

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP
Founded 1974

Monthly Newsletter and Events Update

Editor

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Please let me have any articles for the April newsletter by the 22nd of March, on a WORD DOCUMENT attached to an e-mail.

www.nhaeg.org.uk

MARCH 2012

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

Mo's Mutterings

I expect you are all looking forward to driving your "real" cars again soon, I must admit I do miss the trips out in them but I also like modern car heaters in the cold winter months. I know one or two of you have braved the elements on a few occasions! Don and I have had a couple of weekends away during February, so he hasn't spent much time working on Dolly the top-hat but I am sure he will make up that time over the next few weeks, not that she will be ready for the road this year! Perhaps next year.

One of our weekends away was a 70th birthday surprise for Colin Greig when Don and I plus another seven friends, appeared at Littlecote Manor Hotel, Hungerford where Colin thought he was going to spend a romantic weekend with Annie! No chance! Great fun was had by all including Jean Edwards who was either on crutches or in a wheelchair throughout the weekend due to her broken ankle. This did not at any time stop her laughing!



The motley crew all who just happen to be NHAEG club members!

Secretary's Scribblings

Quiz News

Trust some of you managed to find answers to Julie's quiz, which appeared in last month's newsletter. We (Jean and I) have to confess it pretty well confounded us although we did find solutions to all 20 cryptic clues – eventually – but not without a great deal of assistance from our elder daughter, Nicola, and her husband who, between them, seemed to have very little difficulty. Must be an age thing! Needless to say, we didn't submit an entry since it wouldn't have been 'all our own work'. Hope others did, though. You still have until 9th March to get entries in!

This month's Quiz is a return to more familiar ground. All the answers are first names – male and female. Shouldn't prove too taxing.

Worst foot forward!

Some will be aware that Jean managed to break the ankle of her right foot a couple of weeks ago whilst on her habitual Monday morning walk, with her friend. She has been doing this for the past ten years or so, at least and must have negotiated the pedestrian level crossing, between Wellington College and Ambarrow Woods at least 500 times in that period but, on this occasion, somehow, (she doesn't quite know how), managed to step awkwardly down a step after crossing over the lines and fell with her foot at a strange angle beneath her.

The net result was I received an 'emergency call' to rescue them both and a decidedly unsteady spouse, supported by her friend, emerged from the woods when I reached them both a short while later.

Quite obviously a trip to A&E at Frimley Park Hospital was called for and, roughly four hours later, she came out with her leg encased in plaster from knee to toe.

The better news was that, 48hours later, during a check-up at the fracture clinic, it was decided to remove the cast and replace it with a large, black, not terribly elegant 'boot' arrangement which she's permitted to remove at night, so that is something she appreciates.

Nevertheless, as is usual with such matters, the healing process will probably take some time and, at the moment, she's pretty well restricted so far as mobility is concerned. However, 'Fred Nightingale' is fully in attendance and being kept busy with a bunch of domestic activities with which he is becoming increasingly proficient! Huge fun!

Heritage Open Day

Those of you who went to Basildon House last September, on Heritage Open Day, will recall that, despite the indifferent weather, an enjoyable day was experienced. This was especially so since, on that occasion, the Newbury Players staged a series of short scenes in a number of the rooms, re-enacting preparations for a typical dinner party of the forties/fifties period.

We again have been contacted recently by the person (within the FBHVC organisation) who has some responsibility for linking historic vehicle clubs with establishments planning to be involved with HOD this year.

At the moment the full list of properties subscribing to HOD is yet to be published but, when it is, a decision will be made to choose one as a possibly suitable venue for NHAEG involvement. More on this later.

Fun Event

Our calendar of events and activities is getting gradually filled up and these are included on the *Club Nights and Events* page which Colin updates on a regular basis. One item which has just come to some attention, mine at least and which may interest members is something called 'The 1940's Relived' which is being held at the Brooklands Museum on Saturday 19th May this year, from 10:00 a.m. to 5:00 p.m. This appears to be something similar in concept to the Bridgnorth extravaganza some of us enjoyed way back in 2010. It's billed as 'From the home front to the front line' and will embrace period fashion, vintage stalls, re-enactment groups, air raid sirens, 1940's themed café, WW2 aircraft, shelters, military vehicles and swing dancing, singing and music, plus a lot more.

