

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1974

Monthly Newsletter and Events Update

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Please let Maureen Breakspear have any articles for the newsletter by the 22nd of March, as a WORD DOCUMENT only and attached to an e-mail.

www.nhaeg.org.uk

MARCH 2011

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

Once again, I'm wielding the quill whilst Maureen and Don are off enjoying the sun in some untroubled Middle-Eastern hot-spot (temperature-wise!). With so much unrest currently occurring in that part of the globe it's reassuring to know that Dubai remains unaffected at this time and we trust that their stay with family living there will be as agreeable as always.

Take a good look down page 11 this month (*Club Nights and Events Diary*). The signs are we shouldn't get bored and could be in for an active, interesting year!

Since, this month, I'm temporarily in a position to make such weighty decisions, why don't we kick off with a few words from John, our Chairman?

Trevor ('locum' Editor)

Chairmans Corner

The February Club Night went off very well with an excellent quiz organised by Andy Seager, our thanks to him.

The Raffle continued to be well supported and the proceeds were donated in memory of Mary Breakspear to the chosen charity Burma Orphanage Appeal.

Talking of the Raffle I would be very pleased to receive any donated prizes as I have depleted the store and will have to start making purchases which will of course impact on club funds.

Don Breakspear will be pleased that you formed yourselves into six teams for his shoebox car assembly at the March club night, the team leaders will be hearing from him on his return.

I won't bore you any more but look forward to the March Club night.

John

Secretary's Scribblings

Quiz News

January 2011 – 'Figures of the Imagination'

Six entries were received for this one. All six were technically correct although since that was the case I had to be very strict with regard to spelling and, on this basis, three had to be eliminated. There were, therefore, three remaining entries which tied for first place; Nick/Pat (Buchanan), Julie (Els)/Mick (Corbett) and Malcolm/Sandra (Riley).

Normally this would have resulted in a tie-break during February's Club Night but, in Julie and Mick's absence on that occasion, the result had to be determined by a three-way toss of the coin, the winners eventually being Malcolm and Sandra who proved, once again, that you *'have to be in it to win it'*.
Congratulations to them both! (Answers appear elsewhere in this edition)

February – ‘Where in the World?’ (devised by Julie Els).

You have until March 11th to get your entry in *to Julie* for this one which, as a personal comment, Jean and I are finding a bit of a challenge. We're *fairly* happy with most of our answers but seem rigidly stuck on one in particular! Still pondering though.

March – When is a Quiz not a quiz?

You can give your brains a short breather for this month. No quiz – just something to maybe raise a chuckle or two. The quiz will return next month .

Secretary's Scribblings

Forestry land sell-off

Everyone should have received the petition, circulated recently, regarding the proposed sell-off, by the Government, of forestry land which, in some way or another, had it gone through, could, quite likely, have affected most of us. Though hardly in the same league as when Gordon Brown sold off gold at a time when the price of such a commodity was possibly at its lowest ever level, it nevertheless was another example of a scheme to 'sell off the family silver'. If such an action *had* gone ahead and forestry land *had* passed into private ownership not only might many important motoring-related activities have been severely curtailed, but even those who enjoy just pedestrian access to the open countryside could well have been affected.
Fortunately, and perhaps uncharacteristically, the Government has seen sense, on this occasion, to retract from the idea and any plans to do so have now sensibly been abandoned. Such a decision has probably only come about by the extent of such weighty opposition from the general public. Those of us who added our small voice of protest, via our MP's, or directly to the Government, can possibly feel some small measure of satisfaction at the outcome.

Gearbox Games

One of the main reasons why a quiz is missing from this month's newsletter is the fact that I've been more than a little preoccupied with activities involving the removal of gearbox and clutch from 'Clarissa', our A10 'Colwyn' cabriolet. As well as producing the newsletter this has limited the amount of time available to devise, research or otherwise crib one.
There is, of course, no manual covering the Ten, in the way that the excellent Doug Woodrow publication does for the Seven, although the two-volume, ATDC compilation of Technical Reprints does a pretty good job of dealing with many aspects of maintenance and repair of models in the Ten range.
Thus, armed with this document, I set about tackling a couple of issues which, though not desperately serious, had been bugging me since acquiring the car a number of years ago. One was a tendency for third gear to drop out, occasionally, on the over-run (though *never* under load) and also the clutch, which also occasionally slipped, usually when negotiating a severe incline with a fair load up. I'd been putting off the work until the temperature in the garage rose a little!

The article in the ATDC document, entitled '*Gearbox Removal without Tears*', particularly attracted my attention and gave me some confidence that this particular action would not necessitate disturbing the engine in any way.

Well, to cut the story short, *several* pints of tears, the creative use of a variety of swear words and not a little sweat and effort, were all needed to dissect the gearbox from the car! I'm now able, with some confidence, to report that it's physically impossible to do so – on a '*Colwyn*' at least'. The engine *must* be suspended and angled in such a manner as to permit the gearbox 1st motion shaft spigot to be withdrawn sufficiently from the flywheel and the whole assembly then moved rearwards and be lowered down and out of the car. Attempts, which included Plan A, Plan B and numerous other iterations of 'Plan', proved conclusively that this is the only effective option.

