

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 , on a WORD DOCUMENT attached to an e-mail.

www.nhaeg.org.uk

JUNE 2011

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

Mo's Mutterings

I have to say first of all, that Don (Breakspear that is), now has a new mobile telephone number. This is due to the fact that he lost his other mobile some weeks ago and it has never been found. His new mobile number maybe of interest to some of you, if you are lucky he may even answer it if you ring him! His new number is 07415938361. He asked for a raspberry as he doesn't like blackberries but these are not available at the moment!

Thank you to all who have sent input for this month's newsletter. Condolences to Julie Els on the loss of her mum and thank you Julie for sending the write up and photographs for the Sammy Miller trip. Don't forget, it is always interesting to hear what club members are up to whether it may be journeys in their Austins or repairing/rebuilding vehicles, just send in any write-ups to me. I hope you enjoy this month's edition and look forward to meeting many of you over the next few weeks, there are quite a few events to visit and/or take part in, weather permitting.

Maureen

Chairman's Corner

The April Club night saw the previously postponed talk by Joy Craig on fuchsias taking place in the conference room and was much enjoyed by the ladies with many of them leaving laden with plants. Meanwhile the men passed away the time either in the car park or inside the pub doing what they do best, talking about their Austins. We were a bit confined for space as our usual meeting room was out of bounds due to a leaking manhole cover. Now that the furore over the Royal Wedding had died down I had the pleasure of informing the members of the huge part that our very own Anne Butcher had played in the making of both the bride and chief bridesmaid dresses. According to her husband Dave, on many occasions Anne was working on the dresses until the early hours of the morning and then having to travel home from Hampton Court Palace where she and others were hard at work on creating the dresses. The June club night is The Half Gallon Run which is being organised by Andy and Do Ranson and I have been asked to remind you that you can start this from **7.00 pm** to get the best of the lighter evenings. Finally a reminder that there are still 4 rooms available for the free night's B & B at the New Inn on Saturday October 15th please let me know if you are interested.

John

Secretary's Scribblings

'Seeing Wood from Trees'

For some odd reason, this year, there appears to be a greater than usual abundance of events and activities going on, both motoring-related and otherwise. So many, in fact, that we're quite spoiled for choice and many, such as I, are probably a bit confused and, even though most, if not all, are routinely listed in the monthly Events Update, sight of what's on offer may have been lost.

Hence this summary (by no means exhaustive!) which may help to reduce confusion a little and assist members to select the events they fancy attending, or, at least, remind them of the ones they've already entered or signed up for.

In some instances, marked thus **, it's important for some indication of how many might turn up to be established beforehand, in order to aid planning by the organisers and where this is so it would be helpful if the person named against the entry could be contacted and advised as soon as you've made a decision.

Attention to this specific detail would be greatly appreciated.

So, in chronological order, here are eleven imminent or forthcoming events, etc:

5 th June	Woking Hospice Classic Car Show (non-Club event) Cut-off date for entries was 20 th May but organisers willing to accept late entries. See www.wsbhospices.co .	
5 th June	Clandon Park (Guildford) A7 meet	Dave Witton (01252 333465)
11 th June	Bearwood Invitational Car Show Entries now closed	Colin Greig (0118 978 2087)
25 th June	BEN Run, Windsor Great Park Invitational only	Eamonn Galligan (01344 620191)
3 rd July	Pinewood Festival, Crowthorne (Fete and Car Show)** Trevor Edwards	(01344 775012)
17 th July	Visit to Woodley Aircraft Museum, or walk at Dinton Pastures, followed by BBQ ** John Hancock	(0118 955 5387)
31 st July	'Picnic in the Paddock', Finchampstead	Colin/Trevor (as above)
14 th Aug	'August Amble' Run	Colin (as above)
29 th Aug	Littlewick Show, Maidenhead	Bob Hughes www.austinsevenownersclub.com
3 rd Sept	Longparish Fete, near Andover **	Trevor (as above)
10 th Sept	Heritage Day, Basildon Park, nr Reading**	Trevor (as above)

Additionally, the 90th Anniversary ('Birthday') of the Austin Seven Event, in July next year, being organised by the Austin Seven Clubs Association and which the NHAEG is planning to combine, partially, with its 2012 group trip, was the subject of a special, 'blanket' email sent out recently to all members, who are contactable electronically. In it a plea was made for anyone interested to ensure that they make this known to Dave (Witton) by July 15th **this year**. The reason being that accommodation has been provisionally booked and will be retained for our needs, but, for a limited period only. Clearly, in view of the anticipated keen interest by Austin clubs and groups from all over

the country and probably beyond, conveniently located accommodation will become increasingly difficult to obtain and forward planning is essential.

