

# **NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP**

**Founded 1973**

## **Monthly Newsletter and Events Update**

Editor

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

[www.nhaeg.org.uk](http://www.nhaeg.org.uk)

**MARCH 2010**

<u><b>Club nights at The New Inn, Heckfield, 8pm, 2<sup>nd</sup> Monday in every month</b></u>
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### **Mo's Mutterings**

Hi everyone, I am sure we are all looking forward to spring and being able to use our vintage cars again, on a regular basis. Having said that, I am still getting over the shock of the ride in Chummy to The Phoenix on New Year's Day. I am still thawing out!

Many thanks to those of you who have sent in articles and information this month, they all make good reading.

Congratulations to Peter and Pauline Barlow for winning the best pre-1950s vehicle prize at The 9<sup>th</sup> Newbury Classic Car and Bike Show. Well done Mabel Daisy! However, I am intrigued by the mention of "Pauline's flying lesson", must ask for more information about this!

Thanks to Trevor Mulford for the following:

**There is a trip to the Isle of Wight on 4<sup>th</sup> September next, at a cost of £22 per head. This is in a 1949 OB Bedford coach (Reg. No. HOD 75) which will seat 28 persons. I will inform meeting place, times etc. later. This is great fun, I (Trevor, that is) have done the trip before.**

**Tel: Trevor Mulford on 01252 620435**

e-mail: [trev.241142@virginmedia.com](mailto:trev.241142@virginmedia.com)

Please let Trevor know if you would like to go. Don and I will be going, should be a fun day out!

George Ewart has also sent me a copy of an e-mail he received from an ex-member, Ron Sheldon. Ron discontinued his membership of the NHAEG over a year ago as he was moving to South Africa, where he has now lived for about ten months.

Ron has joined the Crankhandle Club in Cape Town, a multi-make vintage car club. There are a number of members with very nice Austins, 7s, 10s, 12s and 16s. He feels he is in good company.

Ron sends his best wishes to all of us in the 'old' country.

George has now circulated the NHAEG members' list for 2010 and issued the 2010 membership cards. If anyone has been left out, please contact George directly (e-mail [george.ewartx@internet.co](mailto:george.ewartx@internet.co)).

Alex Woollard, Geoff McCann and John Neal have now retired from the club.

### **The following car is for sale:**

**TRIUMPH 1500 1971, approx. 70000 miles and HAS BEEN GARAGED FOR ABOUT 15 YEARS. ANY OFFERS CONSIDERED.**

**Contact: Bill Clark 01252 873948**

*See you soon.*

*Maureen*

### **Colin's Column**

The snow may have gone, hopefully not to come back again, but as I write this it is still damp, cold and miserable. However, yesterday the sun shone and I was able to put the top down on the Mazda (it's got a good heater) when I went, with grandson Ben, to the Aston Martin Heritage Museum to arrange for the NHAEG to pay a visit. (See details elsewhere in this newsletter). Hopefully, it will start to get warmer and dryer soon.

#### February Club Night

With the AGM postponed in January, due to the snow, instead we held it in February. There was an excellent turnout with 42 members attending. It all went very smoothly with no contentious issues.

The committee remains the same except for Andy Ranson taking Maureen Breakspear's place. Maureen had asked to come off the committee but continue with the newsletter. Many thanks to her and a warm welcome to Andy.

During the course of the evening a vote was taken for the member who other members considered had contributed the most to the club in the past year. The well-deserved winner by a significant margin was Karen Witton who received the 'Annual Group Trophy Award'. Many thanks Karen for all your efforts over the past year.

#### The Snowdrop Run

The Snow Drop Run organised by Jean (Edwards) was a great success. We went by coach with the first stop being at a garden centre near Oxford. We enjoyed a good lunch and the ladies were able to buy bulbs, seeds and other things for their gardens. We then continued on to Welford Park where we were able to walk in the very extensive grounds to see the amazing carpets of snowdrops. This was then followed by tea before leaving for home. Thankfully, despite it snowing when we boarded the coach it soon stopped and was dry for the rest of the day.

Very many thanks to Jean for coming up with the idea and also organising it. I am sure everyone enjoyed it as much as Ann and I did.

## March Club Night

Our March club night is being organised by Don and Maureen and is called 'Where in the World' which I believe is a quiz with a difference, so come along give them your support and join in the fun.

## Ethanol in Petrol

In the November issue of the newsletter I mentioned an article in the FBHVC magazine regarding difficulties that some of their members were having due to ethanol in petrol and that the only petrol currently not having ethanol in it was Shell V-Power. The latest issue of the magazine states that this is no longer the case. They say that a statement from Shell says 'Shell like many other fuel suppliers, has begun blending ethanol into some Unleaded grades, including Shell V-Power at Stanlow, to comply with legal obligations of the RFTO.