The actions I needed to take, assisted by Colin (Greig) who kindly offered to help me, included using the Club's engine hoist to suspend the engine, with mounting bolts removed, just enough to allow the entire body of the vehicle then to be jacked up a small amount. This then provided sufficient clearance between the bell housing and cabin bulkhead/footwell metalwork, to be able, after removing the inboard half of the brake cross shaft, to withdraw the whole gearbox rearwards. All in all, a time-consuming, frustrating exercise.

Having removed the gearbox and clutch the reason for clutch slip was immediately apparent. The whole of the bell-housing interior was covered in a fine film of oil and the clutch plate was fairly thoroughly soaked in oil also.

Needless to say, the plate is, as I write, away being relined. Boiling it up in detergent was an option, since the linings weren't particularly worn, but I only wanted to go through this exercise *once* in my remaining lifetime so replacement was decided upon. Why the oil?

In this instance, information in the ATDC Technical Reprint document seems to have it right. The leather oil seal mounted on the bell housing side of the gearbox was badly worn, the seal diameter measuring 3.1 cms., whereas the diameter of the actual shaft it was supposed to be sealing is only 2.9 cms! Hence oil has been running forward along the shaft and depositing itself eventually on the clutch plate – not a desirable thing to happen!

I was able to obtain a replacement oil seal from Obsolete Oil Seals, who are located in St.Ives, Cambridgeshire; a supplier, incidentally, I can thoroughly recommend.

The reason for third gear dropping out from time to time was a little less easy to diagnose but was/is believed to be a weakened spring, tensioning the ¼ inch ball bearing in the central (3rd/4th) selector shaft. Being third gear, gravity probably has been causing the gear lever to fall down and disengage that gear due to the ball bearing being insufficiently firmly tensioned.

Certainly, replacement springs obtained from the ATDC Spares Shop appear very much stronger than those removed so, fingers crossed, should prove to be the answer. Having been pre-warned by Tony (Westhall), getting these into place was expected to be a 'fun' exercise. Balancing a ¼ inch ball bearing on top of a 6mm wide spring, whilst trying to depress both *and* reinserting the shaft into the selector itself, seemed to require about four hands having fingers no thicker than ¼". In the event, after a short time weighing up the task, having a think, then fashioning a tool calculated to do the trick, I succeeded, using a Sailmaker's Sewing Palm, (retained from my time spent 'before the mast', in the Merchant Navy, fifty odd years ago – just knew it would come in handy one day!), in depressing ball and spring quite easily whilst inserting the selector shafts.

Am now 'open for business', should anyone have a similar skill requirement!

Longparish Fete

We were contacted last year by Henry Yelf, from the village of Longparish, near Andover, with an invitation to attend its annual fete. Unfortunately, the date clashed with the day

several of us were going on the vintage coach trip to the Isle of Wight so we were unable to accept.

However, we've recently received a further invitation to attend the event this year, which is to be held, between noon and 4:00 p.m., on Saturday September 3rd.

An email has already been forwarded to those members having email access, regarding the fete this year and the response has been quite positive. If there is anyone else, however, who, so far ahead, nevertheless think they might like to take a leisurely, enjoyable late-Summer run down to Longparish please let me know so I can give them some rough idea of numbers in advance. A few years ago George and Ruth (Ewart) devised a very pleasant route, which could be used again down to that part of the world.

Seemingly, last year, the appearance even, of a rebuilt A35 caused quite a stir so just imagine what the presence of several assorted pre-war Austins might create! (No offence intended, Joan!).

As a possible inducement we're promised to be provided with 'refreshments' - whatever they might turn out to be!

Anyhow, give it some thought and please get back to me some time if you're attracted by the idea of such a day out.

Drive It Day ~ 17th April 2011

Included in this newsletter is some information submitted by Karen (Witton) regarding this year's *Drive It Day* activity for the Club. She and Dave are organising the day and once you have read through the item please make sure to let her know if you will be participating. It promises to be a most enjoyable day out and, who knows, could be blessed with a spot of welcome fine weather. As per usual, the flying of St. George's flags etc., will be appropriate since the date come very close that the day dedicated to our National Saint's honour.

Heritage Day ~ 10th September ~ Basildon Park

An email was also circulated recently regarding this event. We had been contacted by the FBHVC (Federation of British Historic Vehicles) enquiring whether we, as a member Club, would agree to organise the vehicle display feature when Basildon Park, a National Trust property near Reading, opens its doors to the general public, free of charge, on September 10th this year.

Heritage Day(s) this year are between the 8th and 11th of September depending on whichever day a particular property chooses to open. These are days when certain properties (mainly) invite the public to visit, free of charge. Some are places where visiting *is* generally possible, e.g. National Trust and English Heritage establishments, but usually at a charge except to members of that organisation. Others are properties which are normally *not* open to the general public, such as Bramshill House, the Police College near Hartley Wintney, which several of us greatly enjoyed visiting last year.

