

Monthly Newsletter and Events Update

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March 2008

It's that time again!

Yes, our worthy Editor's away on the other side of the world visiting relatives and has (foolishly) entrusted the task of producing the March Newsletter to 'Yours Truly' once again.

It will, however, be a rather short and sweet affair on this occasion since, at long, long, last, Jean and I are now in the process of moving back into our home after the flooding which occurred last July and are now engrossed with the business of 'moving homes' again. Therefore, it's hoped you will all appreciate that, right at this moment, there are a number of issues to take care of and time is in quite short supply.

Nevertheless, this edition will hopefully, bring everyone up to speed with the goings on over the past month and provide an update on forthcoming events and activities.

So, without more ado, let's start off with Colin's Column.....

Colin's Column

I would like to start off by thanking Trevor for stepping in to produce this Newsletter while Maureen and Don are on the other side of the world visiting their family at the moment.

Recently a few of us went to a Seminar organised by the MSA (Motor Sports Association) to see if we could pick up any tips to help us in the running of the 'Nightjar'. It was very interesting although quite a bit of what was discussed does not affect us in the running of this event; non-the less we learnt quite a bit which hopefully will be useful to us in the future.

Elsewhere in this Newsletter you will find a contribution from Andy Ranson and he has kindly offered to do this each month. I would like to thank him for this and also the Austin Ten Drivers Club (ATDC) who now own the copyright to the publication he is taking his contributions from. I am sure you will find these useful and at times amusing.

At the start of our February club night we held a brief EGM details of which had been sent to all members beforehand. I believe Trevor is going to include the results in his report so I will leave you to read that.

After the EGM I ran a quiz, which was mainly general knowledge although I did pop a few Austin questions in for good measure. I hope you all enjoyed it. The winners who received two bottles of wine were Tony and Pat with a score of 21 out of 30 although they only just won as Trevor and Jean were a very close second with 20 points. Well done to them all.

At the March club night will have a Noggin n Natter in place of the talk by George (Ewart) who unfortunately will not be able to do it on this night. We will programme his talk in for a future club night.

Elsewhere in this Newsletter you will find details of the **'Drive it Day'** run. Please read it and let me know as soon as possible if you wish to come.

That's all for now, I trust you are all getting your cars ready for the warmer weather.

Safe and Happy motoring.

Colin

Secretary's Scribblings.

As those who attended the AGM in January will recall, some members expressed a little unease and disquiet at the fact that it was necessary to take a vote on those chosen to serve on the 2008 Committee since two fresh nominations had been received. Although, in fact, the procedure adopted over the past thirty years or so was also followed at the AGM, it nevertheless was felt, by some, that, in essence, members were being asked to vote *off* existing Committee member(s) rather than voting *on* someone new.

Note was duly taken of this concern and, accordingly, an EGM was announced and scheduled to take place during the February Club Night.

Four options were presented for consideration, upon which a subsequent vote was taken by all those attending, as well as two votes previously submitted electronically.

In summary the four options presented were:

(1) Routine retirement of one Ordinary Member each year to permit fresh nominations to be invited.

(2) Routine retirement of one Ordinary Member *and/or* one Officer, in alternate years; this also to permit fresh nominations to be automatically invited.

(3) Nominations to be requested only if an Ordinary Member, or Officer of the Committee, had indicated an intention of not standing for re-election.

(4) Retention of the *Status Quo*

In the event, the option attracting the greatest number of votes (16) was Option 4. In descending order of votes attracted came Option 1 (7 votes), Option 3 (6 Votes) and Option 2 (2 votes).

Therefore, by a significant majority, the selection process for the Committee remains unchanged, which, in fact, is similar to that adopted by most other similar clubs, groups, etc., in a democratic society. Such a system clearly provides members with both the opportunity to nominate someone, even themselves, to serve on the committee or, alternatively, to vote for their choice of committee in the time-honoured manner.

It is hoped that, having put the issue to the membership to obtain a clear mandate, the topic will not cause any unnecessary unease on any future occasion.

QUERIES of the MONTH

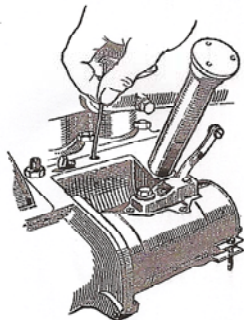
These two articles below are "Queries of the Month" and appeared in "The Austin Magazine & Advocate". This magazine was published on a regular monthly basis between 1932 and 1946. Some of the queries were of a technical nature and others more of a simple nature (sometimes quite amusing) but topical at the time. With limited manufacturers warranty and many components needing regular tuning and adjusting this magazine must have been well read.

No 544 appeared in November 1933 and No 1001 appeared in August 1940.