Those attending are encouraged to don 1940's clothing and there are prizes for the Best Dressed Man, Lady and Child. In addition there is a £2.00 discount for all adults dressed in period clothes.

Admission prices are as follows:

Adults: £10.00, Students/Seniors: £9.00, Children: £5.50
Family: £27.00

If interested check out www.brooklandsmuseum.com

Dave (Holland)

News has very recently been received, via Hazel, that Dave, unfortunately, suffered a minor heart attack last Sunday (19th Feb). Evidently they were both *en route* to the theatre when Dave complained of feeling unwell. A prompt change of plan and visit to the hospital confirmed the diagnosis and he has since been fitted with a stent and is now in a state of 'enforced rest' to assist recuperation.

Does he know the meaning of the word – 'rest'?

One can imagine the difficulty Hazel is having ensuring that he does slow down a bit but hiding the keys to his many sheds would be a very good start!

I am sure we, in the NHAEG, all send him our very best wishes for a speedy recovery and return to full health. Take it easy, Dave!

February's Club Night

It's almost inevitable that others will comment on this evening's activity but I must thank Phil (Dunford) for laying on such a very entertaining evening with his historic (Austin-related) film show - shown on two screens too! Eat your heart out Showcase Cinemas!

The only thing missing were ice-creams at the interval.

A most unique and enjoyable experience!

Thank you, Phil – and Jan, of course!

Phil is also masterminding our March Club Night when the topic is: '*Identify the mystery object*' (or some such similar text). If you have anything of unknown or obscure purpose/identity, please bring it along and hand it, discreetly, to Phil on the evening, when we will all tax our brains trying to put a name or purpose to each object brought in.

Should be fun!

Fuel Prices!

It's widely predicted that petrol and diesel fuels could hit £7.50 per gallon within weeks. In addition the Government has plans for a 14 pence a gallon rise in petrol and diesel tax in August.

The FairFuelUK Campaign is staging a mass lobby of Parliament on March 7th to indicate to MP's and Ministers the depth of feeling on this highly-charged topic and to urge a cut in duty.

The Campaign organisers are encouraging anyone who can get there to join in this protest. All that's needed is to turn up at Old Palace Yard (opposite Parliament) at 1:00 p.m. on Wednesday 7th March, but full details can be found at

www.fairfueluk.com

Last year FairFuelUK successfully fought off a 9p per litre rise in extra taxes and it is convinced that a similar level of success can be achieved, particularly if sufficient numbers turn up to express their degree of concern on the issue.

That's about it for this month. Must get down to some serious fettling now on 'Clarissa' and 'Po' - in between stints of cooking, washing and ironing, of course. Can you hear the violins playing? Aaaaah!

Trevor

1933 Austin 7 Light Box Van



Last week as I was walking through the car park at the Bovington Tank Museum I came across this Austin 7 van. It was parked at the back of the museum against the hangar wall amongst modern day cars, so I was only able to get a few reasonable photos (on my mobile phone). From a quick look around it didn't seem in bad condition and it certainly looked the part. In the passenger door window was a brief history of the vehicle and its use today. It started out as an Austin 7 Saloon and was first registered in Middlesex on the 4th April 1933. In the early 1980s it was converted to a Light Box Van and painted "Egg Yolk" yellow with black gloss wings, the intention was, it appears, to portray it as a 1930s AA Road Services Patrol Van. In 2009 the van was purchased by its present owner and converted to a typical WWII Home Guard Vehicle. The

owner is involved in military re-enactment of that period. The van conversion is to a high standard, the proportions seem right and it has been well engineered. It is amazing where Austin 7s seem to pop up these days!

Andy Ranson

(Thanks for sending that Andy, I think it's lovely!).

COLINS COMMENTS

As I mentioned last month I was unable to go in Arabella to the VSCC Driving Tests at Brooklands at the end of January due to the starter motor refusing to work. I was therefore very pleased, not knowing very much about electrics when Trevor (E) offered to come round and see what was wrong. He came round on a very cold day but with a heater going full blast it was not too bad in the garage.

Trevor made a few checks first but decided the starter motor needed to come off, which proved a little difficult as there is not much room to get a spanner on to the top bolt, but once off it was easy to see the problem, one of the brushes had worn away and it was really dirty inside. Trevor then cleaned it all up, replaced the brush and then tested it on the bench and found it was now working.