We have been advised we will be able to park right up in front of the house at Basildon Park, an impressive Georgian mansion, in beautiful parkland, which should make for a splendid group photograph. Further details will be announced when these are available. In the meantime, you may wish to pencil in the date in your diaries for yet another day out enjoying the use and display of our 'real' cars. Watch this space!

Trevor

Colins Comments

I was amused to see the advert from 1938 that Andy put in last months newsletter for Cherry Blossom Boot Polish. It suggested using the polish to give your tyres and running boards a jet black finish.

This is exactly what I did to the Austin 7 I bought in 1960 for which I paid £5. It needed a lot of work doing on it including the paintwork, which when finished looked very smart, the only thing spoiling it was the scruffy looking tyres and running boards. What did I use? Cherry Blossom Boot Polish, it made them look like new and as the advert says it kept them smart and made subsequent cleaning easier.

The only thing was my Dad kept wondering why the shoe polish kept running out, especially as he was the only one who ever cleaned his shoes regularly. I think he must have guessed though because on more than one occasion he commented on how smart my tyres were.

I have just read an interesting little story in the 'Federation of British Historic Vehicle Clubs' magazine, which had come from the Swansea Historic Vehicle Club. It concerned a Mr Allen Swift of Springfield MA. He was given a brand new 1928 Rolls-Royce Piccadilly P1 Roadster as a graduation present from his father (lucky man, he must have had a very wealthy father). He drove the car regularly right up to his death last year at the age of 102. He was the oldest living owner of a car owned from new (unless you know better...) The car has covered 170,000 miles and it still runs like a Swiss watch and is in perfect cosmetic condition after 82 years. The car was donated to a Springfield Museum after his death.

I have booked 12 places for the **Bearwood Invitational Car Show** on Saturday 11th June for all those who have indicated they would like to go. I will let you have your passes when I receive them as well as further details such as times etc. Should be a good day.

Don't forget the '**Morris/Austin Day at Brooklands**' on Sunday 6th March if you want an excuse to get your car out for a run. There will be plenty to see and do there, see last month's newsletter for full details.

If you are interested in Motor Bikes, as I know some of you are, don't forget the visit to **The Sammy Miller Motorcycle Museum** on March 27th. If you have not already done so and want to go then let Peter Barlow, Julie Els or Mike Corbet know ASAP. They can also be contacted for further details.

Safe and Happy Motoring.

Colin.

Drive It Day - 17th April 2011

Preparations are now well underway for our 'Drive It Day' day out. This year, Dave and I are planning more driving and we are currently working out a suitable route which we hope everyone will enjoy. We have booked a super pub for a proper Sunday lunch where there is also plenty of space for our real cars. The details are below so you can get an idea of what is happening and decide whether you would like to come. This is the day to celebrate our treasures and bedeck them with flags and everything England and St. George! In keeping with this I am hoping to raise some money for 'Help for Heroes'.

Everyone is invited to our house in Farnham from 10 a.m.. Bacon butties will be available as well as tea and coffee. We shall be leaving Farnham at 11 a.m. And we have approximately 17 miles to the pub. We shall be anticipating a 12:30 arrival.

At the pub, which is about 5 miles from Petworth, we shall have exclusive use of the restaurant. Maximum number they can take will be 50 - 60 diners so I expect that we should be fine and not to have to restrict numbers. If people wish to bring a picnic there is a village green by the pub and you can picnic there.

After lunch people are free to do whatever they like. Dave and I shall draw up a route to Petworth for anyone who would like to visit there. It is very quaint and has Petworth House and Park - both National Trust. Routes will be available from the 'New Inn' to our house for anyone who needs them as well as, of course, a route from our house to the pub. There is plenty of parking at our house as we live in a private road and our road dwellers will be so very pleased to see you all.

I have obtained a menu from the pub and will be circulating this in due course, with a request to let me have your choice(s). The food is very good and also the setting.

All I need from you at this stage is an email or phone call confirming who is interested, together with names and whether you would like lunch. I shall be sending an email for you to complete as I shall also want an idea of how many to expect at our house for butties, etc. In respect of the refreshments. I am happy to provide these and would simply ask that you put in a donation for H4H. I shall also organise a raffle and, again, any profits will go towards H4H.

If anyone has any question at this stage then please do email, or call me.