It's most important, therefore, if you're interested in joining the group, next year, on its annual 'pilgrimage' – in this instance to Warwick and the surrounding 'Shakespeareland' region – that you don't overlook the deadline for registering your interest soon and, in any event, by July 15th next. Dave's contact details and address were mentioned in the email. Please remember to enclose a deposit cheque for £50.0 per couple/individual at the same time.

* * * * *

Finally, regarding any of the above events and activities, etc., or, indeed, at any time, a nil return from members is *almost* as important as a positive response. By this is meant that so often feedback and responses of any kind seem so difficult to obtain, it's almost like pulling teeth. This generates considerable frustration on the part of those trying to organise something or, in some instances, merely coordinate an initiative started by others.

PLEASE, when becoming aware of some forthcoming event or other and after some thought, *if* you plan to attend/participate, do let the contact person know soonest. Don't delay. Equally, if you really are not interested, or know that you will be otherwise engaged and therefore unavailable, it would be very helpful to know this also. A very simple, one line email, or quick phone call, would suffice and would assist greatly in eliminating uncertainty. *Many thanks for this!*

36th Nightjar Navigational Scatter Rally ~ 19th November 2011

At the May Club Night it was briefly mentioned that we're actively seeking volunteers to act as Marshals for this event, the most prestigious in our calendar. We are attempting, this year, to meet the requirements for **12** such officials from within our own ranks. We already have a fair number but require **5** more – two couples (or pairs) and one to accompany another member.

If you feel you might like to help out with this do please let one of the committee know and we will be very happy to give you the run-down on what it's all about and what's involved.

Similarly, one of the features of the event is the Soup Kitchen which is generally very popular with competitors. This is located at one of the Manned Controls and provides a welcoming cup of something hot to those who choose to take advantage of the facility. Again, if there's anyone (or, ideally, a couple) who fancy running a basic, *'Come Dine With Me'* stall, *al fresco*, please also get in touch with me, Trevor, or any other Nightjar Committee Member for further details.

Quiz News

May Quiz – 'This Will Make You Even More Cross'.
Very few entries for this one have been received so far. You have until June 10th though to get your entries in!

This month (June) it's musical nostalgia time once again. Cast your minds back and see how many of the musical artistes, groups and orchestras, from the past, you can identify from the cryptic clues provided. Closing date 8th July.

Holme Lacy, Herefordshire ~ 20 ~ 24 June 2011

Plans for this are now virtually complete and following a second, route-proving trip being made by Jean and myself at the very beginning of June to "dot I's and cross T's", a package containing all essential and useful information about the trip will be distributed, to those members going on it, at the June Club Night (13th). Those who may not attend on that evening will receive this either delivered by hand or via the mail.

It's probably a bit much to hope for but, despite anticipated howls of protest from all the gardeners amongst us, it would be great if the fine weather could hold for the five days we'll be in what is, it is claimed, the 'quietest county' in England.

Though the presence of 31 NHAEG types could, of course, well change that for a few days!

'Woes with PO'

Taking PO, my 1931 Box 7, for its MOT a few days ago I noted that the ammeter was showing a few amps discharge suggesting that the dynamo had quit working. I wasn't overly concerned; such aberrations being not entirely unknown and the cause has generally been something fairly obvious and simple to fix. She duly passed the MOT OK and I returned home to investigate the issue.

Firstly, there was nothing obvious which might explain the *sudden* failure to show a charge and a cursory examination of the dynamo brushes showed them to be in good order although removal of the dynamo was clearly necessary to take a proper look over the unit. This I did and decided to strip it down after I found a considerable excess of grease around the brush area which, in my opinion at the time, seemed a good enough explanation for the problem to arise. Although a bit puzzled at to why so much grease would be present around the brush area and especially on the third brush wiper ring, I cleaned everything up thoroughly and electrically checked field coils and even each individual commutator segment for continuity. On the face of it all seemed fine and I was about to reassemble the unit when I was horrified to spot *very* severe scoring of the shaft at the brush end and a very badly worn bearing, oval in shape(!), at that end.

