



NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP welcomes owners of Austins and other vintage & classic cars

CHAIRMAN'S CHUNTER

Here we are, a couple of months into 2018, with a new committee and a beefed-up programme with more speakers for our club nights - and more runs (of the driving variety) planned for when the horrible winter weather improves (*see page 3*).

To be topical, there's a nice picture of the 1947 snow in London, if you don't remember it (*page 14*) and Aunt Brassica (*page 18*) is offering seasonal advice on driving in floods.

The 'Member Interview', this month, (*page 6*) features Brian & Jana Adam, some of our longest serving members. His 'barn-find' experience should be a lesson to anyone thinking of buying one. But I guess many of us have had similar experiences?

Concluding our series on Austin model types, we look at the variety of Austin Seven body variants that we might see at shows (*page 9*).

Technical Matters (*page 11*) features a useful Andy Seager article on electronic regulators and more on the DfT and historic vehicles.

Finally, we have more historical items and past press from Andy Ranson (*page 15*) in the South west, while the Quiz (*page 17*) was provided this month by Julie Els, who is still in contact from the North East.

Happy motoring, *Simon*

THE MARCH 2018 NEWSLETTER

CLUB NEWS

Club Night Monday 12th February – Namibia road-trip

Nick Brazil proved to be a very interesting and engaging speaker. He showed us plenty of photos of his Namibia trip which he made alone in a Ford Ranger, taking 2 weeks to travel from one end of the country to the other. He spoke of Kolmanskop a deserted village, partially buried by Sand Dunes where one can wander through the abandoned homes. He also tempted our taste buds with talk of Solitaire's Apple Pie!

Nick's photography was excellent. One particularly interesting picture was of the shell of an Austin Cambridge which Nick came across together with several other cars & Tractors all abandoned in Solitaire.



We received good feedback from the majority of the 30 or so members who attended the evening. A typical comment was, *"Thank you for arranging Mondays interesting talk by Nick Brazil on Namibia. As far as both of us were concerned Namibia was just a name we had heard about in Africa and the evening gave us a useful insight into what proved to be a very interesting country."*

Club Night Monday 8th January – the AGM

A new committee was elected, with familiar faces from last year and the addition of Alan Pickett and Richard Long.

Alan also continues as membership secretary but now he can input more directly to the committee's thinking on membership matters. The committee is keen to be more inclusive and seek new members. Richard is also a welcome addition and will be helping Trevor and Colin with organising and running the Nightjar, with a view to becoming the organiser.

We are pleased that Simon continues as Chairman, with Denise as Secretary. Andy B continues as Treasurer, John P as newsletter editor, while Peter K and Jeanette provide help and wise counsel across the board.

It's worth mentioning that the AGM featured a quite robust discussion on the application of the group's funds. This served to clear up some misconceptions, with a consensus agreeing the principle that our not inconsiderable funds exist to be applied for the wider benefit of all our members and not for the benefit of a few.

FUTURE EVENTS FOR MEMBERS

Club Night Monday 12th March – Advanced Driving

This promises to be a very interesting evening for everyone. We have two speakers, Graham Ranshaw and Gordon Farquharson, both from the Institute of Advanced Motoring. Graham tells us that when he was an Associate of the Guildford Advanced Motorists, he had some of his observed runs in a 1955 Morris! So, he should understand our needs well.

They will each make 30-minute presentations on “Advanced Driving in Vintage, Classic and Modern cars”, covering:

- Introduction: IAM RoadSmart, GAM (Guildford Advanced Motorists) and Advanced Driving.
- Quiz.
- Essential themes of Advanced Driving
 - The IAM system of car control.
 - Some basic good practices.
 - Getting the best out of your car – smooth, sympathetic, and progressive driving.
 - Applying your skills.
- Experiencing the extremes. From crash gearboxes to PHEVs and EVs.
- Q&A

Le Tour de Bretagne 2018

The average temperature in September is better than May with the high about 20C and low 12C. Rainfall is the same with 50mm, and for those that wish to swim in the Bay the water is 17C [12C in May]!

John Bennett reports that there is still space for one more vehicle on this trip! The itinerary is:

- Monday 10th September 2018 Sail from Portsmouth on the 20.30pm Ferry to St Malo arrive @ 08.15am.
- Drive 2.5 miles to 'La Madeleine' Hypermarket for breakfast and some pre-tour shopping and fuel.
- Leave 'La Madeleine' for Cancale about 11.5 miles for Lunch [I can pre-book a Restaurant if required].
- After Lunch on to Dol de Bretagne about 20 miles for our accommodation until Sunday 16th. Drive to our St Malo Hotel near 'La Madeleine' again, where I suggest we have a group evening meal.
- Monday leave Hotel @ 08.30am to drive to the port for the 10.30am sailing back to Portsmouth arriving at 18.20pm.
- I can also plan visits to 'Le Mont St Michel', Fougères, Rennes etc.



Please let John know if you are interested as he can accommodate your preferences as to the type of venue visited i.e.: Castles, Villages etc; etc; or indeed if you just wish to be alone!!!