Karen Witton - 01252 333465 / mobile 07774 429073 or email: karen.witton@kpmg.co.uk

QUERIES OF THE MONTH

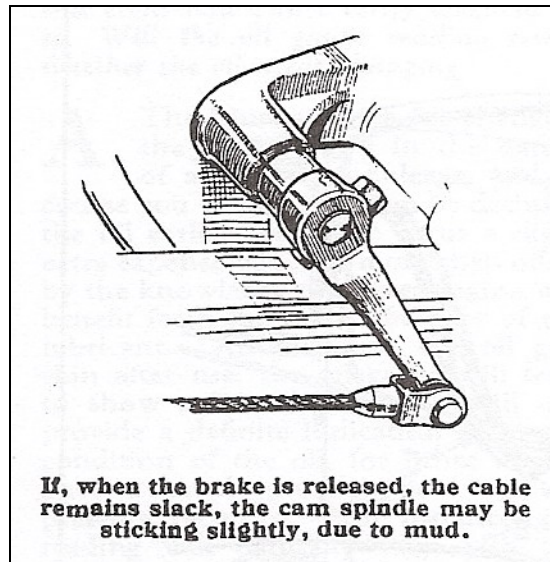
Some more "Queries of the Month", these originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection consists of No 498 Brake Rope – Austin Ten Four and No 694 Direction Indicator Brackets – Austin Seven.

No 498 appeared in May 1933, and No 694 appeared in October 1935.

No 498 – Brake Rope – Austin Ten Four

Q. *After going over my brakes recently I noticed that when the lever is released the cable to one of the back brakes is slack. Is there any adjustment I can make to overcome this, or is the brake remaining on when it should be free? There is no provision for lubricating the brake cam, and so perhaps you can advise me if I ought to do anything to ensure that the brake disengages.*

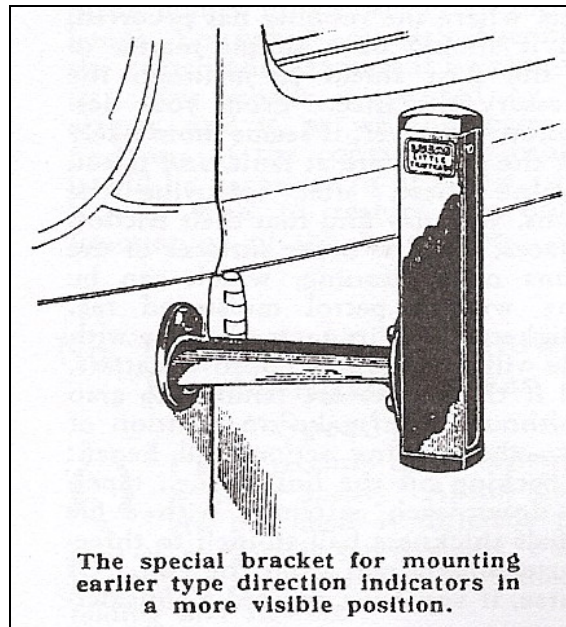
A. Apparently the brake cam spindle is sticking slightly, which may be due to mud or possibly it may have rusted just sufficiently to prevent the return of the shoes to the fully off position.



You need not unduly concern yourself over this. If you clean round the lever on the cam spindle, and apply penetrating oil, you will most likely find that the brake will then release satisfactorily, after being operated several times.

No 694 – Direction Indicator Brackets – Austin Seven

Q. *I have noticed several Austin Sevens fitted with extension brackets to carry the direction indicators well out from the body so that signals are more easily seen by traffic at the rear than is the case with standard brackets as fitted to my 1934 Seven saloon. I shall be glad if you can tell me if this is a fitting that can be purchased, and from whom and at what price.*



A. The extension brackets you refer to in your query are standard fittings for the latest type Austin Seven tourers and vans. They can, however, be used to replace the fittings on your 1934 saloon, and can be purchased either singly or in pairs from your Austin dealer, price 2/- each. The actual fitting presents little difficulty but the wires must be altered to suit. Cut off about 6 or 8 inches and add on about 18 inches to the wires leading to the indicators. This brings the joint within the body of the car and allows sufficient wire to render the actual wiring of the direction indicators an easy matter.

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

Some more old advertisements, this time from the 1930s, 1940s and 1960s



**AVOID
"SUIT-SHINE"**

**BY FITTING "MEDLOCK" PULL
OVER LOOSE SEAT COVERS**

Colours: Blue, Green, Maroon, Tan
Fawn, White and Grey. MEDLOCK
ORIGINAL COVERS from 3/6 per set.
SUPER, incorporating Lastex Yarn
from 6/-.

MEDLOCK MFG. CO. LTD., OLDHAM, LANCs.

This advertisement for seat covers is from June 1939, the perils of leather seats and the every day wearing of a suit



SAIL to ABERDEEN
and
**bring your
CAR**

Have all the joy and interest of a deep sea cruise on a splendidly appointed ship—best of food, every comfort—moderate cost.

ABERDEEN—Here all the glory of the North is before you, with first-class motoring roads passing through scenery whose magnificent beauty is unequalled throughout the world. Aberdeen itself is a most attractive and modern holiday resort, with miles of golden sands—excellent bathing—famous golf courses, etc.

OUR SHIPS are specially equipped for Motor Cars and the combined sail and tour forms a wonderful holiday trip.

BOOK A BERTH NOW

Private Motor Cars if accompanied in person are charged at reduced rates both to and from London and Aberdeen.

