Dear Members

AGM – February 14th

The AGM was held at the club night on the 14th February. This was attended by approximately half of our NHAEG members. Trevor E commenced the meeting and summarised the limited number of events held during 2021, which included: a visit to the Army Flying Museum (June), a stand at the Basingstoke Festival of Transport (Aug), drive out to Lasham airfield for Breakfast (Sept), the club night auction (Nov) and the club dinner (Dec).

At the AGM, Trevor E and Richard L stood down from their roles on the committee but were thanked for all their work and time devoted to running club events. Andrew B agreed to continue in the role of treasurer after the sad departure of Colin G. Other members of the committee, Adrian W and Peter K, agreed to continue on the committee. Trevor Mulford and Don Breakspear volunteered to join the committee and were seconded by the NHAEG club members.

Following the AGM, the photographic competition was held and approximately 50 photographs were displayed. The overall winner was Jean E with a delightful photograph of Dons car heading down a deserted country lane.

The 'Feely' bag game was also won by the Trevor E team.

The new committee met on the 1st March and the following roles were agreed:

Don Breakspear Chairman (in name only)

Trevor Mulford Vice Chairman (in name only) and events secretary

John Bennet to maintain the parts list and service directory

Andrew Barker to continue as Treasurer

Adrian Walker to continue as Membership Secretary

Peter Kenrick to continue in support role to the committee.

The committee will be planning a number of new events and trips, in both our classic and modern cars, but we welcome any feedback from members regarding club activities especially new ideas for club nights.

In support of the NSPCC's Childline, Drive it Day, on 24th April, the club has planned a drive through the local countryside starting from the New Inn at about 11:30. We will then return to the New Inn for a pre-booked lunch. (More details to follow). Please note the closing date for applications to Don is the 6th March.

Please don't forget that at our next club night (14th March) we have a guest speaker, who will be entertaining us with tales and stories about the role of the Home Guard.

Auto Jumbles

(The following article was published in the February 1979 edition of the NHAEG newsletter)

“Lovely” but what do you do about spares? The classic phrase we have all heard it as a member of the general public strokes the beautifully restored paintwork of some pre-war car at a rally.

If one was to listen in to the same persons remarks as he or she passes the Autojumble section it is apparent that the general public have little idea of the enthusiasts problems and requirements. Some even believe these cars have suffered no rust at all throughout their 50 odd years of life or they make remarks like – “Oh what a load of junk !, fancy selling that ! When we moved Fred we gave a garage full of that to the dustman !”

The enthusiast on the other hand has a different view about autojumbles; he or she is only too aware that if his pride and joy is to ever be rebuilt after years of being left to rot and then to be kept running year after year, the autojumble visit is an essential part of the pre-war car owners world.

Here are a few tips for the enthusiast with a newly acquired, restorable pre-war motor who is thinking of doing the rounds of autojumbles for parts this season.

1) Make a list of required parts and where possible, the part number
2) The year of manufacture, make and model of car
3) Take a notebook and pencil
4) Shop around, prices vary considerably, mainly due to the stallholders buying identical goods at a variety of prices.
5) Two warnings on shopping around:

a) Take a note of the stallholders number as at a place like Beaulieu, with over 800 stalls to choose from, remembering the stallholders wife was blond and her husband had a beard and wore a blue tee shirt, will not help much on returning for that vital part for your car. His wife will no doubt be chatting to some other stallholder in a different row and beards and tee shirts are the now standard dress for pre war car world males.
b) The other warning; if the part is vital and has been evading you after hunting at four or five autojumbles, it is probably quite a rare find. Not advisable to shop around too long, as others will be looking for it too.