The cost is still within the Budget of £1250 per vehicle, not including Fuel, Lunches, Dinner and Drinks. We have the option to book a group table for Dinner on the night crossing, I shall also book Dinner for our last night and arrange Taxis to deliver us to and from the venue.

CLUB & EVENTS DIARY FOR 2018

NHAEG Events Planned	2018 Dates	Details	Arranged by, or details from
Club Night	Mon 12th March	Speakers: Graham Ranshaw & Gordon Farquharson , Institute of Advanced Motorists	Denise
Club Night	Mon 9th April	Spring 'Airing'	Richard Long
Mid-week Run	Thurs 19th April	Country Lanes	Alan
Club Event	Sun 22nd April	Drive-it-day 'Riverside Run' starting Newlands Corner 10am	Trevor E for Monty Mumford (ATDC)
Club Night	Mon 14th May	Speaker: Alan Smart on the role of CFRs, Fleet PAD sites, cardiac arrests, sepsis, and strokes, with some demos	Jeanette
Mid-week Run	Thurs 17th May	Country Lanes	Alan
Club Night	Mon 11th June	Half Gallon Run	Tony & Pat
Mid-week Run	Thurs 21st June	Country Lanes	Alan
Club Night	Mon 9th July	Coveted Car Evening	John P
Sunday Picnic	Sun 29 th July	Picnic in the Paddock, Finchampstead	
Club Night	Mon 13th August	Noggin & Natter	
Mid-week Run	Thurs 16th August	Country Lanes	Alan
Club Event	Sun 9 th September	Heritage Day Run	
Club Night	Mon 10th Sept	Speaker: Beefeater Tony Strafford	Denise
Mid-week Run	Thurs 20th Sept	Country Lanes	Alan
Club Night	Mon 8th Oct	Shoobox Challenge	Don/Val
Club Night	Mon 12th November	Auction Night	Colin/Don/Trevor E
Club Night	Mon 10th December	TBC	
Event	Mon 3rd December	Christmas Dinner, location tba	

Other Organisers	2018 Confirmed or Expected Dates	Events & locations	Contacts
VSCC	Sun 28th Jan	Winter Driving Tests, Brooklands	www.brooklandsmuseum.com
Brooklands	Sun 18 th Feb	Winter Classic Breakfast from 07.30am; Hill Ascents	www.brooklandsmuseum.com
Brooklands	Sun 4th March	British Marques Day incorporating Austin Morris Day	www.brooklandsmuseum.com
Practical Classics	Fri 23rd-Sun 25th March	Restoration Show, NEC	www.necrestorationshow.com/
Brooklands Museum	Sat 12th May	1940s Relived: Vehicle displays, Live Music, Re- enactment, Trade Village	www.brooklandsmuseum.com

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Brooklands Museum	Sun 20th May	Brooklands Spring Classic Breakfast	www.brooklandsmuseum.com
Thornycroft Society	Sunday 13th May	Thornycroft Society Basingstoke Festival of Transport	Ken Couzens for Entry Form
Beaulieu Museum	Saturday 19th & Sunday 20th May	Spring Autojumble	www.beaulieu.co.uk/events/spring-autojumble
Riley Club	Saturday 26th May	Pre-War Car Spring Gathering & Hog Roast, Mill House, Odiham	andyseager@mac.com
Old Basing	Saturday 16th June	Annual Carnival	Denise
Classic & Sportscar Show with Flywheel	Fri 22nd - Sun 24th June	Classic & sportscar Show & Flywheel Festival at Bicester Heritage	www.bicesterheritage.co.uk
Hartley Wintney Festival	Saturday 9th June	Classic Car Display at the Village Festival with procession theme 'Heroes & Heroines'	Entry Form from David Preston: classiccars.hwf016@btinternet.com
Watercress Line	Sat 16th & Sun 17th June	War on the Line: vehicles & revival dress	www.watercressline.co.uk/product.php/26/war-on-the-line
BEN Charity	Sun 30th June	Drive through Windsor Great Park, BBQ & Concours	
Brooklands Museum	Saturday 16-17th June	Brooklands Double Twelve Motorsport Festival	www.brooklandsmuseum.com
750 MC/ Beaulieu	Sat 30th June - Sun 1st July	56th National Austin Seven Rally at Beaulieu	www.750mc.co.uk
Macmillan Cancer Support	Sunday 8th July	Classic Motor Show at Clandon Park Estate (Henchley gate entrance)	email: macmillanclassiccarshow@hotmail.com or tel Barry Brown 07932869876
Broughton Festival of transport	Sunday 15th July	Classic car display at Broughton Sports Field, Buckholt Road SO20 8DA on B3084 4m west of Stockbridge	Email: motors@broughtonpageantoftransport.co.uk or www.facebook.com/BroughtonPageantofTransport
Thames Traditional Boat Festival	Friday 20th - Sun 22nd July	Display of pre-1970 cars and vintage vehicles, Henley- On-Thames. Fawley Meadows	Lyndon Yorke at vehicles@tradboatfestival.com
ATDC	Fri 13th - Sun 15th July	53rd National Rally, Kirkby Lonsdale RUFC	www.austintenddriversclub.com/events
Brooklands Museum	Sun 22nd July	BTM Classic Car Show & Retro Jumble	Tim Morris, BTM 01932 867381
White Dove Transport Show	Sunday 6th August	Classic cars & motorbikes + trade stalls for Phyllis Tuckwell Hospice at Kingsley Sports Club, Borden	http://www.whitedoveevents.org.uk/white-dove-the-show-enter-your-vehicle.html
West Berks Classic Vehicle Club	Fri 10th-Sun 12 th August	Newbury Classic Vehicle Show, Newbury College, Monks Lane, Newbury RG14 7TD. £6 entry pp	www.classicvehicles.org.uk or email show@classicvehicles.org.uk