NOTICE TO PASSENGERS

The Company's Steam Tender "Ich Dien" conveys passengers on arrival to Westminster Pier, Thames Embankment; she leaves that pier with passengers one hour before advertised sailing times from Limehouse.

Ask any Tourist Agency or write to-day for Leaflet "C" and full particulars of fares and Allied Holiday Tours, post free from:—

THE ABERDEEN STEAM NAVIGATION CO., LTD.,
Aberdeen Wharf, Limehouse, E.14 ('Phone: East 2451, 3 lines).


PITT & SCOTT, LTD.,
1-3, St. Paul's Churchyard, E.C.4 ('Phone: City 6474).

GEO. W. WHEATLEY & CO., LTD.,
10-12, Heddon Street, Regent Street, W.1 ('Phone: Regent 5234).

Head Office: 87, Waterloo Quay, Aberdeen.

This advertisement is also from June 1939, I am not sure if Aberdeen could be called a "most attractive and modern holiday resort" today. I imagine trade dropped off considerably after September of that year, especially with a ship named Ich Dien.

RACE BRED EXHAUST SYSTEM



GO FURTHER—GO FASTER
With an ALEXTRACTER
THE SENSIBLE ACCESSORY

59'6 Outside Pipe Diameter to 1 $\frac{5}{8}$ ins. : **65'6** Over 1 $\frac{3}{4}$ -2 ins.
 (2/- Post & Packing: 3d. Stamp for Brochure) From:
MOTORTUNE LTD. PR.0363 dept; 6, Adam & Eve Mews, Kensington, W.8

This advertisement, for a performance enhancing product, from March 1963. I wonder how much further and faster could be actually achieved by fitting one of these tail pipes!

CLAUDE RYE
LTD



SPECIAL OFFER CLAUDE RYE BATTERY CHARGER
 Complete with cable and ammeter, 6 and 12 volts, 1 amp. Suitable for A.C. mains. **52/6**
 Post & Pkg. 2/6



NEW CAR RADIATOR HEATER
 Burns several days with one filling. Indispensable to the motorist. P. & P. 1/6. **15/-**

NEW SUMP HEATERS
 Burns 8 days with one filling. P. & P. 2/- **24/6**



NEW WATER TEMPERATURE GAUGE
 2 1/2 in. Black Dial. White figures, 120-240 Fah. 1 1/2 in. tubing and element. **27/6**
 Post & Pkg. 1/6.

Shaped CAR COVERS
 Medium Weight Plastic

8-10 h.p.	59/6	P. & P. 2/6
12-14 h.p.	68/6	P. & P. 3/3
15-18 h.p.	73/6	P. & P. 3/9



NEW WING LAMPS
 Finished in black with chrome rim. **7/6**
All Black. 12/6
 better quality
 Post & Pkg. 3d.



NEW HEADLAMPS
 All chrome, 7 in. diam. domed glass, 6 or 12 v. Complete with bulb. Exceptional value. **27/6**
 Our price P. & P. 2/6.
 As above, in Olive Green. P. & P. 2/6. **19/6**



WONDERFUL BARGAIN
NEW SMITHS Ex-R.A.F. CLOCK, 8 DAY. Trip recorder, swept second-hand, precision movement. Made to exacting Air Ministry specification. 2 1/2 in. dia. dial. Metal case. P. & P. 1/9. **55/-**



TECALEMIT HIGH PRESSURE GREASE GUN (Ex-Govt.)
 Robust construction, pressures up to 7,500 lb. to square inch. Length of body 14 in., diameter of body 2 1/2 in., complete with 2 1/2 in. flexible tube, fitted with ball and socket joints and hook-on connector for Hexagon nipples. List price 24/10/- Our Special Offer **37/6**
 Post & Pkg. 3/-.
 Adaptor for use with Hydraulic Nipples can be supplied for 5/- extra. P. & P. 6d.



Amazing Value! NEW TYRE PUMPS
 with connector **5/6**
 Post & Pkg. 1/6.

895-921 FULHAM RD., LONDON, S.W.6
 RENOWN 6174 (20 lines)

A selection of accessories from December 1958, still a lot of government surplus available in those days. A quick look at the internet reveals that Claude Rye was a famous speedway rider of the 1930s, at one time representing England. His emporium in the Fulham Road, apart from selling all sorts of motoring equipment, was a main dealer for many makes of motorcycles, scooters and even bubble cars. He was also the managing director of Claude Rye Bearings Ltd, a man of many talents.

Andy Ranson

SAMMY MILLER MOTORCYCLE MUSEUM

There's a proposed trip to the above Museum, located in New Milton in the New Forest on 27th March 2011. There are not only motorbikes but tea rooms, arts and craft shops and even an animal farm.

Admission is £5.90/adult and £3.00 for children.

If you're interested, please contact Pete Barlow, on 01189454861, Mick Corbett or Julie Els, on 01344778284.

To all NHAEG members.