This reminds me of a true story from Christmas eve 1977. Michael the children and I were stuck in a traffic jam by the “Yard” in Caversham. I was seat belted in the passenger seat and far away in thoughts of Turkey collecting and Christmas food shopping. The “Yard” is a market full of second hand stalls just by the zebra crossing in Caversham. All at once, Michael said there is my Christmas present, pointing to the “Yard”. He opened the offside car door, leapt out, yelling to me to drive to the nearest parking space. I slowly came to my senses to the tune of car horns from behind, climber un-elegantly into the drivers seat, a sense of panic, where could the nearest parking space possibly be ? Luck was with me and the pub car park up the hill was not quite full; we waited there until Michael returned with a grin on his face and with the much sought after windscreen for his 1933 Austin Seven under his arm. I asked him “how much” ? to which he replied” only half what I expected it to be”. Well, perhaps the chap was Father Christmas.

Batteries

(Some amusing stories with some good information on the subject.)

Anonymous (couldn't locate the author)

When I saw the title of this lecture, especially with the picture of the scantily clad model, I couldn't resist attending. The packed auditorium was abuzz with questions about the address; nobody seemed to know what to expect. The only hint was a large aluminium block sitting on a sturdy table on the stage.

When the crowd settled down, a scholarly-looking man walked out and put his hand on the shiny block, "*Good evening,"* he said, "*I am here to introduce NMC532-X,"* and he patted the block, "*we call him NM for short,"* and the man smiled proudly. *"NM is a typical electric vehicle (EV) car battery in every way except one; we programmed him to send signals of the internal movements of his electrons when charging, discharging, and in several other conditions. We wanted to know what it feels like to be a battery. We don't know how it happened, but NM began to talk after we downloaded the program.*

Despite this ability, we put him in a car for a year and then asked him if he'd like to do presentations about batteries. He readily agreed on the condition he could say whatever he wanted. We thought that was fine, and so, without further ado, I'll turn the floor over to NM," the man turned and walked off the stage.

"Good evening," NM said. He had a slightly affected accent, and when he spoke, he lit up in different colours. "*That cheeky woman on the marquee was my idea,"* he said. "*Were she not there, along with 'naked' in the title, I'd likely be speaking to an empty auditorium! I also had them add 'shocking' because it's a favourite word amongst us batteries."* He flashed a light blue colour as he laughed.

"Sorry," NM chuckled, then continued, *"Three days ago, at the start of my last lecture, three people walked out. I suppose they were disappointed there would be no dancing girls. But here is what I noticed about them One was wearing a battery-powered hearing aid, one tapped on his battery-powered cell phone as he left, and a third got into his car, which would not start without a battery. So, I'd like you to think about your day for a moment; how many batteries do you rely on?"*

He paused for a full minute which gave us time to count our batteries. Then he went on*, "Now, it is not elementary to ask, 'what is a battery?' I think Tesla said it best when they called us Energy Storage Systems. That's important. We do not make electricity – we store electricity produced elsewhere, primarily by coal, uranium, natural gas-powered plants, or diesel-fuelled generators. So to say an EV is a zero-emission vehicle is not at all valid. Also, since forty percent of the electricity generated in the U.S. is from coal-fired plants, it follows that forty percent of the EVs on the road are coal-powered, do you see?"*

He flashed blue again*. "Einstein's formula, E=MC2, tells us it takes the same amount of energy to move a five-thousand-pound gasoline-driven automobile a mile as it does an electric one. The only question again is what produces the power? To reiterate, it does not come from the battery; the battery is only the storage device, like a gas tank in a car."*

He lit up red when he said that, and I sensed he was smiling. Then he continued in blue and orange. *"Mr. Elkay introduced me as NMC532-X. If I were the battery from your computer mouse, Elkay would introduce me as triple-A, if from your calculator as CR2032, and so on. We batteries all have the same name depending on our design. By the way, the 'X' in my name stands for 'experimental.'*

There are two orders of batteries, rechargeable, and single-use. The most common single-use batteries are A, AA, AAA, C, D. 9V, and lantern types. Those dry-cell species use zinc, manganese, lithium, silver oxide, or zinc and carbon to store electricity chemically. Please note they all contain toxic, heavy metals.

Rechargeable batteries only differ in their internal materials, usually lithium-ion, nickel-metal oxide, and nickel-cadmium.

