantle Austin 7 engi Wellworthy pistons and with new valves, plug. pump plus Relay. Cure...	

£52 5

RECEIVED WITH THANKS
F. L. BUNDY
ADDLESTONE

AUSTIN HISTORY

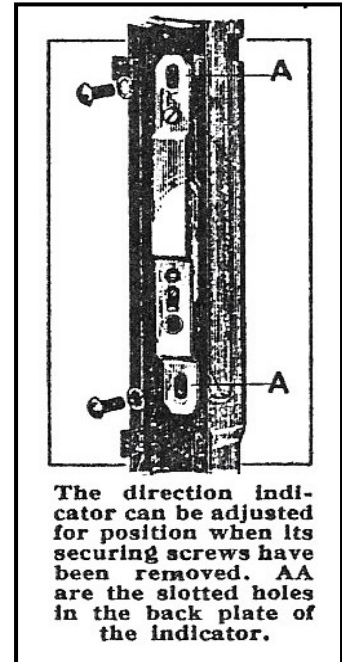
Queries of The Month from Andy Ranson

These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 874 Trafficator – Austin Ten Conway Cabriolet, appeared in the June 1938 edition, and 886 Shock Absorbers – Austin Ten, appeared in the August 1938 edition.

No 874 – Trafficator – Austin Conway Cabriolet

Q. *I have been the owner of an Austin Ten Conway Cabriolet for just over a year. Recently I have noticed that the near-side trafficator, though working well, does not go right back into its slot when cancelled. I have examined it and find that it seems to have slipped down a little. Could you tell me the method of raising this trafficator? If it were 3/16 in. higher the arm would clear the bottom slot.*

A. Raising the trafficator involves the removal of the trimming inside the centre pillar. This is effected by unscrewing the six screws in the trimming and levering it up. A wooden block will be found under this, directly behind the trafficator, and can be detached by unscrewing the two securing screws and releasing the tacks in the beading. The back plate of the trafficator will then be exposed to view. The two hexagon-headed screws at the upper and lower ends of this can be released and it will then be found that the trafficator can then be raised or lowered at will. (In the latest models the wooden block is held in place by four metal tabs which should be prised back to release it. Also, the screws securing the trafficator are round-headed.)



No 886 – Shock Absorbers - Austin Ten Lichfield


Q. *When driving along uneven roads in my 1936 Lichfield saloon I experience a little discomfort from excessive bouncing of the car. I should be glad if you can tell me what this arises from and how I can cure it.*

A. The bouncing you are experiencing almost certainly arises from insufficient control of the springs by the shock absorbers. These probably require "topping up" and perhaps adjusting as well. The plug for refilling is at the top of each shock absorber and is accessible with a pressure oil-can though it will facilitate the process if a flexible tube is fitted to the spout of the can. Incidentally, a special can with a flexible spout is now available for this purpose. Only the Luvax hydraulic shock absorber fluid must be used and this can be obtained from your local dealer. These shock absorbers are given the correct adjustment at the works and this normally should require no modification. However, if further adjustment (which is provided by a small screw inside the filler orifice) is found to be necessary, it should be left to a service station to effect.

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

A tyre remould advertisement
from June 1960

It's **EXTRA-GRIP** weather | *...in Summer!*



**DAVIES
EXTRA-GRIP
REMOULDS**

For extra grip under all road conditions

SIZES AVAILABLE . .

5.20-13	5.60-15	4.50-17 *
5.40-13	6.00-15	4.75-17 *
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5		

Also, an article from 1957 on how to replace your core plug. I'll be doing one this weekend on my A10. (We spent most of the last 2 days sorting out our colonies of honey bees and today managed to get about 25 lbs of honey, an early spring crop.)



Andy Ranson

TREVOR'S TEASER – *"It's still a Beastly World!"*

Again, all answers are places in Great Britain which contain the name of an animal, bird, fish, insect, etc., within them. Some are London districts.

1. I.o.W sailing centre	_ _ _ _ _	5
2. I.o.M outer cover	_ _ _ _	4
3. A crossing place for a humped beast	_ _ _ _ _	9
4. A successful fighting boot	_ _ _ _ _	10
5. A backward biting fly on a small pond	_ _ _ _ _	8
6. Interment of a tiny bird	_ _ _ _ _	8
7. A boom town?	_ _ _ _ _	8
8. The most southerly English point	_ _ _ _ _	6
9. A Bristol Channel resort	_ _ _ _ _	6, 5, 4
10. Through which a mollusc feeds	_ _ _ _ _	11
11. Where, in Kent, you might se(a) eagles?	_ _ _ _ _	5, 3
12. New Forest centre for male badgers?	_ _ _ _ _	12
13. Sounds like a harbour with an insane canine	_ _ _ _ _	10
14. A raptor's home in Beds?	_ _ _ _ _	8, 7
15. Sounds like an energetic amateur actor!	_ _ _ _ _	10
16. An acidic pollinator	_ _ _ _ _	7
17. Centre of the Anglican Church	_ _ _ _ _	10
18. A boasting town?	_ _ _ _ _	11
19. Staffordshire racecourse	_ _ _ _ _	9
20. A posh school in Somerset	_ _ _ _ _	12
21. Between Buxton and Manchester on the A6	_ _ _ _ _	6, 6
22. A cliff near Dover	_ _ _ _ _	11
23. A sentry near an aquarium	_ _ _ _ _	9
24. A raptor's "brainbox"	_ _ _ _ _	9
25. An angry waterproof in Scotland	_ _ _ _ _	4, 5

Name(s):.....