Obviously something needed to be done urgently and a friendly, local engineer skimmed the shaft (20 thou) and made a correspondingly undersized bearing to replace the one which was worn. After this I reassembled everything and, filled with hope and optimism, refitted it to the car, started the engine but was then dismayed to see that nothing had changed for the better!

Cutting the story short I then determined to check thoroughly check all cabling, removed both cut-out from the scuttle and switch unit from the dashboard, cleaning and checking operation of both. Result: problem still present. Conclusion: *must* be the dynamo itself. I'd clearly been ignoring the 'elephant in the room' since I was reluctant to believe that this could be the case, largely because I'd had the armature rewound only two years ago and everything had worked perfectly since.

In a state of some frustration I contacted Dave (Witton), for a chat and moral support and, since he was going to Beaulieu the following weekend, he offered to take the dynamo with him in order to place it in the hands of *Classic and Vintage Dynamos*, who'd done a couple of jobs for him in the past and who he could recommend. Having duly left it with them on the Sunday, I was contacted the following Wednesday with the bad news that the armature was, indeed, burnt out but, nevertheless, had the unit back in *my* hands by the Friday – just five days (and the little matter of a bank account £100, plus carriage and VAT, lighter!), from start to finish.

Pretty impressive service I thought!

Normal service appears now to have been resumed. Cause of original failure, due, reportedly, to overheating, not exactly established. Could have been the worn shaft/bearing generating excessive heat. Could also have been overrunning of the dynamo due to the absence of a shunt resistor in circuit when switched to Summer Half Charge. The vehicle had never had one since I've owned it (13 years) and, perhaps with the wisdom of hindsight, fortuitously, there's never been a problem.

Needless to report, however, this deficiency has now been corrected and, with many thanks to Andy (Seager) for kindly providing the necessary materials, I have now fabricated and fitted one. Fingers crossed that the Dynamo Wars are concluded – at least for the moment!

That's just about all for the moment. Safe and trouble free Austineering!

Trevor

Colins Comments

There are a number of events coming up in June. The first is the **‘Woking Hospice Classic Car Show’** on the 5th. Details were in last month's newsletter but if you need more, Nick Buchanan should be able to help you.

On the 11th there is the **‘Bearwood Invitational Classic Car Show’** details of which were in the February newsletter. As the name suggests entry to this show is by invitation only, quite a number of you asked for invitations and I sent your names to the organisers. When I receive the invitations I will email them on to all those who have asked to go, as you will need them to enter the grounds. It is understood that if we all wish to park together as a club we will have to arrive at the same time, I will therefore email details of a suitable meeting place and time to everyone along with the invitations. **Please note you cannot just turn up without an invitation.**

On the 25th the day after our return from Trevor and Jean's trip to Holme Lacy there is **‘The Paul Finn Vintage & Classic Vehicle Rally & Lynwood Fete’** or as most of us know it **‘The Ben Run’**, which again is by invitation only. I understand that quite a number of you have applied to attend so it should be a good day as always, with a slightly longer run through Windsor Great Park than usual. If you have not been before but would like to go you would need to contact the organiser Eamonn Galligan on 01344 620191 to see if there are any places left.

I will be doing an update to the **Parts and Services Directory** at the end of June; so far I only have one recommendation. If you have recently used the services of someone who is not already in the Directory and they are worth recommending to other members please let me have the details ASAP.

That's all for this month. See you at the Half Gallon Run; don't forget you can start anytime from 7.00pm. Best to start early to make sure you are back before dark.

Safe and Happy Motoring.

Colin.

Some of our members may be interested in the following events to be held in September.

18th September Classic Vehicle Show at the Rural Life Centre Tilford and

24th and 25th September Steam and Vintage Weekend also at the Rural Life Centre Tilford.

Don's Doodlings

Yes, I know it sounds mad asking you to make a decision regarding our club holiday for **2012**, when we are still looking forward to our 2011 holiday! As you will appreciate, booking hotels for a group in some parts of England in mid-summer, has to be done a year in advance. Please make a note of the date by which the deposit has to be paid, if you are interested in taking part.