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Camberley Car Show	Saturday 18th August	Vintage, Classics, Customs, Hot Rods & Motorbikes in town centre in aid of The Kidney Fund	By invitation only: contact Ken Bonner: kenbonner@btinternet.com
Swallowfield Horticultural Society	Sunday 26th – Monday 27th August but date to be confirmed	Classic cars, bikes, tractors, lorries etc	Trevor E or email organisers@swallowfieldshow.co.uk
Beaulieu Autojumble	Saturday 1st & Sunday 2nd Sept	International Autojumble at Beaulieu Museum	www.beaulieu.co.uk/events/international-autojumble
Shooting Star Chase	Sunday 2nd September	'Family Fun Day' display at the Children's Hospice, Christopher's, between Guildford and Godalming	By invitation only - contact Phil Dunford phildunford@dunfords.co.uk
Goodwood Road & Racing	Provisional dates Fri 7th - Sun 9th Sept	Revival meeting (20th Anniversary)	www.goodwood.com
Surrey Classic Vehicle Club	Sunday 16th September	Classic Vehicle gathering at Rural Life Centre, Tilford (500 entries in 2017)	Application form at www.surreyclassicvehicleclub.com or contact Phil Dunford
West Green House	Sunday 23rd September but date to be confirmed	Classic cars in a Concours D' Elegance at West Green House, Thackham's Lane, Hartley Wintney	Book online https://festivalticketkiosk.cloudvenue.co.uk/home

Inter-Register Club Events	2018 Dates	Events & Locations	Contacts as below, or talk to Trevor, Colin or Tony W for information
MG Car Club	Sun 18th March	"Naviscat" Scatter Rally Crowborough East Sussex	Peter Lamb email: peterlamb27@talktalk.net
The Alvis Register	Sat 31st March	Scatter Rally + tour West Sussex	James Campbell jamesiscampbell@btconnect.com
VSCC Invitation	Sun 13th May	Pub meet social day, Barkway Herts, top RH corner	Jim Dalton email: jimdalton509@gmail.com
The Jowett Register	date to be confirmed	Treasure Hunt Gt Dunmow Essex	Richard Keil email: richard@richardkeilphotography.com
The Riley Register	Sun in August to be confirmed	Super Scatter Rally Sonning Common, South Oxfordshire	Richard Scott email: rscottok@btinternet.com
The Crossley Register	Sun 16th Sept	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
MG Car Club	Sun in Oct to be confirmed	Autumn "Naviscat" Kent	Philip Bayne-Powell email: 1942mgman@gmail.com
The Riley Register	Sat 27th October	Rally, Worcestershire	Greg Nicholas
ATDC/NHAEG	Sat 17th November	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards: trevor_c.edwards@btinternet.com

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



THE MEMBER INTERVIEW – BRIAN & JANA ADAM

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

Brian: My father was a great enthusiast for cars and radios and he passed these two interests onto me.

Jana: When I met Brian in Dundee, I was 17, he was 19 and he already had a car.

Editor: What was the first car that you owned?

Brian: When I went to college in Dundee to study electrical engineering, my elder brother helped me acquire a 1934 Riley Monaco. I also had a Norton 500 (single cylinder) motorbike during this time. Then I sold the Monaco to buy a Riley 12/4 Falcon from a motor mechanic in Dundee.



Editor: What other interesting cars have you owned and how did you come to buy them?

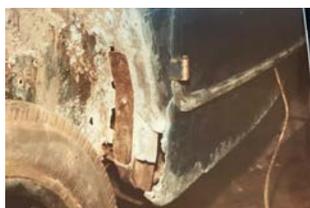
Brian: During my time as a student, I had started repairing TV sets to earn some extra money and this business grew to the extent that I needed some commercial transport. So reluctantly the Riley was sold to make way for a Ford Eight van.



But after I had graduated and found a job, I acquired an Austin A40 Somerset. My father had found it and he put a new engine in it for me. This was a big bulbous thing, but it served Jana and me well for several years after we married. But as the family grew, we needed a car that we could take abroad and so we bought a MkI Cortina, followed later by a MkII Cortina.

Editor: How did you come to buy your first old Austin?

Brian: As my career progressed, I had a succession of company cars. But I longed to have an old car as a project. So when, in 1982, an Austin Club member (Charlie Cooling) offered me, "The perfect car for you", I couldn't resist. It had stood in his yard on the Reading Road and he had never got around to restoring it. Ignoring the fact that the shed roof had partially collapsed onto it, I thought, "Fine, it'll need a couple of new wings". So, I duly bought the car, which he delivered on a trailer, and I bought 2 new rear wings. I had envisaged having it running in a couple of years. But when I removed the wings and doors, I was



presented with a vehicle with a body in an advanced state of corrosion. As I dismantled it, it became obvious that the only part of the floor-pan that could be salvaged was the transmission tunnel – because the coating of oil sprayed from the engine had preserved it! The engine was obviously also in need of a rebuild. Although things looked bad, I was determined to rebuild the car to a high standard, doing as much

work myself as possible.

