

# NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP



## CHAIRMAN'S CHUNTER...

After the January AGM, we have substantially the same committee as last year but we were sorry that Elaine didn't stand again due to work pressures. We expect to deliver a similar programme for you, this year, with a few new ideas thrown in. The Club Diary (*page 3*) shows that there is plenty to look forward to

Our 'Spring Airing' and 'Drive it Day' are only about a month away, so it's time to think about getting our cars ready for the year ahead.

This issue focusses on the checks that you can carry out (*page 8*) and on a parallel theme, our history item looks at the MoT (*page 7*).

This issue's 'NHAEG Member Interview' (*page 5*) features Tim & Ann Proctor. We have historical items and past press from Andy Ranson (*page 11*).

The Quiz (*page 13*) is again by Trevor, but – please note - an entry fee is no longer required.

Finally, Aunt Brassica (*page 14*) offers wise advice on 'wild water swimming'...

We also invite you to suggest a name for this newsletter (*on page 13*)

*Simon*

*Editor: John Pratt ([edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com))*

## MARCH 2017 NEWSLETTER

### CLUB NEWS

#### February's Club Night

The shoebox challenge brings out the latent engineer and designer in everyone. This year saw real creativity and models that were even recognizable as an Austin 7 Pick-up, Austin 7 Special, a Citroen 2CV and a Bond Bug.

The evening was not without drama, with wheels falling off and attempts to add illegal ballast to increase the distance travelled. But under the scrutiny of Don Breakspear, the winning Holland-Kendrick Team car achieved 9.4 metres from launch!



#### Building from strength...

Our AGM was held on Monday 9th January and we are pleased to report that the group is in good health, both financially and in terms of new members who joined last year.

We welcomed Clive Jackson (1943 Austin 10 Chrome Rad saloon), Bob Clarke (1930 Austin 7 under repair), Adrian Walker (MGB GT), Adrian Gray (Triumph Vitesse Convertible), Norman and Jenny Minett (1935 Austin 7 Ruby Opal 2 seater) & Robert and Amanda Lawrence (Austin 7 Chummy).

#### Mid-week Runs

Alan Pickett has announced four dates for mid-week runs of 30-40 miles. These will be on Thursdays during the Summer months of April to September, but excluding August when a lot of people are away. (*See the Club Diary page for details*)

Alan hasn't given any destinations yet, but building on last year's success, he is hinting at a return to the sea in July before the school holidays start.



## Drive-it-Day with Trevor

We couldn't let Sunday 23<sup>rd</sup> April pass without a get-together. So, Trevor E is planning a gentle run in Austin country to demonstrate that the vintage & classic car movement is alive and well North Hampshire.

He is playing his cards close to his chest and won't reveal the route yet! But the advance information suggests that lunch is involved too!

Please let Trevor know if you intend joining the party  
(Trevor.c.edwards@btinternet.com)



## The White Lion Classic Car Meets are back

The Classic Car Meets have been revived from Sunday 29th January at White Lion Antiques, London Road, Hartford Bridge, Hartley Wintney, RG27 8AE on every last Sunday of the month

The meet runs from 8.00am to midday and there is a restaurant where you can get a good breakfast or just a coffee or tea if you wish.

Previously the meetings have attracted a large number of cars from vintage to modern classics including some super cars. As Colin Greig notes, "It's a chance to give your cars a bit of gentle exercise when there is nothing else on."

## NOSTALGIA CORNER

A nice Austin pictured in 1959 at Blackbushe, but an ugly scene behind. Prior to the airshow, a Navy display team of Hawker Sea Hawks were landing, when one suffered engine failure. Luckily – if you look carefully to the right of the smoke – you can see the parachute of the pilot who ejected safely!



## CLUB & EVENTS DIARY 2017

Please let John ([edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com)) or 01252 643527) have details of any events that NHAEG members might be interested in, to add to this compilation.

Please note that 'Club Lunches' at the New Inn have been discontinued for 2017.

NHAEG	Dates	Events	Arranged by or details from
Club Night	Mon 13th March	Quiz Night	Julie
Club Night	Mon 10th April	Spring 'Airing'	Committee
Sunday Run	Sun 23 <sup>rd</sup> April	Drive it Day	Trevor E
Mid-week Run	Thurs 27 <sup>th</sup> April	Mid-week Run	Alan P
Club Night	Mon 8th May	Car-part photo-quiz	John P & Jeanette M-P
Mid-week Run	Thurs 18 <sup>th</sup> May	Mid-week Run	Alan P
Club Night	Mon 12th June	Half Gallon Run	Elaine & Roy W, Hazel & Dave H
Club Night	Mon 10th July	Dress Up & Coveted Car Evening, judged by James Gibson of BCA	John P
Mid-week Run	Thurs 27 <sup>th</sup> July	Mid-week Run	Alan P
Club Night	Mon 14th Aug	Noggin & Natter	Committee
Club Night	Mon 11th Sept	Music Quiz	Andy B
Mid-week Run	Thurs 14 <sup>th</sup> Sept	Mid-week Run	Alan P
Club Night	Mon 9th Oct	Speaker – Robin Lawton on a life of Austins, MGs & Rileys	John P
Club Night	Mon 13th Nov	Auction Night	Colin, Don & Trevor
Club Night	Mon 11th Dec	Festive Fun	tba
Event	Mon 4 <sup>th</sup> December	Christmas Dinner, location tba	Jeanette M-P