July 19th to 24th 2012 will be our annual NHAEG holiday organised by myself and Maureen. We will be staying at The Holiday Inn, Leamington Spa. This holiday will hopefully, take the same format as the 2010 experience to Bridgnorth unfortunately, minus the 40's train

journey, but I am sure Maureen and I can find places to visit and things to do which will be of interest to you all.

At the moment the plan is to leave on the 19th July, possibly from Theale near Reading and have a leisurely drive to Warwick stopping for morning coffee and a halfway lunchtime stop.

Dave Witton has managed to agree a very attractive rate of £70 per night per room with The Holiday Inn, which includes full breakfast. Therefore the total amount for accommodation including breakfast is £350 for the five nights. Obviously, additional costs will be incurred for lunch and evening meals etc.

If you would like to secure a place on the **NHAEG 2012** holiday a **£50 deposit is required, cheques made payable to the NHAEG** and sent to Dave Witton **by July 15th 2011**. Dave's address is Moorhill, 4 Highlands Road, Farnham, Surrey.GU90LX.

The £50 is purely to show your commitment to the holiday and a full refund of the £50 will be made later.

So far, the only day trips we have tentatively arranged are Friday 20th and Sunday 24th July. After breakfast on the Friday, when we are ready, we will drive to Stratford upon Avon to visit the town and possibly a National Trust House.

As you may know, our holiday coincides with 90 years of the Austin Seven and a rally to celebrate is being held in Warwick, close to where we are staying. On Sunday 24th July, after a leisurely breakfast, we will make our way to the rally field. I would like to point out we have no involvement with the organisation of the rally i.e. marshalling etc. We are purely visitors. Maureen and I appreciate this is YOUR holiday and you are more than welcome to join us on our "organised" days or, you may wish to "do your own thing".

I hope these dates in **2012** will allow as many of you as possible to join us on yet another **"Donnie's Experience"**.

The trip to [Brakespear's](#) Brewery in September is still being worked out and there will be more information in next month's newsletter.

Don

2011 COMMITTEE CONTACTS:

Chairman:	John Chad	01252873713 (jchad@waitrose.com)
Secretary:	Trevor Edwards	01344775012 (trevor_c.edwards@btinternet.com)
Treasurer:	Jean Edwards	01344775012 (trevor_c.edwards@btinternet.com)
Committee:	Don Breakspear	01189733568 (maureenbreakspear@yahoo.co.uk)
	Dave Witton	01252333465 (david.witton@btinternet.com)
	Phil Dunford	01252716387 (phildunford@dunfords.co.uk)
	Karen Witton	01252333465 (karen.witton@kpmg.co.uk)
	Colin Greig	01189782087 (colin@greigc.freeserve.co.uk)

NHAEG Club Nights and Events Diary

Club Nights

		Arranged By
June 13 th	Half Gallon Run	Andy and Do
July 11 th	Concourse d'Elegance	Committee
August 8 th	Walking Rally	Trevor/Jean
September 12 th	Wessex Stitchery in the Conference Room or Noggin & Natter	Anne Butcher
October 10 th	Talk on Guns by Peter Gillet	John Hancock
November 14 th	Auction	Don/Trevor/Colin
December 12 th	Festive Fun	TBA
<u>2012</u>		
January 9 th	AGM	Committee
February 13 th	TBA	TBA

Events

June 5 th	Visit to Clandon Park (non club event)	A7OC Dave Witton for details.
June 5 th	Woking Hospice Car Show (non club event)	Nick Buchanan for details.
June 11 th	Bearwood Invitational Car Show	Colin
June 20 th -24 th	Trip to Holme Lacy	Trevor/Jean
June 25 th	BEN Run (non-club event)	Colin/Trevor for details
July 3 rd	Pinewood Open Day Car Show. (non club event)	Details in March newsletter
July 17 th	Visit to Woodley Aircraft Museum or walk at Dinton Pastures followed by run and BBQ	John/Joan
July 31 st	Picnic in the Paddock	Don/Trevor/Colin
August 14 th	August Amble	Colin/Ann
August 29 th	Littlewick Show (non-club event)	Colin for details
September 3 rd	Longparish Fete (non club event)	Details in March newsletter
September 10 th	Heritage Day at Basildon Park.	Details in March newsletter
October 15 th	Free night at 'The New Inn' Details of activities during the day TBA	John C
November 19 th	Nightjar	Nightjar Committee
December 5 th	Christmas Dinner	Trevor/ Jean

