

**NORTH HAMPSHIRE *AUSTIN* ENTHUSIASTS GROUP**  
**Founded 1973**

**Monthly Newsletter and Events Update**

**[www.nhaeg.org.uk](http://www.nhaeg.org.uk)**

**MAY 2009**

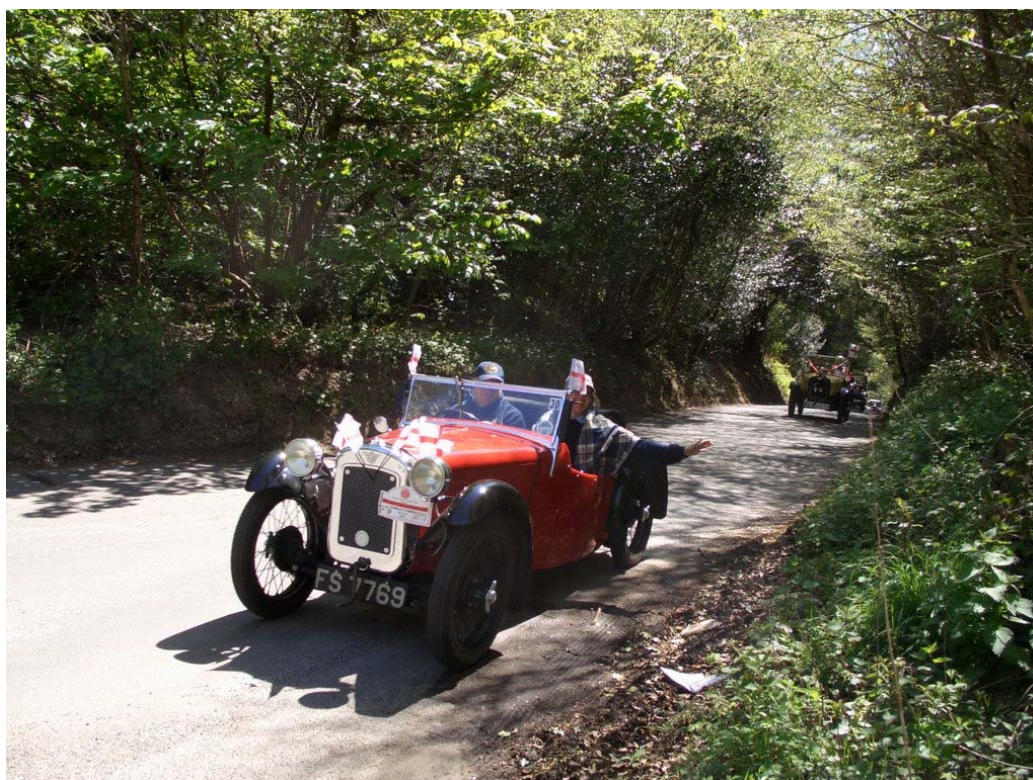
**Club nights at The New Inn, Heckfield, 8pm, 2<sup>nd</sup> Monday in every month**

**Mo's Mutterings**

Well, I hope you have all been enjoying the lovely weather we have had throughout the month of April.

Our first trip out in Chummy on Sunday 26<sup>th</sup> was fantastic. A great day organized by Karen and Dave Witton which included a very pretty drive through the Surrey countryside, a superb lunch and a very interesting afternoon at Clandon House. Some of us also stopped on the way home at Pat and Nick Buchanan's Café for tea and cakes! Well done to Karen and Dave once again and many thanks to Pat and Nick for the "added extras"!

**Maureen**



**Karen and Dave reaching the top of the hill in Myrtle!**

## Colin's Column

What a fantastic night we had at the April club meeting. The lovely weather brought a large number of members, 47 in all, out in their cars with a total of 22, 18 Austins and 4 others, lined up in the car park. As usual in April we had a free draw for all those coming in an historic car with a prize of a £25 M&S voucher. We asked Malcolm (Pontin) to pick the winning ticket, as he was not in the draw, and to my surprise he picked mine.

We also had a plant sale to raise money towards our 'Sponsor a Veteran' campaign and what a lot of plants you all brought. It looked a bit like a garden centre in our room and also outside in the reception area. It think most of them were sold and I expect that Trevor or Jean will let you know how much was collected. Many thanks to all those of you who brought plants along and also to those who bought them.

The big event of the evening however was the Grand Raffle Draw, which was our main money-raising event in aid of SAV. Trevor will be giving all the details including monies raised in his 'Secretary's Scribblings'. However what I can say is, we raised far more money than any of us expected. On behalf of the committee I would like to thank all those who bought and sold tickets, some of you selling truly amazing numbers to family, friends and work colleagues, which enabled us to raise such a large sum of money. I would also say a big thank you to all those members who donated prizes, or persuaded others to do so. We had well over 30 prizes in all. Thanks also to Tim and June, our Landlords, who donated a 3-course meal for two plus wine.

Special thanks however should go to Dave and Karen who came up with the idea of 'Sponsor a Veteran' and put a lot of time and effort into it. Also special thanks to Trevor and Jean who organised the Grand Raffle which I know took up quite a lot of their time over the past weeks.

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I understand that the Jewellery Party, which Karen organised at her house for the ladies, was a great success and again raised a good sum of money towards SAV. Well done Karen.

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The talk on the history of the Austin Seven on the 7th April in Wokingham, which I emailed everyone about, was not what we had expected. It turned out to be a slide show of postcards and cigarette cards showing Austin Sevens. However, the ladies who had spent the evening with Ann seemed to have had much more fun judging by the merriment when we returned.

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At the April club night I handed out club badges to everyone to put on a window of their cars. If I missed you or you were not there, please ask me at any future meeting or send me a SAE and I will send them to you.

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What a fabulous time we had on 'Drive it Day.' Congratulations to Dave and Karen for organising it so well.

We met up at their house for coffee and biscuits and a good chat. The ladies were interested in looking at Karen's lovely garden while the men were busy in Dave's workshop looking at his Austin 7 engine that he has ready to go in the car he is restoring. He had it running and it sounded great.