So, I enrolled on a 3-year evening course at Brooklands Tech to learn a new set of skills, including welding and panel forming. I found that there wasn't enough good metal left on the floor pan to weld any repair sections onto it, so I bought a floor pan - allegedly for a Chummy of the same period. But it





was approximately 2" too long. So, I worked out the differences, then cut the pan to fit and welded it up. I was lucky that they allowed us to 'wheel' new panels in class and I made a complete aluminium lower section of the rear body, which has a double curvature. I was also able to inert-gas weld it on. The doors had nearly disintegrated, as the ash frames had turned to powder, and the aluminium had corroded away.

Both had to be remanufactured along with the window frames and I found a local firm to supply all new laminated glass. The fabric roof had disintegrated, so I had to fashion new wooden support ribs for it. Throughout the dismantling process, I kept a detailed notebook to record dimensions, wiring details and other vital information, as no manuals existed for



this model. I even had to go so far as to use the Top-Hat Austin at Beaulieu Museum as a dimensional reference. With the huge amount of work needed on the body, chassis and running gear, I

decided to have the engine rebuilt by Vince Leek. I also had the Blick magneto rebuilt and she was professionally resprayed. We did have an on-going overheating issue, so I discretely fitted a radiator expansion tank. The car looked great when she was finally finished - and I was proud to pick up a First Prize at Beaulieu in the Restored Austin Seven class.



Editor: What prompted you to buy a second Austin and others?

Brian: It was clear from the moment that UE2254 arrived that this was going to be a long project – although I never thought it would take 20 years. As the aim of the project was to have some fun driving the car, I decided to buy another Austin. I found a 1936 Nippy in good driveable condition, which over the years I tuned up, fitting a Phoenix crank, polishing the rods, changing the camshaft and gas-flowing the head.



It already had Girling brakes and the steering was good, so it was good for a max speed of 65mph or a 60mph cruise.

Jana: We covered over 50,000 miles in this car, including shipping her to New Zealand for an organized trip to celebrate the Millennium! But as we got older, it became increasingly hard to get in and out of her, so we reluctantly sold her just a couple of years ago.

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

Brian: By the year 2002, I had an urge to own another Riley and I found a dealer in North Yorkshire with a nice looking 1936 Riley 9 Tourer. After some negotiation, I drove up North with a bank-certified cheque and, finding the car was 'as described', drove it home! I wasn't disappointed, it had only been driven about 10,000 miles since a full restoration and I have subsequently driven another 40,000 miles in it. It handles well and cruises comfortably at 50-60mph. With the Riley twin-cam, cross flow, head, twin SUs and a free-flow exhaust manifold, the 1100cc unit pulls strongly. The brakes are Girling with compensated rods, so if the fronts fail, you still have active rears. I has been reliable, but I



have progressively sorted out the back axle (Crown wheel & Pinion), the Wilson pre-selector gearbox (worn brake bands), but in 2017 we did have an engine failure which necessitated a rebuild.

Editor: What were the highlights of your career (maybe automotively)?



Brian: Our many overseas trips have been possible with firstly the Nippy, which was such a good performer, and then with the Riley. Our trip to New Zealand (North & South Islands), in the year 2000, was with a group of 750MC members and we successfully climbed Arthur's Pass (a bit like the

Devil's Elbow in Scotland) and visited the Fox Glacier. We would never have done this on our own! We have also taken the car to France, Spain and Portugal. Then in 2017 we crossed the 400miles over the Pyrenees twice in the Riley!

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

Brian: We have been lucky, but we did have a major failure that stopped the Top Hat, when the camshaft gear hub separated from the gear ring. Luckily an NHAEG member Pat Guthrie-Jones had a set of 4 gears under his bench and these fitted fine!

Editor: Did you have enough garage space?

Brian: The short answer is no! The whole Top-Hat restoration took place on our driveway! Luckily there was enough room to get our other cars on the drive too. The garage now houses the Riley, so that I can work on it comfortably.



Editor: What did your neighbours think?

Brian: They were very accommodating, and both sets of neighbours helped me to lift the restored saloon body onto the restored chassis & pan.

Editor: What have you enjoyed most about NHAEG?

Jana: We have enjoyed driving on the runs and the social side of the club nights. We have also enjoyed sightseeing on other longer trips like the club holidays.



Editor: Looking back – what would you do differently?

Brian: Looking back I would never take on the challenge of restoring 'a barn-find'!