## Austin Seven Centre Catalogue

Those of you who have had your Austin 7s for a long time will no doubt remember the Austin Seven Centre, which sadly went out of business about 25 years ago. They produced a catalogue, which had magnificent and accurate diagrams of all parts of the car, which I know some of you use today. If you do not have a copy or yours is getting very dirty and you would like a new copy, I see in the Austin 7 Clubs Association magazine that authorised reprint copies are now available @ £10 plus £1.99 postage. Cheques payable to J. Barker, 43 Bowes Road, Walton-on-Thames, Surrey, KT12 3HU email [johnbarkerA7@hotmail.com](mailto:johnbarkerA7@hotmail.com) I am sure that those who are lucky enough to have one of the original copies would agree with me when I say this is a must if you have an Austin 7.

## Looking Ahead

The new committee has just held it's first meeting and came up with a range of ideas for club nights and other events. I have given Maureen the full list, which should be elsewhere in this newsletter so make a note of the dates in your diaries. If any member or members would like to organise a club night or event then please feel free to do so. Just contact a member of the committee with your ideas and we will give you any help or guidance you may need.

You will notice that we are holding two meetings in May. This is because we are very keen for Bob Wyatt, who is now an Honorary Member of the NHAEG, to give us a talk on Austins. Bob is a very busy man and is not able to come on our normal club night so I have arranged for him to come on the 17<sup>th</sup> May. This is something to look forward to and you should definitely put this date in your diary.

Looking forward to seeing you all at the March meeting.

Safe and Happy Motoring.

**Colin.**

## **Trip to Aston Martin Heritage Trust Museum**

You will see in the list of forthcoming events that I have arranged a visit to the 'Aston Martin Heritage Trust Museum' at Drayton St. Leonard, near Wallingford. The date is Friday 4<sup>th</sup> June. I appreciate this may be a bit difficult for those of our members who are still working but it is only possible to go on a weekday.

It is hoped that everyone will go in their proper cars but if you cannot for any reason then you are obviously welcome in a modern. I will arrange a route for all those wishing to travel together; you can of course make your own way there if you wish. It is a very interesting place set in a beautifully restored barn dating from the 15th century.

They will provide us with coffee on arrival and a buffet lunch and someone from the Trust will be there to tell us all about Aston Martin and also the history and restoration of the barn. The total cost for all this will be just £15.

I need to know who would like to go by the first May club night, which is on the 10<sup>th</sup>. I will also need the money by then. However it would help me and the Museum to have some idea before that, so if you think you might like to go please let me know by email at [colin@greigc.freeseve.co.uk](mailto:colin@greigc.freeseve.co.uk) or at the March club night. You do not need to commit at this stage. However, you will have to by 10<sup>th</sup> May when all monies should be paid. Places will of course be allocated on a first come first served basis.

Details of the Aston Martin Heritage Trust can be found at [www.amheritrust.org](http://www.amheritrust.org)

Colin

## Secretary's Scribblings

### Quiz Update

As mentioned last month the December '09 Quiz (Proverb Acronyms) must have been far too easy since six entries produced all-correct answers. In this instance, however, all six winners received a truly 'magnificent' prize – a bar of luxury chocolate - rather than having to fight it out. Perhaps February's puzzler ('Four-legged animals') proved a little more of a challenge although, to date, only one entry has been received.

Nevertheless, if you're planning on entering, please get this one in by 6<sup>th</sup> March.

Otherwise there is another quiz elsewhere in this (March) Newsletter, which is certain to start heads being scratched!

\*\*\*\*\*

### Bletchley Park Trip ~ 11<sup>th</sup> April 2010

If you haven't already done so and are on the list for this trip payment was requested by 1<sup>st</sup> March. It's a bit of a pain chasing those who may have overlooked doing this so it would be much appreciated if I could have all payments in as soon as possible now please.

Many thanks!

Details of the trip, with optional rendezvous and route information, will be forthcoming during the next month after these have been finalised.

\*\*\*\*\*

### 'Snowdrop Run' ~ St Valentine's Day

As Colin mentions in his 'Column' this, despite the fact that we began the trip with a rather gloomy weather forecast, turned out to be a very pleasant, though little chilly, day out. The display of snowdrops was 'slightly' more impressive than the half dozen or so clumps now showing their heads above the soil in our garden – as the image here may convey:



### Half-Gallon Run ~ June Club Night (14<sup>th</sup>)

The Committee spent some time, during its most recent meeting, planning the series of events and activities for 2010 but became a little stuck when it came to this event – a permanent feature of the NHAEG calendar. The problem being that, at the time of writing, we have no-one in the frame to run it.

Hence, if there's any member (or, indeed, members) who feel they would like to take this event under their wing I'm sure everyone would be most appreciative.

Those who've entered the event before will have already a good idea of what it's all about and what, therefore, the general format should be. However, if there's anyone who's unsure but would like to think about staging the *Half-Gallon* this year, please get in touch with Colin (on 0118 978 2087), or me (on 01344 775012) or, in fact, any Committee member,

Any one of us would be most happy to fill you in on all the details.

