

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.nhaeq.org.uk

JUNE 2010

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

Mo's Mutterings

What fun we had at the Ladies Get Dirty club night! We didn't get too dirty and Ann looked very impressive in her overalls! Lots of serious thinking went on that night!



That same day we actually moved back into our kitchen, having camped out in the dining room for about six weeks. (Bear this in mind when your partner says "five minute job"!) Not quite finished yet but usable now that I have mastered all the new technology! Nearly had to have some sessions on the simulator with Dave W! (I should re-phrase that but I won't!)

There is an Austin 7 day at Clandon Park on 6th June with free entry to the house with cars to be parked in front of the house. If interested e-mail Michael Burgess at meburgess@blueyonder.co.uk.

Colin's Column

I was interested to see the old advert for Valspar Lacquer that Andy put in last months newsletter. When I bought my first Austin 7 in 1960 it was very scruffy, I only paid £5 for it, so I decided to give it a coat of paint. I painted it green with black wings using Valspar Lacquer and I have to say it was an excellent paint and very easy to apply with a brush. I used 4 coats rubbing down between each one and when finished it looked very smart with no brush marks. After a coat of wax it had a lovely shine and looked just as good 3 years later when I sold it. As Andy says, they don't make it now, more's the pity.

Drive it Day

This year Karen organised 'Drive it Day' based on an idea from Peter Barlow. We spent the day at the Mid Hants Railway (Watercress Line) where they were celebrating St George's Day.

We all met up at Alresford where Karen had arranged special reserved parking for us in front of the station as well as free tickets to ride on the train. There were 19 of our cars all bedecked in St George's flags with many of the drivers and passengers dressed appropriately in red and white. First on the agenda was coffee and biscuits, the biscuits being kindly provided by Karen, then it was off for a ride on the train to Alton and back.

The weather was by now improving having rained most of the morning and we all enjoyed our trip with a bit of sun coming through the windows. On our return it was time for lunch, some had brought a picnic while a number of us went to a local pub and enjoyed an excellent Sunday roast. The rest of the afternoon was spent chatting round the cars before making our different ways home, by now the weather was much better which meant that Arabella's hood that had been up all day, could now come down.

During the day Karen had organised a raffle with a number of prizes, with all the money going to Help For Heroes. We also had a number of collecting boxes attached to cars, raising £35 which was added to the raffle money.

On behalf of everyone who went, a very big thank you to Karen for all her time and effort in organising an excellent 'Drive it Day' I am sure everyone enjoyed it as much as Ann and I.

May Club Night (1)

We had two club nights in May, the first being called 'Ladies Get Dirty' and was based on an idea of Karen's. Dave and Don had gathered together 20 items of Austin parts, which were laid out on a table with numbered labels on them. The ladies, working in teams, then had to identify the items writing them down on the answer sheets. To help them they were also given a list of 30 items, which included the twenty on the table. The men were obviously not allowed to offer any help.

It was a lot of fun and the ladies did not get too dirty, as all the parts were fairly clean. There were six teams and the eventual winners were 'Hazel's Nuts' comprising Hazel, Pauline and Jane with a score of 15. Well done to them and also all the other ladies for joining in.

Many thanks to Karen, Dave and Don for organising an amusing and different evening.

May Club Night (2)

At the second club night we were very fortunate to have Bob Wyatt come along to give us a talk. There is a report on the evening by Dave (W) elsewhere in this newsletter but I would just like to thank Bob very much for giving up his evening to tell us about his passion for all things Austin. I know everyone there found him very interesting and really enjoyed the evening.

Beaulieu Autojumble

I went to the Beaulieu Autojumble with Trevor where we bought a few things, met some NHAEG members and enjoyed the hospitality of Don and Brian at their stand when we needed to rest. The weather was good and it was a very enjoyable day although the legs were aching a bit at the end. I hope all the other club members there found any bits they were looking for.

Trip to Aston Martin Heritage Museum

Everyone going on this trip should have received details and a route, please make sure you bring them with you. If you have not received them please email me and I will send them again. If you have not yet let me know whether you will be meeting at Wokingham or making your own way **please email me now**.