TECHNICAL MATTERS

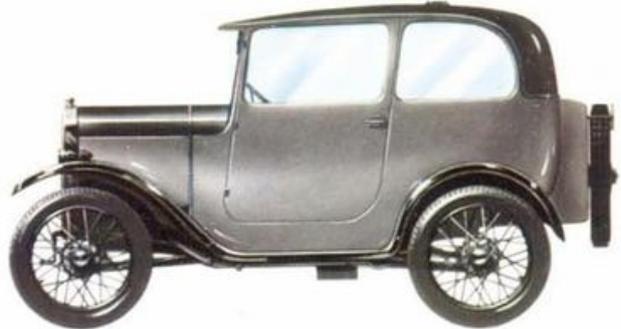
What is the appeal of other Austin 7 saloon variants?

(Reproduced with thanks to Kenneth Rush)

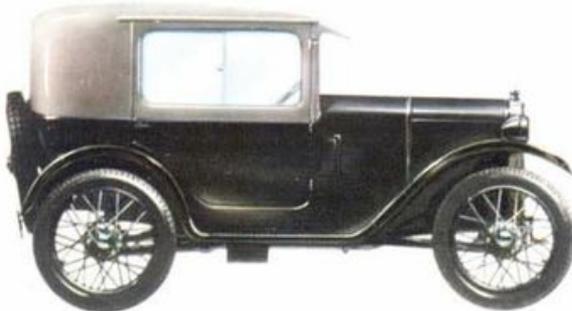
The Austin-built fabric-bodied 4-seater saloon.



The Wembley Saloon by Gordon England Ltd.



The Austin-built 2-seater fixed-head coupé.



The later (1929) 4-seater tourer (Chummy). Compare with page No. 2.



The standard Austin-built 4-seater saloon.



The Mulliner (of Birmingham) fabric-bodied 4-seater saloon.



The Mulliner 2-seater coupé with boot.



The 1929 Swallow 4-seater saloon by Swallow Sidecars Ltd. of Blackpool.



© KENNETH RUSH

The Austin 7 was also licensed and copied by companies all over the world. The very first BMW car, the BMW Dixi, was a licensed Austin 7, as were the original American Austins. In France they were made and sold as Rosengarts. In Japan, Nissan also used the 7 design as the basis for their first cars, although not under licence. This eventually led to a 1952 agreement for Nissan to build and sell Austins in Japan under the Austin name.

It was produced in the UK from 1922 until 1939 and was at that time one of the most popular cars produced for the British market and sold well abroad. Its effect on the British market was similar to that of the Model T Ford in the US, replacing most other British economy cars and cyclecars of the early 1920s.

Many Austin 7s were rebuilt as "specials" after the Second World War, including the first racing car built by Bruce McLaren, and the first Lotus, the Mark I.

NOSTALGIA CORNER

Do you remember Regent Street, London in the 1960s? (Are there 4, or more, Austins in the picture?)



TECHNICAL MATTERS

On the subject of regulators – Andy Seager

Here's a thing; many of us experience charging issues once in a while – usually it will be found that the dynamo in our old cars needs some TLC. On occasion however, the regulator on original two-brush charging systems (or converted three-brush systems) is found to be the culprit.

It's becoming more common for original Lucas regulators to suffer with the ravages of time and often it's necessary to replace them – mostly with items that look like the originals, but sadly with inferior mechanicals. Many of these are manufactured in the far east and frankly are not really up to the task, often lasting only a single season before degrading.

One of the more common issues being the quality of the contacts, leading to sticking points that can cause overloads and possibly a wiring fire.

So, what are our options?

Over the last few years 'solid state' or electronic devices have proven to be extremely reliable, with protection built in that protects the device from the 'noisy' supply often provided by dynamos, which years ago might have caused the electronics to fail.

Furthermore, these devices are a 'fit and forget' solution, since there are no moving parts or adjustments necessary, added to which they offer current limiting capabilities that protect the dynamo from being over-exerted.

These devices are physically tiny compared with mechanical devices; the example in this picture is rated at 22amps.

They can be hidden out of sight so the 'under bonnet vista' is not violated by the presence of something that is obviously not in period keeping.

But what if you can't hide it, or you don't want to move or alter the wiring? Well there are suppliers that build such devices into 'lookalike' casings, and very well done they are too!



Alternatively, since the item you're replacing is pretty much scrap you could machine out the base and use it to hide the new device while at the same time using it as a terminal device for the existing loom.

Speaking from experience, I have found that solid state regulators are effective and reliable, while the (now machined out) mechanical example above lasted about nine months before the cut-out contacts welded shut and a dry joint in its wire-wound resistor made it a part-time contributor!

I have used Dynamo Regulators Ltd (<http://www.dynamoregulators.com>) after a recommendation. Spending time on the phone with the supplier illustrated they have a comprehensive understanding of the needs of vintage cars and motorcycles.

This is not the only supplier out there with a credible solution, but the units are reasonably priced and so far, have proven reliable; I know of one that has done 8 years of trouble-free service in a Riley.

So, if you're faced with a failing regulator this solution is worth considering – If you want to use an old-style housing to hide such a device, I'll trade you a dead Lucas unit for the machined one I have, then I'll re-cycle your dead one.



Just to finish up, if you are experiencing charging issues, the most likely cause is an ailing dynamo, which can often be solved with some TLC and new brushes – it's always worth eliminating the dynamo as the source of your problems **before** interfering with or investing in a new regulator.