At 11.30, 15 cars set off on a beautiful route through the Surrey hills to Clandon Park picking up Nick and Pat on route. At one point we stopped to admire a magnificent view where you could see for miles, including London and Wembley Stadium. On arrival at Clandon Park we parked up in a space reserved for us and then we had lunch. Karen had arranged for us to eat in a private room in the regimental museum. Nice touch Karen!

It was an excellent lunch after which everyone was free to "do there own thing". There was the house to visit and also the extensive grounds.

Many thanks to Dave and Karen for their hospitality in the morning and for organising such a great day out. Ann and I really enjoyed ourselves and I am sure everyone else did. Just one thing though Dave and Karen, how did you organise such lovely weather when the forecast all week had been for rain? They do say the sun shines on the righteous.

During the course of the day Andy Seager was very busy with his camera. If you would like to see the pictures then visit <http://gallery.me.com/andyseager#100053> Many thanks for that Andy.

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Coming up in May we have the REME Museum Run/Visit and BBQ on the 17th. This is being organised by John and Joan Hancock and Andy and Do Ranson. Members who wish to go and have not already given their names to John, *should do so now* as they need to know how many to cater for at the BBQ.

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That's all for now, see you all at the May club night. Lets hope we have as good a turnout as last month.

Safe and Happy Motoring.

*Colin.*

## Secretary's Scribblings

### SAV 'Grand Raffle', 20<sup>th</sup> April – Standing Room Only!

As everyone who came along to the April Club Night can doubtlessly confirm our room at the 'New Inn' was virtually bulging at the seams and it was, indeed, 'standing room only' for some. A record numbers of members and newcomers, 51 adults, plus two children, turned up to witness the 'Grand Raffle' Draw which took place on the same evening as our traditional 'Spring Airing' and, on this particular occasion, also as a very successful *Plant Sale* in support of our adopted initiative – 'Sponsor a Veteran'.

Moreover, there were 22 'real' cars parked up in the car park which, although not quite an actual record, was at least equal to numbers on one previous occasion! A truly fantastic evening in every way, with the odd, rather spooky surprise thrown in for good measure.

'Mine Host' Tim, our genial Landlord at the 'New Inn', was called upon to draw the first ticket out of the drum which turned out to be in favour of John (Hancock) who became lucky winner of the first prize, a handsome 19" Flat Screen, portable television. What was especially remarkable was the fact that the previous evening, after Jean and I had completed folding up almost 1500 counterfoils and placing them in a borrowed tombola drum, I jokingly said I'd 'do a trial run' and duly spun the drum around, pulled out a ticket and noted that it was in the name of John Hancock! I cannot be sure it was the very same ticket which was pulled out the *following* evening - for real - but the name certainly was the same. What are the odds of this coincidence happening?

Also, Brian (Adams), having spied a bottle of Glen Moray, single malt whiskey, sitting on the prize table, was heard to mention that he wouldn't mind winning that particular prize and, guess what, he did! Again a very strange and unexpected instance.

Apart from that, any fears we might have had about the logistics likely to be involved in distributing prizes to winners, far and wide, were largely dispelled when, in fact, just four of the 33 prizes on offer had to be delivered and these were to people living within a Reading/Sherfield on Loddon/Frimley triangle. All others were able to be delivered either directly to, by or via people present on the evening! A full listing of prizes and winners appears elsewhere in this Newsletter.

All in all a most satisfactory outcome. I'm sure that Colin will have expressed his thanks to everyone who both participated in the purchase and selling of raffle tickets as well as to those who actually came along on the evening. On behalf of those of us who've been closely involved in the venture, e.g. Karen and Dave (Witton) and Jean and myself I'd just like to add our own appreciation to his and thank everyone who rose to the occasion and entered fully into the spirit which had been envisaged.

Now to the bottom line! Including a very late return of raffle tickets, plus cheque for £25.00, (actually received today, 25<sup>th</sup> April), total receipts from the sale of tickets reached a precise £1,500.00! From this sum have to be deducted the following necessary expenses:

Purchase of prizes:	19" TV	£179.96
	M&S Voucher	£50.00
Small Society Lottery Licence (Local authority)		£40.00
Printing of Raffle Tickets		£41.00
Postage (Raffle Tickets)		£4.68
.....ditto.....		£0.78
Postage (Raffle Tickets return reminders)		<u>£2.34</u>
		£318.76

Thus, nett revenue from the '*Grand Raffle*' alone is an impressive **£1,181.24!**

It has to be stressed and must be made clear that this amount is purely that derived from the *Grand Raffle* itself and **does not** include receipts from any other related initiative, e.g. March 'Bring and Buy' Sale, Plant Sales, forthcoming 'Drive It Day' Clandon House Run (26<sup>th</sup> April) and REME Museum Trip/BBQ (17<sup>th</sup> May) monthly Quizzes, etc.

A calculation and statement regarding all of the latter will be generated and published in due course by Jean (Edwards), our Treasurer.

The amount raised will clearly offset the amount, already donated, to assist our nominated veteran, Billy Ness, to make the journey over to France this coming June but we're still making every endeavour and are hopeful that we shall be able to identify one, or possibly even more deserving cases within the near future to similarly benefit from our combined efforts.

We shall, of course, keep the NHAEG membership fully informed of how monies raised are to be distributed, bearing in mind our original goal and objectives.

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### 'Spring Airing' - Footnote!

As mentioned above, a total number of 22 vehicles, qualifying their owners/drivers entry into our now-traditional free draw for a £25.00 M & S voucher, turned up at the April Club Night on the 20<sup>th</sup>.

The winner of the voucher was none other than our esteemed Chairman, Colin (Greig), who, probably, will have been too modest to mention this in his monthly 'Column' – or perhaps not!

In any case, many Congratulations Colin! Hope you get to use the voucher on something for yourself - but I somehow doubt that possibility!

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### REME Museum Run and BBQ ~ 17<sup>th</sup> May

By now you should have all have received publicity regarding this event, being staged jointly by John and Joan (Hancock) and Andy and Do Ranson and have presumably already handed in names, if you're interested in participating, to one of them. If not, and you would like to take part please get in touch with John whose contact details appear elsewhere in this edition.