If anyone has any knowledge regarding the ownership or any history of a **1929 Austin 7 Chummy**, registration number **KP 4203**, would they please contact Louis Rodwell, telephone number 01252 673427 or e-mail LGRodwell@nrlworld.com.

This car now resides in Scotland and has been there since the year 2000 after it sold at auction in Cambridgeshire. It belonged to Louis' father many years ago.

Many thanks.

Maureen

Membership List corrections.

Please note that Roy Roberts' e-mail address should read:-
royrobertsr@tiscali.co.uk. Note the 'r', after roberts

Also please add Graham and Lynn Binnersley to your list.
Their e-mail address is lynnandgraham26@yahoo.co.uk and their telephone number is 01252 613501. They are currently making their Austin 10/4 more presentable. It was first registered in April 1933.

George Ewart Membership Secretary.

NHAEG Club Nights and Events Diary

Club Nights

		Arranged By
March 14 th	Shoe Box Car Challenge	Don
April 11 th	Spring Airing	Committee
May 9 th	Noggin 'n' Natter	Committee
June 13 th	Half Gallon Run	Andy and Do
July 11 th	Concours d'Elegance	Committee
Aug 8 th	Walking Rally	Trevor/Jean
Sept 12 th	TBA (currently under discussion)	TBA
Oct 10 th	Talk on Guns by Peter Gillett	John Hancock
Nov 14 th	Auction	Don/Trevor/Colin
Dec 12 th	Festive Fun	TBA

Events

March 6 th	Morris and Austin Day at Brooklands (Test hill open for Morris and Austin cars)	www.brooklandsmuseum.com or Colin for more details.
March 27 th	Visit to Sammy Miller Motorcycle Museum	Peter Barlow/Julie Els and Mike Corbett.
April 17 th	Drive it Day (details to be advised)	Karen/Dave
June 5 th	Visit to Clandon Park (non club event)	A7OC (info received from Dave W).
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 this newsletter
July 17 th	Visit to Woodley Aircraft Museum or walk round Dinton Pastures followed by car 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	Details in this newsletter
September 9 th	<i>Milestones Museum Run (Proposed/provisional)</i>	<i>Phil Dunford</i>
September 10 th	Heritage Day at Basildon Park.	Details in this newsletter
December 5 th	Christmas Dinner	Trevor/Jean

No Quiz this month - just a smile or two!

It's long been the practice for PC users to rely on spelling and grammar checking software to correct their unintentional mistakes, although the English language is, of course, so littered with anomalous and curious inconsistencies, that the value of this remains, at least to my mind, questionable at best.

However, those, whose professional job it is to compose and compile the stuff we read in newspapers ought, one would imagine, to be better able to avoid the following examples of outright failure to get across the right message!.

Needless to point out, all these originate from 'across the pond' but are clear evidence that "Proof Reading is a 'Dying' Art", wherever and in whatever form, it is spoken!

'MAN KILLS SELF BEFORE SHOOTING WIFE AND DAUGHTER'

When contacted, it took 2 or 3 readings before the Editor realised this impossibility ?

'SOMETHING WENT WRONG IN JET CRASH, EXPERT SAYS'

Really?

'POLICE BEGIN CAMPAIGN TO RUN DOWN JAYWAKERS'

Bit harsh, don't you think?

'PANDA MATING FAILS; VET TAKES OVER'

What an obligingly plucky fellow!

'MINERS REFUSED TO WORK AFTER DEATH'

Good-for-nothing, lazy so-and-so's!

'JUVENILE COURT TO TRY SHOOTING DEFENDANT'

That should work!

'WAR DIMS HOPE FOR PEACE'

Hmmm! One could see why that might have such an effect!

'IF STRIKE ISN'T SETTLED QUICKLY, IT MAY LAST A WHILE'

Do you think so?

'COLD WEATHER LINKED TO TEMPERATURES'

Now who would have thought that!

'ENFIELD (London) COUPLE SLAIN; POLICE SUSPECT HOMICIDE'

They could be on to something!

'RED TAPE HOLDS UP NEW BRIDGES'

You mean there's something stronger than duct tape?

'NEW STUDY OF OBESITY LOOKS FOR LARGER TEST GROUP'

Weren't they fat enough?

'KIDS MAKES NUTRITIOUS SNACKS'

Do they taste like chicken?

'LOCAL HIGH SCHOOL DROPOUTS CUT IN HALF'

Chainsaw massacre all over again!

'HOSPITALS ARE SUED BY 7 FOOT DOCTORS'

Wow, they're tall!

But the best surely is:

'TYPHOON RIPS THROUGH CEMETERY; HUNDREDS DEAD'

Read that again!

2011 COMMITTEE CONTACTS:

Chairman:	John Chad	01252873713	(jchad@waitrose.com)
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Committee:	Don Breakspear	011897	(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	0118978208	(colin@greigc.freeseve.co.uk)

CLUB LOGO'd GARMENTS - Last Call for Summer Orders!