If you know of any events not listed please let me have details. Colin

QUERIES OF THE MONTH

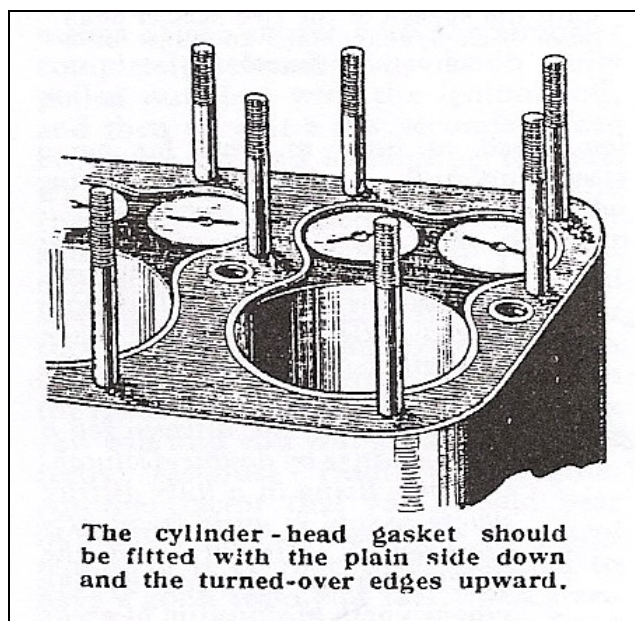
Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month’s selection consists of No 659 Cylinder Head Gasket – Austin Light Twelve-Four and No 793 Speedometer Drive – Austin Seven.

No 659 appeared in April 1935 and No 793 appeared in March 1937.

No 659 – Cylinder Head Gasket – Austin Light Twelve-Four

Q. *I have just decarbonised my Light Twelve-Four, and as the cylinder-head gasket was damaged somewhat in removing the head, I fitted the new gasket supplied with the car. As I omitted to notice which way up the old gasket was fitted, I was in doubt as to how to fit the new gasket on finding it would pass over the studs either way up. From examining the old gasket it appeared as if the plain side had been fitted downwards, the turned-over edges being on top, and so I have fitted the new gasket similarly. I should, however, like your assurance that it will prove satisfactory while so fitted.*

A. You have fitted the gasket correctly. All Austin cylinder-head gaskets should be fitted with the plain side to the cylinder block and the turned-over edges to the head, and providing you have tightened down the cylinder-head nuts evenly, giving each only a turn or so at a time and beginning with those at the centre and working to those at the ends, the new gasket should have made an efficient water- and gas-tight joint.

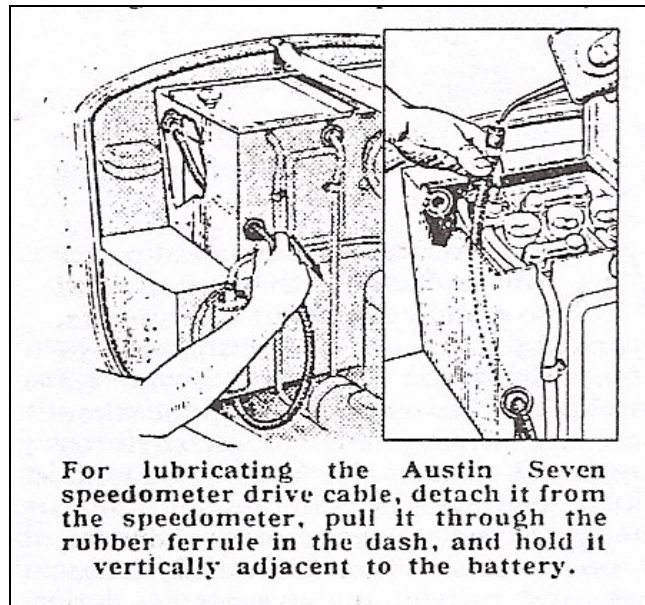


You should, however, try the cylinder-head nuts again after you have run the car for a few days, as usually they can be taken up slightly, the gasket having bedded down meanwhile.