### Inter Register Club activities

Through its association with the Austin Ten Drivers Club (ATDC), as a centre for that organisation, the NHAEG has, by default, automatically become involved with the Inter Register Club (IRC) and its activities.

Indeed, our very own '*Nightjar*' Navigational Scatter Rally, promoted as an ATDC staged event, is now a firm feature in the IRC's calendar.

However, it's a sad fact that, with a number of very few exceptions amongst our members, IRC events appear to attract little interest and seem, therefore, not to be hugely supported by the NHAEG fraternity as a whole.

There may be several reasons for this but foremost, possibly, is a general lack of awareness of what exactly the IRC is and what it's all about.

The IRC, set up originally in 1957, is essentially an 'umbrella' club under which a number of separate historic vehicle clubs (currently 10 in total) combine to devise, plan and stage a variety of competitive events, across the country, throughout the year, in which members of all such clubs participate. Events range from the quite serious, catering for the dedicated competitor (or team) focused firmly on the task of winning individual (or team) championship awards at the end of the year, to the less demanding and more fun type of activity.

Clubs currently involved are: Alvis Register, ATDC, NHAEG/ATDC, Crossley Register, Fiat Register, Pre-War Austin 7 Club, Riley Register, Sunbeam/Talbot/Darracq Register (aka STD), 750 Motor Club and Humber Register.

All of which have been joined, very recently, by the MG Car Club – (Pre-War Cars).

It might be that, due to the nature of our particular club or, perhaps, even that of many of its members themselves, the latter may not find much appeal in IRC-type activities and events, which could explain why so few enter them.

However, it's also suspected that there may be, amongst us, some, who would like to have a go in at least a few of those events which are within striking distance of our region. Of course, the seriously dedicated think little of trekking off to central Scotland and other far-flung spots for a bit of 'real-car' motoring. For those less-intrepid souls, however, whose sights and aspirations may be set a little lower, there are certainly a number of events which are perfectly do-able from a travel perspective and which could be practically considered.

With this thought in mind the full calendar of IRC Events for 2010, as it presently stands, is reproduced below. I, for one, would like to give serious thought to entering one or two which are scheduled to take place not too far from our neck of the woods and certainly would be most interested to hear back from any like-minded member(s), to discuss possibilities.

In any event the *initial* point of contact, for any IRC event, would be:

Nigel Coulter (Secretary) on 01428 606753;

email: coulter.s.email@btinternet.com

### **Inter-Register Events - 2010**

<b>Date</b>	<b>Organising Club</b>	<b>Event</b>	<b>Location</b>	<b>Possible Clashes</b>
Sat 17 <sup>th</sup> April	Alvis	Navigation Rally + tour	West Sussex/Hampshire	VSCC Scottish Tri Sat 17 <sup>th</sup> April
Sun 23 <sup>rd</sup> May	PWA7C	Scatter Rally	Herefordshire/Shropshire	
Sat 12 June	Riley	Navigation/Treasure Hunt	Worcestershire/Welsh Marches	
Sat 10 July	Riley	Treasure Hunt	Yorkshire	
Sun 18 <sup>th</sup> July	Humber	Navigation Rally	Dorset	VSCC Southern R Sat 17 <sup>th</sup> July
Sun 25 <sup>th</sup> July	STD	Driving Tests + tour	Hungerford	
Sat 31 <sup>st</sup> July	Alvis	Navigation/Treasure Hunt	Scotland, Stirlingshire	
Sat 21 <sup>st</sup> Aug	750MC	Scatter rally	Nr Reading	
Sun 26 <sup>th</sup> Sept	Crossley	Treasure Hunt	North Yorks	
Sun 3 <sup>rd</sup> October	Alvis	Scatter Rally	Dartmoor	
Sat 20 <sup>th</sup> Nov	ATDC/NHAEG	"Nightjar" Scatter/Orienteering	Surrey/Hants/Ber	VSCC Cotswold T Sat 20 <sup>th</sup> Nov

#### **NOTE:**

MGCC have offered Driving Tests in March as their IR contribution. Accepted for March 2011

*That's it for this month. Let's hope the weather decides to take a turn for the better very soon now. As I write, the forecast for the coming week is little short of dire! We've surely had enough of the cold and wet to satisfy even the most fervent of 'Winterphiles'. Clocks go forward in just five weeks time which should reduce the gloom a bit and maybe even herald in a fantastic spring and summer. (We wish!)*

*Safe motoring!*

*Trevor*

### **Don's Doodlings**

It is good to see the weather slowly getting better. We must be patient, it is still only February after all (well, it is whilst I am writing this). I really did miss January's club night but what a great turn out for February's AGM. Not so many years ago, the AGM night attracted around six members who voted themselves onto the committee. It was really democratic in those days. I am glad to be back on the committee and thank you all for the votes. I enjoy helping to make our club work as it is, undoubtedly, one of the best.