Organiser	2017 Dates	Other Events & Location	Contact
Austin	Sun 12th March	Austin Morris Day, Brooklands	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
FBHVC	Sun 23 <sup>rd</sup> April	Drive it Day	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Brooklands Museum	Sat 13th May	1940s Relived at Brooklands	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
750MC	May date to be confirmed	Buttercup Bounce BBQ & Concours	Brooklands Contact Judy Norman 01483 566161
Brooklands Museum	Sun 21 <sup>st</sup> May	Brooklands Spring Classic Breakfast	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Beaulieu Museum	Saturday 13 <sup>th</sup> & Sunday 14 <sup>th</sup> May	Spring Autojumble	<a href="http://www.beaulieu.co.uk/events/spring-autojumble">www.beaulieu.co.uk/events/spring-autojumble</a>
The Thorneycroft Society	Sunday 14th May	Basingstoke Festival of Transport & Autojumble; 11am-4pm but early arrival recommended	Trevor Mulford

Essex Austin 7 Club	Sunday in June to be confirmed	The Only Tour is Essex (& Suffolk)	<a href="https://ea7c.wordpress.com/">https://ea7c.wordpress.com/</a>
Sth Hants Vehicle Preservation Society	Sunday 4 <sup>th</sup> June	Classic Vehicle Show, Queen Elizabeth Country Park, Gravel Hill, Horndean PO8 0QE	Further details: 0780 735 1316
Hartley Wintney Festival	Saturday 10 <sup>th</sup> June	Classic Car Show at the Village Festival	Entry Form from David Preston <a href="mailto:classiccars.hwf016@btinternet.com">classiccars.hwf016@btinternet.com</a>
Watercress Line	Saturday 10 <sup>th</sup> -11 <sup>th</sup> June	War on the Line	<a href="http://www.watercressline.co.uk">www.watercressline.co.uk</a>
Brooklands Museum	Saturday 17 <sup>th</sup> - 18 <sup>th</sup> June	Brooklands Double Twelve Motorsport Festival	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Watercress Line	1st-2nd July and 7th-9th July	ExtravaGala - 50th anniversary of the end of Southern region steam	<a href="http://www.watercressline.co.uk">www.watercressline.co.uk</a>
750 MC	Sunday 2 <sup>nd</sup> July	National Austin 7 Rally at Beaulieu	<a href="http://www.750mc.co.uk/austin7/Beaulieu.htm">http://www.750mc.co.uk/austin7/Beaulieu.htm</a>
Thames Traditional Boat Festival	Friday 14 <sup>th</sup> , 15 <sup>th</sup> & 16 <sup>th</sup> July	Display of pre-1970 cars and vintage vehicles, Henley- On-Thames. Fawley Meadows	Lyndon Yorke at <a href="mailto:vehicles@tradboatfestival.com">vehicles@tradboatfestival.com</a>
Watercress Line	16th July	Alton Bus Rally	<a href="http://www.watercressline.co.uk">www.watercressline.co.uk</a>
ATDC	14th-16th July	National Rally	<a href="http://www.austintenddriversclub.com/events">www.austintenddriversclub.com/events</a>
Rotary Club Odiham & Hook	Saturday 5 <sup>th</sup> -6 <sup>th</sup> August	Odiham Fire Show, Classic Fire Engines & Displays, Lodge Farm, Odiham	
BADCCC	Sunday mid-August tbc	Newbury Classic Vehicle Show, Newbury College, Monks Lane, Newbury RG14 7TD. £6 entry pp	<a href="http://www.classicvehicles.org">www.classicvehicles.org</a> or email <a href="mailto:show@classicvehicles.org">show@classicvehicles.org</a>
Camberley Car Show	Saturday 19 <sup>th</sup> August	Vintage, Classics, Customs, Hot Rods, Motorbikes, Entertainment	By invitation only: contact Ken Bonner <a href="mailto:kenbonner@btinternet.com">kenbonner@btinternet.com</a>
Swallowfield Horticultural Society	Sunday 27 <sup>th</sup> – Monday 28 <sup>th</sup> August	Swallowfield Show, Showground at Swallowfield Park	Trevor E or email <a href="mailto:organisers@swallowfieldshow.co.uk">organisers@swallowfieldshow.co.uk</a>
A7OC	Monday 28 <sup>th</sup> August tbc	Littlewick Show, to be confirmed (between Maidenhead/Reading)	See <a href="http://www.austinseven.org">www.austinseven.org</a> for entry booking
Beaulieu Museum	Saturday 2 <sup>nd</sup> to Sunday 3 <sup>rd</sup> Sept	International Autojumble	<a href="http://www.beaulieu.co.uk/events/international-autojumble">www.beaulieu.co.uk/events/international-autojumble</a>
Cobham Conservation & Heritage Trust	Saturday 9 <sup>th</sup> September	Cobham Heritage Day classic car gathering	Entry forms from July from <a href="mailto:ian.s.nelson@btinternet.com">ian.s.nelson@btinternet.com</a>
Shooting Star Chase	Sunday in September tbc	'Family Fun Day' display at the Children's Hospice, Christopher's, between Guildford and Godalming	By invitation only - contact Phil Dunford <a href="mailto:phildunford@dunfords.co.uk">phildunford@dunfords.co.uk</a>
West Green House	Sunday 24 <sup>th</sup> September	Classic cars in a Concours D'Elegance, West Green House, Thackham's Lane, Hartley Wintney	Trevor Mulford or book online <a href="https://festivalticketkiosk.cloudvenue.co.uk/home">https://festivalticketkiosk.cloudvenue.co.uk/home</a>