No 793 – Speedometer Drive – Austin Seven

Q. *I should be glad of your advice as to the best method of lubricating the speedometer drive cable on my Seven. As this has become slightly noisy of late I feel it may benefit from lubrication, but how to introduce the lubricant into the top end is not immediately obvious to me, seeing that this end of the cable is located under the dash. Is it necessary to remove the cable for this attention?*

A. You will find lubrication of the speedometer drive cable quite a simple matter if, after disconnecting it from the speedometer, you pull the cable through the scuttle panel from the tool-box side.

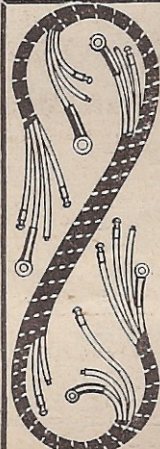


It will readily pass through its rubber mounting ferrule. It can then be held vertical while the oil is applied. The lubricant will pass more readily down the cable casing if the slotted retaining washer is removed from the cable, and the cable pulled out of its casing sufficiently for its end, which is of enlarged diameter, to be clear of the casing. When refitting the drive, ensure that its squared end mates with the speedometer driving spindle correctly before screwing the retaining collar well home.

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

Some More Old Advertisements

This advertisement is from 1958, not bad for 60/- for a complete vehicle.



RE-WIRING?

Easy to Fit electric cable Harnesses
 FOR CARS, COMMERCIAL VEHICLES, TRACTORS.
 STANDARD CABLE COLOURS COMPLETE WITH
 CHART 1932 MODELS ONWARDS. RETURN SERVICE

Prices from 60/- . Catalogue
Est. 1921

AUTO SPARKS LTD
Electric Cable Manufacturers
 LIME STREET, HULL. • Phone 31051

Here are a couple of advertisements from Wellworthy Ltd, the manufacturer of piston rings. One is from 1938 and the other is from 1958. I could not find any later advertisements for this company, I believe the Wellworthy Ltd became part of Hepworth & Grandage Ltd in the early 1960s and piston rings were then marketed under the well known brand name of Hepolite.

WELLWORTHY
PISTON RINGS

"The Choice of the Expert"

USED BY THE MAJORITY
OF ENGINE BUILDERS

COMPRESSION RINGS
for a perfect seal.

SUPERSLOT OIL CONTROL RINGS
FOR OIL ECONOMY

WELLWORTHY
SIMPLEX
PATENT PISTON RINGS

FOR WORN BORES
Compensate for cylinder wear
Give new life to your engine
Write Dept. P.G., 89, Blackfriars Road, S.E.1
for "Hints on Engine Efficiency."

WELLWORTHY PISTON RINGS LTD.
Piston & Piston Ring Specialists
LYMINGTON, Hants.
and at London, Croydon, Canterbury, Birmingham,
Manchester, Newcastle-on-Tyne, Leeds, Liverpool,
Hull, Southampton, Bristol, Cardiff, Glasgow, Edin-
burgh and Dundee.

1938

**Another 5,350 miles on the clock
—but no change on the dip-stick!**


When Mr. J. F. Crump A.M.Inst.W. found his A.40 Countryman using oil at the rate of $1\frac{1}{2}$ pints every 100 miles, his garage recommended fitting new Wellworthy Pistons and Duaflex Oil Control Rings.

"I agreed to have these fitted," writes Mr. Crump, "and the vehicle went in at 9 a.m. and I had it back the same day so there was no hold-up. I have now completed 5,350 miles without using any oil."

I have also had extra compression. The vehicle is due for an oil change but to me it is as clean as the day it was put in. I am confident that the fitting of the pistons and rings will obviate a complete overhaul in the near future which would have been very costly. I am more than satisfied with the results, and congratulate you on this perfect product."


If your engine is burning excessive oil, but not due for a major overhaul, Duaflex Rings will reduce oil consumption and restore compression. Ask your garage for details, or write direct.

How Duaflex Rings work



- 1** Vertical sealing spring keeps rails firmly in ring groove, forming perfect seal.
- 2** Expander maintains even outward pressure on cylinder walls, taking up irregularities.
- 3** Rails 'wipe' oil from cylinder walls, avoid scraping and wear.

For best results fit Wellworthy Pistons with matched sets of Wellworthy Rings at the same time as fitting Duaflex Oil Control Rings.



