



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

## CHAIRMAN'S CHUNTER

I'm particularly proud that our engagement with young people got underway through the visit to Basingstoke College of Technology. We should all be concerned who is going to look after our cars in succeeding generations – after all, we are just the cars' custodians.

Our club year is now well underway and, after a soaking on our Spring Airing club night, we have had some great outings in better conditions (*pages 1 & 2*).

The 'Member Interview', this month, (*page 4*) features Terry Roberts, who runs Heritage Motor Works in Eversley

Continuing our series on Austin model types, we look at the Austin Healey Sprite - and the MG Midget (*page 9*).

Technical Matters (*page 13*) continues with electrical matters, looking at vintage cabling.

We have two members' 'For Sale' adverts on page 15.

Andy Ranson has sourced more historical items and past press (*page 17*) with some news from the South west, while the Quiz (*page 16*) was provided this month by quizmaster Trevor.

Finally, Aunt Brassica (*page 20*) is offering more seasonal advice on dressing for tennis.

Happy motoring,

*Simon*

## THE MAY 2018 NEWSLETTER

### CLUB NEWS

#### Visit to Basingstoke College Thursday 15<sup>th</sup> March

It was a great afternoon visit to Basingstoke College of Technology, with eleven cars and eighteen people. The interest shown by the students and staff was impressive and the 'high tea'



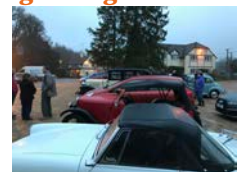
that was provided by the catering college was excellent. We had met at Conkers near Old Basing for a short drive through some wet and muddy lanes, with only one short flooded section! But we didn't lose anyone, just mislaid Simon for a short time as he had some fuel problems with the Arrow. All in all, it was a very good introduction between BCoT and NHAEG, which we shall build on.

#### Club Night Monday 12<sup>th</sup> March

Graham Ranshaw and Gordon Farquharson, both from the Institute of Advanced Motoring talked about "Advanced Driving in Vintage, Classic and Modern cars". The thrust of their talk was about enhancing our driving skills to stay safe. The evening was enlivened by a simple quiz based on road sign recognition which proved, for most of us, that our knowledge, as well as our skills, could do with a tune-up!

#### Club Night Monday 9<sup>th</sup> April – The Spring Airing

It proved to be a bit of a wet Spring Airing, deterring all but the hardy. Despite the steady drizzle, half a dozen members turned up in their old cars!



#### Visit to RHS Wisley Wednesday 18<sup>th</sup> April

From wet to hot in a few days! Cars and occupants sizzled in the sun, as we made our way from Squires at Badshot Lea to the RHS at Wisley. It wasn't just the flowers wilting! Alan had organised a run through the countryside, including a very tight bridge over the River Wey at Lock Lane (& adjacent to a nice pub for another visit!) which Richard's Carlton just managed to negotiate. The Spring flowers had come into bloom, but most elderly visitors (Editor included) had parked themselves in the available shade, leaving scores of

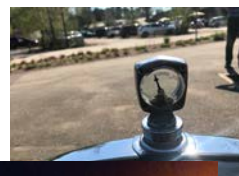


mummies & pushchairs patrolling the grounds in 29 deg C! When we returned to our cars, some hours later and our wallets emptied by the café, PO's calorimeter was registering 'Normal' from just the ambient air temperature!

Apart from getting lost again on the way home, PO got stuck in grid-locked West Byfleet at school time (as was Richard). However, the main casualty was



Gwendoline, who just threw in the towel. Alan describes the remaining journey home, *"I got almost as far as Brookwood and Gwen stopped. I thought it was a fuel problem but no. The coil was too hot to handle, so I changed that but still no joy. About to admit defeat and get Britannia Rescue to get me home, I got a tow from a kind Land Rover driver to my cousin's house. I phoned Britannia and sat drinking several cups of tea, but at the 1<sup>st</sup> recovery attempt, it was obvious the ramp was too wide. So, it was more tea before they got to get a tilting bed recovery vehicle to me. Finally, at 22.00, we were delivered home like a pea on a drum!"*



### Drive it Day Sunday 22<sup>nd</sup> April



This year, there was no formal NHAEG organised events with members either joining the ATDC to run from Newlands Corner to the Ely at Blackbushe, or just going for a 'pootle' of their own. Richard Long reports, "The Sunday morning started bright and turned out to be one of the best days of Spring and the view from Newlands Corner was stunning when 27 cars met up for the Annual Riverside Run organised by Monty and Barbara Mumford. Newlands was very busy with hordes of motorbikes, cyclists and a big gathering of Ford Mustangs along with the normal walkers.



For the Drive it Day there was a large selection of Austin models from 7 hp to 18 hp with several other cars like Riley, Rover, Triumph, VW, Mustang and Morris joining to give a fine display. At the drivers meeting, Monty gave out route card folders, questions sheet, chocolates and pot plants which was a very generous gesture.