Karen Witton was awarded the club trophy and this was well deserved after all the hard work she has put in over the year. It was good to see Jan Barker and John Chad swinging into action as our new raffle organizers. I am sure Annie is more than happy to have a well-earned rest from organizing the raffle and prizes.

Maureen and I are looking forward to the events which are all in hand over the next four or five months. The Bridgnorth trip is coming together slowly.

Over the past few months, I have loaned out parts from my Beaulieu stock to three or four members, as patterns. Is it possible I could have these parts back by May, for the spring Beaulieu? Thank you.

That's all for now.

*Don*

### **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 Air Strangler – Austin Ten-Four and Ignition Key – Austin Twelve.

No 482 appeared in March 1933 and No 888 appeared in August 1938.

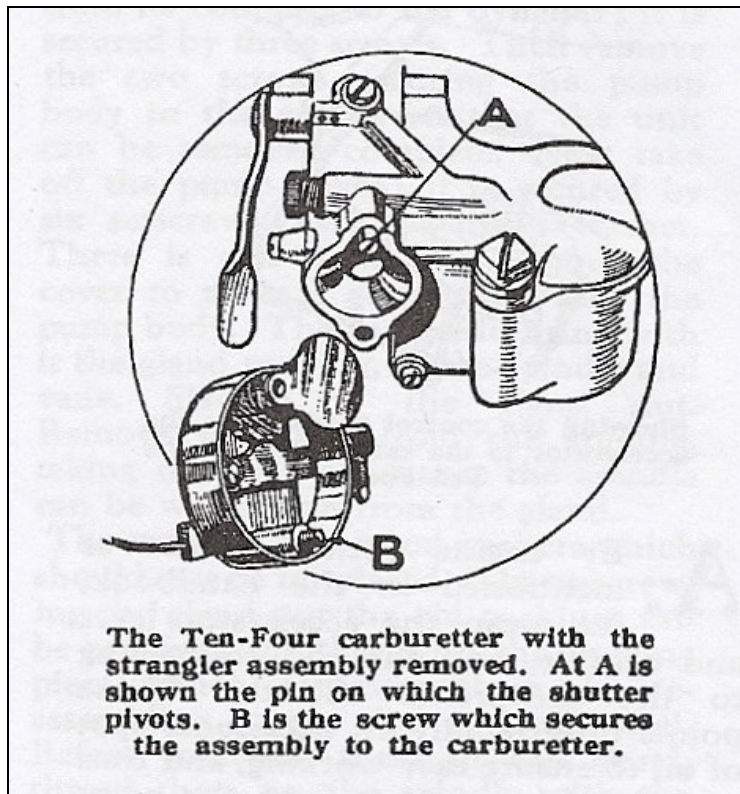
#### **No 482 – Air Strangler – Austin Ten-Four**

**Q.** *I find that the air-strangler on my Ten-Four sometimes sticks closed, so that I have to get out of the car and lift the bonnet to release it. Is this a common happening, or can I do anything to obviate it?*

**A.** If the air-strangler on your Ten-Four remains closed after you release the control, just a touch on the accelerator pedal will make it spring back to its open position. Possibly, by applying a trace of light oil to its pivot, you will be able to remedy the trouble, or if this fails, you should detach the strangler unit (by undoing the one screw securing it to the carburetter), and clean the pivot on which the strangler shutter

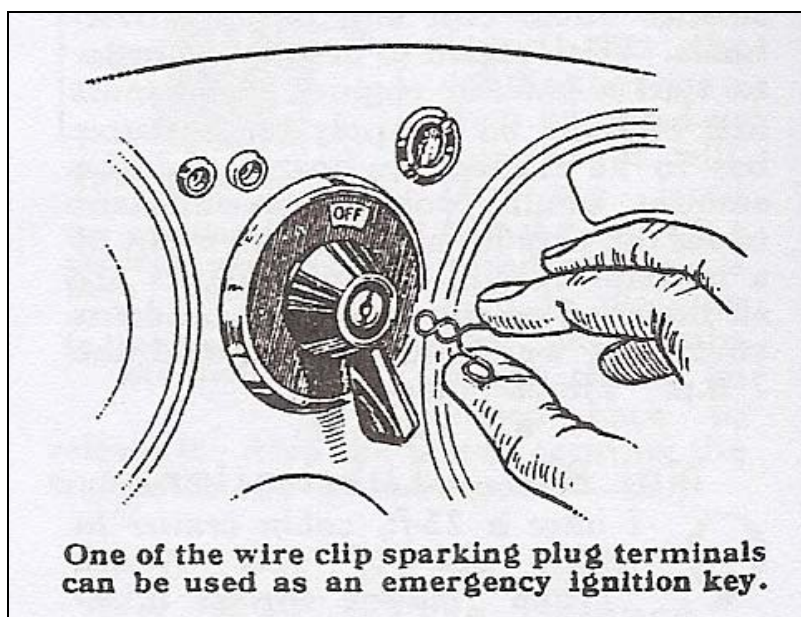


moves, as if its fit at this point is eased, the strangler will be free to return to its open position when the control is released.