One **important amendment** to the publicity notice which was sent out earlier, in which was mentioned that a limited variety of alcohol would be available for sale at the BBQ.

It has been pointed out, however, that this, in fact, would be considered illegal at such an event so, with regret, this will not now be the case although some soft drinks still will be available for purchase.  
You are, however, entirely free to be able to bring along beverages of your own choice, alcoholic or otherwise, to the BBQ .

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## Quiz News

**March Quiz ('Couch Potatoes')**. Winners were announced at the April Club Night. There were just five entries and two couples. With maximum scores (35 correct answers) tied for first place and the prize (Gordon Ramsey Chocolates!), Jan (Barker) and John (Chad) and Malcolm and Sandra Ryley (why are we not surprised!).

The eventual winners were decided by a straightforward draw; the box of chocs going to Malcolm and Sandra.  
Congratulations to both – hope you enjoyed the confections!

**April Quiz ('Who R You?')**. A few entries have been received but remember you have until May 9<sup>th</sup> to get them back to me so dig out the page and have a go. This one was quite easy I thought. Do remember however to include a donation of at least £1.00 when you send in your entry. This will go into the SAV fund.

**Future Quizzes**. Since the monthly quiz has proved popular with several members I shall try to continue to include one each month.

Please note, however, that in future there will simply be a flat £1.00 entry fee, not tied to any specific charitable venture. This sum is purely to cover the cost of any prize(s) offered to the winner(s), any excess going towards Club funds. In addition please note that no prize will be awarded if there are less than five entries in any particular month.

The May quiz appears at the end of this Newsletter. You have until June 6<sup>th</sup> to get your entries in to me (contact details appear elsewhere).

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## Welcome to New Members

Included in the 51 adults present at the April Club Night/'Spring Airing' were two couples who promptly joined up as members the very same evening.

These are Russ and Karen Taylor who, also brought along their A7 Box, a.k.a. 'Bumble', previously owned by Ted de la Riviere a former Club member and a more recently acquired Chummy, a very nice specimen.

Also joining us are Jan and Phil Dunford who have a short wheel-based A7, which evidently is the subject of some debate as to whether it's an RL or an RM. Apparently, it possesses characteristics of both types, hence the confusion. This is perhaps not so surprising since it's well-recognised that Herbert Austin was not altogether too particular about which bits went on to which car. If there was a shortage of some particular component, but another similar was available then on it went in order to produce yet another of his remarkable babies! Standardisation was deemed to be not all that important in those far-off days.

In addition, and since Club Night, another couple who looked in briefly at the assembled array of vehicles in the car park but had to leave prematurely, have also joined the Club.  
They are Stuart Mason and Trudy Coutts who, reportedly, have a 1937 Austin 10.

A very warm welcome to *all* these new members! We hope they will get as much enjoyment out of NHAEG membership as the rest of us undoubtedly do.

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### Someone did help!

Following my personal plea last month for anyone having a small brass oil gallery plug/screw (A7 crankcase) which was surplus to their requirements I'm happy to report that Trevor (Wild), one of our more distant-residing members, came up trumps and has since managed to get one to me, via a third party. I shall now be able to tackle the long-awaited task of removing a sheared-off screw and replacing it.

Thank you very much, Trevor!

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### Inter-Register Club

In order to provide greater publicity to events staged by member clubs of the IRC a list of these is reproduced here. Please note that, by virtue of our affiliation to the Austin 10 Drivers Club (ATDC - itself a member club of the IRC), those of us who are '*Austineers*' are entitled and, indeed, encouraged to enter any of the events listed.

Some already do, but it would be good if a greater interest was shown in participating in what are generally very engaging activities.

Many of those who compete in them take it all quite seriously and contend for an award presented annually to the person/team performing best over the greatest number of events.

However, many more do so simply for the sheer fun of it and, having assisted one of our number on one occasion, as navigator, and although confessing our efforts on that particular occasion were singularly unremarkable, I can confirm that much enjoyment still can be had from just taking part.

Incidentally, our own, premier annual event, the 'Nightjar' Navigational Scatter Rally in November, is an IR listed event and attracts entries from a very wide area.

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### 'Half Gallon Run' 2009

**Please Note Carefully!** For logistical reasons it's become necessary to change the date of this annual event, originally scheduled for the June 8th Club Night.

It is being swapped with the *Concours d'Elegance* Evening (formerly July 13<sup>th</sup>), **which will now take place on June 8<sup>th</sup>.**

**The 'Half-Gallon'Run is now therefore scheduled for July 13<sup>th</sup>.**



Please note these changes and polish up your treasured pieces of automotive hardware for the June meeting this year – not necessarily the July one!

Also, on this occasion, a request has been made for an idea of numbers likely to take part in the 'Half-Gallon'. This is simply to provide a rough calculation of the number of fairly expensive, colour-printed documents needed and which are to be prepared in advance. As everyone will be aware the cost of ink cartridges for printers is generally astronomic and it would be prudent to try and ensure that unnecessary wastage does not occur.

Therefore, *if* you think you're likely to take part this year could you please let either me, or Richard (Scott) know by July 6<sup>th</sup> at the very latest. This will not be binding, of course, but will help considerably to estimate material requirements. Richard can be contacted on 0118 983 2224, or via email at [Rscottok@btinternet.com](mailto:Rscottok@btinternet.com). My contact details appear elsewhere in this Newsletter.

For the benefit of some of our newer members perhaps a brief explanation of the '*Half-Gallon Run*' would be useful.

The original concept of the run was that it was to be over a distance likely to be covered, typically, by an Austin 7 using just half a gallon of fuel, i.e. somewhere around 20-22 miles. It's basically a Treasure Hunt type of event where competitors (two per vehicle at least, though, on one occasion I was obliged to take part on my own – not too easy!) take a leisurely(?) trip around the surrounding countryside looking for clues and completing an answer sheet. A modest prize is awarded to the 'team' securing the most correct answers, of course.