The NHAEG had 7 cars taking place, Colin/Ann 1935 Austin Ten Cabriolet, Peter/Lenka VW Beetle, Don /Val MG Midget, Tony/Pat Austin 16/6 Gordon, Adrian Gray/Esme Triumph Vitesse, Trevor/Jean Austin Ten Colwyn, Richard/Janice Austin Carlton.

There were some initial quiz questions based on Newlands, which were quite difficult to solve. Once they were done, the route started through the lovely Surrey Hills to Albury, then to Blackheath, where the first clue stop was organised.

Blackheath is a beautiful village and many of the clues were around the village hall and church, but also included an ancient Premier petrol pump abandoned in a hedgerow. The village looked as if it had stepped back in time, with all the vintage cars parked along the main street and enjoyed by some of the locals. The route directions were very clearly laid out and after the stop, headed in the direction of Bramley and eventually to Milford Rail Station for the next set of clues. Some of these were hard to find, especially if you didn't look at man hole covers – one of Monty's specialities!

After this, the route headed to Farnham & Fleet and back to The Ely pub by Blackbushe Airport, where dedicated parking and a large function room with bar was available for entrants to have a very good lunch. When Monty checked the quiz sheets, there were three teams tying on first place, so there was a one-minute quiz to write down as many car makers that started with the letters of Riverside Run. The eventual quiz winning team was Richard & Janice Long, second was Adrian & Esme Gray and third Tony & Pat Westhall.

Our thanks to Monty and Barbara for devising such a great run and quiz and allowing all the entrants to have such a pleasant day out."



## FUTURE EVENTS FOR MEMBERS

### Club Night Monday 14<sup>th</sup> May – Medical Emergencies

What happens if someone collapses with a heart attack – what should we do? Alan Smart is the lead Community First Responder (CFR) in Fleet and will talk about the role of CFRs, how to respond to a suspected cardiac arrest and how to spot Sepsis. All good stuff and very relevant for all of us!

He will bring along some mannequins so that we can practice some simple life-saving techniques - not involving mouth-to-mouth! That should prove both instructive and entertaining!



### Le Tour de Bretagne 2018

Following a successful Recce, the plan so far is as follows:

Gather at Brittany Ferry terminal Portsmouth by 19.30hrs for the 20.15hrs sailing to St Malo on 10 September 2018. I could book Dinner in the Restaurant for us all, 3 course £26.40/head + wine & coffee. Please let me know ASAP.

Arrive St Malo about 08.15 French time. Gather in the car park after Customs/Passport checks, often there is no check!

Drive by Suggested route to Carrefour Hypermarket at La Madeleine for Coffee and Croissant, 4 cafes to choose from, shopping for those so inclined!!

Depart Carrefour about 10.30 by suggested route to Cancale for Lunch booked for 12.15 at La Mere Champlain on the sea front, there is lots of parking in ticketed car parks, space is 'pot luck' but usually not too much of a problem. The whole Restaurant menu is available to us and starts at about 16.90euro for the dish of the day + drinks.

After Lunch an hour or so in Cancale and then drive to Les Ormes Hotel at Dol de Bretagne look at the website for the facilities etc: <https://www.lesormes.com/en>.

I haven't made any plans for Supper on our arrival, however there are several options at the resort. If you would prefer a group meal, please let me know.

Wednesday 12th I have left as a free day to allow your own exploring, sleeping by the pool etc:

Thursday 13th I suggest we make a day trip to Mont St Michel, I will come up with a suggested route.

Friday 14th I will try to book a 'Calvados & Gin Distillery about 40 miles away but We do need at least 10 people for a guided tour, again let me know.

Saturday 15th possibly a visit to a Local Market.

Sunday 16th Drive to St Malo for the day to explore. Leave St Malo to arrive at Hôtel la Grassinai by about 17.30 or any time after 15.30. I have managed to arrange the 'Last Supper' at the Hotel, they kindly offered to engage a Chef to prepare a meal for us [menu choice to follow].

Monday 17th leave Hotel to arrive at the Ferry port by 09.45 for the 10.30 sailing to Portsmouth arriving about 18.20 UK time, with still enough daylight to drive home.

I hope this will give you a flavour of the trip, if you would like any more information or if I've missed anything, give me a call 07876 330098 or 0125 2620851. Don't forget.

1. You need to carry a Warning Triangle.
2. You need to have Hi-Vis jackets for all occupants and you must be able to put them on before exiting the vehicle.
3. You must have Two disposable breathalysers in date, however fines have been dropped French logic!!
4. Spare light bulbs are advised.
5. Breakdown cover is a good idea, we used our Bank cover and it was excellent.

John & Jill.

P.S. for those of you not already paid another £250 to the NHAEG by the end of April Please.