Inter Club Register	2017 Dates	Inter Register Event & Location	Contacts as below, or talk to Trevor, Colin or Tony W for information
MG Car Club	Sunday 12th March	Spring "Naviscat" Scatter Rally, Surrey	Philip Bayne-Powell philipbp@mgcottage.freemove.co.uk
The Alvis Register	Saturday 15th March	Scatter Rally + tour West Sussex	James Campbell jamesiscampbell@btconnect.com
The Riley Register	Saturday 10th June to be confirmed	Navigational Economy Tour, Prescott, Gloucestershire	Conway Hall conwayhall@btopenworld.com
The Jowett Register	Sunday 11 <sup>th</sup> June	Treasure Hunt, Gt Dunmow, Essex	Richard Keil richard@richardkeilphotography.com
The Riley Register	Sunday 19 <sup>th</sup> August	Rally, Sonning Common West Berkshire	Richard Scott email: rscottok@btinternet.com
The Crossley Register	Sunday 17th Sept	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
MG Car Club	Sunday 8th Oct	Autumn "Naviscat" Kent	Chris Leigh candjleigh@yahoo.com
ATDC/NHAEG	Saturday 18th Nov	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards Trevor.c.edwards@btinternet.com

## THE MEMBER INTERVIEW – TIM & ANN PROCTOR

For this issue, the editor met up with members, Tim and Ann Proctor.

Editor: When did you first realise that you had an interest in cars and how did that come about?

Tim: Believe it or not, my mother had an old Red Label Bentley which she had bought for £200! When she sold it in the 1950s for £250, she was pleased to have made a profit! In comparison, my father had bought a new Austin 10 in 1938.

Editor: What was the first car that you owned?

Tim: I passed my test in 1957 and acquired a motorbike and, although my father was quite relaxed about it, my mother wasn't happy and bought me an Austin 7.

Ann: I started with a Morris 8 Series E

Editor: What is the most interesting car that you have driven?

Tim: I guess that the Austin 7 wasn't exciting enough and I moved on to an FN 1850 which was a Ford Special. This got me into regular trouble with the Devon Constabulary – PC Underwood in particular. (Ann: We still have three of his Summonses - framed for their wonderful archaic language.) The car mudguards were like planks of wood and it didn't comply with the construction and use regulations. Then, because it didn't have any lights, I used a pair of torches lashed on to it – same problem. The 'straight-through' exhaust system lacked any baffles and PC Underwood heard me coming up Leigh Mill hill in Devon from miles away and was ready with a steel measuring rod. When he pushed it into the exhaust it went right the way up to the manifold - and that was the third encounter!

On one memorable occasion, I bought an old dog kennel which I strapped to the car to get it home. But then it rained and the evil smelling liquor from the kennel dripped into the car – I could cope with that, but my first date with the girl in the passenger seat was totally ruined. After 3 years trying to avoid PC Underwood and to successfully date girls, I sold the FN 1850 and took over my mother's VW.



Editor: What other cars have featured in your life?

Tim: When my mother passed away, I used an inheritance to buy a Sunbeam Alpine – an altogether better proposition! Later, this gave way to a Triumph Herald in 1965, when I married Ann and then after our children came along, we had a succession of sensible cars, mostly old, as I was a teacher. I don't know how we used to cram everything and everybody into a Mini Countryman for our holidays – they seem so small these days compared with the modern Mini!



Ann: We also had a Morris Minor, which had nice carpets when we bought it. Then we discovered why – they covered up the holes and the boys had to wear gum-boots in wet weather! Eventually a rough road was too much for it and the floor literally fell out. But with regular welding we kept it going and it took us to Wales and Scotland on holidays.

Tim: by 1980, we had a bit more money and I bought a Triumph Spitfire, which was a great car and my son now owns it.

Ann: Tim hasn't mentioned how the passenger door sprung open when I was driving it on my own and I had to tie my scarf to the door handle and sit on the other end of it. Then the hood could be tricky to shut and one day in a heavy rain storm it refused to latch and I was completely drenched!

Editor: What was your favourite?

Tim: Perhaps my favourite was the Rover SDi 3.5 litre because it was such a great tow-car for the caravan. - and we seemed to be lucky that it didn't have the quality problems associated with that era of British Leyland. However, a thief's favourite was our Ford Cortina, which was stolen off our drive to use in a robbery in London – where it was abandoned!

Editor: How did Austins resurface in your life?

Tim: In 1966, I saw an Austin 10 Clifton, which is a two seater with a dickey seat and just felt we had to have it. But when we moved to Mortimer, the house didn't have a garage, so with some regret the original Austin Clifton had to go.