If you are meeting at **Wokingham** you need to be there by **9.20am**, which is when we will be leaving. If you are making your own way the address is **Aston Martin Heritage Trust, Drayton St Leonard, Wallingford Oxon, OX10 7BG**. Details of the museum and how to find it can be found at www.amheritrust.org please be there by **10.45am**.

I have now given numbers of those going to the museum so I am afraid it is too late to add further names to the list.

Finchampstead Fete

The Finchampstead Fete is on the **10th July** and once again the NHAEG has been asked to organise the car show. Roy put details and an entry form in last month's newsletter. If you wish to go and have not already done so, please send your form to Roy **ASAP** so that he has got some idea of how many cars to expect.

Remember to enclose a SAE.

August Amble and BBQ

Details of the above event on the **15th August** were in last month's newsletter, **please let me know if you would like to go**. Numbers will be limited by the amount of parking spaces and the number of people who can be accommodated in John and Joan's garden. **First come first served.**

Trip to the IOW in a 1949 OB Bedford Coach

If you are going on the above trip and have not already done so, would you please let me have your money in the form of a cheque made out to NHAEG by the **14th June at the latest.** The cost is **£22 each**. At the time of writing there are only a few seats left. If you have not already booked and would like to go contact me and I will let you know if there are any available.

June Club Night

We will be having our annual 'Half Gallon Run' at the June club night, which this year is being organised by Tony and Pat. Come along and join in the fun. You will be able to start any time from **7.00pm** onwards and I would suggest you come early to ensure you are back well before dark.

Stop Press- Tim and June have very kindly offered us a free night's B&B at The New Inn, as they have done in previous years. We have booked the rooms for **Saturday 9th October**. As usual we will organise a run or visit to somewhere during the day finishing up at The New Inn where we will have our evening meal, a few drinks and a bit of a laugh before retiring to bed. I will give more details later but in the mean time I need to know who would like to take advantage of this offer, as there are only 15 rooms available.

If you would like to go please send me an email or if you do not have email phone, as always it will be first come first served.

That's it for now.

Safe and Happy Motoring.

Colin

Secretary's Scribblings

Quiz News

Codes and Triangles.

Those who went on the Bletchley Park trip in April, were afterwards invited to do a bit of code-breaking themselves in the form of a coded question loosely associated with the establishment itself or, at least, the activities for which it is most noted.

The question, unscrambled, read: " *Name the British composer of the 'Enigma Variations'*", the answer to which was, of course, *Edward Elgar*.

Four entries were received, two of which were correct; one was essentially correct but, unfortunately, was submitted in the same code which, of course, was not quite the intention of those poring over enemy messages in the early 40's! The fourth one clearly was an inspired, perfectly logical but, nevertheless, incorrect guess, '*Austin Seven*'.

Congratulations, therefore, go to Hazel and Dave (Holland) and also John and Richard (Lockyer) for managing to figure out the message and also provide the answer. In another time they would probably be quickly recruited into the ranks of those beaver away at Bletchley!

The April Quiz, ('*How many triangles!*') attracted just three entries. Surprisingly, the number of triangles contained within the pentagon figure was an amazing 89! This number was deduced by Malcolm and Sandra (Ryley) by the simple but doubtless quite time-consuming process of copying the pentagon several times and then, using coloured pens/pencils, identifying just a few triangles on each and then constantly comparing results between each figure to ensure neither duplication nor omission. This worked so congratulations go to them also!

You have until June 12th to submit your entries for the May Quiz ('*London areas, within the M25*') so don't forget to send them in.

This month (June), since Summer *is (allegedly!)* upon us (!), the quiz features British seaside towns, some fairly obvious, others less well known but they're all on the coast. Each clue should lead you to the name of one. Good luck!

English ~ like what she is spoke!

Though not making the trip on each and every occasion I do like to visit one or the other of the two Autojumbles, held annually at Beaulieu and, since the weather looked more promising than it had been of late, decided to do so on 15th May. Colin decided to do likewise and we duly made a fairly early start arriving roughly half an hour before the event officially opened. The reason for starting so early was in part, due to the fact that I'd received a phone call the evening before, from Maureen (Breakspear), alerting me to some kind of an 'emergency' at Beaulieu. This, in fact, turned out to be a failed transformer being used at Don B's and Brian Grant's pitch which had left them without lighting the previous evening and I was asked to bring down a replacement which, of course, I was very happy to do.