**CLUB & EVENTS DIARY & PLANNER FOR MAY 2018**

Events Organised by NHAEG			
NHAEG Events Planned	2018 Dates	Details	Arranged by, or details from
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	Royal Armoury at Fort Nelson near Fareham	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 <sup>th</sup> 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 <sup>th</sup> 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	Shoebox 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 events**

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

Other Organisers	2018 Confirmed or Expected Dates	Events & locations	Contacts
Brooklands Museum	Sat 12th May	1940s Relived: Vehicle displays, Live Music, Re-enactment, Trade Village	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Brooklands Museum	Sun 20th May	Brooklands Spring Classic Breakfast	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
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	<a href="http://www.beaulieu.co.uk/events/spring-autojumble">www.beaulieu.co.uk/events/spring-autojumble</a>

THE NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP – MAY 2018

Riley Club	Saturday 26th May	Pre-War Car Spring Gathering & Hog Roast, Mill House, Odiham	<a href="mailto:andyseager@mac.com">andyseager@mac.com</a>
Old Basing	Saturday 16th June	Annual Carnival	Denise
ATDC	Sunday 17th June	Great Parks Run to Fawley Hill (meet there 12noon)	£10 cheque to NHAEG for charity to Trevor E by 15th April latest
Classic & Sportscar Show with Flywheel	Fri 22nd - Sun 24th June	Classic & sportscar Show & Flywheel Festival at Bicester Heritage	<a href="http://www.bicesterheritage.co.uk">www.bicesterheritage.co.uk</a>
Hartley Wintney Festival	Saturday 9th June	Classic Car Display at the Village Festival with procession theme 'Heroes & Heroines'	Entry Form from David Preston: <a href="mailto:classiccars.hwf016@btinternet.com">classiccars.hwf016@btinternet.com</a>
Watercress Line	Sat 16th & Sun 17th June	War on the Line: vehicles & revival dress	<a href="http://www.watercressline.co.uk/product.php/26/war-on-the-line">www.watercressline.co.uk/product.php/26/war-on-the-line</a>
BEN Charity	Sun 30th June	Drive through Windsor Great Park, BBQ & Concours	
Brooklands Museum	Saturday 16-17th June	Brooklands Double Twelve Motorsport Festival	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
750 MC/ Beaulieu	Sat 30th June - Sun 1st July	56th National Austin Seven Rally at Beaulieu	<a href="http://www.750mc.co.uk">www.750mc.co.uk</a>
Macmillan Cancer Support	Sunday 8th July	Classic Motor Show at Clandon Park Estate (Henchley gate entrance)	email: <a href="mailto:macmillanclassiccarshow@hotmail.com">macmillanclassiccarshow@hotmail.com</a> or tel Barry Brown 07932869876
Broughton Festival of Transport	Sunday 15th July	Free entry if displaying a classic car at Broughton Sports Field, Buckholt Road SO20 8DA on B3084 4m west of Stockbridge	Email to register: <a href="mailto:motors@broughtonpageantoftransport.co.uk">motors@broughtonpageantoftransport.co.uk</a> or <a href="http://www.facebook.com/BroughtonPageantofTransport">www.facebook.com/BroughtonPageantofTransport</a>
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 <a href="mailto:vehicles@tradboatfestival.com">vehicles@tradboatfestival.com</a>
ATDC	Fri 13th - Sun 15th July	53rd National Rally, Kirkby Lonsdale RUFC	<a href="http://www.austintendriversclub.com/events">www.austintendriversclub.com/events</a>
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	<a href="http://www.whitedoveevents.org.uk/white-dove-the-show-enter-your-vehicle.html">http://www.whitedoveevents.org.uk/white-dove-the-show-enter-your-vehicle.html</a>
West Berks Classic Vehicle Club	Fri 10th-Sun 12th August	Newbury Classic Vehicle Show, Newbury College, Monks Lane, Newbury RG14 7TD. £6 entry pp	<a href="http://www.classicvehicles.org.uk">www.classicvehicles.org.uk</a> or email <a href="mailto:show@classicvehicles.org.uk">show@classicvehicles.org.uk</a>
Camberley Car Show	Saturday 18th August	Vintage, Classics, Customs, Hot Rods and Motorbikes displayed in the town centre in aid of The Kidney Fund	By invitation only: contact Ken Bonner: <a href="mailto:kenbonner@btinternet.com">kenbonner@btinternet.com</a>