Members wishing to place an order for a garment, bearing the Club's logo, in time for the Spring/Summer season, are urged to contact Roy Roberts soonest please. He has a couple of orders ready to send off but needs more to make up a worthwhile order.

The range and quality of products are excellent and may be viewed on the suppliers web-site: www.briliantembroidery.co.uk

Pricing etc., was given in January's Newsletter but can be confirmed also by contacting Roy on 01276 24073 or by emailing him at: royrobertsr@tiscali.co.uk

Time is of the essence, so please pass on any order(s) promptly to Roy! Thanks!

ANSWERS - January 2001 Quiz - 'Figures of the Imagination'

Answers were mythical or fictional characters - both literary and musical.

Articles 'the' and 'a/an' were not included.

1.	A VERY OLD SAILOR	ANCIENT MARINER	(7,7)
2.	DRUNKEN GERMAN MUSICIAN	PIED PIPER	(4,5)
3.	MASCULINE DAY	MAN FRIDAY	(3,6)
4.	BOY FROM THE WEST MIDLANDS	SHROPSHIRE LAD	(10,3)
5.	PLANTS A ROYAL PRINCE	HARRY POTTER	(5,6)
6.	MALE VIEWERS OF 'TOP GEAR'?	CARMEN	(6)
7.	A FRUIT FROM HELSINKI?	HUCKLEBERRY FINN	(11,4)
8.	THEATRE OR SPACE ROCKET	APOLLO	(6)
9.	CHOOSE A CANDLE'S CENTRE	PICKWICK	(8)
10.	HE REVERSED A CANAL	ZEUS	(4)
11.	UNATTRACTIVE LITTLE MALLARD	UGLY DUCKLING	(4,8)
12.	AN AUDITORY TRIO OF GUNS	THREE MUSKETEERS	(5,10)
13.	A VERY STRONG MAP	ATLAS	(5)
14.	TEETOTAL INFANTS?	WATER BABIES	(5,6)
15.	SHE MIGHT WEIGH GEMS!	HELEN OF TROY	(5,2,4)
16.	SECOND HALF OF ITALIAN CAR	ROMEO	(5)
17.	VERY TALKATIVE FEMALE	LADY CHATTERLEY	(4,10)
18.	SPANISH HAIRDRESSER	BARBER OF SEVILLE	(6,2,7)
19.	KEEPS THINGS ON THE SEABED	DAVY JONES	(4,5)
20.	A WASHING POWDER ON THE CHIMNEY?	ARIEL	(5)

It could happen to you!

On December 10th last, at about 6:00 p.m., Jean and I were *en route* to Chichester Cathedral to attend the annual Christmas Carol Concert performed by our granddaughter's school choir. It was an especially foul evening, that particular, downhill section of the Queen's Highway (A286) was totally unfamiliar to me and there was an almost uninterrupted flow of oncoming traffic, with headlights full on. I was suddenly aware of the dreaded flash from a speed camera located just north of the village of Fernhurst and, as was expected, duly received a 'nice' letter, or NIP, as the acronym goes (Notice of Intended Prosecution) from a representative of the Chief Constable of West Sussex.

A short exchange of communications ensued, finally resulting in my being given the option, as an alternative to the usual fine and points on licence, of attending a "*Speed Awareness Workshop*", designed to impress on miscreants such as myself, the error of their ways.

The fine, had I opted for it, would have been £60.00, plus, of course the inevitable 3 points on my licence. After mulling over the issue in my mind I elected for the 'course' though was somewhat dismayed at the higher cost of £85.00 for the 'privilege' of attending!

A major concern was that, having been advised that such courses were generally to be attended at a venue as close as possible to the spot where the 'alleged' offence took place, I would have to go, in this case, to Shoreham-by-Sea!

I later then learned that a similar scheme is run under the auspices of Thames Valley Police, by AA DriveTech and, even more conveniently, that it is run here in Crowthorne at the TRL site!

It was possible, I also discovered, to attend this course in order to satisfy the Sussex authorities. Booking a place on a course proved a little difficult since they seem to be 'heavily subscribed' and the earliest date I could get was on February 17th, from 5:00 to 9:00 in the evening.

Expecting to be in the company of a bunch of young tearaways I was genuinely surprised to find that the other 19 'felons' attending were, by and large, not, as expected, in the 'first flush of youth' but were, much like myself, in the rather more mature category. One, arriving in the car park at the same time as I did, was in a very new Rolls Royce; one had obviously come straight from his work in a small truck loaded with hedge clippings; there were a couple of professional lorry drivers and about eight or so persons of the female gender. It became apparent that all of us had been caught speeding at just a few miles an hour over the posted limit at some place or another.

The 'Workshop' was an interactive one, presented by a lady professional driver. Small handheld terminals were used to submit answers to questions flashed up on a screen. Fortunately all answers were anonymous and the system thoughtfully just recorded that 20 answers had been registered, rather than assigning an answer to any specifically numbered handset and, therefore, individual!

The presenter focused on three of the most common and, in her view, serious faults seen on the road.