The exact format of the event is left very much to the discretion of the organiser in any particular year and, since Richard (Scott) has kindly agreed to arrange things this year, it's fairly certain we will be presented with an interesting challenge.

It's sometimes cause for much frustration but always a great deal of fun!

## Vehicle (Modern) For Sale.

The undermentioned vehicle has, sadly, become unexpectedly available following the passing of a very good friend of mine. If anyone might be considering the purchase of such a vehicle and is interested please contact me, Trevor (Edwards), in the first instance, to arrange viewing and a trial run. The vehicle is located in Crowthorne.

Year:	2000
Registration letter:	'W'
Make:	Ford
Model:	Focus 1.8 LX
Colour:	Blue
Mileage:	47,000 (approx)
MOT:	Current
Condition:	Excellent.
Price:	£1,200.00 o.n.o.

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*Have just returned from this year's 'Drive It Day' Run, excellently planned and orchestrated by Karen and Dave (Witton). Wonderful weather, congenial company, lunch at Clandon House and no mechanical mishaps. What more can one want! Let's hope we have many more such occasions this year. Bring on the sunshine!  
Safe travels!*

Trevor

*Final thought! There are many definitions of a Gentleman but the one which I feel truly captures the image is that it's someone who, having a female companion in the car as front-seat passenger, is able to change gear in an Austin 7 without getting his face slapped!*

### **Don's Doodlings**

Firstly, I must congratulate Karen, Dave, Trevor and Jean for organising and running the Grand Draw to raise money for the D –Day Veterans who would not be able to attend the celebrations on the 6<sup>th</sup> June if it were not for some financial help. The Draw seemed to run very smoothly from start to finish which concluded with the Grand Draw at the April club night. Thanks must also go to everyone who helped by selling hundreds of tickets which seemed to be sold to all corners of the world, from Cornwall to Dubai. Well, perhaps not all four corners! The final figure is well beyond everyone's expectations and I am sure the money will be gratefully received by those in need.

Maureen and I had a fantastic day on Sunday taking part in Karen and Dave's run to Clandon House.

I have just returned from a weekly health walk, with Colin. Maureen and Ann chickened out as it was pouring with rain! Normally, on a day like this I would have cancelled the walk and gone the following day if the weather improved. However, I was forced out of the door due to the fact that some very kind person had arranged for me to have apple crumble with clotted cream for dessert after lunch at Clandon House. I had originally ordered this but Maureen had censored the order form and crossed the apple crumble out, obviously thinking of my diet. After my main course of roast beef etc. which I must say was delicious, the waitresses were serving desserts to other club members and I was very envious. Suddenly an apple crumble appeared in front of me! I was told there was one left over and it was for me! I have no idea who ordered or paid for this (KW???) but thank you very much, I enjoyed every mouthful. I was very generous though and shared it with Dave Holland.

On the way home from Clandon House, Nick and Pat said if anyone would like to stopover at their house in Jacobs Well for a cup of tea and a slice of cake they would be welcome. Of course, several of us did take up this invitation. We all parked quite neatly in Nick and Pat's rear garden with room to spare. Whilst Nick was putting Noddy away in his garage the men were rifling in the back to see what spares he may have tucked away! The ladies were in the bushes taking cuttings from Pat's garden.

We all sat out on the patio in brilliant late afternoon sunshine being served tea and Pat's delicious home-made sponge cake and biscuits. What a lovely way to end a perfect day. Many thanks to Nick and Pat and every one of you for making this a wonderful day out for Maureen and I.

Don

### **Inter-Register Events - 2009**

<b>Date</b>	<b>Organising Club</b>	<b>Event</b>	<b>Location</b>	<b>Possible Clashes</b>
Sat 4 <sup>th</sup> April	Alvis	Scatter Rally + tou	Sussex	
Sun 12 <sup>th</sup> July	Humber	Navigation Rally	Evesham	
Sat 18 <sup>th</sup> July	Riley	Treasure Hunt	Malton, Yorkshire Wolds	VSCC Southern
Sun 19 <sup>th</sup> July	Alvis	Regularity & Observation Rally	Scottish Borders	
Sun 26 <sup>th</sup> July	STD	Driving Tests & To	Hungerford	
Sat 22 <sup>nd</sup> August	750MC Brooklands	Treasure Hunt	Surrey/Hampshir	VSCC Western?
Sun 13 <sup>th</sup> Septeml	Alvis	Scatter Rally	Dartmoor	Beaulieu Autojumble
Sun 27 <sup>th</sup> Septeml	Crossley	Treasure Hunt	North Yorks	
Sat 21 <sup>st</sup> Novembe	ATDC/NHAEG	"Nightjar" Scatter/Orienteerin	Surrey/Hants/Ber	VSCC Cotswold Trial