Oh, and remember; **LUCAS – Loose Unsoldered Connections And Splices!**

FHBVC SUMMARY OF THE DFT GUIDANCE ON SUBSTANTIAL CHANGE OF HISTORIC VEHICLES

Set out below is a summary issued by the FHBVC which explains the key points about Vehicles of Historic Interest and the MOT test. Also included, after the summary, is most of the more detailed text issued by the DfT with conclusions from the ATDC (who originally published this piece - which is reproduced with our thanks).

The Guidance sets out the definition of a Vehicle of Historic Interest (VHI), vehicles which will, from May 2018, be entitled to be exempt from taking a vehicle (MoT) test.

1. The Guidance reflects the outcome of intensive discussions between the DfT and the Federation of British Historic Vehicle Clubs (FBHVC). FBHVC wishes to express its appreciation of the open and collaborative manner in which the DfT approached these discussions.
2. In the discussions FBHVC was careful to take account of all possible members of the historic vehicle family.
3. The Guidance supersedes all previous potential criteria released for discussion by DfT.
4. The Guidance makes clear that it does not in any way affect DVLA's registration criteria and processes which remain unchanged.
5. The Government included motorcycles in the Motor Vehicles (Tests) (Amendment) Regulations 2017. As the Guidance implements the Regulations, DfT could not accept FBHVC's representations, based upon the requirements of the EU Directive, regarding historic motorcycles, so they are included in the Guidance.
6. Following STRONG representations by FBHVC, a vehicle may generally be a VHI if relevant changes were undertaken more than 30 years previously. This will be a rolling 30 years and replaces the fixed 1988 date previously proposed by DfT.
7. Major points of note are:
 - a. The process is one of self-declaration.
 - b. Owners will only be required to declare their vehicle to be a VHI if they wish to be exempted from an annual MOT Test.
 - c. All vehicles will still be able to be tested if their owners wish
 - d. The criteria are generic and permit changes made, less than 30 years prior to the declaration, which improve efficiency, safety, preservation or environmental performance.
 - e. Those vehicles registered on a Q plate, as kits or built up classics are not entitled to be declared as VHIs until forty years after they were registered.
 - f. For motorcycles only the criteria of Q plates, kits and built up classics prevent declaration as a VHI.
8. The Guidance refers to "a marque or historic vehicle experts". A list will be published on the website of the Federation of British Historic Vehicle Clubs by 30th April 2018. Vehicle owners wishing to confirm if they may declare their vehicle as a VHI, may choose to contact the appropriate nominee from this list
9. FBHVC will be explaining the Guidance in full in its first Newsletter of 2018 and as soon as possible on its website at www.fbhvc.co.uk.

Text of the Guidance is at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/668274/vehicles-of-historical-interest-substantial-change-guidance.pdf

Guidelines on Substantial Changes to Historic Vehicles

Set out below are details from the Department for Transport (DfT) regarding Vehicles of Historic Interest (VHI)

- a) Most vehicles manufactured or first registered over 40 years ago will as of May 20th 2018 be exempt from periodic testing unless they have been substantially changed.
- b) A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MOT testing.
- c) Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle's roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit their vehicles for testing.
- d) Keepers of VHIs claiming an exemption from the MOT test should make a declaration when renewing their vehicle tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper as part of their due diligence. If a vehicle keeper is not sure of the status of the vehicle, they can consult a marque or historic vehicles' expert, a list of whom will be available on the FBHVC website before May 2018.

The Criteria for Substantial Change

A vehicle will be considered substantially changed if the technical characteristics of the main components have changes in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles, are:

CHASSIS - replacement of the same pattern as the original is not considered a substantial change

MONOCOQUE BODYSHELL – including any sub-frame, replacement of the same pattern as the original is not considered a substantial change

AXLES & RUNNING GEAR – alteration of the type and or method of suspension or steering constitutes a substantial change

ENGINE – alternative cubic capacities of the same basic engine and original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative equipment.

The following are considered acceptable (not substantial) changes if they fall into these categories:

- Changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available
- Changes of a type that can be demonstrated to have been made when vehicles of the type were in production or in general use (within the years of the end of production).
- In respect of axles and running gear, changes made to improve efficiency, safety or environmental performance
- In respect of vehicles that have been commercial vehicles, changes which can be demonstrated were being made when they were used commercially.

How to declare a vehicle for the 40-year MOT exemption

From May 20th 2018 at the point of taxing a vehicle, the vehicle keeper can declare their vehicle exempt from MOT if it was constructed more than 40 years ago. When declaring an exemption, you will be required to confirm that it has not been substantially changed, as defined by the Guidelines. This process will be applied to pre-1960 registered vehicles.

If a vehicle does not have an MOT and you wish to continue using it on the public roads, you will either have to undergo an MOT, or if you wish exemption from the MOT, to declare that the vehicle is a VHI. If the vehicle has current MOT certificate, but you anticipate that on expiry of that certificate you will wish exemption from future MOTs, you will at the time of relicensing be required to declare that the vehicle is a VHI.

How to tax your vehicle in the “Historic Tax Class”

Where vehicle keepers first apply for the “Historic Vehicle Tax Class”, it must be done at a Post Office. If you are declaring that your vehicle is exempt from MOT you will need to complete a V112 declaration form, taking into consideration the details listed in the Guidelines on Substantial Changes to Historic Vehicles. Further re-licensing applications, including making subsequent declarations that the vehicle does not require an MOT, can be done online.