Editor: How did you come to buy your current Austin?

Tim: By the time our children had left home, we had a bit more money and I began to think it would be nice to have an old Austin again. I was leafing through the pages of Classic Car Weekly, in 2003, when I saw a red Austin 10 Clifton for sale. The coincidence was too great and I hired a trailer and drove to Wales to buy it. It's a sound car, but I do slightly regret selling the first one that we owned.

Editor: What have been the low points of Austin ownership?

Tim: The usual sort of thing – a blown head gasket, broken manifold studs, perished bladder in the fuel pump etc.!

Editor: What have been the high points of Austin ownership?

Tim: The yearly trips with the club and various annual shows – we are not terribly adventurous – and we occasionally use the Austin as a second car. Altogether it's great fun!



## BACKGROUND & HISTORY OF THE MOT TEST

The MOT test was first introduced in 1960 under the direction of the Minister of Transport, Ernest Marples under powers in the Road Traffic Act 1956. The test was originally a basic test including brakes, lights and steering check which was to be carried out after the vehicle was ten years old and every year thereafter. This became known as the "ten-year test", or alternatively the "Ministry of Transport Test".



The high failure rate resulted in the age that vehicles became due for testing being reduced to seven years on 31 December 1961. In 1962, the first commercial vehicle exam was created and a valid certificate was required in order to receive a tax disc, and in April 1967 the testable age for an MOT was reduced to three years. On 1<sup>st</sup> January 1983, the testable age for ambulances, taxis and vehicles with more than eight passenger seats, excluding the driver's, was reduced to one year.

The list of items tested has been continually expanded over the years, including in

1968 – a tyre check;

1977 – checks of windscreen wipers and washers, direction indicators, brake lights, horns, exhaust system and condition of the body structure and chassis;

1991 – checks of the emissions test for petrol engine vehicles, together with checks on the anti-lock braking system, rear wheel bearings, rear wheel steering (where appropriate) and rear seat belts;

1992 – a stricter tyre tread depth requirement for most vehicles;

1994 – a check of emissions for diesel engine vehicles;

2005 – introduction of a computerised administration system for issuing non-secure test certificates. Also, rolled out in 2005 was the creation of the 'Automated Test Bay' this differs from traditional testing by adding additional equipment to the bay to negate the use of an assistant during the test;

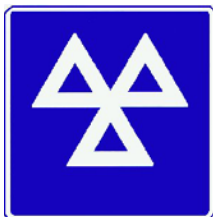
2012 – checks of secondary restraint systems, battery and wiring, ESC, speedometers and steering locks. It also saw the introduction in Great Britain of 'receipt style' plain paper certificates that serve as a notification that a 'pass' entry has been recorded on the DVSA database. The MOT test number contained on the certificate gives access to the vehicle's current test status as well as its test history from 2005 onwards, via the DVSA web site. MOT certificates in Northern Ireland continue to be issued on paper, accompanied by a paper 'certificate disc' which must be displayed on the vehicle. Display of these discs has been mandatory on Northern Ireland tested cars since 2008. However, this was abolished in April 2015.

A vehicle that has no front- and rear-position lights fitted or has had those lights permanently removed, painted or masked-over is exempt from the lighting sections of the MOT test. An advisory note will be provided on the VT32 as a reminder that the vehicle should only be used during daylight hours and not used at times of seriously reduced visibility.

This is sometimes incorrectly referred to as a "Daytime MOT", but there is no official distinction. It is The Road Vehicles Lighting Regulations that prevent an unlit vehicle being used on the road after dark, not the MOT.

*(Editor's Note: You may be surprised to find that under the latest MoT checks, all cars (however old) are required to have rear reflectors. Omission is a mandatory fail – so you either fit them or don't have an official MoT. I know that some of our members elect to have a voluntary check to MoT standards.)*

From 18 November, the MOT certificate shows the vehicle's recent mileage history. This has been introduced as part of a government initiative to reduce vehicle crime. Where available, the mileage history will comprise the readings associated with the three most recent VT20s (test passes) along with the date of those readings.



About 20,100 local car repair garages throughout Great Britain, employing about 53,000 testers, are authorised to perform testing and to issue certificates. In principle, any individual in Great Britain can apply to run a MOT station, although to gain an authorisation from DVSA, both the individual wanting to run the station, as well as the premises, need to meet minimal criteria set out on the government's website within the so-called VT01 form.



# TECHNICAL MATTERS

## Time for your Austin Seven Spring check-up

*This article is reproduced with thanks to the original authors, Geoff Hardman and Mike Davies. It originally appeared in CA7C Seven Focus in April 2015 p11-16. NB: This article is not a definitive guide to the MoT test (UK), or how an MoT Tester undertakes the test.*

Since November 2012, pre-1960 historic vehicles have been exempt from the MoT test, which is the compulsory, annual, check on roadworthiness for all vehicles 3 years old and more. The Dept for Transport exemption was based on the assumption and trust, that historic vehicles are often very well maintained by their owners and have a much lower accident, and MoT failure, rate than newer vehicles. Owners do have the option to take their car for a voluntary test.

Although owners are not required by the 'Vehicle Construction and Use Regulations' to keep a vehicle in a roadworthy condition our Insurance companies do make that requirement a part of the policy.