After the customary, very welcome cup of hot beverage, *Chez Don & Brian*, Colin and I then commenced our perambulations around the site, which, for the benefit of those who may never have harboured the desire to examine closely countless specimens of chiefly rusty metal objects, is quite large and spread out over three distinct areas.

Over the next several hours we traipsed methodically up and down between the stands, making the odd purchase along the way and generally enjoying the weather as well as meeting up with one or two other club members en route.

One item which I'd often considered investing in is a decent compression tester. Quite why, I'm not entirely sure since it's probably the kind of device which could bring more pain than pleasure if, as is likely, it merely provides an indication that the pressure in *one*, or possibly, more than one cylinder differs significantly from that in others. This, inevitably, would more than likely lead one to instigate major engine surgery rather than, lacking such knowledge, relying on the old adage that 'ignorance is bliss'.

However, though mindful of such a risk, I plunged in and made my purchase of a smart looking and comprehensively equipped Compression Testing kit which was on offer for quite an attractive price.

Though the use of such a piece of kit is (fortunately) fairly self-evident and interpretation of any results hardly requires a degree in rocket science, it, nevertheless, probably wouldn't be of great value studying the instruction leaflet accompanying the equipment if this were not the case. They are possibly the most confusing and incomprehensible set of instructions I've ever encountered and are reproduced below for the edification and no doubt bemusement of other members. The text and punctuation is exactly as printed on the instruction sheet. Bear in mind that the gadget is for use in the testing of cylinder pressure in internal combustion engines. Read on.....

" The test of the petrol compressor"

"1. The battery is fully charged to so as to ensure the speeds of the first air cylinder and the last air cylinders are unanimous.

2. Temperature must reaches to be otherwise it is useless to the engine, then shut off the engine.

3. wear protecting mirror, whose name is spark plug thing not dirty lose sucking, So as not to block the piston and not cause minimum identification mistake.

4. Rotate spark plug and valve

5. Open the throttle of the piston or angry valve and gate valve

6. Method that the disconnection lighter uses

A/ In manual fire system or electronic fire system, there is a single coil

B/ To the multistage ignition system, move the connecting wire of the storage battery

C/ Shut off electric socket of the lighter

7. Pack the electric wire into the spark plug or the round rubber of compressing test machine correctly.

8. Start the engine 6 times or reach the greatest pressure, as the high-pressure engine, need 10 times or more, but limited time is 15 seconds

9. Test with the same Air cylinder, or the next one, set free shed the pressure with compression device of instrument

11. Test every air cylinder"

Understand? **"Shiiimple"**, as the boss Meercat would say!

Annual Subscription and Renewal

At the March Committee Meeting the issue of Club subscriptions, - in particular their renewal – was discussed and the following important changes decided upon.

Although not affecting currently subscribed members it was determined that, in common with many other clubs and similar organisations and also effective immediately, a joining fee is to be introduced for those joining the Club.

From hereon, a fee of £4.00, plus the normal annual subscription fee (currently £8.00), will be payable for new members.

Of particular interest, however, for *existing* members, is that any member who, if intending to renew membership, fails to do so by 31st December in any year, will *also* be liable for the additional payment of £4.00 - as a re-joining fee.

The intention is to try and encourage, if not actually ensure, all members getting their renewals in to the Membership Secretary (George Ewart) by the end of the calendar year. Hopefully, this will minimise the considerable administrative hassle and potential delay in drafting revised membership lists resulting from late payments in the past.

Also, to assist the process of Subscription Renewal, the form for this purpose will be published in the November Newsletter as well as, in the past, the December one, in order to give ample time for this to be submitted by the due date.

Many thanks for your understanding and anticipated cooperation

2011 – Where should we go? Ideas please!

Organising group trips for club members takes some time and it's always desirable, if not essential, to start planning well-ahead of time. Although we're only just coming into some decent Summer weather and this *year's* Club trip, to the Bridgnorth area, which Don and Maureen have staged, is still to come for those going on it, it's felt to be a good idea to give some thought *now* as to where we might consider for next year's '*big*' excursion.

Taking into account what's believed to be the preferences and inclinations of a fairly representative number of members I've some preliminary thoughts already on this but would very much welcome those of others on the topic before taking matters any further.