The United States uses three billion of these two battery types a year, and most are not recycled; they end up in landfills. California is the only state which requires all batteries be recycled. If you throw your small, used batteries in the trash, here is what happens to them.

All batteries are self-discharging. That means even when not in use, they leak tiny amounts of energy You have likely ruined a flashlight or two from an old ruptured battery. When a battery runs down and can no longer power a toy or light, you think of it as dead; well, it is not. It continues to leak small amounts of electricity. As the chemicals inside it run out, pressure builds inside the battery's metal casing, and eventually, it cracks. The metals left inside then ooze out. The ooze in your ruined flashlight is toxic, and so is the ooze that will inevitably leak from every battery in a landfill. All batteries eventually rupture; it just takes rechargeable batteries longer to end up in the landfill.

In addition to dry cell batteries, there are also wet cell ones used in automobiles, boats, and motorcycles. The good thing about those is, ninety percent of them are recycled. Unfortunately, we do not yet know how to recycle batteries like me or care to dispose of single-use ones properly.

But that is not half of it. For those of you excited about electric cars and a green revolution, I want you to take a closer look at batteries and also windmills and solar panels. These three technologies share what we call environmentally destructive embedded costs."

NM got redder as he spoke. *"Everything manufactured has two costs associated with it, embedded costs and operating costs. I will explain embedded costs using a can of baked beans as my subject.*

In this scenario, baked beans are on sale, so you jump in your car and head for the grocery store. Sure enough, there they are on the shelf for $1.75 a can. As you head to the checkout, you begin to think about the embedded costs in the can of beans.

The first cost is the diesel fuel the farmer used to plough the field, till the ground, harvest the beans, and transport them to the food processor. Not only is his diesel fuel an embedded cost, so are the costs to build the tractors, combines, and trucks. In addition, the farmer might use a nitrogen fertilizer made from natural gas.

Next is the energy costs of cooking the beans, heating the building, transporting the workers, and paying for the vast amounts of electricity used to run the plant. The steel can holding the beans is also an embedded cost. Making the steel can requires mining taconite, shipping it by boat, extracting the iron, placing it in a coal-fired blast furnace, and adding carbon. Then it's back on another truck to take the beans to the grocery store. Finally, add in the cost of the gasoline for your car.

But wait - can you guess one of the highest but rarely acknowledged embedded costs?" NM said, then gave us about thirty seconds to make our guesses. Then he flashed his lights and said, "It's the depreciation on the $50000 car you used to transport one pack of canned beans!"

NM took on a golden glow, and I thought he might have winked. He said, "*But that can of beans is nothing compared to me! I am hundreds of times more complicated. My embedded costs not only come in the form of energy use; they come as environmental destruction, pollution, disease, child labour, and the inability to be recycled."*

He paused, *"I weigh one thousand pounds, and as you see, I am about the size of a travel trunk."* NM's lights showed he was serious. *"I contain twenty-five pounds of lithium, sixty pounds of nickel, 44 pounds of manganese, 30 pounds cobalt, 200 pounds of copper, and 400 pounds of aluminium, steel, and plastic. Inside me are 6,831 individual lithium-ion cells.*

It should concern you that all those toxic components come from mining. For instance, to manufacture each auto battery like me, you must process 25,000 pounds of brine for the lithium, 30,000 pounds of ore for the cobalt, 5,000 pounds of ore for the nickel, and 25,000 pounds of ore for copper. All told, you dig up 500,000 pounds of the earth's crust for just - one - battery."