#### **No 888 – Ignition Key - Austin Twelve**

**Q.** *I removed the ignition key from my car, an Austin Twelve Ascot saloon, when leaving it one evening, and on returning to the car I found that I had mislaid the key, but managed to obtain one from a fellow motorist after considerable delay. I have been wondering if there is any other method of turning on the ignition if I should be similarly placed on other occasions.*





**A.** The removal of the ignition key when leaving the car for a short time is not always a necessary procedure as often the car doors can be left locked, but if it is taken out, it is a good plan to leave it in some inconspicuous place in the car, as it is easily lost if carried about. There is, however, another method of turning on the ignition. It will be found that one of the wire clips securing the ignition leads on the sparking plugs will serve as an emergency key, in the event of the real key being mislaid.

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

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**Some more old advertisements from the 1950s**

<p>For Ford "Popular" Owners, etc.</p>	<p><b>CHROMIUM-PLATED STEEL BUMPERS</b></p>	<p><b>Chromium Plated OVER - RIDERS</b></p>
<p>Modern design. Made by well-known British manufacturer. Much below the standard List Price. Suitable for other makes of cars with similar dimensions. Overall length Front and Rear 53in. Distance between holes, Front 26in. Rear 36in. Carriage 2/6, or 3/3 on pair.</p>	<p>Each <b>35/-</b></p>	<p>To fit these bumpers. Latest design. Complete with fixing bolts. Post &amp; Pkg. 1/6. <b>PAIR 18/6</b></p>

**GAMAGES, HOLBORN, LONDON E.C.1. HOL 8484**

As a child I always thought of Gamages as a big toy shop, I didn't realise it sold toys for adults as well! It would be nice these days to pop into a London store and buy a set of bumpers.

★ ★ ★ ★ ★ ★ ★ ★

# SPARES & SERVICE FOR AUSTIN OWNERS

★

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**SPEEDY SERVICE BY POST**

Open Saturdays till 6 p.m.  
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MOTOR WORKS LTD.**  
Department ALS  
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Once again another good business no longer in existence

*Use Water - Save Petrol with*



**THE NEW MARK III  
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- ECONOMISES ON FUEL
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*Introduces water vapour to the mixture  
in quantities automatically controlled by  
the demands of the engine.*

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**EASILY FITTED TO ANY MAKE OF CAR**

*From your usual Dealer—or direct from :*

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I cannot find any trace of this company either, it is a pity because it would be worth trying this item just to see how effective water injection really is, my old cars always seemed to run better on a damp day. I am surprised that modern motor manufacturers have not considered this old technology; I suppose there is not much profit in using water as a fuel!

Andy Ranson

## **Pete and Pauline's First Show 2010**

Hi all,

The snow had been and thankfully, gone and so we felt it was time for the Austin to come out and play.

On 7<sup>th</sup> February out she came and off we went to the 9<sup>th</sup> Newbury Classic Car and Bike Show, at Newbury Race Course.

It was lovely to have Mabel Daisy on the road again and great to catch up with old friends and make new ones too.

Pauline and I had a good day out. We came away with the winner's plaque for Pre 1950s Vehicle and a bottle of champagne as a consolation prize in the raffle, as Pauline didn't get her flying lesson.

Have a nice day.

Pete and Pauline

## **MORE NEWS FROM WITTON'S MUSEUM OF VINTAGE VEHICLES**

Whilst fettling Molly for her MOT, I noticed that the nearside king pin bushes were slightly worn. I checked that it was in fact the bushes and not the pin loose in the axle eye – it is vital to regularly check the cotters are tight. Removal of the bottom bush on pre-girling braked cars can involve some head scratching so here is what I did.

Remove trackrod arm (and, if working on the offside, the steering arm also).

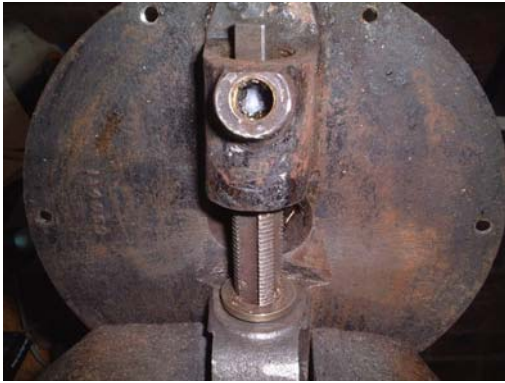
Remove the inner and outer hubs using the puller. The brake shoes and springs should then be removed. Remove the brass plug which exposes the top of the king pin. Loosen king pin cotter nut and tap gently to break the grip on the king pin. This cotter is a 'half moon' and cannot be removed until the king pin has been withdrawn.