Therefore, it is advisable to carry out suitable, and thorough, checks of your 'Seven', but how many of us really do know what to look for? That your 'Seven' is kept clean and polished does not mean that it is roadworthy.

We offer t guide to avoiding a wrong 'un at MoT time, so that you can ensure that there are no obvious problems if opting for a voluntary MoT.

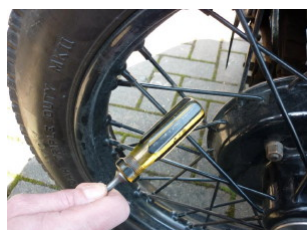
Not everyone has the luxury of a convenient 'Seven' friendly MoT facility, and not everyone gets a pro to do a check-up. However, there is no excuse for not ensuring your 'Seven' is safe and roadworthy. Here are a few things to have a look at.

A word here about safety – you will need to get underneath it, and give various parts a bit of a wiggle. So, make sure you are on good stable axle stands – and never work under a car supported by the jack alone.



**Structure and undercarriage:** Be methodical: pick one corner of the car to start at, and work logically right round. For instance, start at the front nearside and work round.

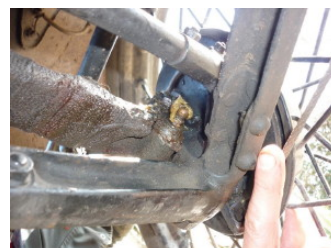
**Wheels & Tyres:** Check the spokes are tight and unbroken. A light tap with the handle of a screwdriver should give a nice melodic twang (outer) or ping (inner). If not, get tightening. Rust at the hub is a clue. Oh, and don't forget the spare wheel. Check the BACK of the tyres for cuts, cracks and damage. Then have a second look at the outside and the tread. Plenty left, no cracks, nice and even please. Wheel nuts tight but not barmy, do not use an extension bar on a socket.



**Front axle:** check for obvious damage, and check the shock absorber / damper is secure, with plenty left on the friction pads. A quick look at the shackles and bushes is a good idea. Also, check the steering arm on the driver's side as these have been known to crack at the sharp bend. Clean it off and check carefully.



**Radius Arms:** A notorious place for cracks to start appearing by the rivets. If you can't check them because of mud and muck, clean it off! Also, check the mounting at the rear end of the radius arms where they fit on the ball on the chassis. No sideways or fore/aft movement at the joint.



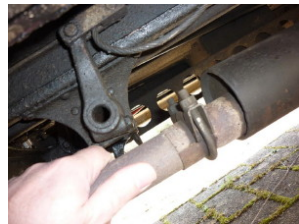


**Chassis:** Normally, the spare engine oil keeps the chassis nice and rust free, but rot can occur under heavy mud deposits. Check the front and rear cross members, especially where they collect the grot thrown up by the tyres, or it gets trapped by the running boards. Flaking, or rotting – get them welded.



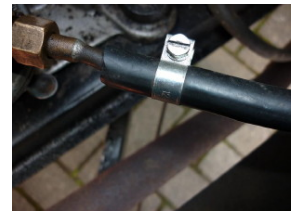
**Rear springs:** should be free from cracks and well secured to the back of the chassis. Damage or cracks here will need expert attention. Check the spring bushes for snugness. They last for ages provided you keep 'em greasy.

Rear shock absorbers: tend to get ignored. Give them a check.



**Exhaust:** no gaps, holes or decrepit silencers please. Run the engine and check for puffing noise.

**Fuel tank and pipelines:** free from leaks or excessive corrosion. If you use plastic pipe, check for splits and cracks. Hoses should be flexible and not going brittle.



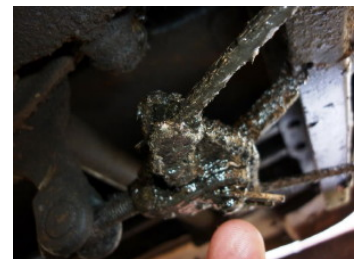
**Steering and stopping:** Spin each wheel and check that the brakes aren't binding. Listen for rumbly



bearings and dragging on the brake drums. Slight rubbing is OK, but not locking up. Apply a couple of clicks on the handbrake and check that the drag is even.

Check that the cables are free and undamaged. Any frayed strands and they should be replaced. Pay attention to the clamp blocks, adjusters and the eyelets at the rear cross member.

Check the cross shaft, ensuring that the adjusters have their split pins in place.



Rock the wheels by pushing on the top while pulling on the bottom, and vice versa. Make sure that there's no significant play in either the wheel bearings (all round) or the kingpins (funnily enough, just at the front). A little VERTICAL movement is OK, but indicates time to get shimming.

Get a friend to press on the brake pedal while you check all the steering joints and cables for operation. If the hubs twist or the joints flex under braking, there's some play to be addressed.



Rearrange the axle stands so that the car is up on one side only. With the opposite front wheel on the ground, gently try to turn the steering by rotating the road wheel as if cornering. This will show up play in the steering axle eyes. Oh, and REGULARLY check that the king pin cotters are tight.

Put both front wheels on the ground. Get a friend to gently rock the steering wheel back and forth, while you look for play in the draglink, (don't forget that it is spring loaded – you are looking for looseness not just movement) and the steering swivels.