Maybe you could take a moment or two to think about this and drop me an email or note letting me know *your* suggested favoured destination, duration and type of break.

That's all for this month. Temperature outside is reading 23 degrees C already and rising. Long may it continue. Enjoy it while it lasts!

Trevor

Here is a helpful hint sent in by Andy Seager.

Radiator Screws – ever had trouble finding the right sort of screws that reach right through the radiator core? Here's a trick: Long-reach electric light switch screws – easy to buy on e-Bay, they're domed countersink, straight slotted and they fit 4BA nuts. Neat solution for the script badge and press studs for grille muffs!

(Many thanks Andy.)



LITTLE AND LARGE

I thought I would take the opportunity to park Molly next to my company vehicle whilst it was at Lasham aerodrome engineering base for maintenance



Some interesting comparisons:

	<i>MOLLY</i>	<i>BOEING 757-200</i>
Year of manufacture	1932	1994
Empty weight	330 kgs	59000 kgs
Max weight	whatever she can take	113000 kgs
Passenger capacity excl driver(s)	3 midgets	221
Fuel Capacity	5 gallons	9580 gallons
Cruising speed	45 mph (hopefully)	550 mph
Take off speed	Ask Karen!	165 mph (typical)
Fuel consumption	40 miles per gal	½ mile per gal
Fuel Flow	0.02 gals/min	17 gals/min
Tyre pressure	22 psi	170 psi (main gear)
Cost new	£125?	\$60m

MORE NEWS FROM WITTON'S MUSEUM OF VINTAGE VEHICLES

Having suffered the setback with Mabel's cracked block, (as yet unresolved), I decided to loan her Muriel's rebuilt engine to get her back on the road as a temporary measure so that I can renew Mabel's expired MOT. Even though I have been running the engine on the bench for a while now, it will be good to do some thorough testing on the road.

As Myrtle's block/crankcase incontinence seemed to be getting worse, (witness the oil generously donated to Bletchley Park), I have removed that engine also. This is considerably more difficult as there is less room to fiddle around and everything is that much more difficult to access. However I made some interesting discoveries on stripping Myrtle's engine. I noted that it has been relined to standard bores with split skirt pistons, and the big end bolts are unique in that they have a meatier head with a peg under the head instead of a 'D' shape to stop the bolt rotating when the nuts are screwed on/off. This is a big problem since some of the bolts are stretched and replacements are as rare as rocking horse droppings. I think it has a Phoenix crank but it is hard to tell as I haven't seen one before. I might have to resort to some of the 'Sports Specialists' for advice on how to overcome this problem.



One of Myrtle's habits was that coolant tended to dribble out from one or two of the cylinder head nuts. This is almost certainly because the head studs penetrate the water jacket and when the block was *helicoiled* by the previous owner, no sealant was applied to the threads. They will be refitted with PTFE tape to stop this happening in the future. With the studs removed, it also gave me the opportunity to have the block and head refaced by Rowe Engineering to ensure a good seal when everything is eventually bolted back together.

All this ongoing maintenance has slowed the restoration process on Muriel who continues to gather dust on her new paintwork in the corner of the garage! In the meantime I am tripping over too many dismantled engines so progress needs to be made to clear some space.

AND FINALLY.....

Introducing Florence! (Previously known as Fred until closer inspection revealed an obvious mistake). We have always had foxes and their cubs in the garden but this one tops the lot.



She is semi tame and appears by the back door every morning at about 7 am for breakfast. Her favourite tippie is cat food left-overs, any cat food, any left overs, and eggs which she carries off to bury for eleven o'clock later! One morning when she didn't appear, I called her in the garden and she came trotting out from under the hedge. Foxes and cats have a healthy respect for each other and I was treated to the wonderful spectacle of Flo tucking in whilst Albert and Betty sat opposite and watched. If she is exceptionally peckish, she will wait outside whilst the plate is refilled! She sleeps her breakfast off under the hedge and seems oblivious to the racket coming from the workshop.

Whilst it is good to be up close to wildlife, if I come home to find Florence on the sofa with Karen watching telly then there will be trouble!!