The king pin has an internal thread of 5/16 BSF to allow the withdrawal of the king pin after loosening the king pin cotter. Using a suitable length of 5/16 BSF studding and nuts or a draw bolt, remove the king pin from the stub axle. Check for any thrust washers and spacer washers that may be present. The thrust washers should be at the bottom and the spacers, if any, at the top. The stub axle can then be removed to the bench for working on.



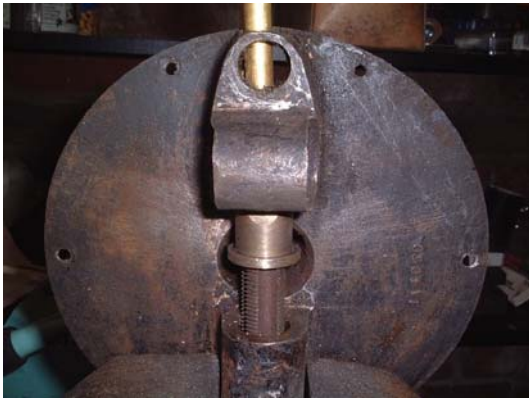
With the stub axle securely fixed in the vice, the top bush is easily drifted out using a suitably sized brass drift working from the top and taking care not to damage the thread that the brass plug sits in. This creates a

slightly larger hole where the top bush used to be to enable you to screw a taper tap in to the bottom bush. I used a 5/16 UNF tap which I happened to have around but the type of thread is not relevant, only the size, since the bushes/king pins are usually 1/2 ins.



Whatever tap is used, you can either use a draw bolt of the same thread or the method below.

Once you have tapped through the bush as far as you can, leave the tap in and turn the stub axle upside down in the vice. Using suitably sized drift through the hole which is at the bottom of the brake cam housing, drive out the tap, complete with the bush.



Job done!

Whilst the car was on axle stands I thought I would check the state of the rear spring pins and shock absorbers. Just as well I did!

On dismantling the shock absorbers, in both cases, the centre bush was missing or had been completely worn away allowing the whole assembly to move about during road use. Fortunately the only damage was to the brass discs that sit between the friction discs and the chassis bracket so these were replaced. The friction discs were also scrubbed clean and glazed with fine grade emery paper. As usual, the rubber in the alloy links was perished and replaced also.





*One knackered disc!*

Spring pin removal can be a mucky job but they came out without difficulty. To avoid disturbing the hubs and tapping them out, I used a puller to withdraw them instead. They were extremely worn, as were the bronze bushes.



*One equally knackered spring pin!*

Once the bushes are reamed to size, the worst part can be the final stage where the pin locates in the hub since everything has to be exactly lined up. If the hubs haven't been dismantled, it is difficult to detect exact deviation of alignment if the pin is stubborn to enter the last few millimetres in to the hub. Endless bashing with a club hammer will only burr the end of the pin and make things worse. A thin sheet of card inserted between the spring and the hub followed by a gentle tap on the end of the pin will leave an indentation on the card to show how the pin needs to be manoeuvred the last few millimetres in to the hub. A stout wrench (or a stout wench?) on the leaf spring will achieve the desired result.

The improvement to road handling is amazing. A job clearly long overdue.

Dave Witton

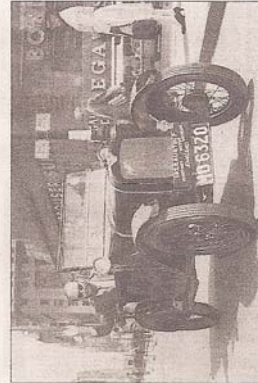
# John Coleman

*Eccentric motoring enthusiast who braved storms and floods during an epic drive in his Austin 7 Chummy*

JOHN COLEMAN, who has died aged 81, was an eccentric teacher, political campaigner and author whose lifelong love of cars led him to make an epic journey in a 35-year-old Austin 7 Chummy from Buenos Aires to New York. He was assured that the idea was impossible. But inspired by AF Tschiffely, a Swiss writer who had travelled a similar route on horseback in 1925, Coleman attracted support from Austin Motors, which offered spare parts and their agents' services on both sides of the Atlantic. Setting out from London in late 1959, Coleman carried capital in the form of a small Spanish gun, he had his first accident outside the city when his beloved Chummy skidded on a pool of soft tar, nearly toppled over and hit a modern car overtaking on the roadside.