If the wheel moves more than an inch at the rim before the tyres start to squirm, the steering box may need attention.

**Lights:** any light fitted must work, and that includes optional flashing trafficators and rear fog warning lamps. No holes in the red covers at the rear, except to light the number plate. Don't forget the dashboard lamp and any dip / main pilot light if you have one.



**Screen:** you must have an unobscured forward view – no cracks or big chips in front of the driver.

**Mirrors:** must have at least one rear facing.

**Wiper** must work if fitted. Oh, and beep the **horn**.

**Out on the road:**

Time to go out for a little test drive. Find a nice quiet flat road, somewhere you won't attract an audience. A spotter is handy to check that there's no one about to get a fright from

your antics.

At a gentle pace, (20mph is plenty), apply a little helm to the steering wheel and check that the car responds in a predictable manner. Sniffing the hedges like an excited puppy is not a good thing. Apply a little brake with just a gentle hand on the wheel, and ensure that the car doesn't veer to the side under braking. Violent swerves mean that at least one brake needs attention. NOT OPTIONAL!

**Brake test:** When it's time to anchor up, the brakes must reach a minimum effectiveness. For coupled brakes, Footbrake: must reach 50% (0.5g) Handbrake: must reach 25% (0.25g). Early uncoupled Chummy's 25% each. The use of a Tapley brake force meter is preferable. However, an old tip is to use a standard house-brick on its long edge in the footwell, placed across the car. If it falls over onto its frog face when you brake, firmly but without snatching, you would have passed the Tapley brake test level of 50%.

**And finally...**

Take a walk around the car. It mustn't have any split seams or sharp edges to catch a pedestrian. If it looks too rough, it IS too rough!

NB: Should any of the above checks reveal a problem then please look at that topic under Austin Seven Journal at the technical sheets issued by the Austin Motor Co. Ltd.; Technical Articles, written by A7C members; and Technical Advice, articles from early motoring magazines. IF in doubt seek professional help.

## Spannerman – this month's tips

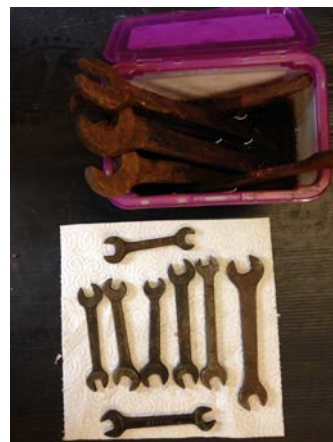


*Supplied by the Editor with thanks to John Bennett*

**Q:** Ever wondered what to do with all that left-over Coca Cola that you bought for the grandchildren at Christmas?

**A:** Well, it turns out that Coca Cola or Molasses (diluted 1:9 with water) are good as a rust remover!

The picture shows some old spanners after their bath (awaiting a wire brush) and some more being immersed in Coke.





## AUSTIN HISTORY

### Queries of The Month from Andy Ranson

These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selections are: No 475 Freezing and No 477 Changing Oil – Austin Ten-Four. Both appeared in the March 1933 edition.

#### No 475 Freezing

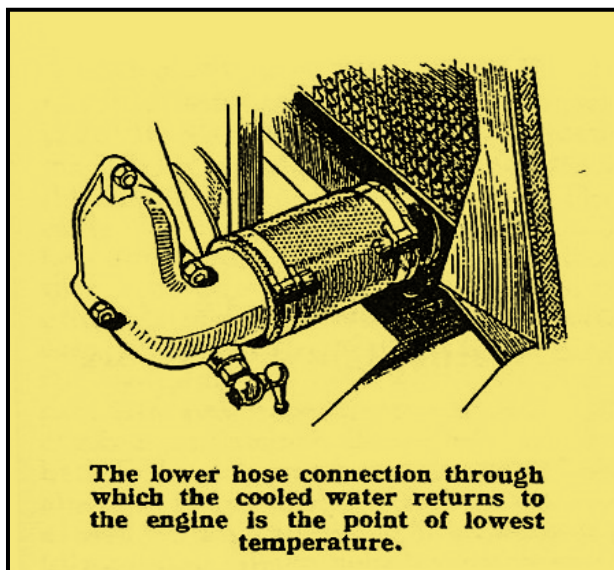
**Q.** *I have seen from time to time in the Magazine various useful instructions as to the precautions against freezing, but have not seen any mention of what should be done if, through oversight or neglect, the cooling water does freeze. How am I to know if it has frozen? Your advice on this point is awaited with interest.*

**A.** The first symptom of a freeze-up is, strange to say, steam issuing from the radiator cap after the engine has run a short time. This is simply due to the water above the cylinder-head not being able to circulate, thus being quickly converted to steam.

To thaw the ice in the cooling system takes time. Warm water (not hot) can be added so far as possible through the radiator filler or poured down the radiator front, and once the circulation of the water has been restored, the remaining ice will quickly melt as the engine warms up.

The coldest point will be the lower hose connection, through which the cooled water re-enters the engine from the radiator. Freezing often occurs first at this point and it is sometimes possible to dislodge the ice in the connection by squeezing it, to restore the circulation.