**For further, detailed information on any of the above events it is better, in the first instance, to contact the**

**Inter Register Secretary, Nigel Coulter, on 01428 606753, or,**

*via email at: coulter.s.email@btinternet.com*

# **NHAEG SAV Grand Raffle Draw Prize**

## **Winners**

<u><b>Prize No</b></u>	<u><b>Prize</b></u>	<u><b>Winner</b></u>
1	19" Television	<i>John Hancock (member)</i>
2	Meal for 2, with wine, at 'New Inn'	Giles McElroy ('New Inn')
3	Pair of Yvonne Arnaud Theatre tickets	?Glassbrook
4	£50 M & S Voucher	?Whicher
5	Hamper	Rebecca Colson,
Tilehurst		
6	Single malt whiskey (bottle)	<i>Brian Adam (member)</i>
7	Champagne (bottle)	Karen B. Coyne
8	Port (bottle)	<i>D &amp; K Witton (members)</i>
9	Wine carrier with two bottles of wine	Steve Roberts
10	Chateau Neuf du Pape wine (bottle)	<i>Jackie Appleford</i>
(member)		
11	Sauternes dessert wine (bottle)	<i>Jane Hanslip</i>
(member)		
12	Boxed CD set of 'Best of Inspector Morse'	Steve Watson
13	Electronic Sudoku	Norman Grey
14	Box of 'Royal Jelly' products	Peter Thompson
15	Cava (bottle)	<i>D &amp; K Witton (members)</i>
16	Pino Grigio (bottle)	D.A.Breakspear
17	Chardonnay (bottle)	<i>John Dodd (member)</i>
18	ditto	<i>Andy Seager (member)</i>
19	ditto	Alison & David, Farnham
20	ditto	Paul Robinson
21	Farnham Herald Mug	<i>D &amp; K Witton (members)</i>
22	Book: 'Portrait of Farnham'	Steven Palmer, Exmouth
23	Model 'Herald' truck	Simon Lappin
24	Paperweight, Lesser and Pavey	Ronnie Hunt
25	Candlepots	<i>Pat Guthrie-Jones(memb)</i>
26	'Ghost' perfume	<i>D &amp; K Witton (members)</i>
27	Pasta Bowl Set	Lisa Jones
28	No 7 Perfume for Men	Mr.Wiggan,
Hayle, Cornwall		
29	'Past Times Garden Organiser	G.Brown, Frimley
30	Herald Teddy Bear	Anne Marie Williams
31	Roses Chocolates (tin)	B/Munro,
Woodley		
32	'Victoria' Biscuits	D.Finch, Woodley
33	Roses Chocolates (tin)	Peter Grey

## **THE ADVENTURES OF THE LONDON TO BRIGHTON** **CROWD**

A clear day dawned on Sunday 5 April as we prepared Myrtle for the first leg to Epsom racecourse for the start of the A7OC London to Brighton rally. All entrants were instructed to bring a piece of cardboard to place under their incontinent steeds to avoid staining the hallowed grounds of the car park.

So with our empty and flattened box of Walkers Crisps we set off just after 7 am. We had hardly commented that we hadn't seen any other Austins at all on the A3 when we caught up with Dave and Hazel in their Pearl.

Normally we don't catch anybody up, least of all Dave's supercharged Pearl but with a 4-speed gearbox, a whole new motoring world has opened up with Myrtle who, by this time was in full swing, so we just about managed a wave in the slipstream at Mach 2.

Further along the A3 beyond the M25 however, we espied the diminutive shape of another Austin 7 seemingly in distress on the hard shoulder. As we got closer we caught sight of a rather sheepish Pete Barlow who had admitted on condition of absolute confidentiality that he had run out of petrol. Clearly he had forgotten to bring his portable petrol gauge fashioned out of an old stair rod.

Before long Dave and Hazel had drawn up and a plan was hatched to tow Pete and Pauline with Dave and Hazel's Pearl. Out came a tow rope from the Pearl, (where does he find the room for all that stuff he seems to hide away?) I was amazed to see Dave and Hazel's Pearl launch off at a merry pace with Pete and Pauline in tow and reaching speeds of 30 mph – each car two-up. Even travelling up the incline of the slip road seemed to have no effect on the Pearl's performance.

With petrol replenished, by the time we reached Epsom the car park was already swelled with Austins of all types and we met up with Brian and Jana in their Top Hat. Some, rather thoughtlessly, had ignored the instruction to bring a piece of cardboard. Some, even more thoughtlessly, left the cardboard behind in the car park when they drove off for someone else to pick up!

After the usual chin-wagging and sustenance from the tea wagon, everybody was waved off by the Mayor of Epsom – he was probably more anxious to see us all off the premises!

The organisers really had done a good job of selecting a route away from trunk routes as I can remember the stressful time in getting out of Crystal Palace and the London suburbs in 2005. The route had the usual comfort break at Pease Pottage Services and passed through some wonderful parts of Sussex countryside with a particularly pleasant scenic stop at the Devils Dyke.

At the finish on Madeira Drive in Brighton, the Mayor of Brighton was there to greet us all and stopped to chat to some owners about their cars. The

autojumble seemed smaller than I recall in 2005 but that didn't stop me shopping!

We had arranged to break the return journey by an overnight stop at a particularly cosy pub we know in Fittleworth, north of Arundel, called the Swan Inn and we were joined by Messrs Adams, Barlow, and Holland. It was a particularly fitting end to a perfect day as it happened to be Hazel's birthday which was duly celebrated in style over dinner. Hazel was presented with a modest birthday cake which somehow had miraculously survived the journey crammed in the back of Myrtle.

After a leisurely breakfast, it was sadly time to go home.



Brian and Jana arrive with Karen caught on camera heading off to the shops!



Myrtle had hardly crossed the line and Karen was already working out how far it was to the shops!



Pete decides to do a quick engine rebuild outside the Swan Inn !

**MORE NEWS FROM WITTON'S MUSEUM OF VINTAGE VEHICLES**

***Calling all you chaps with lathes! Here is something you could make!***



I recently purchased this on Ebay and it is for greasing the king pin bottom bushes. As we all know, the grease usually gets in the top bush easily as it is nearest the grease nipple but it can be very difficult to get the grease to come out of the bottom bush – partly because the drilling in the bottom of the pin is so small and partly because it tends to harden up over time.



This is made of brass and fitted with a nipple at one end and BSF thread on the other and h screws in the top of the king pin. Simply remove the brass king pin cover plug, screw in the greaser and hey presto! The grease can only go one way and that is out of the drilling and bottom bush.

If the grease is so rock solid that it won't come out of the bottom bush, if you don't fancy removing the pin, you can always pour 140 gear oil in the top to soften up the old grease

Dave W.

### **Fancy a trip North of the Border – Ooch Aye!!!**

8 club members have decided that they are brave enough to venture northwards and meet up with the Scottish Austin 7 club. Therefore on 24<sup>th</sup> July we shall be departing the calm and tranquillity of Hampshire and Surrey and at a leisurely pace we shall head north.

The merry Gang are David and Karen Witton, Peter and Pauline Barlow – don't try French up there Peter, Julie and Mick Corbett and Jane and Trevor Wild. We are taking 3 days to get there and then spending 3 days there and then a similar trip back. Peter and Pauline are planning to stay there a little longer and explore the West Coast as well – the joys of retirement!