WELLWORTHY
DUAFLEX
CHROMIUM PLATED
OIL CONTROL RINGS

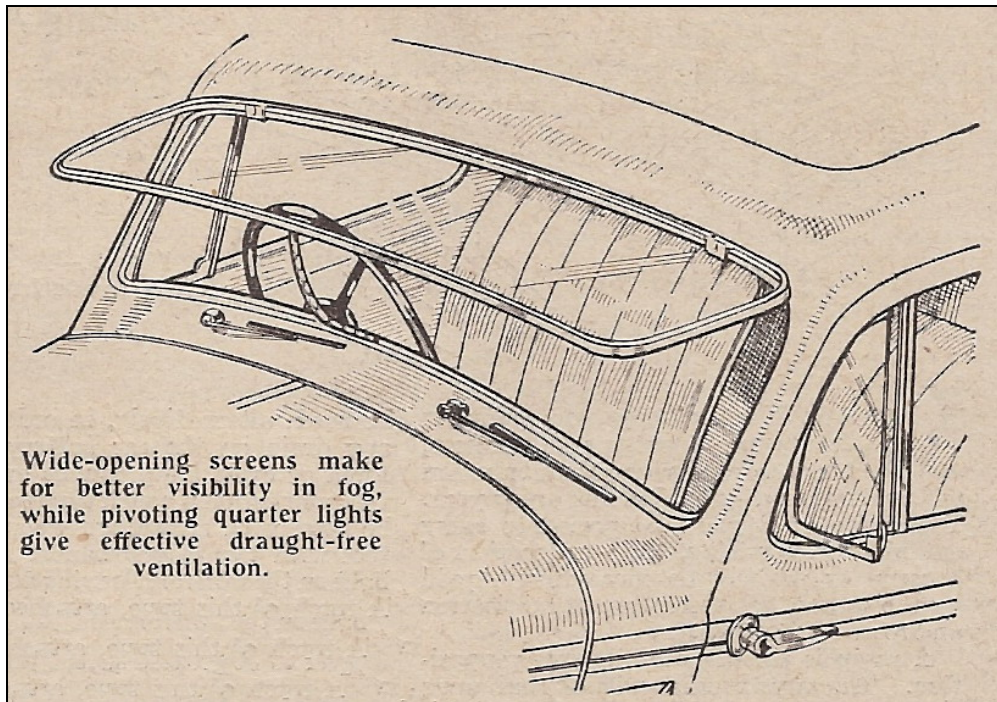
"The Choice of the Expert"

REDUCE OIL CONSUMPTION
INCREASE COMPRESSION • DEFER RE-BORES

Write for leaflet G.14/8 to: **WELLWORTHY LIMITED • LYMINGTON • HANTS**

1958

Finally, not an old advertisement but a picture showing a couple of major improvements made to the average saloon car during 1937.



Andy Ranson

A GRAND DAY OUT AT SAMMY MILLER'S MUSEUM

The 27th March saw a number of the NHAEG members visit Sammy Miller's Motorbike Museum in New Milton in the New Forest. Peter and Mick had contacted a few other clubs in the weeks before hand and we were joined by a few members of the Dorset A7 Club and Solent Club which Jane belongs to. There were also a large number of BSA Club members with their motorbikes.

Pete and Pauline in their box saloon met up with Dave and Hazel in the Pearl Cabriolet for morning tea in Romsey. They headed south to meet up with Mick and Julie in the Spitfire, Tony and Pat in their A12/6 Ascot, Andy and Do in their Morris 1000, George and Ruth, Malcolm and Jane came in their modern cars.



The white Austin Special in the foreground had travelled Route 66 from Chicago to Los Angeles as well as Canada and South America.

The Museum itself, houses a collection of fully restored motorbikes, many extremely rare models.

It is more than just a static collection, this is a “live” museum where, if the opportunity arises, the bikes are run in classic events and many are still fully competitive and will hold their own in speed parades. The contents of the museum are changing all the time.

For the ladies, there were a few local shops to browse in and a lovely tea room where we could sit and natter while the men spent ages in the museum checking out all the exhibits. Lunch was also served which included a roast, potatoes, Yorkshire pudding and FIVE vegetables., clearly keeping up with the Government guidelines!

One of the attractions was an RCS Motorcycle Special, one of only seven built by Bob Collier in the 1950's. Bob worked for Norton as a tester in the development workshop. The Special he built is an ex war department BSA M20 fitted with an Austin 7 engine. In the 1950's, these motorbikes were plentiful as were the Austin 7's so why not combine the two?