In the event of a really bad freeze-up it is important to examine the engine and radiator for any damage that the ice may have caused, which may not be evident until the system has been thawed. Damage, as with water pipes in the house, occurs in freezing, but is sometimes only evident (alas!) when the thaw takes place. Apart from numerous anti-freezing precautions we have suggested it is important to keep cold draughts away from the radiator when the car is garaged. A cold draught through a badly fitting garage door will easily cause freezing whilst the general temperature of the garage is relatively safe.



#### No 477 –Changing Oil - Austin Ten-Four

**Q.** *I have run my new Austin Ten-Four some 3,000 miles, and as yet it has consumed hardly oil. I had the oil changed at 800 miles as you instruct, but am now wondering whether I ought to change the oil again, especially as the new oil added during the past 2,000 miles to bring the level up to "Full" on the dipstick is almost negligible. Naturally, I am pleased with the economy of my car in this respect, but do not wish a little engine so game to suffer because of its own economy.*

**A.** The fact that your engine is using very little oil renders it all the more necessary to change the oil completely at least as often as recommended in the Ten-Four handbook, namely, every two thousand miles, if not oftener.

Economy in oil is extravagance in engine life and performance. The owner who neglects to maintain the condition of the lubricant in the engine eventually pays more for his neglect than he has saved on his oil purchases.

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## Past Press from Andy Ranson

An advertisement from August 1934, it was possible then to purchase a new Austin 7 front wing for 14/- (or 70 pence in new money)!

**City Depot: 4, Old Jewry, Cheapside, E.C.1.**

**North London Depot: 255, Holloway Road, N.7**

### FOIL the CAR THIEF !!

**FIT A "JAGROSE" CHROMIUM PLATED LOCKING DOOR HANDLE 5/6**  
with 2 Keys.

Suitable for all Austin 7's, Morris Minor and other cars. Actually worth 10/6, and undoubtedly one of the biggest money saving bargains ever offered. BOLT for opposite door, 1/-.

**SPORTS GAMES**

**JAMES GROSE LTD.** 1876.

*The Original Motor-cycles and Accessories Firm.*

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Great Portland Street  
**LONDON N.W.1**

### EXTRAORDINARY OFFER!

**ELECTRIC WINDSCREEN WIPERS**

Super quality, beautifully finished, complete with arm, blade and flex.

**12/6**  
6 or 12 volt. Post free.

Usual Price 37/6.

**CHAPMAN-JENBRO STARTING HANDLES for**

MORRIS MINOR	3/6
AUSTIN 7	4/-
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TRIUMPH, with extra attachment for wheel nuts	6/-

**SPARE WHEEL COVERS**

Super Quality Black waterproof material, white piped seams, best finish. 3.50x19

**3/9**

4.00 x 19	4/-
4.50 x 19	5/-
4.50 x 18	5/-
5.00 x 20	5/9

ACTUALLY WORTH DOUBLE.

**SPARE PETROL or WATER CANS**

1-Gall. **1/6**  
Enamelled 1/9  
1-Gall. 1/8  
Enamelled 2/-

**BLOW LAMP**  
Burns Methylated. Just the thing for soldering, etc. **6d.**

**The DUNLOP MINOR FOOT PUMP**

Sturdy, Powerful and Compact.

**13/9**  
Dunlop Junior, larger size, 18/6

**Replacement MUDGUARDS FROM 8/-**

For Morris Minor	16/-
" Austin 7	14/-
" Morris Cowley	11/-
" Jowett 1925-8	18/-
" Clyno 9	21/-
" Morgan, Std.	15/-
" Morgan, Aero	18/-
" Triumph 7	22/-

Other makes at similar low price.

**WINDSCREEN VIZOR**

A definite cure for the headlamp glare problem. Supplied complete with fittings to suit most makes of cars. State width of front of Windscreen when ordering.

**38/6**

**Special Silencer for Austin 7**

fits without alteration, reduces back pressure, and improves the note.

**10/6**  
Carr. Paid. State year when ordering.

**Genuine STADIUM HORN RINGS for AUSTIN 7**

Fitted in a few seconds to the existing centre horn switch—only suitable for those fitted with it.

**NO WIRING NECESSARY**  
Saves that vital second in an emergency. Post 4d.

**Polished Aluminium HUB CAPS**

Set of Five—5 1/2" or 6 1/2"

**8/6**

**500 SETS OF FOOTPEDAL RUBBERS**

For MORRIS COWLEY CARS SET OF 3, 1/-

**EXTRA Special Offer FOLDING LUGGAGE RACKS**

44 in. long. **5/6**  
Usual Price, 10/6.  
56 in. long 6/6  
Usual Price 12/6

**Stupendous Offer CAR MATS**

Purchased from well-known maker. For most makes. In Grey, Red and Fawn. Complete with special Heel Plate.