THE NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP – MAY 2018

Swallowfield Horticultural Society	Sunday 26th – Monday 27 <sup>th</sup> August	Classic cars, bikes, tractors, lorries etc at new location in Swallowfield Park	email Rod Stean: swallowfieldwheels@outlook.com or tel: 01252 625305
Beaulieu Autojumble	Saturday 1st & Sunday 2nd Sept	Spring Autojumble	<a href="http://www.beaulieu.co.uk/events/international-autojumble">www.beaulieu.co.uk/events/international-autojumble</a>
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)	<a href="http://www.goodwood.com">www.goodwood.com</a>
Heritage weekends	6-9 <sup>th</sup> & 13-15 <sup>th</sup> September	Historic locations across UK	<a href="http://www.heritageopendays.org.uk">www.heritageopendays.org.uk</a>
Surrey Classic Vehicle Club	Sunday 16th September	Classic Vehicle gathering at Rural Life Centre, Tilford (500 entries in 2017)	Application form at <a href="http://www.surreyclassicvehicleclub.com">www.surreyclassicvehicleclub.com</a> or contact Phil Dunford
Basingstoke MG Car Club	Sunday 23rd September	Doughnut Run: 65 leisurely miles through back roads & lunch stop. Start/finish at Milestones, Basingstoke	Adrian Walker or <a href="http://www.BasingstokeMGClub.co.uk">www.BasingstokeMGClub.co.uk</a> for entry form
West Green House	Sunday 23rd September	Classic cars in a Concours D' Elegance at West Green House, Thackham's Lane, Hartley Wintney	Book online <a href="https://festivalticketkiosk.cloudvenue.co.uk/home">https://festivalticketkiosk.cloudvenue.co.uk/home</a>

Inter-Register Club Events			
Inter-Register Club Events	2018 Dates	Events & Locations	Contacts as below, or talk to Trevor, Colin or Tony W for information
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	Possible Treasure Hunt	Richard Keil email: richard@richardkeilphotography.com
The Riley Register	date to be confirmed	Possible Scatter Rally	Richard Scott email: rscottok@btinternet.com
The Crossley Register	Sun 23rd Sept	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
MG Car Club	Sun 7th Oct	Autumn "Naviscat" Kent	Steve Cherry stevecherry@virginmedia.com
The Riley Register	Sat 27th October	Rally, Worcestershire	Greg Nicholas gregnicholas@hotmail.co.uk
ATDC/NHAEG	Sat 17th November	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards: trevor_c.edwards@btinternet.com

## THE MEMBER INTERVIEW – TERRY ROBERTS

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

Terry: My father was by trade a Motor Engineer, and a good one at that, so I was always around cars. I was able to drive at 12 years old on a local farm, where I worked on Saturdays and some evenings. I left school at 15 and became an apprentice Copper Smith for a company in Euston Road, London – Frederick Braby & Co Ltd. I worked mainly on church roofs. Many had been hit by bombs in WWII and were just shells rebuilt in the 1950s. The nearest to home was Guildford Cathedral and the furthest was in Glasgow.



Eventually all the travelling got a bit much and I left. I then took a job in engineering where my uncle was Works Manager in Rod O'Neil's in Sunbury upon Thames. Here I became a Centre Lathe Turner; it was here I met my wife Barbara. But the grind of volume production wasn't for me and I left after 5 years. I then persuaded my father to get me a job where he worked at Hampton Motor Works, Hampton, Middlesex. I enjoyed the work as a

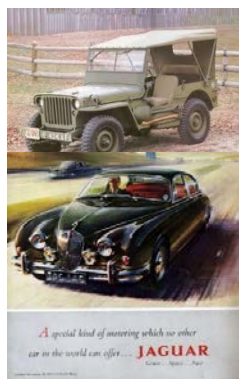
mechanic, as this was in the days when you relined brakes with shoes and copper rivets; we stripped and rebuilt dynamos and carbs - as we do now on our old cars; I also learnt to panel beat. I left in 1968 and with my dad, we started up our own business.

Editor: What was the first car that you owned?

Terry: My first vehicle with 4 wheels was a Thames van. Vans in the 50s were half the price of cars. I did consider an A35 van, but they were more expensive and didn't look as modern as the Ford. I had an affection for the Thames which explains how I now come to own one again.



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



Member: Altogether I have owned a total of 56 vehicles including a WWII GMC CCKW 2½-ton 6x6 truck, WWII Jeep, Jaguar Mk2s & XJ6s, Pontiac 1963 Lemans convertible and a Pontiac 1969 Laurentian. The American vehicles were thirsty but a real joy to drive, as good as any Rolls Royce, but they wallowed on corners just like a Rolls.

Editor: Have you ever owned an Austin?

Terry: Among the many cars that passed through my hands, I had a 1961 Austin Cambridge. This Farina design was a sturdy car and served me well. I also had a badge engineered version in the form of the Wolseley 16/60. I now have an unrestored



1935 Ford model 'Y' saloon, as well as the Ford Thames van, and a couple of ex-military motorbikes (a 1940 Royal Enfield 125cc paratrooper lightweight and a 1944 James ML 125cc messenger bike).

Editor: What is the most interesting vehicle that you have owned?

Terry: Without a doubt the WWII GMC truck, it had 5 forward gears and a crash box.

Editor: Have you had any scary experiences at the wheel?

Terry: Several! Once I was approaching the roundabout at Hampton Court from the Kingston direction in the works 1939 Chrysler, when the pedal went to the floor. So, I pulled on the handbrake, but as this operated on the transmission, the effect was to try and turn the car over. I had to release it and reapply it several times to slow down while avoiding turning over.