Remembering advice never to stop after an accident in South America, he kept going, crossing the plains in sheet lightning until meeting an English vet, who helped him to get the car started. On entering the Atacama Desert in Chile, white sand billowed through every crack in the vehicle and the smell of petrol vapourising in the heat was a constant reminder of the risk of fire. The road was only occasionally paved, and

sometimes disappeared altogether because of landslides and sudden flooding. Restaurants were dirty and providing characters forced him to remain with the car at night unless satisfied that it was properly protected. But he enjoyed the fraternal spirit of the road, by which other motorists (recognising that the next calamity might be theirs) stopped to help a fellow driver in difficulty. In



Coleman waves on arrival in New York at the end of his journey

large towns both he and the car were treated as celebrities, with the Chummy being carried aloft by four mechanics on one occasion. An earthquake in Peru compelled him to take a train and a boulder-blocked road forced him to take a boat in Ecuador. But following less dramatic adventures in Costa Rica and Mexico he arrived after 11 months - in New York, imagining his car sighing with relief at not being expected to

climb the Empire State Building, official reception he was sent to stay with friends, then appeared on a national television quiz show, *To Tell the Truth*, as one of three Englishmen who were tested for lying. Having fooled the panel, Coleman used his prize money to buy time in which to write an account of his travels, *Coleman's Drive* (1962).

The son of a motor engineer, Charles John Durrant Blaker Coleman was born on May 13 1928, and went to Halesbury before doing his National Service with the Royal Army Ordnance Corps, which taught him to drive. He then read Theology at St Peter's Hall, Oxford, where a keen interest in motor vehicles grew into a lifelong love affair, which he later recounted in *Coleman's Cars*. After marrying Ursula Trotter, with whom he had a son and daughter, he demonstrated a flair for teaching children with special needs in a series of schools in Southampton as well as at the Bournemouth Centre for the Deaf, where he wrote a book. Always firing with new ideas, he was a member of the "Get Britain Out" campaign in the 1975 referendum on whether to remain in the EC, which led him to form New European Publications with Sir Richard Body, the Tory MP. This had no staff and a chaotic office in Lambeth. It revived *The Quarterly Review* and published the *New European* magazine as well as Coleman's *Private Today*, a study of the 18th-century house. In 2005 Coleman received an OBE when he lapped the Silverstone circuit in the Chummy (which is kept at the Beaulieu Motor Museum). He continued to write feature articles for the *Telegraph* and other papers, and recently completed his last book, about a journey around Scotland in a 40-year-old Morris Minor. Driving back from the printer on January 5, he died at his wheel.

*(Sorry I can't turn this around but perhaps you can read it anyway!)* (Mo).

## 2009 COMMITTEE CONTACTS:

Chairman:	Colin Greig	01189782087 ( <a href="mailto:colin@greigc.freemove.co.uk">colin@greigc.freemove.co.uk</a> )
Secretary:	Trevor Edwards	01344775012 ( <a href="mailto:trevor_c.edwards@btinternet.com">trevor_c.edwards@btinternet.com</a> )
Treasurer:	Jean Edwards	01344775012 ( <a href="mailto:trevor_c.edwards@btinternet.com">trevor_c.edwards@btinternet.com</a> )
Committee:	Don Breakspear	01189733568 ( <a href="mailto:maureenbreakspear@yahoo.co.uk">maureenbreakspear@yahoo.co.uk</a> )
	Dave Witton	01252333465 ( <a href="mailto:david.witton@btinternet.com">david.witton@btinternet.com</a> )
	Karen Witton	01252333465 ( <a href="mailto:karen.witton@kpmg.co.uk">karen.witton@kpmg.co.uk</a> )
	John Hancock	01189885387 ( <a href="mailto:route66_2003@hotmail.com">route66_2003@hotmail.com</a> )
	Andy Ranson	01189832584 ( <a href="mailto:Andytegglers@hotmail.com">Andytegglers@hotmail.com</a> )



## **MEMBERSHIP MATTERS**

Here are a few statistics to start off with.

We start 2010 with forty-seven principal members and a supporting cast of thirty six. Between us we care for seventy-nine classic cars with an estimated total value of at least £350,000.

Karen, could you organise a trip for all these cars on one outing? What a sight that would be! Maybe Boy Scouts could be used as the extra drivers required.

Of course the majority of our cars are Austins but the MG-Riley axis is now eleven strong and should be watched as they might attempt a take-over. Remember Hitler started off with only 0.03% of the electorate!

Please note that the list of owners' classic cars is not limited to Austins so if you have any other interesting classics, please let me know so that they can be added to our list.

For example, Russ and Karen Taylor have divulged a quartet of MGs, namely a 1934 MG PA 4 seater AVK 812, a 1961 MGA DSK 767, a 1964 MGB 3062 KR and a 1968 MGC GT MOP 421 F. (What did I say about Hitler?)

Malcolm Pontin has just purchased an American 1930 Nash 494, 7-seater Sedan de Ville. I am told this is a LARGE car so I anticipate that he will be seeking a SWB Seven to pack in his boot (sorry, trunk) as a lifeboat. I hope to have a photograph for a later newsletter. It is understood that this is the only example of this model anywhere in the world.