However, there were certain problems to overcome. The first of which was cooling - the cast iron cylinder block water jacket was removed and the cooling fins welded on, the aluminium cylinder head had its cooling fins screwed on and the aluminium rocker cover had four gauze covered channels to act as cooling fins. The dynamo and distributor drive was in the way of the drivers knee so was moved inboard using a chain drive to a mag - dynamo. The flywheel is much smaller and runs in the open with a primary drive chain behind the flywheel connecting to a BSA clutch and gearbox with a long mainshaft so it lines up with the engine sprocket.

Bill, who runs the Museum bought the motorbike out and ran it while Mick (another one) from the BSA Club, drove Pete's Austin 7 and parked up next to the motorbike for comparisons.

We all departed around 4.30pm with Pete and Pauline staying overnight in Lyndhurst where Pete looked at Ferraris and Maseratis (more into the 21st century) but Pauline still wouldn't let him have one! They then went on to Romsey Abbey where Earl Mountbatten is buried.

I think we were all impressed by the number, condition, quality and uniqueness of the exhibits, so would recommend a visit if you are in the area at any time.

(Many thanks to Julie Els for this brilliant report).

[illegible]

Memories from the early 60s!

On Page 10, amongst Queries of the Month, there is a vehicle which brings back lots of memories to me of our “courting days” (Don’s and mine of course!). I loved this car/van with windows, it was black and had a bench seat and column gear change. I remember it well, Don’s dad, Pop/Valentine Breakspear bought it for Don when we visited the family in Folkestone, Kent and he banned Don from bringing me back to Berkshire in the dangerous heap (Austin 10 Cambridge 1937) he had taken me down in! The back spring had broken and Don (unbeknown to myself) had found a lump of wood which he put in as a makeshift repair and believe it or not, the Austin 10 made it to Kent! I should have been forewarned about my future life, shouldn’t I?

Maureen

JUNE 2011 QUIZ THE WORLD OF POPULAR MUSIC - No 2

This is very similar to one posed in August last year. All answers are popular singers/groups/orchestras, having had records in the UK charts since 1951. The spelling must be that of the artiste(s).

Entries please, to Trevor Edwards, 55 The Brambles, Crowthorne. RG45 6EF, together with £1.00 (towards cost of prizes), by Friday, 8th July 2011.

- | | | | |
|-----|-------------------------------|-----------|-------|
| 1. | A FRENCH 'DEAR' ? | _ _ _ _ _ | (4) |
| 2 | THE FIRST MAN'S BELIEF? | _ _ _ _ _ | (4,5) |
| 3. | DROPS FROM A PEN? | _ _ _ _ _ | (3,5) |
| 4. | A WELSH CAT? | _ _ _ _ _ | (3,5) |
| 5. | SEVERAL TWISTS IN STRING, ETC | _ _ _ _ _ | (5) |
| 6. | THE FINAL SCOTSMAN? | _ _ _ _ _ | (5,4) |
| 7. | HM | _ _ _ _ _ | (5) |
| 8. | EROTIC FIREARM | _ _ _ _ _ | (3,7) |
| 9. | SAID WHEN THROWING A PUNCH? | _ _ _ _ _ | (4,4) |
| 10. | AN OFFICIAL FORM | _ _ _ _ _ | (4) |
| 11. | NOT AN OLD SCOT! | _ _ _ _ _ | (5,5) |
| 12. | FISHING BOATS? | _ _ _ _ _ | (8) |
| 13. | HIS NAME CONTRADICTS ITSELF! | _ _ _ _ _ | (6,4) |
| 14. | SOUNDS LIKE TWO TOILETS! | _ _ _ _ _ | (4) |
| 15. | AN ECCLESIASTICAL SUMMER BIRD | _ _ _ _ _ | (4,6) |
| 16. | HALF A DANISH PAIR | _ _ _ _ _ | (4) |
| 17. | A BEDTIME DRINK | _ _ _ _ _ | (3,9) |
| 18. | PLATES | _ _ _ _ _ | (8) |
| 19. | USED BY BUILDERS | _ _ _ _ _ | (8) |
| 20 | N. YORKS SINGING TRIO | _ _ _ _ _ | (8,7) |

Submitted by:.....