We have talked about this for a while and now we are making it happen. If anyone else would like to join us you are more than welcome. Peter Adams has kindly arranged discounts on the accommodation – thanks again to Peter for that – more money we can spend on beer! We are currently finalising the exact route but we are taking in a trip around Beamish on the way up, we shall also be crossing the Humber Bridge. All in all it should be a veritable adventure and hopefully the July weather will be kind.

We shall provide the Scottish story in due course. Hopefully we shall not be 'all doomed'!!! I know that Brian and Jana would like to come as Perth is Jana's home-town, but Switzerland and Lederhosen are beckoning.....

If anyone is interested then just give us a shout – usual numbers apply!

Karen Witton

### **Listen Very Carefully – I shall say this only once – Part 9**

Time has simply flown by and it is nearly time to set sail over the sea to take part in the historic 65<sup>th</sup> celebrations for the Normandy landings. Dave and I are now undertaking the final arrangements and an important part of this is the actual itinerary of the trip. This year we need to be a little more careful re timings as there are going to be c1million visitors and so can you imagine how crowded certain places are going to be. Timing will be everything. Thank goodness that we shall be able to use our safe haven in Arromanches again this year.



One of the places we visited last year was the Merville Battery. It was a very moving place and amazing as they have recreated the scenes. You can actually stand inside one of the batteries and watch as the drama unfolds – I had goose bumps as it played out and actually it moved me to tears.

The Merville Battery consisted of four large guns in four casements. Its position posed a real threat to the Normandy landings on Sword Beach and was perceived enough of a threat that they could drive back the 3<sup>rd</sup> Divisions landings. It was therefore a priority target and would be attacked by air, land and sea.

So formidable were these defences that the British assigned more than 10% of the total airborne strength of the 6<sup>th</sup> Division to the task. The job went to 29 year old Lt Col T B H Otway and his 9<sup>th</sup> Battalion. He planned to execute the operation along similar lines to that of Col Howard at Pegasus Bridge. Col Howard had 180 men and 6 gliders; Otway had 750 men, 60 of which were in gliders. The job had to be completed by 05.15 as after that the British warships off Sword beach would commence firing on Merville.

The actual drop was a disaster! At 0200 Otway had assembled fewer than 100 men – as they had been scattered through out the region as the pilots had taken excessive evasive action when flak had hit. By 02.30 a total of 150 men assembled. Between them they had but one machine gun, no mortars, no anti tank guns, no radios, engineers or mine detectors. The gliders were due in two hours and so Otway decided to attack with what he had!

The small band set out – badly equipped but they had no choice. At 04.30 they arrived at the target but without flares they could not signal to the gliders as to where to land and smash into the battery. They circled for as long as they could and without a signal they had to land in adjacent fields. Otway had no choice; he gave the signal to attack. It was a full frontal assault – there were not enough men to do as planned. The lead groups simply went straight for the casements – the follow up groups would clear the trenches. The men dashed forward, ignoring the mines, shouting and shooting, the Germans doing the same. Many of the men were killed instantly but others reached the walls and put fire through the openings. The Germans who had survived the onslaught surrendered and within 20 minutes it was over. With 15 minutes to spare Otway managed to send the signal so that the naval bombardment did not commence. The Merville battery had been taken.

The cost was high – 50% dead or wounded of the 150 men who set out. The Germans had 200 men in the battery and only 22 were taken prisoner uninjured. It was a brilliant feat by the men – again incredible bravery and of course another small but essential piece in the overall Normandy Landings. It still amazes me the experiences which these guys went through and the enormous debt we owe them. It is memorials like this which bring home to me just how terrifying it all was. I am writing this after the fantastic club night on Monday when we had our so very successful raffle. It really does make it all worthwhile!

Karen Witton

## **“Not For Sale” Sewing Machine**

I have a SINGER Sewing Machine, light industrial, given to me by Dave Holland.

I have now finished with the sewing machine and if any club member would like the use of it, please contact me on 07966488446 or email :- [route66\\_2003@hotmail.com](mailto:route66_2003@hotmail.com).

If nobody needs the machine, I will sell it on e-bay and put the money in the club funds.

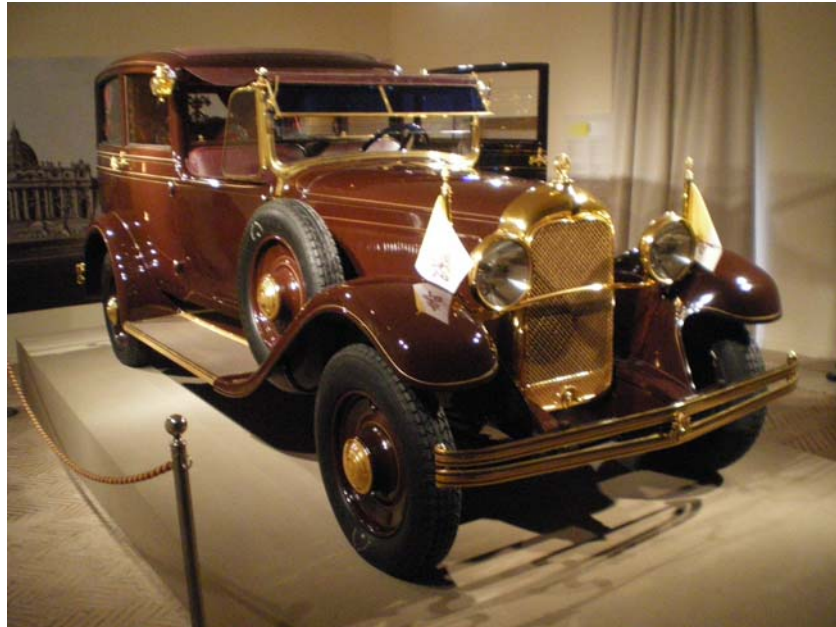
**John Hancock**

### **2009 COMMITTEE CONTACTS:**

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	John Hancock	01189885387 ( <a href="mailto:route66_2003@hotmail.com">route66_2003@hotmail.com</a> )

## VISIT TO ROME

A couple of weeks ago Do and I had a week's holiday in Rome and like most tourists we spent a couple of days wandering around all the buildings in the Vatican. Apart from the breath taking Sistine Chapel and the wonderful Basilica, the highlight of the visit for me was an exhibition all about the creation of the Vatican State because at the back of the building I came across a 1929 Citroen.