Interestingly, Roy Roberts has a friend who owns an equally large 1933 Nash –a dark red fixed head coupe model with a pair of dicky seats, ideal for the kids or in-laws.

Please add Richard Scott, telephone no. 0118 983 2224 and e-mail address [rscottok@btinternet.com](mailto:rscottok@btinternet.com) to your list as I overlooked him when preparing the 2010 lists.

You will see from the list that Andy Seager has acquired Mike Baldwin's Austin 12/4 Eton.

The following are Paul Edward's cars, which you may like to add to your membership list:

Austin 7 Opal – 1937 – BBC 787 and Austin 7 Ulster Rep. – 1931 – USJ 481.

George

## **NHAEG Club Nights and Events Diary**

<u><b>Club Nights</b></u>		<u><b>Arranged by:</b></u>
March 8 <sup>th</sup>	Where in the World	Don/Maureen
April 12 <sup>th</sup>	Spring Airing	
May 10 <sup>th</sup>	Ladies Get Dirty	Committee
May 17 <sup>th</sup>	Talk on Austins by Bob Wyatt (Please note this is an extra club night for May as Bob is unable to come on our normal club nights).	Colin
June 14 <sup>th</sup>	Half-Gallon Run	TBA
July 12 <sup>th</sup>	Concourse d'Elegance	
Aug. 9 <sup>th</sup>	Walking Rally	Trevor/Jean/Dave/Karen
Sept.13 <sup>th</sup>	TBA	
Oct.11 <sup>th</sup>	Talk by Graham Steven on his submarine experiences	Roy
Nov. 8 <sup>th</sup>	Auction	Don/Trevor/Colin
Dec.13 <sup>th</sup>	Festive Fun	TBA
<u><b>Events</b></u>		
April 11 <sup>th</sup>	Bletchley Park Trip	Trevor/Jean
April 25 <sup>th</sup>	'Drive It Day' (Visit to Watercress Line)	Karen/Dave
June 4 <sup>th</sup>	Visit to Aston Martin Heritage Trust Go to <a href="http://www.amheritrust.org">www.amheritrust.org</a> for details of the Heritage Trust Museum	Colin/Ann/Ben
June 26 <sup>th</sup>	BEN Run	
June 30 <sup>th</sup> -July 6 <sup>th</sup>	Holiday in Bridgnorth	Don/Maureen
July 10 <sup>th</sup>	Finchampstead Fete	Roy/John H/Peter B
July 25 <sup>th</sup>	Picnic in the Paddock	Don (driving tests)
Aug.15 <sup>th</sup>	August Amble	Colin/Ann
Sept.4 <sup>th</sup>	Vintage coach trip to the I.o.W.	Trevor Mulford

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**

## March 2010 Quiz

## 'Prefix or Suffix'

The three words in these clues have a fourth word in common which can be added before or after each word to make a new word or expression.

e.g. Cut, Candlestick, Pint = Glass. Some are a little bit sneaky!

- |     |                         |           |     |
|-----|-------------------------|-----------|-----|
| 1)  | Rose, Bull, Collar      | _ _ _     | (3) |
| 2)  | Bed, Force, Freshener   | _ _ _     | (3) |
| 3)  | Bank, Sheet, Spring     | _ _ _ _ _ | (7) |
| 4)  | Error, Nature, Super    | _ _ _ _ _ | (5) |
| 5)  | Lip, Banana, Second     | _ _ _ _ _ | (5) |
| 6)  | Art, Penalty, Wine      | _ _ _ _   | (4) |
| 7)  | Book, Penny, Out        | _ _ _ _ _ | (5) |
| 8)  | Test, Automatic, Scheme | _ _ _ _ _ | (5) |
| 9)  | On, Ant, Foot           | _ _ _ _ _ | (7) |
| 10) | Floor, Tress, Door      | _ _ _     | (3) |
| 11) | Perfect, Stick, Play    | _ _ _ _ _ | (5) |
| 12) | Fair, Out, Certificate  | _ _ _ _ _ | (5) |
| 13) | Dog, Stop, Tower        | _ _ _ _ _ | (5) |
| 14) | High, Insurance, Ball   | _ _ _ _ _ | (7) |
| 15) | Opera, Relief, Strip    | _ _ _ _ _ | (5) |
| 16) | Oak, Table, Gold        | _ _ _ _   | (4) |
| 17) | Stitch, Road, Country   | _ _ _ _ _ | (5) |
| 18) | Band, Shirt, Shop       | _ _ _ _ _ | (5) |
| 19) | Leg, Mouth, Ate         | _ _ _ _ _ | (5) |
| 20) | Work, Lot, Best         | _ _ _ _   | (4) |

Please submit Entry, enclosing £1.00 towards prize(s), by 10<sup>th</sup> April 2010, to:  
Trevor Edwards, 55 The Brambles, Crowthorne. RG45 6EF.