No. 544.—Engine Lubrication—Austin Seven.

Q. I notice in the handbook supplied with my Austin Seven a reference to the oil jets that feed the crankshaft bearing. I am not, however, able to locate the jets referred to. Is it necessary to remove any part of the engine? Also, how often should it be ensured that these are clear?

A. The oil jets mentioned by you are situated under two plugs on the top of the engine crankcase on the off-side of the engine. The plug over each jet is readily removable and the jet can then be cleared by



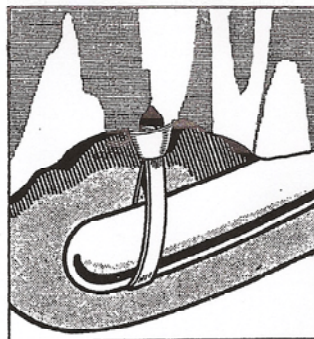
Use a 1/16 in. diameter wire to clear the oil jets under the plugs on top of the crankcase at the off-side.

means of a short wire of 1/16 in. diameter as specified in the handbook. It is advisable when doing this to have the engine on compression (for any one of the cylinders) as then the crankshaft is in a vertical position, and its oil pockets are not under the jets in the event of any foreign matter being poked clear. There is no fixed period at which this attention should be undertaken, but you should be quite safe in effecting it, say, every 10,000 miles. In removing and replacing the rear plug, care is necessary to avoid touching the starter terminal with the spanner, as the battery current would then be shorted.

No. 1001.—Camouflaging Car—Twelve.

Q. I shall shortly be required to camouflage my car—an Austin Twelve—and shall be glad of your advice as to how this can best be done. This measure is to render the car inconspicuous when parked at certain points which I have to visit in connection with Government work. Are there any official recommendations or specifications for this precaution?

A. There is no difficulty about camouflaging your car, and there are, to the best of our knowledge, no official recommendations or regulations to be complied with. In



Showing a convenient way of anchoring a camouflage sheet to the bumpers.

your circumstances it would appear that you have the choice either of permanent camouflage, or a camouflage covering to put on the car when parked in what we assume is a "Protected Place" as it is called.

Permanent camouflage, involving cleaning and flattening down the present body finish, and spraying on a "fantasy" of khaki and green or black, can be undertaken in a short time by any garage equipped with a spray-painting plant, and should not be expensive.

The alternative is a camouflage sheet, suitably coloured and of sufficient size to cover the car. Such a sheet can be conveniently anchored at each corner by suitable loops or clips to the bumper bars, and can be stowed when not in use in the rear luggage compartment.

Thanks to Andy Ranson for submitting these two items: might come in handy some time, especially the useful tips on camouflaging; wonder if it would work with speed cameras!

Tyres Tyres Tyres

I have just got two new tyres for Arabella from North Hants Tyres in Aldershot; their details are in the Parts & Services Directory. As those of you who bought tyres from them when they were in Fleet know they had no facilities to fit them there. At their new premises they are now able to offer this service, providing the wheel is off the car. I would suggest however you phone before going over, as they will only fit the tyre while you wait if they are not too busy. There is no charge for the fitting providing of course you have bought the tyre from them.

They will also give you 10% discount if you belong to a club so make sure you take your NHAEG card along with you.

Colin.

“Peter’s Potter” – 23rd March 2008

As those who were at the AGM may recall, Peter (Barlow) mentioned that he was planning to organise a run on 23rd March (Easter Sunday). He has provided details of this and are published here for your information and, hopefully, participation in the event.

The plan is to meet at the ‘New Inn’ Heckfield (Club Meetings Venue) at 10:15am, for coffee, prior to a 11:00 departure, heading for the Cricketer’s Inn, Kingsley, where we hope to meet up with members of the Solent Club.

Details will be distributed at the start (‘New Inn’) but the route generally will be via Hook, Weston Court, A339 and Lasham Airfield, with a further comfort stop (coffee etc.), of about 45 minutes, at Avenue Garden Centre. From there it will be on to Lower Froyle, Bentley, Blacknest, Binstead and then to Kingsley.

The Cricketer’s Inn is reputed to have an excellent menu offering good, home cooked food at reasonable prices.

Thanks are due to Peter for organising this run; please support it if you possibly can but, if you plan to do so, please make sure you contact him prior to the next Club Night (March 10th) to confirm and to enable numbers for coffee, at the start (‘New Inn’) and meals at ‘The Cricketer’s Inn’, Kingsley, to be determined.

This is most important!!! Peter’s phone number is: 0118 945 4861

Beware of errant snow-boarders!!!