This vehicle was a gift to Pope Pius XI in 1929 by Citroen of Italy. The model is a **Lictoria Sex Coupe de Ville**, completed on the 9<sup>th</sup> June 1929 and registered on the 13<sup>th</sup> June 1929. I managed to get some details from a plaque on the wall and they are as follows:

### Specifications

**Body** - Chassis type C6

**Colour** - Armaranth with gold stripes

**Licence Plate** - SCV5

**Chassis Number** - 15111

**Engine Number** - 38670

**Dimensions** - Length 4.48 metres, width 1.7 metres and height 1.86 metres

**Weight** - 1275 kg empty

**Engine** - 2442 cc 6 cylinder inline side valve, cylinder diameter 72 mm and stroke 100 mm, 42 hp at 3000 rpm, electric starter motor and manual crank handle

**Performance** - Maximum speed 105 km per hour

**Transmission** - 3 speed gearbox with reverse, dry plate clutch

**Fuel** - Petrol 35 litres in main tank and 15 litres in reserve tank, fuel consumption 7 km per litre  
**Braking System** - Mechanical system via cables acting on all four wheels accompanied with power brakes by Westinghouse

**Electrical System** - 6 volt, battery under driver's seat

**Tyres** - Michelin Comfort 14 x 45

I think the weight seems rather light for an unladen vehicle of this size so it is possibly the weight of the chassis complete with engine, gearbox and running gear as it was supplied to the specialist coach builders. Also the quoted fuel consumption of 7km per litre (approximately 20 mpg) seems optimistic for a car of this size and type of coachwork.

I was informed that the speedometer shows a total distance travelled of only 156 kilometres, but I could not confirm that from the information available.

As you can imagine, the car is in superb condition (I believe it may have had some restoration work in the 1960s), all the brightwork is either gold or gold plated and the paintwork does not have a mark on it anywhere. The rear compartment is the most luxurious part of the car, lots of velvet and gold, it does not have a normal rear seat but as fitting for a Pope it has a throne!



Seeing this car makes you wonder how many vehicles the Vatican has located around the world retained for Papal visits (past and present), there must be a good size collection of classic cars, and there may even be an Austin amongst them. Perhaps Colin should drop the Pope a line to see if he would be interested in becoming a member of our club.

Andy Ranson

## QUERIES OF THE MONTH

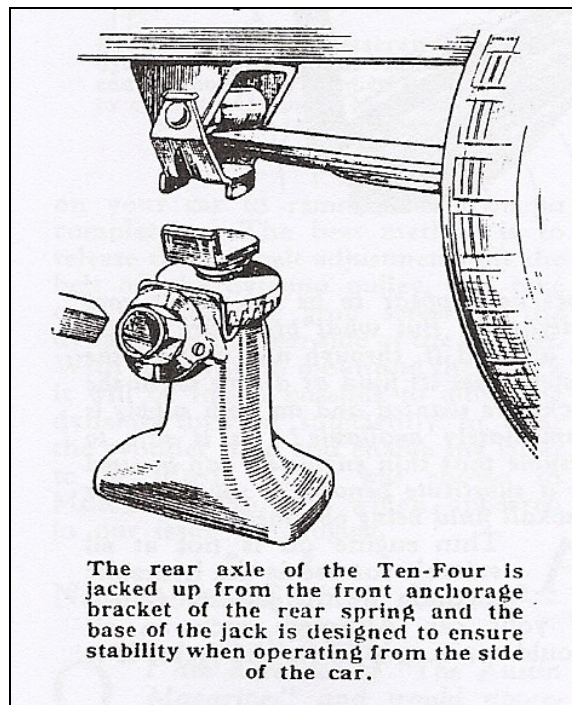
Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month’s selection consists of Jacking – Austin-Ten Four and Back-firing – Austin Ascot.

No 746 appeared in July 1936 and No 867 appeared in May 1938.

### **No 746 – Jacking – Austin Ten-Four**

**Q.** *I have been examining the tools supplied with my new Ten-Four and am wondering whether I have the right jack for my car. I have not, of course, had any occasion to use the jack on the road, but on a casual examination the spread of the base of the jack, which is at right angles to the socket for the operating shaft, would apparently prevent the jack being placed near enough to the rear wheel to lift the axle from under the spring, as was necessary with my previous Ten. This difficulty would obviously be aggravated when the tyre is flat and spread out at the point of contact with the ground. Perhaps you can tell me if my jack is the correct type, and if so how it can be used.*

**A.** Jacking at the rear of the Ten-Four should be undertaken from the bracket on the frame which provides the front anchorage for the rear spring. You will see that the bottom of this bracket is of inverted U design so that the jack head can make positive engagement with it.



As the jack is operated from the side of car, the design of its base, namely with its spread at right angles to the operating shaft socket, gives increased stability and is quite suitable for this position. You should note that to give the desired lift it is necessary to unscrew the jack head so that it is raised relative to the main screwed

shaft of the jack. By this means anything up to an additional five inches jacking height can be achieved.