This resulted in me lurching violently all over the road, as I careered round, with a lorry driver hooting at me! Much later I went to Kingston to collect a Riley 1.5 with failed brakes, which I thought I could nurse back on the handbrake – until the cable snapped!

Editor: What were the highlights of your career?

Terry: We have done lots of interesting projects, from making parts for the Cody Flyer replica at Farnborough, to film & TV work. This includes making 'nondescript' cars for an AA TV advert some years ago; taxis cut in half; bits for Poirot Series; fake disability controls for a Ford in the film about President Roosevelt and 32 cauldrons for a Russell Crowe film!



We once built, from the chassis up, 3 bodies for WW2 German 8-ton halftracks, these had 3 rows of seats. They were used to tow the famous 88mm field gun. One went

to the USA, one to Norway and one is in a Museum in Leicester. I have also featured in various films myself, as an extra, including the 1996 film Evita. Although you wouldn't recognise me - if you do spot me let me know. I have remained grounded and don't give out autographs!



Editor: The workshop looks pretty full - what projects do you have going now?



Terry: You can see a Riley Brooklands chassis which I am making a new body for. My son Drew is working on motorcycle fuel tanks - He joined me after a career in sales and has learnt my craft. My daughter Charlotte also works for me and I have also trained two grandsons.

I still enjoy work and I have a queue of customer bodywork jobs in the adjacent building, like the very rare French hand built 1972 Monica 560 that is quite badly corroded.

As well these, I have my Bullnose Morris project. Fellow Austin Club member Trevor Mulford is helping me with this. He is a mine of information on Bullnoses and, at the moment, he is building the ash frame which I will then panel. (See NHAEG Newsletter November 2016. Ed)



Editor: What have you enjoyed most about NHAEG?

Terry: It's all about the social side, I enjoy club nights and Barbara & I have been on the club holidays. I also belong to a Ford Group, but I don't join in their activities.

Editor: Looking back – what would you do differently?

Terry: As a child, I enjoyed building balsa wood aeroplanes & boats and I still enjoy working with my hands. But if I hadn't followed the route that I did, then I would have worked in the building trade. Metalwork has the advantage of being so varied.



## TECHNICAL MATTERS

### What is the appeal of the 'Spridget'?

*Two of our members own 'Spridgets', so it seems time to answer the question, why? I hope the answers become obvious as you read this. The information was largely sourced from Wikipedia. Ed*

The Sprite was conceived by Donald Healey as a successor to the sporting versions of the pre-war Austin Seven. It was intended to be a low-cost model that "a chap could keep in his bike shed". It was designed by the Donald Healey Motor Company, with production being undertaken at the MG factory at Abingdon. The Mark I Sprite was announced to the press in Monte Carlo by the British Motor



Corporation on 20 May 1958, just before that year's Monaco Grand Prix and went on sale at a price of £669. It used a tuned version of the Austin A-Series engine and as many other components from existing BMC cars as possible to keep costs down.

It quickly becoming known as the "froggy" in the UK (and the "buggy" in the US), because its headlights were prominently mounted on top of the bonnet, inboard of the front wings.

The 43 bhp, 948 cc OHV engine was derived from the Austin A35 and Morris Minor 1000 models, but upgraded with twin 1½ inch SU carburettors. The rack and pinion steering was derived from the Morris Minor 1000 and the front suspension from the Austin A35. The front suspension was a coil spring and wishbone arrangement, with the arm of the Armstrong lever shock absorber serving as the top suspension link. The rear axle was both located and sprung by quarter-elliptic leaf springs, again with lever-arm shock absorbers and top links. There were no exterior door handles; the driver and passenger were required to reach inside to open the door. There was also no boot lid, owing to the need to retain as much structural integrity as possible, and access to the spare wheel and luggage compartment was achieved by tilting the seat-backs forward and reaching under the rear deck, a process likened to 'potholing' by many owners, but which resulted in a large space available to store soft baggage.

The car's designers had intended that the headlights could be retracted, with the lenses facing skyward when not in use; a similar arrangement was used many years later on the Porsche 928. But cost cutting by BMC led to the flip-up mechanism being deleted, therefore the headlights were simply fixed in a permanently upright position, giving the car its much-loved cute appearance. The body was styled by Gerry Coker, with subsequent alterations by Les Ireland following Coker's emigration to the US in 1957. Altogether, 48,987 'froggy' Sprites were made.

The problem of providing a rigid structure to an open-topped sports car was resolved by Barry Bilbie, Healey's chassis designer, who adapted the idea provided by the Jaguar D-type, with rear suspension forces routed through the bodyshell's floor pan. The Sprite's chassis design was the world's first volume-production sports car to use unitary construction, where the sheet metal body panels (apart from the bonnet) take many of the structural stresses. The original metal gauge (thickness of steel) of the rear structure specified by Bilbie was reduced by the Austin Design Office during prototype build. However, during testing at MIRA (Motor Industry Research Association) distortion and deformation of the rear structure occurred and the original specification was reinstated. The two front chassis legs projecting forward from the passenger compartment mean that the shell is not a full monocoque. The front sheet-metal assembly, including the bonnet (hood) and wings, was a one-piece unit, hinged from the back, that swung up to allow access to the engine compartment.