Dave Witton

Calling all Austineers. If you have any interesting stories to tell about what you are doing to your cars to keep them running, don't keep them to yourselves. Contributions always welcome. Please forward them to dave.witton@btinternet.com

Message from Jean Edwards

Olde Tyme Players Christmas Special in the New Forest

Wednesday 8th December 2010

departing 09:30am, from Yateley and returning 18:45

**Price: £39.85 per person which includes the Show,
two-course Christmas Lunch and Cream Tea**

I have provisionally booked 20 places for the above event.

The following 16 people have indicated they would like to go on the trip so I have 4 places left. Please let me know, as soon as possible, if you are interested. Payment is not due until 17th September. (Tel: 01344 775012).

Ruth and George

Joan and John

Ann and Colin

Pauline and Peter

Hazel and Dave

Ginny and Trevor

Ronnie and Roy

Jean and Trevor

Maureen and Don

This is a popular event and promises to be an excellent day out.

Jean

QUERIES OF THE MONTH

Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month’s selection consists of No 1127, Distributor – Austin Seven and No 1238, Fierce Clutch – Austin Ten.

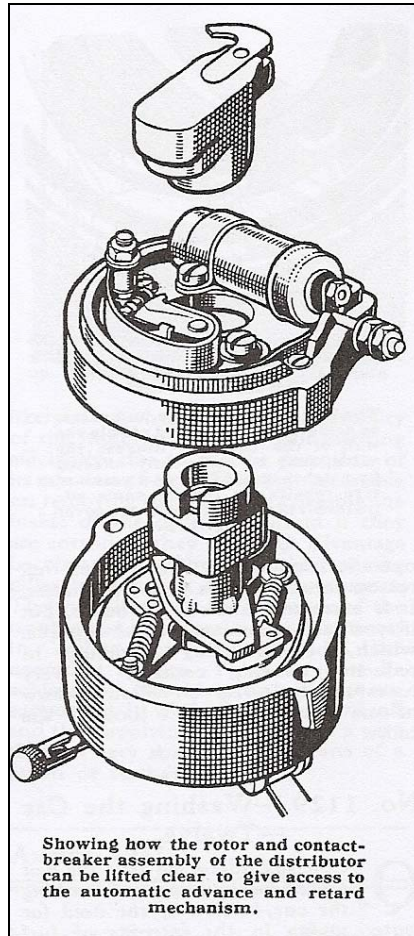
No 1127 appeared in May 1943, and No 1238 appeared in November 1945.

No 1127 – Distributor - Austin Seven

Q. *I have seen it suggested by the makers of the ignition equipment on my Seven, that the automatic advance and retard mechanism should be lubricated occasionally by removing the rotor, undoing the screws that secure the contact breaker assembly, and lifting it clear. I should like to have your comments on this point, as I have understood from the hand book that this mechanism can be lubricated merely by removing the distributor rotor and feeding five drops of oil around the screw then revealed in the top of the spindle.*

A. Whilst in a sense the recommendations you quote above appear to be contradictory, there is very good reason, after a long period of service, to examine and lubricate as then seems necessary the automatic advance and retard mechanism in the distributor mechanism. The occasional lubrication as recommended in

the handbook meets normal running requirements. But only by examination of the mechanism can it be ultimately ensured that this lubrication has achieved its purpose, and the mechanism is able to function correctly. The automatic advance and retard mechanism is well protected, being almost completely enclosed, yet nevertheless condensation, and subsequent rusting, may in the end upset its functioning unless at some time this tendency is positively corrected.