Some may already be aware but, if not, Brian and Jana (Adam) both suffered unexpected and rather unpleasant experiences during the their skiing trip to Switzerland in January. Brian was unfortunate enough to be in collision with a runaway snow-boarder which resulted in his sustaining a fractured shoulder bone (which, if my sketchy knowledge of the human skeleton serve me right, is the clavicle). This, apart from being very painful, has left him pretty much incapacitated and, being strapped up, quite unable to do just about anything requiring the use of his right arm/hand, including driving, for an extended period of time. Understandably he is not at all amused by this situation and is most frustrated with the predicament he is in.

Our sympathy is extended to him as well as to Jana who, herself, managed also to contract a nasty bout of pneumonia during the same trip. It is understood that she is pretty much recovered from this nasty ailment but is, of course, now having to cope not only with being a taxi driver but, in addition, no doubt a myriad of other, extra chores, during Brian's incapacity – a situation not to be envied!

Anyhow, Brian, try to keep your spirits up and remain sane under what must be very trying circumstances. And Jana, stay healthy! Our best wishes to you both from everyone in the club!

Drive it Day

Meander and Lunch

20th April 2008

'Drive it Day' is the day when the Federation of British Historic Vehicle Clubs (FBHVC) ask all owners of historical vehicle to use them on the road if at all possible, even if it is just to go to the supermarket. However driving to the Supermarket is not much fun so as usual we will have an event which you will find much more enjoyable.

This year we will start our day at Henry Street Garden Centre at Swallowfield Road, Arborfield RG2 9JY and after meandering for 2 to 2 ½ hours through country lanes and picturesque villages we will finish at 'The New Inn' Heckfield for Lunch.

Henry Street is a very large Garden Centre and there will be time to look around before leaving. There is also a very good restaurant where you can get tea or coffee and should anyone want a full English breakfast can be had for £4.50.

As the date is very close to St Georges Day we can as usual show our patriotism and also how proud we are to be driving cars made in England by flying the flag.

I must know who is coming as **soon as possible**, so if you are coming please let me know now, but in any event by **27th March at the latest** as they get very busy at the The New Inn on Sundays and we will only get tables for lunch if we book well in advance.

I will advise times etc later, but I would think we would leave Arborfield about 11.00am to 11.30am and have lunch about 2.00pm.

Don't worry if your proper car is off the road for any reason you are still very welcome to come in a modern.

Colin

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Couldn't resist including this!

'Why Men Don't Write Advice Columns'!

“ Dear Walter,

I hope you can help me here. The other day I set off for work leaving my husband in the house watching the TV as usual. I hadn't gone more that a mile down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help.

When I got home I couldn't believe my eyes. He was in the bedroom with a neighbour making mad, passionate love to her. I am 32, my husband is 34 and we have been married for 12 years. When I confronted him he tried to make out that he went into the back yard and heard a woman scream, had come to her rescue but found her unconscious. He'd carried the woman back into our house and laid her on the bed. When she awoke she immediately began thanking him and he was attempting to break free when I came back. However, when I asked him why neither of them had any clothes on, he broke down and admitted he'd been having an affair for the past six months.

I told him to stop or I would leave him! He was let go from his job six months ago and he says he has been feeling more and more depressed and worthless. I love him

very much but ever since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him anymore. Can you please help?

Sincerely,

Mrs. Sheila Usk "

" *Dear Sheila,*

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and check all earth connections. If none of these approaches solves the problem it could be that the fuel pump itself is faulty causing low delivery pressure to the carburettor chamber. I hope this helps.

Walter "

That's about it for this month. Next month it will be welcome back to Maureen ready to wield the quill once again! Till then, take care and safe motoring!

Trevor

Events Forecast!

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| March Club Night (10th) | Noggin 'n' Natter'
(Talk by George Ewart postponed) |
| March 23rd (Easter Sunday) | 'Peter's Potter' – Run (see article) |
| April Club Night (14th) | 'Spring Airing' |
| April 20th | 'Drive It Day' Colin G |
| May Club Night (12th) | Don/Maureen's NZ experiences |
| May 17th | Beaulieu Autojumble |
| June Club Night (9th) | Half-Gallon Run |

June 21 st /22 nd	Isle of Wight Weekend (not NHAEG!) Nigel Offer – IoW Sevens	
July Club Night (14 th)	Concours d'Elegance	
July 21 st – 25 th	Cotswold Run	Don B
August Club Night (11 th)	TBA	
September 5 th – 8 th	Isle of Wight trip Norton Grange	Trevor E
September Club Night (8 th)	TBA	
September 12 th /14 th	Beaulieu Autojumble	
October Club Night (13 th)	TBA	
November Club Night (10 th)	Auction	Don B
November 15 th	'Nightjar' Navigation Rally	
December 1 st	Christmas Dinner	Trevor Edwards
December Club Night (8 th)	Festive Fun Evening (TBD)	

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