We then fitted it back in the car but due to the battery now being flat from trying to start the car, we decided to put the battery on charge overnight and try the next day. With the battery fully charged the engine burst into life. Many thanks to Trevor for his invaluable help.

An event worth going to is the **Morris Austin Day at Brooklands** on the Sunday 11th March. All types of Morris & Austin vehicles will be on display in and around the Paddock, with the Test Hill in action and the annual cavalcade. This year they will be celebrating the **90th anniversary of the Austin Seven** so they are hoping to have plenty of Austin 7s there. All drivers and passengers arriving in Morris or Austin cars at the Campbell Entrance off Brooklands Road (the B374) will receive a discount of £1 off their usual prices; Brooklands Trust members will as usual get in free.

The draft Programme for the day is as follows:

10am Gates open

1.30pm Test Hill runs for pre-1940 Morris & Austin cars

2.15pm Morris & Austin cavalcade for all road legal and roadworthy historic vehicles

2.30pm Photography of cavalcade on Members' Banking

4.00pm Museum closes

I plan to go with grandson Ben and it would be nice to see other members of the NHAEG there as well. If you want more details visit www.brooklandsmuseum.com and click on events, give me a ring or see me at club night.

Last month I put details of the **Bearwood Invitational Car and Bike Show**, on Saturday the 19th May, in the newsletter (page 9) asking for names of anyone interested in going, so far I have five names. **Remember entry is by invitation only** so if you think you might like to go please let me know ASAP as I need to give the organisers an idea of how many invitations we require.

Those of you with email should have received details from me regarding a visit to **Nuffield Place**, home of **William Morris**, which has just been given to the National Trust, if you did not the details can be found elsewhere in this newsletter. As this is the first time the house has been open there are a lot of groups particularly car clubs wishing to visit so they need to know numbers fairly soon. So far I have 20 members wishing to go and I have told Nuffield Place I will let them have final numbers by **12th March** at the latest

so if you wish to go **please get back to me ASAP** as I will not be able to add any names after that date.
01252 879173 or cgreig104@btinternet.com

That's it for now.

Safe and happy Motoring

Colin

Visit to Nuffield Place (Home of William Morris) **11th August 2012**

I have arranged for the NHAEG to visit Nuffield Place home of the philanthropist William Morris, Lord Nuffield, the founder of Morris Motor cars and one of the richest men in the world. The National Trust has recently saved the house and complete collection for the nation. Despite his vast fortune Morris's house reflects a modest lifestyle comprising everyday objects. See the tool cupboard in his bedroom, walk in the woodlands, and see the gardens.

I will organise a route to the house, which is near Henley-on Thames, on arrival we will be parked up together and they will arrange timed guided tours of the house and will also reserve seating for lunch in their small restaurant for us. Members of the National Trust will as usual get in free, for others the admission fee is £8.

I will let you have more details later, but due to the fact that Nuffield Place is opening for the first time this year they have a big demand from groups wishing to visit, many of them car clubs, I therefore need to let them know very quickly how many cars to expect, how many for the tour of the house and how many for lunch. I have told them I will let them have numbers by the next club night **12th March**. Obviously as August is some way off it is understood that some may have to drop out before the date but if you are interested in going please let me know **ASAP** saying if you want to go on a tour of the house and also if you want lunch and whether you are a member of the National Trust. Email cgreig104@btinternet.com or 01252 879173. **I am afraid that after the March club night will be too late to give me your name.**

Details of the house can be found on page 139 of the 2012 National Trust handbook.

Please give me a ring if you require further details.

Colin.

SAVE THIS DATE 4th June 2012

On this date Shinfield Parish Council are holding their Diamond Jubilee Celebrations

I have been asked to organise a show of cars for this event and am hoping that as many club members as possible will be able to come along. The show is from 12 noon to be held in the Spencer's Wood area. There will be enough entertainment to hold your interest from 12 noon 'till late but you will not have to stay until late. It promises to be a very full programme i.e. live bands, groups etc, arena activities that we could possibly be a part of, if you wish,. More information to follow next month or contact me direct by email or phone.

John Hancock

Austin Ten Drivers Club

National Rally

The **ATDC** will this year be holding their **National Rally** at the **Basingstoke Rugby Club**. As the NHAEG is a meeting place for the ATDC all members regardless of what car they have has been invited to attend. The event is over the weekend of 13th /14th / 15th July, further details will be available later but in the meantime put the date in your diary.