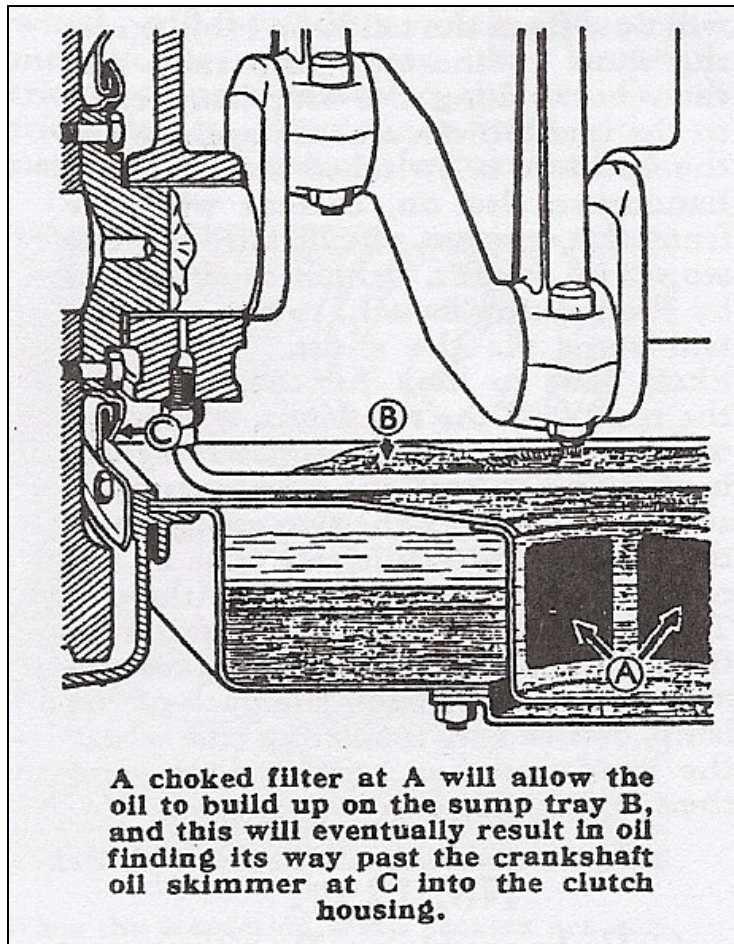
To remove the contact breaker assembly the procedure is as you describe, namely, after removing the distributor cover, lift the rotor clear and then undo the two screws which locate the contact breaker deck on the main body of the distributor unit. You can then apply medium engine oil to the moving parts of the governor mechanism which controls the ignition timing according to the engine speed.

No 1238 – Fierce Clutch – Austin Ten

Q. *My car, a 1937 Austin Ten, has done over 50,000 miles and it is still in an exceptionally good condition. I have noticed though of late that the clutch is tending to become fierce in first, second and reverse gears. This I understand is due to oil reaching the clutch lings but I should have thought that oil on the lings would tend to produce clutch slip. Could you give me an explanation of why oil on the linings will give fierce clutch operation and further, what is the probable cause or causes of the oil leak?*

A. Oil reaching one side of the clutch linings only will give rise to the symptoms associated with a fierce clutch. A slight leak of oil into the clutch housing will frequently reach only that side of the clutch lining away from the flywheel and that presumably is what has happened with your car.

In view of the mileage your car has covered the rear main bearing may have worn sufficiently to permit an oil leak to the clutch, or further there is the possibility that the thrust bearing washers on the rear main bearing have worn with the result that there is excessive end float in the crankshaft. This would impair the efficiency of the oil skimmer device which normally prevents oil from the engine reaching the clutch housing.



One other possibility is that a choked oil filter in the sump will cause the oil level in the crankcase to rise abnormally high when the engine is running. This is because the oil does not drain through the filter quickly enough, and it is only to be expected in such a case that oil will get through to the clutch housing.

Clutch linings which have become oiled may temporarily be cleaned with petrol but a permanent cure is only effected by the fitting of new clutch linings and the rectification of the oil leak from the engine.

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

Once again some more old advertisements from the 1950s. Searching the internet for these old companies revealed that these three no longer exist.

I could find no details of Moray & Company Ltd; I suppose thermostats and electric fans must have reduced the demand for such a blind. Shame, a good product, however, the address is now the location of a Café Nero!

The only details for R. West is for a US company in the oil business called “R. West International”, it is reported to employ one person with a turnover of \$250,000 per annum.

No details for The London Trimming Co, searching Google revealed the address given is a now a residential area, so no more cheap deals on carpets or seat covers.