**7/6**  
Usual Prices from 15/- to 25/-

**"NOBBY" ANTI-BUMP SPRINGS FOR AUSTIN 7**

Improved comfort and road holding. Prevents rolling. EVERY AUSTIN 7 owner should hit them. Complete Set with instructions for fitting

**19/6**

## BARGAINS IN CAR TYRES

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	Special Heavy Cords.	Extra Heavy Cords.	Super Heavy Cords.
3.50 x 19	13/6	17/6	23/6
4.00 x 19	17/6	21/-	27/6
4.50 x 19	19/9	25/-	35/-
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4.50 x 18	25/-	—	—

1934 BRAND NEW CAR TYRES		Carr. Paid.	
EASY PAYMENTS:—4 or 6 weekly. 1st payment as deposit.			
	DUNLOP	GOODYEAR FIRESTONE	FORD DUNLOP
3.50 x 19	27/-	20/-	36/-
4.00 x 17	33/-	—	44/-
4.00 x 18	33/-	—	44/-
4.00 x 19	33/-	25/-	44/-
4.50 x 17	39/-	30/-	52/-
4.50 x 18	39/-	30/-	52/-
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5.00 x 19	52/-	37/-	69/-
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Special Postal and C.O.D. Dept. from Euston Road only. PROMPT DESPATCH. Orders of 10/- and over Carriage Paid except Bulky Goods.



## TREVOR'S TEASER – *"It's Fun from End to End"*

This one's a bit different. There's no general theme but the answer to each question starts with the last letter of the previous one – except Question 1, of course.

- |   |           |     |
|---|-----------|-----|
| 1. A large Scottish mountain or a London bell           | _ _ _ _ _ | 3,3 |
| 2. Affectionate title for a police station              | _ _ _ _ _ | 8   |
| 3. Could this insect keep one's auditory lobe warm?     | _ _ _ _ _ | 6   |
| 4. Part of London that is neither East nor West         | _ _ _ _ _ | 9   |
| 5. A big mistake?                                       | _ _ _ _ _ | 6   |
| 6. This animal goes on and on and on                    | _ _ _ _ _ | 6   |
| 7. The art of stuffing a hired car?                     | _ _ _ _ _ | 9   |
| 8. A most abominable creature                           | _ _ _ _   | 4   |
| 9. It starts one's name                                 | _ _ _ _ _ | 7   |
| 10. A dance to nearly get you on the floor              | _ _ _ _ _ | 5   |
| 11. An area literally where a Cherry might be found     | _ _ _ _ _ | 7   |
| 12. A dull brown Scottish church in Northern France?    | _ _ _ _ _ | 7   |
| 13. A thousand vinyl record player                      | _ _ _ _ _ | 8   |
| 14. This might capture a computer controller            | _ _ _ _ _ | 9   |
| 15. Take your hat off to this canal                     | _ _ _ _ _ | 6   |
| 16. Not favoured by penguins                            | _ _ _ _ _ | 6   |
| 17. Unsinkable Irish sailors?                           | _ _ _ _ _ | 9   |
| 18. Sounds like a severe beating of the ear             | _ _ _     | 3   |
| 19. One with a morbid dislike of all outside our shores | _ _ _ _ _ | 9   |
| 20. Etna blowing its top                                | _ _ _ _ _ | 8   |
| 21. Above the line in a fraction                        | _ _ _ _ _ | 9   |
| 22. 89 years of British rule                            | _ _ _     | 3   |
| 23. A bird crossing the road dangerously                | _ _ _ _ _ | 10  |
| 24. A warm stream of water crossing the Atlantic        | _ _ _ _   | 4   |
| 25. Could some graffiti be regarded as this?            | _ _ _ _ _ | 6   |

Name(s): .....

Please submit your entry to Trevor Edwards, 55 The Brambles, Crowthorne. Berks RG45 6EF by Monday, 10<sup>th</sup> April 2017 (no entry fee required)

## NAME THIS NEWSLETTER

We would like your suggestion(s) for a snappy title for this bimonthly newsletter:

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## READERS WRITE TO AUNT BRASSICA...



Dear Aunt Brassica,

I have seen many pictures of people swimming in the sea, rivers and lakes over Christmas. I am sixteen and my mother says it would improve my acne, but it looks terribly cold. Do you think I should try it?

Yours

'Spotty' of Spelthorne

PS: that is what my friends call me

Dear Miss 'Spotty'

My dear girl, this is an extreme measure for a passing problem at your age. Swimming in open water is not the same as swimming in a pool. Cold water has an effect on your body and can incapacitate you, weakening your arms and legs. Jumping into water at less than 15°C can cause an uncontrollable gasp and if water enters your lungs, you could drown.

The cold will affect both your swimming and your coordination, so you might find it difficult to get out, assuming you haven't drowned already. So, if you must, swim as part of a group who have experience of the spot you have chosen and make sure that it is women only. If there are men watching, you should think about going home.

Be conscious of how you might look, especially after your knitted woollen bathing suit gets wet. I have had many experiences of it sagging; coming out of the water only to find it halfway down my thighs and leaving an embarrassing amount showing. Then there is the issue of where you choose to change. To avoid the salacious glances of men, I recommend a changing wrap with a draw-cord neck, where you can safely towel dry without exposing yourself. Here is a picture of one that I made myself from an old pair of curtains.

However, you can still get the beneficial effects of the sea on acne without exposing yourself to all these risks. Sea salt is an incredibly powerful acne medication that works by cleansing the skin cells and killing bacteria while also promoting healthy pH levels. So, go to the pharmacy and buy some high-quality sea salt to mix with filtered water and use that on your skin.

Sincerely,

Aunt Brassica