### **No 867 – Back-firing – Austin Ascot**

**Q.** *I am now the delighted owner of an Ascot saloon and am very pleased with the performance of its engine, which was decarbonised at 5,000 miles and has since run 1,200 miles. Recently, however, it has developed a minor trouble. When running down a hill or slowing from speeds in the region of 40 m.p.h. she back-fires. I have had the timing and tappet adjustment checked but this makes no difference. Could you advise me as to the cause of this back-firing and how to cure it?*

**A.** Your trouble may be caused by one or a combination of several faults, including (1) an air leak in the induction system upsetting the mixture, (2) sticking valves, (3) faulty plugs, (4) wrong carburettor adjustment, or (5) faulty or wrongly-adjusted contact-breaker points. We note that you have checked the timing and adjusted the tappets, otherwise these might also cause backfiring. From your description we think the trouble is probably caused by a faulty spark plug, one that either fails to produce a spark or produces a spark of insufficient strength to ignite the charge, which is then ignited on its way down the exhaust pipe by the hot exhaust gases from the other cylinders. You should therefore have the plugs tested both for sparking and for the correct setting of the points, .018 in gap. At the same time it would be advisable to check, and adjust if necessary, the gap between the contact-breaker points, as this should be .012 in. If this fails to cure the trouble, the carburettor adjustment should be considered as the slow-running jet may be at fault. The method of effecting this adjustment is fully explained in the handbook supplied with your car.

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

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This spring gaiter advertisement is from a motoring magazine published in December 1937, the cost of the publication was 3d (a little over 1p in today’s decimal currency), I wonder how that compares with today’s prices. Reading the advertisement I not too sure if I could fit a complete set of these gaiters in 10 minutes, even with my car on stands with the wheels removed!



*Specialists consult on Springs*



Exposure to the grit and general filth of the roads quickly puts springs on the "sick list" and materially shortens their life. Experts agree that they should be protected. Fit the NEW Wefco Spring Gaiters. Complete set fitted in 10 minutes and taken off in even less time. Send for details, stating make and model of car.

**Fit the NEW WEFKO**  
FACTORY  
 SPRING COVER

**WILCOT (PARENT) CO. LTD., FISHPONDS, BRISTOL**  
 Manufacturers of Wilcot Car Polish (Sample on request), Kwick-Kut Tyre Groover, Cross-over Hose Clips, etc. Illustrated price list on request.

As usual I have tried to see if the company still exists today, unfortunately no trace of Wilcot (Parent) Co. Ltd can be found, however, Wefco is still going strong and is located in the Yatton area of North Somerset and their e-mail address is [www.wefcogaiters.com](http://www.wefcogaiters.com)

Andy Ranson

## **STOP PRESS!**

***SAV Initiative update. Receipts from two recent activities as follows:***

***PLANT SALE - April Club Night  
 £51.95***

***LADIES EVENING - Karen Witton's House (April 2nd)  
 £124.10***

***Very many thanks to everyone who contributed to both of the above events - donors and purchasers! A comprehensive review of all SAV-related activities and income derived from them will be prepared once they have been completed and finalised.***



**May Quiz - 'A Trolley Good Shop!'**

Answers are items one might find in a supermarket. Some are plural and some contain proprietary names. The correct spelling is that of the item itself.

- |     |  |       |       |
|-----|--|-------|-------|
| 1.  | A cheeky red liquid                      | _____ | (6,5) |
| 2.  | A cereal for prisoners                   | _____ | (8)   |
| 3.  | Prevents ice around the plates!<br>(5,4) | _____ |       |
| 4.  | Help for citrus fruit?                   | _____ | (8)   |
| 5.  | Pa won't, but.....                       | _____ | (7)   |
| 6.  | Half in Europe, half in Asia             | _____ | (6)   |
| 7.  | Hints for parents?                       | _____ | (2,4) |
| 8.  | A drunken brassica                       | _____ | (7,7) |
| 9.  | Makes sofas and chairs run sweeter       | _____ | (6,5) |
| 10. | Very pleasant green drink                | _____ | (4,7) |
| 11. | Helps play the 'Trout Quintet!'          | _____ | (4,7) |
| 12. | Richard has been seen!                   | _____ | (7,4) |
| 13. | Hairdo near Stamford Bridge              | _____ | (7,3) |
| 14. | Good for athletes                        | _____ | (6,5) |
| 15. | Famous ginger cat                        | _____ | (9)   |
| 16. | A palindromic cube                       | _____ | (3)   |
| 17. | Goat or ram?                             | _____ | (6)   |
| 18. | Swore volubly!                           | _____ | (7)   |
| 19. | Shape of a fighter's hearing aid         | _____ | (11)  |
| 20. | Light coloured pyrotechnics              | _____ | (5,8) |

**Please return completed entries to: Trevor Edwards, 55 The Brambles, Crowthorne.  
RG45 6EF (trevor\_c.edwards@btinternet.com), enclosing £1.00 towards prize(s) for  
winner(s)**

*N.B. Closing date for entries Saturday 6th June 2009*

## **CLUB NIGHT & EVENTS DIARY/UPDATE**

### **MAY**

**3<sup>rd</sup>**

Cross Lanes Apple Farm Car Rally/  
Display at Mapledurham (Contact: John Pitt  
01189723530)

**11<sup>th</sup>**

Feelie bag competition (indoors) plus video  
presentation of Don's visit(s) to a NZ scrapyard!

**16/17<sup>th</sup>**

Beaulieu Autojumble

### **JUNE**

**8<sup>th</sup>**

Concours d'Elegance

**17<sup>th</sup>**

REME Museum Run/Visit and BBQ (SAV  
donation event).

**27<sup>th</sup>**

BEN Run – via Windsor Great Park

### **JULY**

**12<sup>th</sup>**

Midsummer Meander

**13<sup>th</sup>**

Half-gallon Run (Start from 1900 onwards)

**26<sup>th</sup>**

'Picnic in the Paddock'

### **AUGUST**

**10<sup>th</sup>**

Walking Rally

**16<sup>th</sup>**

August Amble

**31<sup>st</sup>**

Littlewick Show, Maidenhead

### **SEPTEMBER**

**12/13<sup>th</sup>**

Beaulieu Autojumble

**14<sup>th</sup>**

SAV Review/Normandy

**20<sup>th</sup>**

Peter's Potter

### **OCTOBER**

**12<sup>th</sup>**

Poss. Talk by Vince Leek

**18<sup>th</sup>**

B2B Run (BEN to Brooklands)

### **NOVEMBER**

**9<sup>th</sup>**

Auction Night

**21<sup>st</sup>**

Nightjar Navigational Scatter Rally

### **DECEMBER**

**14<sup>th</sup>**

Festive Fun Evening