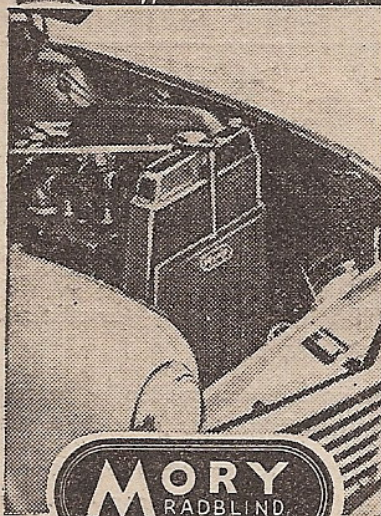
Don't muff it! fit a MORY RADBLIND

... instantly adjustable from your driving seat

The MORY RADBLIND makes all external radiator protection as obsolete as cardboard and string. Completely concealed except for its neat dashboard control, it enables you to adjust air-cooling from nil to 100% by a touch of your finger. Here is an accessory that combines practical common sense with labour-saving luxury. It gives you ...

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There is an easily fitted MORY RADBLIND for every make and model of motor car or commercial vehicle, at prices from 50/-. Why not order one through your garage today? Or write to us for further particulars (stating make and model) and copy of independent technical report.

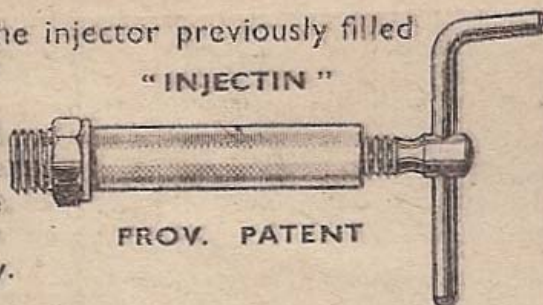


MORY & COMPANY LTD
88 Leadenhall Street, London, E.C.3
Telephone: AVenue 3434 (20 lines)

IT ISN'T THE GREASE NIPPLE THAT'S CHOKED!

It's the oilways in the bearing that are choked with congealed grease and dirt.

Remove the nipple and screw in the injector previously filled with solvent—paraffin or engine oil—and screw down the plunger. With this tool, a bearing is cleared in less than five minutes. No more expensive dismantling. The "Injectin" raises the pressure to over 2,000 lbs. per square inch easily.



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Also sidescreens, tonneau covers, spare-wheel covers, etc.

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E.g., Ford 8 and 10, £4.10.0. Sliding roofs repaired. Seats and door panels repaired and renewed. Same day fitting for Headlinings or supplied "ready to fit" for Ford and Morris, 8-10 h.p. £4.10.0.

Trimming Materials

Hooding, dble./tex., 72in. wideyd. 17/-
Hooding, dble./tex., 72in., red & green 21/-
L/cloth, all cols., 52in., 6/6 to..... 11/-
Topping, hvy. qual. 52in.....yd. 11/6
Head lining, Knap finish, 52in.....yd. 7/6
Flex. or rigid trans., plastic.....sq. ft. 2/6
Dunlopillo cushions for bucket seats;
firm density, 3½in. deep 26/-
Other sizes to order.
All pipings, Foam Rubber Cushions, etc.
HOOD REAR WINDOWS in flex- 14/6
ible plastic. Ready to fit replacements
Send for List & Patterns. State Colour.

SEAT COVERS

2 seater, 8/10 h.p.... 58/6
4 seater, 8 h.p. ... 88/6
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Over 10 h.p. ... 115/-

CARPETS

READY TO FIT

Heavy quality pile carpeting for all popular makes. Various colours, Rubber backed and fitted with driver's heel mat. E.g., Morris 8, Series 1/2, complete set,

5
GNS.



★ Write to-day for free booklet and price list, it will save you ££s.

The London Trimming Co.

(Dept. P.M.), 40, QUEEN'S GATE MEWS, KENSINGTON, LONDON, S.W.7. Phone: Western 3663.

Andy Ranson

(More comments from Dave Witton below)

Our May Club Night featured a 'Ladies Get Dirty' evening. This caused much excitement and we noticed an increased turnout of male members in anticipation. They were however to be disappointed as the event consisted of ladies attempting to identify various oily parts of an Austin.

Twenty objects were on the table and the ladies were given a list of various parts of an Austin. To make it more interesting, the list was expanded with a few 'extras' to 25 components.

The menfolk were under strict instructions to refrain from offering assistance to their loved ones or other perplexed females whilst the ladies formed small teams to pool their 'expertise'.