Concluding Comments from the ATDC:

All pre-1960 vehicles continue to be exempt from an annual MOT test. Club members choose whether to take their Austin for an MOT test or not, and whilst many of us do have an MOT each year, many others do not. These Guidelines permit our cars to use the public roads without an MOT test, on the understanding that owners keep them in a safe and roadworthy condition (see statement ‘c’ above).

Owners have a responsibility to either take their car for an MOT, or to check the car themselves, or finally to ask an experienced person to check the car thoroughly on their behalf. The ATDC Technical Adviser, Tony Mealing, has produced a set of MOT sheets which clearly state how suitable checks can be made. Please contact Tony for a set of these MOT sheets, if you do not have them already, and are planning to carry out your own checks. Tony’s email address is: technical@austintendriversclub.com If you require a hard copy, please send an SAE to Tony, whose address is shown inside the front cover of the ATDC magazine.

SNOW NEWS

Trafalgar Square in 1947

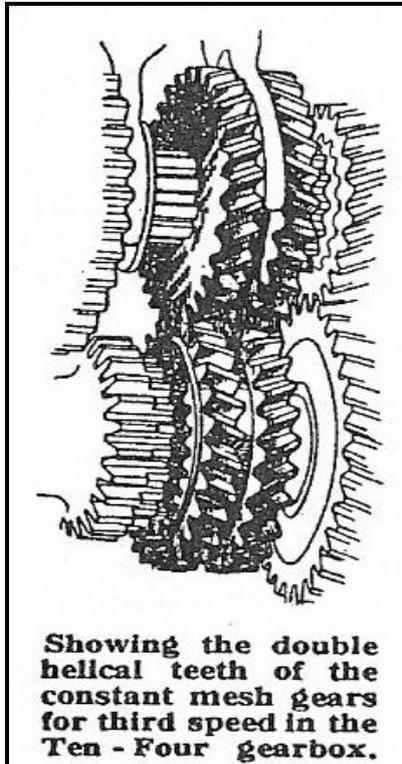


AUSTIN HISTORY

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 selection is: No 437 Twin-Top Gearbox – Austin Ten-Four and No 440 Cornering at Night – Austin Twelve-Six, both appeared in the October 1932 edition.

No 437 Twin-Top Gearbox - Austin Ten-Four



Q. *I recently purchased one of your Ten-Four models which has a twin-top four-speed gearbox, and finding the manipulation of gears so easy and positive, I am prompted to ask you what are the features implied by the term "twin-top"? I am not an expert on motor car mechanism although I know how the ordinary gearbox works, but as a keen owner-driver I always like to have at least a rudimentary knowledge of the mechanism I am handling, and any information you can give me on this point will be much appreciated.*

A. The gearbox on the Austin Ten-Four has the gears for third speed always in mesh, hence in changing from second to third, or from top to third, all you have to do is to engage dogs which lock the layshaft gear to the layshaft so that it transmits the drive. This operation is thus similar in effect to that of engaging top gear which, as you are aware, is also done by a dog engagement between the clutch shaft and the shaft which transmits the drive to the front universal joint.

A further feature of this gearbox which enhances its general silence, is the use of double helical teeth for the two sets of gears in constant mesh, this form of tooth being much more silent than the straight type which is necessary when the gears have to move into mesh to effect the engagement of any gear apart from top. We hope shortly to deal with subject in an article when we propose to illustrate the twin-top feature of the gearbox on your car.

No 440 Cornering at Night - Austin Twelve-Six

Q. *I have to do considerable mileages at night with my Austin Twelve-Six, often over twisting roads with many corners, and find that although the lamps are excellent for straight roads, if I am to drive with due care I have to slow down on corners simply because the lamps do not shine in the direction to which I am turning. This, of course, applies to curves or turns to the left when the corner is blind. Can I obtain an auxiliary spotlight which will move in response to the steering movement to overcome this drawback?*

A. We do not know of a spotlight on the market devised to turn in the direction in which the car is turning, as you suggest. Have you tried using your dip-and-switch device when cornering? As you know, the lamp which dips its beam also throws it to the near-side of the road, and it is then pointing in the direction to which the car is turning if you are negotiating a left-hand curve. Many drivers find the dip-and-switch system very useful when employed in this way if they have to keep up a good average after dark. Moreover, with the direct beam from the off-side lamp extinguished, they find it easier to concentrate on the road as it is revealed while the car is rounding the corner.

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

Past Press

An advertisement from September 1957, to buy one today in good condition you will have to, at least, add a couple of zeros to the price.

MESSERSCHMITT

Cabin Scooters (Assemblies), Ltd., 80, George Street, W.1. Price £325 6s. 4d. De Luxe £339 13s. 6d.