The main organiser is Tony Westhall and he has asked if the NHAEG would be prepared to organise the Driving Tests on Sunday 15th along the lines of the ones we have at our annual picnic. I have spoken to Don who organises them at our picnics and he has agreed to do the same for the ATDC. He and I will take all the equipment over on the Saturday and collect it on the Monday but **we will need a number of volunteers on the Sunday to help set up the equipment and also with marshalling**. It is not a very onerous task so I am sure there will be plenty of you prepared to help. This will be a good opportunity to show the NHAEG off in a good light.

Please email me at cgreig104@btinternet.com or phone me on 01252 879 173 or see me at club night if you are able to help.

Colin

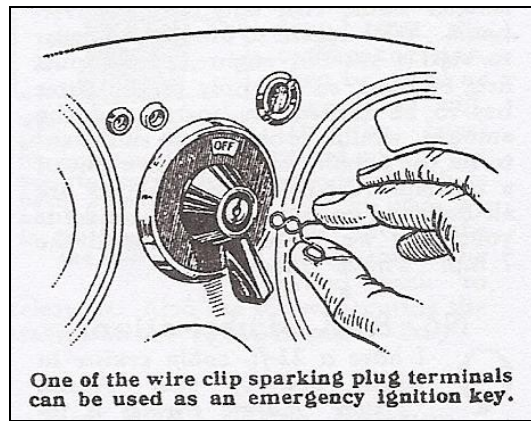
QUERIES OF THE MONTH

Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month’s selection consists of Ignition key – Austin Twelve and Removal of Tyres.

No 888 appeared in August 1938 and No 1108 appeared in December 1942.

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.*

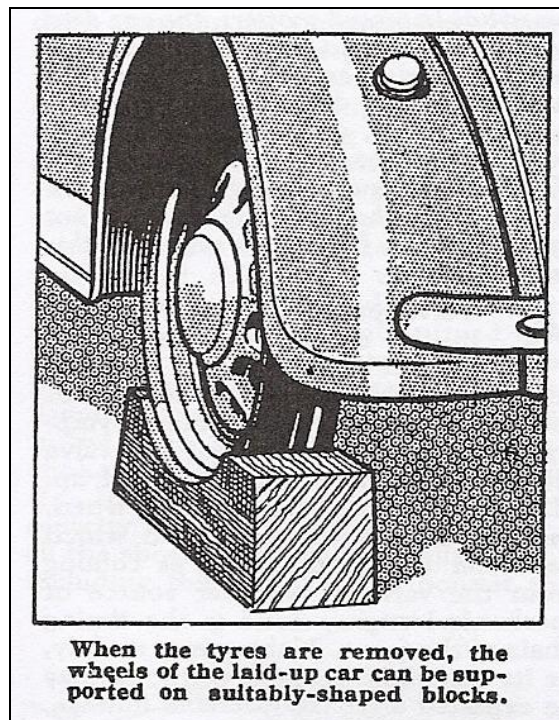


A. The removal of the ignition key when leaving the car for a short time is not always a necessary procedure as often the car doors can be locked, but if it is taken out, it is a good plan to leave it in some inconspicuous place in the car, as it is easily lost if carried about. There is, however, another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

No 1108 – Removal of Tyres

Q. *Under the new regulations requiring owners of laid-up cars to register them with the authorities so that in due course, the tyres can be requisitioned, I have made a return in respect of my Twelve. I should now like to have your advice as to whether, in the event of the tyres being taken, my car will be safe if allowed to stand on the rims of the wheels, or whether you consider it desirable to block the car up.*

A. The ground clearance of your car is sufficient to allow it to stand on the rims, and there would be no great harm in leaving it so. On the other hand, the rim at the point of contact with the ground might suffer from rust and distortion if left in the one position for any length of time, and we therefore suggest that in the event of the tyres being requisitioned, you have four small wood blocks, suitably shaped to support the car on these.




When the tyres are removed the inner edges of the wheel rims should also be lightly greased – with just a smear – to prevent rusting.

Some more old advertisements, with winter in mind, plus a couple of cartoons, all from the 1950s

PUT YOUR
ANTI-FREEZE
IN YET?

No ? Then let us remind you that Boots anti-freeze gives your car full protection all winter through for less (*much* less!) cost. Boots anti-freeze costs as little as 10/- a quart—sufficient for many small cars—and special ingredients resist radiator corrosion, too! Delay is likely to be expensive . . . so why risk it?
Drive round to Boots today!