The table of goodies

After much deliberation over whether it was a camshaft or a crankshaft, a gear knob or a hobnob, the part that foxed them all was the fabric coupling connecting gearbox with propshaft. However the invigilator was also foxed when he was fooled in to thinking that an Austin 12 sidelamp was a chummy headlamp. Fortunately this made no difference to the final score and the winning team was declared as Hazel, Pauline and Jane.



Hmm, now where have I seen that before?

Monday 17th May featured a talk by Mr R J (Bob) Wyatt, the author of several books on Austins and who lives in nearby Wokingham. Bob is perhaps best known for his book *The Austin Seven, The Motor for the Millions*.

Bob described how he developed his interest in the Austin marque in the 1950s, in the days when an Austin Seven could be had for £3.00 !!

When Lord Stokes, for whom Bob had few kind words, decided that in one fell swoop the Austin brand, along with Morris, Riley Wolseley and all factory records, would disappear practically overnight, Bob was determined to preserve the Austin name in history. Through his contacts with those that had worked at Longbridge, Bob managed to salvage many documents and photographs that would otherwise have been literally thrown in the skip. That is not say other tragedies did not occur, such as the bulldozing of old buildings, regardless of the irreplaceable glass plate negatives contained within.

This was an extremely interesting evening and Bob was on hand to sign books for those who had brought them along



Bob Wyatt with Club Chairman Colin Greig

2009 COMMITTEE CONTACTS:

Chairman:	Colin Greig	01189782087 (colin@greigc.freemove.co.uk)
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Treasurer:	Jean Edwards	01344775012 (trevor_c.edwards@btinternet.com)
Committee:	Don Breakspear	01189733568 (maureenbreakspear@yahoo.co.uk)
	Dave Witton	01252333465 (david.witton@btinternet.com)
	Karen Witton	01252333465 (karen.witton@kpmg.co.uk)
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AEG Club Nights and Events Diary

<u>Club Nights 2010</u>		<u>Arranged by:</u>
June 14 th	Half-Gallon Run	Tony/Pat
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
<u>Events</u>		
<u>2010</u>		
June 4 th	Visit to Aston Martin Heritage Trust Go to www.amheritrust.org for details of the Heritage Trust Museum	Colin /Ben
June 26 th	BEN Run (non NHAEG event)	Invitation only
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

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

June 2010 Quiz – ‘British Seaside Towns’

The answers to these clues are all seaside towns, resorts or otherwise, some well-known, others less so, e.g. A casual stroll = Amble

- | | | | |
|-----|---------------------------------------|-----------|------|
| 1) | <i>An out of this world timepiece</i> | _ _ _ _ _ | (7) |
| 2) | <i>Rend the ground</i> | _ _ _ _ _ | (10) |
| 3) | <i>An Antarctic ocean</i> | _ _ _ _ _ | (8) |
| 4) | <i>A pointed opening</i> | _ _ _ _ _ | (9) |
| 5) | <i>Police at Billingsgate?</i> | _ _ _ _ _ | (9) |
| 6) | <i>Bing's town</i> | _ _ _ _ _ | (6) |
| 7) | <i>Facial features</i> | _ _ _ _ _ | (8) |
| 8) | <i>A tiny, poetical stream</i> | _ _ _ _ | (4) |
| 9) | <i>Crimson vehicle</i> | _ _ _ _ _ | (6) |
| 10) | <i>A convenient place?</i> | _ _ _ _ | (4) |
| 11) | <i>All of the French at midday</i> | _ _ _ _ _ | (6) |
| 12) | <i>It's all in Mexico bananas</i> | _ _ _ _ | (4) |
| 13) | <i>Part of an oil lamp</i> | _ _ _ _ | (4) |
| 14) | <i>Sounds quite free</i> | _ _ _ | (3) |
| 15) | <i>Distribute the cards</i> | _ _ _ _ | (4) |
| 16) | <i>Oxford college</i> | _ _ _ _ _ | (12) |
| 17) | <i>A craggy landing place</i> | _ _ _ _ _ | (7) |
| 18) | <i>Pale refuge</i> | _ _ _ _ _ | (10) |
| 19) | <i>Batters the portal</i> | _ _ _ _ _ | (8) |
| 20) | <i>Part of clue 19 reversed</i> | _ _ _ _ _ | (7) |

*Entries to me, please, together with £1.00 towards cost of prize(s), by 10th July.
Thanks!*

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