Firstly, the potentially catastrophic effects that even a slightly excessive speed, over any posted speed limit, may have. A number of graphic examples of what these could be were projected onto the screen as well as a number of relevant case histories being presented and discussed.

Secondly, motorway middle lane 'huggers' - or 'dribblers' as she referred to them. Clearly this was her pet hate and she articulated her contempt for them in no uncertain terms.

Thirdly, failure to observe the 'two-second rule', when following other vehicles. Again, this was demonstrated very graphically and convincingly by footage showing a vehicle, travelling at various speeds, 20 up to 100 mph in 10 mph increments, travelling along a piece of test highway towards a stationary car and a pedestrian and then braking at the same point in each instance. Only at 30 mph did the vehicle stop safely short of the 'target'.

Finally, and creating the most impression of all during the evening, was the screening of a 10 minutes long, professionally produced re-enactment of an extremely bad multi-vehicle pile-up on the M4, near Hungerford, in fog, in 1991. I had no personal recollection of this accident, (which eventually resulted in a major fire and ten fatalities), since I must have been working abroad at the time. This 'action replay', however, accompanied by a literally blow by blow account, given by the presenter, of the make, model, actions and eventual fate of each and every vehicle and individual involved, brought the evening to a sobering end.

Bearing in mind that none of those attending had *willingly* signed up for the Workshop and all probably felt they had better things to do than spend four hours in enforced incarceration in a rather cheerless building on a gloomy February evening, I, and probably most of the other 19, felt oddly, that the experience had *not* been a total waste of time; that something was gained and maybe lessons learned.

Whilst I would stop short of recommending that members actively take steps to be 'invited' to attend a '*Speed Awareness Workshop*' I have to report that, though with initial reluctance and lack of enthusiasm myself, having done so, it was surprisingly thought-provoking and, quite possibly, has made me, even as I enter my 7th motoring decade, just a little more speed conscious.

Trevor

Proposed outing to Milestones Museum

I've only recently heard of the Milestones Museum at Basingstoke, Hampshire's Living history Museum. I understand that the club visited some years ago.

I'm proposing a club day out there, envisaging a start perhaps at the New Inn to do a back lanes run down to Basingstoke to arrive at around 11am (their opening time). They have a good value café there or we can picnic.

The group visits organiser there has offered the opportunity to park up and display on a grassed area immediately outside (weather permitting) .

Provided we muster fifteen or more people we qualify for a pre-booked group rate of £5.90 per head. They offer no concessions for the many car clubs who visit, save for this display area, but we appear likely to be welcome. In the event of poor weather she suggests early arrival to park together on the car park.

More information about the museum can be found at www3.hants.gov.uk/milestones

At present I'm considering Saturday 9th July.

At this stage I'd like to gauge the level of interest to see if we can achieve the minimum number. Please drop me an email at phildunford@dunfords.co.uk or call 01252 716387

Thanks, *Phil Dunford*

and now, to finish, something completely **new**

LADIES PAGE

I thought that, as we are an enthusiasts' group, of as many ladies as men – well nearly – we should have a ladies page! I've seen them in other magazines and hope that you agree it's a good idea.

Many of you know that Dave spends quite a lot of time away and, at present, he's in Oz. It's an unfounded rumour that he was running away from my cooking! Notwithstanding that Dave is away, of course, life goes on for me as normal – well, one difference is that I work longer hours and our tabbies, Betty and Albert, get to sleep on our bed. This is a treat since they're not allowed to do so when Dave is home!

It made me think, though, how things have changed. In my grandmother's day wives did not have a car, let alone drive. I know a number of friends or family of my grandmother's era who have sadly lost husbands and now are dependent on their friends and relatives to get about. Their common cry is that their husbands did not want them to drive. I realise then how modern my grandmother is – at 89 years old! She still has her car and continues to drive today.

I cannot imagine not being with my transport and indeed I include my Austin 'girls' in that too. When Dave is away, I just carry on as normal without a moment's hesitation. However, I have had a number of incidents really, including one blow out and so had to rely on the breakdown cover and it made me realise just how much I rely on Dave for all things mechanical too. I started thinking about how I could escape this feeling of dread, in case anything goes wrong with my transport – whichever car I use. I've been suggesting to Dave that he teaches me the basic mechanics and he has promised to do so. So, starting next week, I am going back to school. Give me a few months and I shall be able to join in the 'cooing' over an engine, tenderly stroke a newly painted bonnet and finally have a conversation with the men folk when they think I understand what they are saying! I, too, can have dirty black oil stains on a pair of overalls and can wear a woolly hat as I disappear under a car bonnet. Oh, this sounds like such an exciting time awaits me and I bet, like me, you can't wait for the warmer, Austin evenings so that we can share these joyous moments together well, maybe though, I may just have to wash my hair!!!

Well, whether we are mechanically minded or not, I am looking forward to the warmer weather and the chance to get our 'girls' out. This is what it's all about – Austineering, with lots of friends.

Happy Austin wishes to you all,

Karen