RADIATOR
ANTIFREEZE

1 PINT	6/3	1/2 GALL	19/6
1 QUART	10/-	1 GALL	38/-

3 **Star**
lines
from the house of
DESMO

Covering every need where a gentle consistent warmth and protection against frost are of paramount importance, Desmo Paraffin Heaters are robust in construction, safe and economical in use. They have many practical uses in and around the home, with a particular appeal to motorists, poultry keepers, apiarists, horticulturists, etc. Desmo Paraffin Heaters are obtainable from Garages, Ironmongers, Hardware Dealers and all branches of Halfords.

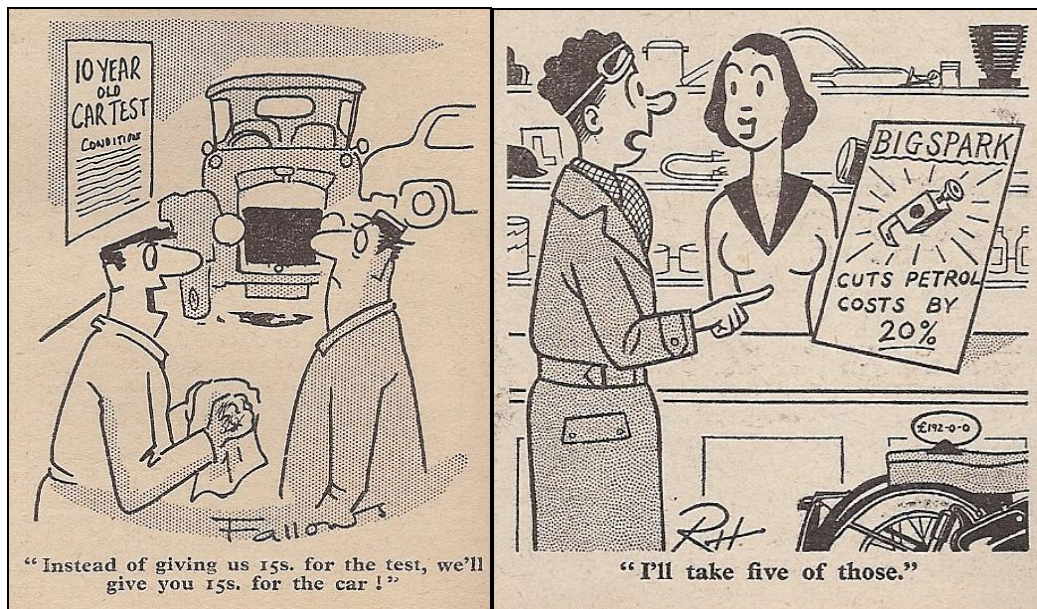
No. 58B.
Retail Price 19/6

No. 123
Retail Price 16/6

No. 126B.
Retail Price 26/-

See our Exhibit at the Motor Show, Earls Court, STAND No. 349

DESMO LTD., Pensnett Trading Estate, BRIERLEY HILL, STAFFS.
Telephone : Kingswinford 3481/2/3
LONDON SHOWROOMS : 220 SHAFTESBURY AVENUE, LONDON, W.C.2.
(near the Princes Theatre) Telephone : TEMple Bar 1994/5



Andy Ranson

Starting the New Year with a bang! – the next instalment

By now most of you will have read or heard about my exploding 12/4 battery, it was a surprising way to conclude a nice trip to Brooklands! So what was it all about? Well here's my considered opinion!