The engine used from 1958–1961 was a 948 cc A-Series I4, producing 43 hp (32 kW) at 5200 rpm and 52 lbf·ft (71 Nm) at 3300 rpm. A car was tested by The Motor in 1958. It had a top speed of 82.9 mph (133.4 km/h) and could accelerate from 0–60 mph (97 km/h) in 20.5 seconds. Fuel consumption of 43 miles per gallon was recorded.

### The Mark II Sprite & Mk I Midget



This was announced at the end of May 1961, using the same 948 cc engine (engine code 9CG), but with larger twin 1¼ inch SU carburettors, increasing power to 46.5 bhp. A close-ratio gearbox was fitted. The bodywork was completely revamped, with the headlights migrating to a more conventional position in the wings, either side of a full-width grille and a conventional bonnet. At the rear, the styling borrowed from the soon-to-be-announced MGB to give a more modern 'family' look, with the added advantages of an opening boot lid and conventional rear bumper bar. The addition of the boot lid required the

introduction of squared-off rear wheel arches to retain enough metal in the rear structure to give good rigidity. The result was a much less eccentric-looking sports car, though at the expense of some 100 lbs extra weight. In contrast to the 'frogeye', the later cars are often collectively referred to as 'square-bodied' Sprites by enthusiasts.

The MG 'badge-engineered' version of the car was introduced in May 1961 as, 'the new Midget,' reviving a model name which had been a great success for the MG Car Company in the 1930s and again as the T-type Midget in the period from 1945 to 1955. The Midget was to prove more popular with the public than the Sprite and by 1972 had completely supplanted it within the BMC range.



In October 1962, both Sprites and Midgets were given a long-stroke 1098 cc engine (engine code 10CG), which was also fitted in single carburettor form to the Austin A40 and Morris Minor 1000 (which nevertheless remained the Minor 1000). A strengthened gearbox with baulk-ring synchromesh was introduced to cope with the extra power – 56 bhp. Front disc brakes were also introduced at the same time and wire wheels became an option. 31,665 Mark II Sprites were made.

A car with a hardtop was tested by The Motor in 1961 and had a top speed of 85.8 mph (138.1 km/h), accelerating from 0–60 mph (97 km/h) in 20.0 seconds. A fuel consumption of 43.5 miles per gallon was recorded. The test car, which was to de-luxe specification, cost £705 including taxes of £208.



The next upgrade was presented at the London Motor Show in October 1966. Besides receiving the larger 1275 cc engine (which disappointed enthusiasts by being in a lower state of tune than that of the Mini-Cooper 'S'), they had several changes which were more than cosmetic. Most notable is the change from a removable convertible top, which had to be stowed in the boot, to a folding top of greatly improved design. This was much easier to use, and wind-up windows were fitted. Separate brake and clutch master cylinders were fitted, as car manufacturers' thoughts began to turn to making their products safer. At the same time reversing lamps were made a standard fitment and the cars' electrical

system was switched to negative earth and powered by an alternator rather than a dynamo. This was also the first year that reclining seats were fitted. It had come of age!

### The Mark IV Sprite & Mk III Midget

The next facelift was carried out for the 1970 model year (beginning in September 1969) after Austin-Healey (and MG) became part of British Leyland. These largely cosmetic revisions were to update the appearance of the car (now 10 years old) and minimise the difference between the Sprite and Midget versions to reduce production costs. The dead hand of the BL accountants meant that both cars now had the same cosmetic features, differing only in their badges. Alongside a new range of body colours (note the Harvest Gold in the picture overleaf), both cars now had the same grille, based on the plainer square-mesh design of the MkII-onwards Sprite - but now finished in satin black with the addition of a chrome embellisher. The body sills were painted satin black with a chrome strip between them and the upper

bodywork and the name "SPRITE" was applied in chrome capital letters on the sill just behind the front wheel-arch (MG Midgets had their own badge in the same style).

Slimmer bumpers were fitted, with those at the rear changing to two quarter-bumpers with the gap in the middle filled by a square number plate. Rubber-capped over-riders were standard fitments front and rear. The seats were now a slimmer, flatter design with a more modern upholstery pattern. Some body colours could now be ordered with the option of the seats, door trim and floor carpets in beige rather than the standard black. The 1970 model-year Sprites were fitted with new cast-alloy ventilated wheels, although the option for wire-spoke wheels remained. As launched, the 1970 Sprites had their windscreen frames and windscreen wiper arms painted 'anti-dazzle' matt black, as was popular on modern American muscle cars and rally cars of the era. But these features were expensive to produce and unpopular with buyers, so only a few hundred cars were produced before these reverted to the original polished metal appearance. 22,790 Mark IV Sprites were made.