WILL seat two adults and one child. The hood can be lifted. The foam rubber seats are arranged in tandem fashion. Irrespective of whether one or two persons travel in the vehicle, the centre of gravity always remains in the vehicle centre line. This accounts for the excellent road-holding quality and absolute reliability when turning round bends, regardless of the road condition. The rear seat is shaped like a bench, part of which can be lifted back to deposit in its place a fair-size suitcase. One pocket at the side of the vehicle and one on the back of the front seat will accommodate small items such as gloves, maps, etc. Above the rear seat is yet more room for small pieces of luggage. Another feature is the heating.

ENGINE.—200 c.c. fan-cooled single-cylinder F. & S. two-stroke engine. Especially high engine torque with low r.p.m. Reverse gear electrically selected. Rubber mounting rear wheel suspension, which is separated from the engine. Intermediate power transmission by cardanshaft. Bing piston valve carburetter. 12-volt electric starter. Petrol tank capacity 3 gallons petrol/oil mixture of which $\frac{1}{2}$ gallon is reserve. Four-speed gearbox, hand-operated. Coil ignition. Maximum speed 62 m.p.h. Fuel consumption 100 m.p.g.

TYRES.—4.40 x 8 with special surface.

ELECTRICAL.—2 x 12 amp/hr 6 volt, 12 amp series connected.

BRAKES.—Internal expanding brakes activated by cables, footbrake and self-locking handbrake acting on all three wheels.

DIMENSIONS.—Overall length 9ft. 3in.; width 4ft.; height 3ft. 11in. Weight 4 cwt. 15 lb.



An advertisement from more modern times, March 1963.

The NEW Starlite No.1340

FLASHING INDICATOR SET

PATENTS PENDING

- Flashing mechanism and pilot light incorporated in switch.
- Simple to fix and easy to operate.

SWITCH ONLY
Retail price 23/-.

LAMPS WITH BULB
Retail price 16/6 each.

12 volt and 6 volt available.
State voltage when ordering.
Replacement Bulbs: 12 volt 21 watt, 6 volt 18 watt.

Made in England by:
W. J. HILL (BIRMINGHAM) LTD., ST. PAUL'S SQUARE, BIRMINGHAM, 3

FOR CARS
Retail price
56/-
Per Set Complete



Andy Ranson

THE QUIZ - A CHANCE TO LOOK NORTH

All answers are places and things in the North East, so you may have to do a little research but hope you enjoy it. Please send to Julie at julie.els@tiscali.co.uk

1. Coloured city ale. (9,5)
2. Underground shopping point (5,6)
3. Ms Daly's burrow (4,6)
4. A cursed gammon (6)
5. Birds in the footy team? (7)
6. Ant and Dec started in this cycle wood (5,5)
7. Rest car could be well known for a smoked red herring here (6)
8. 13.6 miles around Newcastle (5,5,3)
9. Moth eaten Isle? (4,6)
10. Northern PM drank flavoured beverage (4,4)
11. Largest artificial lake in UK (7,5)
12. Cross over point for a suspended seat (5,6)
13. A delight at Santa's pole (5,2,3,5)
14. Flooded department store of candle cords (8)
15. On the left or right of a steep cliff (8)
16. Split apart on ground (10)
17. Links Wallsend to Bowness in parts (8,4)
18. Lady lounging in a northern county (16)
19. Recreation ground for religious Jim's footie game (2,5,4)
20. Amble along the river and untangle a red newt (7,4)
21. Flat round bread with a bounce (7,4)
22. Entrance points to the top (9)
23. Their own language is an ego ride (7)
24. Roger was leaving this old town (6)
25. Visit an old storage for happy people (7,6)

READERS WRITE TO AUNT BRASSICA...



Dear Aunt Brassica,

It has been raining continuously for what seems like weeks and my friend and I needed to drive into the village to stock up on food. The road appeared wet, but suddenly the water got deeper and my poor little Austin Seven spluttered to a halt. Luckily a builder with a horse and cart was passing and, amongst a pile of rubble on his cart, he had an old door and a wooden pole. My friend, who is a woman of some ingenuity, saw immediately that she could transform this into a punt. Obviously, we do not plan to repeat this as my friend is still suffering from the strain of punting us. Do you have any advice?

Yours, 'Stranded of Stratfield'

Dear 'Stranded of Stratfield',

Whatever were you thinking of. You can make many different exciting recipes using left-over food combined with an imaginative use of spices. I'm sure your friend could advise you on this, as she sounds very resourceful.

There is no need to put yourself in such danger. As for your car, apart from the magneto drowning, there is also a risk of the engine sucking in water which, being incompressible, will cause it to lock solid, smashing connecting rods, pistons, even the crankshaft. If the water is fast-moving, there is also a risk that the car could be carried off into deeper flood water with you inside. I found this picture to illustrate this point to you.

So, try to avoid any flooded road, but if you can't, you should park up and watch other cars, horses and wagons negotiate the flood to see how deep it is and if there are any hidden dips and gullies where the water could be deeper. If you decide to go through, stay on the crown of the road where possible and crawl through the water very slowly in first gear at 1-2mph. Keep the engine revs up by slipping the clutch if necessary, to avoid water entering the exhaust pipe. If the worst happens and your car stops, climb out, lock the car and wade to dry land. Please be very careful. At this time of year, you should keep a stock of tinned food and evaporated milk in your store cupboard and maybe some oriental spices?

Yours, Aunt Brassica