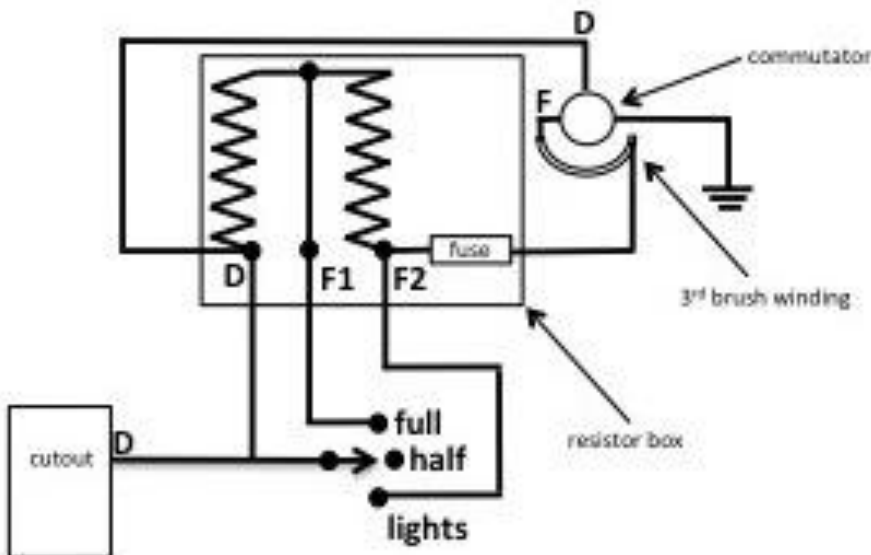
Surprisingly, very little electrolyte was evident after the explosion, this played on my mind. A defensible hypothesis being that some electrolyte had 'boiled' away, exposing the tops of the plates which must have emitted a spark when I made the rather large demand of pressing the starter while the lights were on (I admit not best practice - but it was hissing down).

I believe the root cause can be explained; our cars are required to make more electricity than they were required to do when new. Two headlights of higher wattage, two rear lights and brake lights (again of higher wattage) and often indicators. Three-brush charging systems were always a compromise and without conceding too much electricity with the lights on, the 'half-charge' rate will often be higher than is required. Indeed my car was charging around 6amps on low, approximately 0.1C for my 60Ahr battery and theoretically safe but in hindsight a dangerous practice. Modern batteries are designed for intelligent charging via sophisticated electronic control and probably don't vent in the same way that old-tech batteries did, added to which you can't check the electrolyte levels on sealed units.

On a reasonable run, provided the battery is charged there's no real requirement for more than 1 to 2 amps of charge current – and most batteries will stand that forever. I could have simply wound the charge current down by moving the 3rd brush, but previous experiments have not yielded much in the way of a tangible reduction without significant discharge while the lights are on. So what to do?

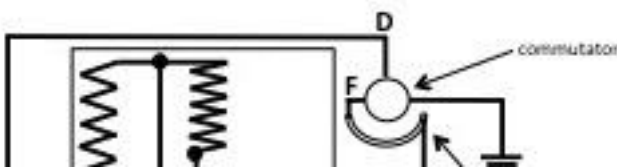
There options came to mind; simply switching off the field current periodically to prevent the dynamo from charging, with the obvious downside that if you forget you may run out of electricity altogether. Converting to two-brush with the addition of a regulator, an elegant and expensive solution that strays from originality. Or the option I chose, which was to modify the existing arrangement so that additional resistance could be added to the third-brush circuit, thereby reducing the charge current – here's how I achieved it.

First of all the resistor network that controls the field current through the third-brush is situated in a box on top of the dynamo. It is a centre-tapped coil of resistance wire that inserts both ‘legs’ on half-charge, one leg on full and is shorted by the light switch as shown below.



Further resistance can only be added in the resistor network, not in any of the wires that run to the ignition switch. It is therefore necessary to disconnect one leg of the network and create a new connection inside the box thus:

Austin Light 12/4 – three brush charging with mod



On my car the right-hand leg of the network had fewer turns of wire and could be compressed a little to occupy less space. This presented the opportunity to insert a small piece of 'chocolate block' connector strip in the box into which the existing resistor could be terminated along with a new wire on the other end that was returned to the dash. Since the wire 'F2' already returned to the dash it was convenient to run one new wire and break in to the existing one under the dash to allow for the insertion of a switch that could then be used to add an auxiliary resistor when open or restore the existing network when closed. I had to cut a small channel in the Bakelite base of the resistor box to allow the new wire to exit without being crimped in the metal lid – I did this neatly with a Dremel.

With the wire and switch installed you'll need to establish the value for the auxiliary resistor. Set the third-brush with the lights on to achieve a rate that you're happy with – most likely between zero and minus 1 to 2 amps – it is possible to achieve positive charge with the lights on but the reality is that you'll be driving the dynamo hard (so it will get hot) and you'll need to insert more resistance to get a low charge rate with them off. Using a length of resistance wire from an old-fashioned bar fire element. Connect one end to one terminal of the switch, connect a spare length of wire to the other switch terminal and solder a crock clip to the other end – you can now slide the croc clip up and down the element wire with the engine running until you achieve the desired charging current. *Don't worry it won't get hot – there's not enough current flowing on the field winding to create heat.* Once done you will have a length of resistance wire (probably 10 to 12 inches) that can be wound around a former to create a new auxiliary resistor – something like this:



The completed resistor can be covered in epoxy or contained in a length of heat-shrink sleeve and mounted out of site. Old bar fire elements on ceramic formers can be bought for a couple of quid from hardware stores – there's enough wire to make many.