The Healey connection was discontinued in 1971, so the final 1,022 Sprites built were simply Austin Sprites. This was yet another cost-cutting move of Donald Stokes', enabling British Leyland to stop paying royalties to the Donald Healey Motor Company! There was no direct successor, as BL's extensive range already contained the MG Midget, which was identical to the Sprite except for badging, and the similarly dimensioned and priced Triumph Spitfire. By 1972, the Midget had completely supplanted the Sprite within the BMC range.

### Competition

Because of its affordability and practicality, the Austin Healey Sprite was quickly developed into a formidable competition car, assuming many variants by John Sprinzel, Speedwell and WSM. The BMC Competition Department achieved their first major success with Austin Healey Sprites in major international races and rallies, when John Sprinzel and Willy Cave won their class on the 1958 Alpine Rally. In 1959, the Sprite was introduced to the U.S. market by racing and winning its class in the 12-hour race at Sebring. The Sebring Sprite became the most iconic of the racing breed of Austin Healey Sprites.

The works cars began using a commercially available fibreglass-body panels, before utilising lightweight body panels of standard appearance. By the mid-60s, use was made of the wind-tunnel at Longbridge. Barry Bilbie (the chassis designer) utilised the results to produce a streamlined body, built in



Birmabright alloy at Healey's Warwick workshops by Bill Buckingham and Terry Westwood. These cars were powered by BMC's Courthouse Green tuned engines and eventually produced a reliable 110 bhp, which enabled a top speed of around 150 mph on the Mulsanne Straight. One-off gearboxes were also made at Courthouse Green, with MGB gearboxes modified with an externally mounted 5th gear and overdrive in some cases. A 12th-place finish was achieved at Le Mans in 1965. BMC works entries recorded class wins at Sebring with drivers including Stirling Moss, Bruce McLaren and Steve McQueen, as well as competing in the Targa Florio and Mugello sports car races.

### The first-hand experience of driving a Sprite today

*"Being a car from the early 70's in comparison to a lot of the NHAEG members' much older cars, it is very useable. But maybe not on a daily basis really, just because of wear & tear & potential damage - particularly with the dreadful state of the roads currently. However, it's easy to jump in & take out without too much prep first. We passed a great deal of old cars out for Drive it Day this year. It was very noticeable how many of them were cars of a similar age and indeed style to our Sprite (2 seater, modestly priced, sports cars). We sadly saw a much older something or other on the back of a breakdown truck, which made me glad we had not taken the Arrow. In fact, when we got back, Simon decided to take her out for a short drive, & something broke, so she's yet again laid up in the garage.*

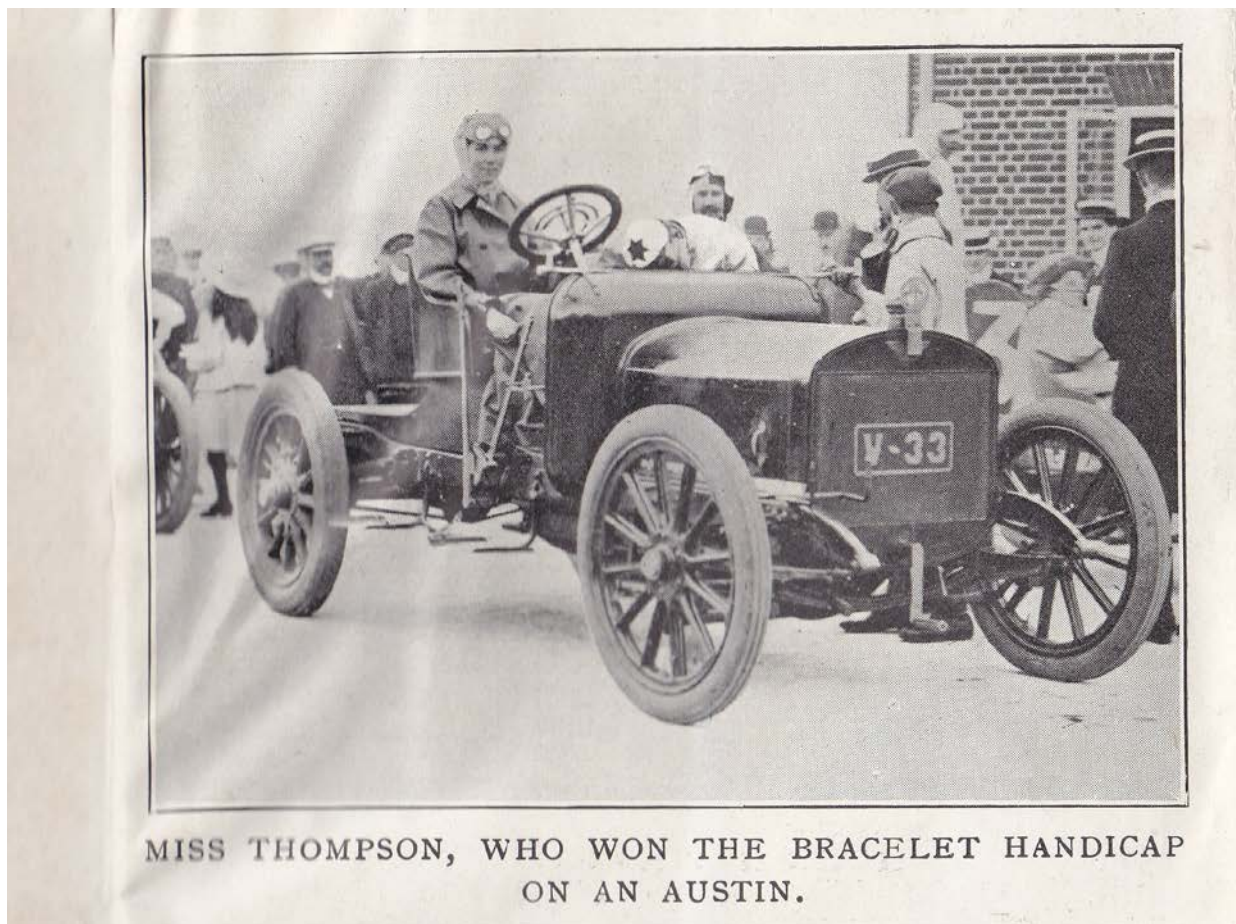
*So, my money's on the more modern classic any day. But of course, that's just my opinion."* Denise