He let that one sink in, then added, *"I mentioned disease and child labour a moment ago. Here's why. Sixty-eight percent of the world's cobalt, a significant part of a battery, comes from the Congo. Their mines have no pollution controls and they employ children who die from handling this toxic material. Should we factor in these diseased kids as part of the cost of driving an electric car?"*

NM's red and orange light made it look like he was on fire*. "Finally,"* he said, *"I'd like to leave you with these thoughts. California is building the largest battery in the world near San Francisco, and they intend to power it from solar panels and windmills. They claim this is the ultimate in being 'green,' but it is not! This construction project is creating an environmental disaster. Let me tell you why.*

The main problem with solar arrays is the chemicals needed to process silicate into the silicon used in the panels. To make pure enough silicon requires processing it with hydrochloric acid, sulfuric acid, nitric acid, hydrogen fluoride, trichloroethane, and acetone. In addition, they also need gallium, arsenide, copper-indium-gallium and cadmium-telluride, which also are highly toxic. Silicon dust is a hazard to the workers, and the panels cannot be recycled.

Windmills are the ultimate in embedded costs and environmental destruction. Each weighs 1688 tons (the equivalent of 23 houses) and contains 1300 tons of concrete, 295 tons of steel, 48 tons of iron, 24 tons of fiberglass, and the hard to extract rare earths neodymium, praseodymium, and dysprosium. Each blade weighs 81,000 pounds and will last 15 to 20 years, at which time it must be replaced. We cannot recycle used blades. Sadly, both solar arrays and windmills kill birds, bats, sea life, and migratory insects.

NM lights dimmed, and he quietly said, "There may be a place for these technologies, but you must look beyond the myth of zero emissions. I predict EVs and windmills will be abandoned once the embedded environmental costs of making and replacing them become apparent.

I'm trying to do my part with these lectures. As you can see, if I had entitled this talk "The Embedded Costs of Going Green," who would have come? But thank you for your attention, good night, and good luck."

NM's lights went out, and he was quiet, like a regular battery.

" Your new electric car is not what I expected ! "

Club Membership

The previous committee agreed that due to Covid and the lack of events during 2020 & 2021 no club subscriptions would be required. Therefore the current membership list may no longer be accurate. If you have moved away, sold you beloved classic car, or no longer wish to receive emails from the club, please notify the membership secretary via: nhaegmembership@gmail.com

Club Events

Club Night – 14th March

Guest speaker Dale Johnson, The story of the Real Home Guard

Club Night – 11th April

Spring airing – bring your historic car along and maybe win the Trophy or a prize !!

Club Night – 9th May

The Monster Raffle and Noggin & Natter

Club Night – 13th June

Half Gallon run

Club Night – 11th July

TBA

Other (non-club) events - 2022

Blackbush Car Meet – last Sunday of each month

Farnham Classic car show – 10th April, central car park.

Brooklands, Surrey, 16th Apr - Easter Classic Gathering
Originally scheduled for New Year's Day and postponed due to Covid, Brooklands' Classic Gathering has been rescheduled for Easter Sunday, and is sure to attract a diverse range of classics.

Drive It Day - 24th April

Rural Life Museum – 7th & 8th May, Village at War in 1944. https://rural-life.org/events

Basingstoke Festival of Transport – Sunday 8th May

Trip to the Isle of Wight early May- (contact Trevor Mulford)

Beaulieu Auto jumble - 14th & 15th May

Rural life Tilford - 22nd May

Farnham Festival of Transport – 5th June, Upper Hart Car park behind Waitrose

Hartley Witney show - 11th June

Pre War car gathering – 11th June (contact Andy Seager)

Beaulieu, Hampshire,- National Austin Seven Rally – 3 July
One of the biggest events for anything Seven or Seven-based, and you can bring along other Austins or pre-1975 classics if you register in advance. Also autojumble and driving skills tests.

Hook Fete - TBA

Old Basing Fete - TBA

Upton Grey - TBA

Fleet Carnival – 2nd July

Thames traditional boat Fest 15th to 17th July

Austin 7 Centenary – 19th-24th July

Entry by pre-booked ticket only : www.a7centenary.com

The British Motor Show, Farnborough 18th -21st Aug

Swallowfield show – 29th Aug

Beaulieu Auto jumble - 10th & 11th September

West Green House, Hartley Witney – 18th Sept.

Stay safe
NHAEG Committee