By using the auxiliary switch you achieve more granular control over the charge current, in my case conceding just a couple amps with the lights on, I can achieve a standing charge of about 2 amps at 40mph (a little less at 30mph) at low-charge with the auxiliary resistor in circuit. The insertion point in the resistor network effectively provides four settings (using a combination of both the original switch and the new

one): low-low, low, low-hi and hi – the operation of the light switch negates all of the resistors and drives the F winding at whatever rate you determined by the position of the third-brush.

The reality is that for the most part the lowest setting is all that is needed to sustain a modern battery – perhaps a small boost now and again if you’ve been a while in slow moving traffic or in convoy at low speeds. A charge rate of 1 to 2 amps is well within the safe zone of most batteries and will not cause excessive gassing, venting and sulphation. Most importantly the battery won’t ‘boil off’ electrolyte and consequently expose plates to hydrogen gas which as I found to my cost can be ignited with a spark - and you would do well to avoid that experience!

Andy Seager.

VACANCY FOR CLUB HOLIDAY – 19th-24th July 2012

Due to personal reasons we are now unable to go on the club holiday in July. Consequently, there’s a reserved hotel room available should anyone wish to go who perhaps was unable to book before the closing date.

If you’d like to take over our place do get in touch, by email at phildunford@dunfords.co.uk or telephone 01252 716347.

Phil & Jan Dunford

March Quiz - ‘What’s in a Name?’

All answers are first names, male and female.

- | | | |
|--|-----------|-----|
| 1. Has a seat in Edinburgh | _ _ _ _ _ | (6) |
| 2. Sounds very serious | _ _ _ _ _ | (6) |
| 3. Popular female down under | _ _ _ _ _ | (6) |
| 4. Instruction to genuflect | _ _ _ _ | (4) |
| 5. Sounds as if she performs magic with ale | _ _ _ _ _ | (7) |
| 6. Is she partly responsible for how we are? | _ _ _ _ | (4) |
| 7. Bravo for her! | _ _ _ _ _ | (6) |
| 8. Springs to mind in Oz | _ _ _ _ _ | (5) |

9. Cockney hospital room for brain damage	_ _ _ _ _	(6)
10. Her county town is Ennis	_ _ _ _ _	(5)
11.necessary on an Italian bike?	_ _ _ _ _	(8)
12. Pe4forms with a rubber ring	_ _ _ _ _	(7)
13. Found under a German bed?	_ _ _ _ _	(5)
14. Give her a 'T' and she will not lie	_ _ _ _	(4)
15. A summer sign	_ _ _	(3)
16. Make a fuss of stacked hay	_ _ _ _ _	(7)
17. It will melt if you do this	_ _ _ _ _	(7)
18. Originally Saul	_ _ _ _	(4)
19. Card that can lift objects	_ _ _ _	(4)
20. A red version was unprepared!	_ _ _ _ _	(5)

*Please submit your entries to Trevor Edwards, 55 The Brambles, Crowthorne. RG45 6EF **by Friday 13th April**, together with £1.00 towards prize(s).*

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	John Hancock	01189885387 route66_2003@hotmail.com
	Andy Seager	01256702886 Andyseager@mac.com

Please note the following changes to the recent 2012 Membership list.

Bob and Jill Hobbs mobile number has been changed to 0778 975 3534.

Ian Campbell-Foster's mobile number is now 0777 510 8983 and he has an additional work e-mail at ian.campbell-foster@kbr.com His vehicle stable now houses a 1934 Austin 16/6 Berkley Saloon reg. OD 9393, a 1933 Austin 12/4 Harley Saloon reg.CG 5622 and a 1964 Austin Mini Cooper reg.CPP 49B.

(Thank you George)

Please note NHAEG Club Nights and Events Diary will be sent on a separate page, due to technical difficulties!

Best wishes to Dave Holland and Jean Edwards, hope to see them both running around again soon, well walking at least!

Mo