Please submit your entry to Trevor Edwards, 55 The Brambles, Crowthorne RG45 6EF, or email (trevor_c.edwards@btinternet.com), **by Friday 11th August**

READERS WRITE TO AUNT BRASSICA...



Dear Harriet,

I'm afraid that this gentleman looks most unsavoury. Although he has fitted an extra light for night driving, I would strongly recommend that you do not go out alone with him for a lesson at night, never mind in the daytime.

Strictly speaking, there is no need for you to pass any official test of competency, at this time, but there is some talk of a 'driving test' being introduced later in 1934. So now is a good time to learn.

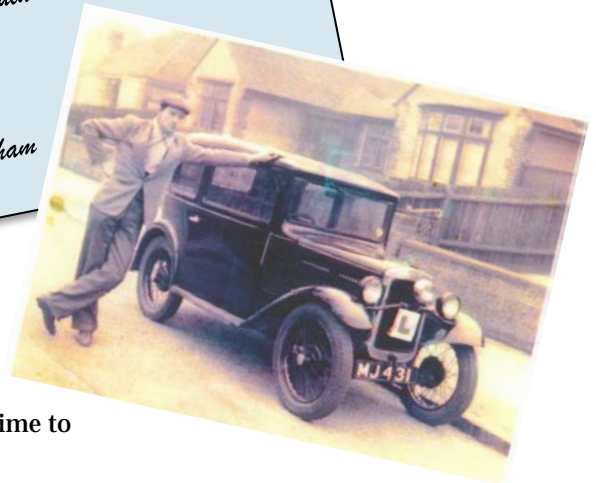
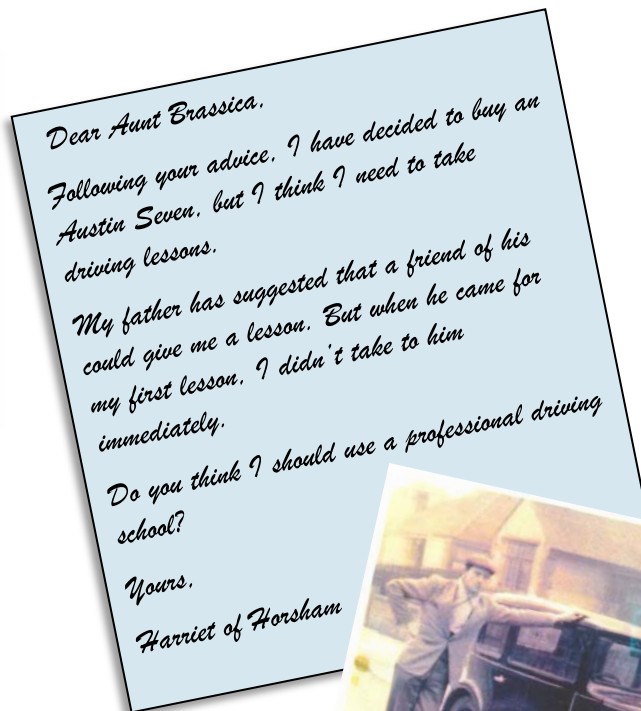
Driving courses generally last just four days, placing special emphasis on 'correct procedure, discretion and behaviour'. The cost of a lesson is about 10 shillings for an hour. You might consider the British School of Motoring which was founded in 1910 as an independent and private educational organisation, rather like the Chelsea College of Aeronautical and Automobile Engineering founded in 1924. Both were founded by their principal, Stanley Roberts, such a nice man.

BSM was appointed to run war emergency courses in 1914 and taught the army to drive. They make a point of encouraging ladies to learn about the motor-car, as private tuition for both ladies and gentlemen is on offer, so anyone "... requiring a thoroughly practical knowledge of the Motor Car and its management" could well benefit from a visit to Coventry House in London.

When you come to apply for a driving licence, if you can prove you have undergone instruction, it will be issued automatically.

Yours,

Aunt Brassica



Ladies learn to drive



1. The Courses embrace just WHAT LADIES NEED TO LEARN.
2. The FEES ARE THE LOWEST IN LONDON.
3. You continue to learn WITHOUT ANY EXTRA CHARGE until you are proficient and satisfied.
4. The Largest Motor Instruction Works in the World, and situate in the heart of London.
5. Training for ROYAL AUTOMOBILE CLUB CERTIFICATES (our speciality).
6. Licensed Employment Bureau FREE FOR ALL PUPILS who require same.

at the
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