## NOSTALGIA CORNER

One hundred years ago, Miss Muriel Thompson was the winner of the first Ladies Handicap at Brooklands on 4<sup>th</sup> July 1908 in her Austin 'Pobble'. She was one of 7 entrants and 5 starters.

She raced and won for a second time at Brooklands on 3<sup>rd</sup> August 1908, in a match race against Miss Christabel Ellis (the 3<sup>rd</sup> placed driver in the earlier race). But then the BARC did not allow women to race against each other until 20 years later and against men until 1932.



Muriel had been born into a wealthy Scottish shipping family. She was raised to not view her gender as a restricting factor and, at an early age, was made the driver of the family car. Perhaps it was no surprise that she became the chauffeur for the Women's Social & Political Union, driving Emmeline Pankhurst on her national tour in 1909.

When the first World War intervened, she converted her Cadillac 'Kangaroo' into an ambulance and drove in France and Belgium for the First Aid Nursing Yeomanry. She was awarded the Order de Leopold II for evacuating wounded Belgian troops under fire early in 1918.

Then, having been second in command of the Calais convoy, she rose to commanding officer of a joint unit of the Nursing Yeomanry and the Red Cross. She was awarded the Military Medal and the Croix de Guerre for her work one night in May 1918 when she rescued casualties during a bombing raid, heavy shelling and then from an ammunition depot that had been hit and was exploding.

This amazing, courageous, woman survived the war, but died in 1938 from encephalitis lethargica ('sleeping sickness'), never having raced again.

*(Photo and info sourced from open-published Brooklands Museum material)*

## TECHNICAL MATTERS

### Austin 7 Wiring

*Editor: After last month's look at regulators and Andy Seager's advice, "Oh, and remember; **LUCAS – Loose Unsoldered Connections And Splices**", I was reminded of the recent grief this has caused me, allied to the fact that all my 1926 Chummy is wired entirely in black cabling. This prompted me to look into Austin7 cabling and I came across this piece written originally for the Devon Austin 7 Club which is reproduced with their kind permission.*

### Austin Seven Cable Colours

There is a great deal of uncertainty about when coloured cables were introduced in the motor industry. Although it is fairly certain that individual cable tracing became necessary with the introduction of wiring looms (harnesses) which were prefabricated by specialist companies and supplied to the car maker for installation during building.

In 1966 the three companies who produced wiring looms gave evidence to a Parliamentary enquiry into possible 'price fixing' in the trade, their submissions form the only credible industry information about the early wiring practices. In their evidence the companies stated ".... it is not certain when the prefabricated form of harness was introduced to this country or by whom". [Bennett College 'Motor Engineering' of 1917 contains no reference to either wiring harnesses or cable colours but because the development of vehicle production methods continued in America in the period between 1914 and 1918 it seems probable that prefabricated harnesses were first developed in that country).

They expanded this by telling the enquiry that originally, vehicles were supplied with all black cable in the form of single lead which the vehicle manufacturer taped together as a completed job in position on the vehicle chassis. The black cable referred to is insulated with rubber and covered in woven cotton which is then lacquered black. It was often protected from physical damage by being run in flexible conduit or on some high value vintage cars in conduits that were cast into the component e.g. the dashboard of the Lancia Lambda. Lucas and Ripaults agreed that they began to manufacture harnesses "pre-1930" but could not be more specific.

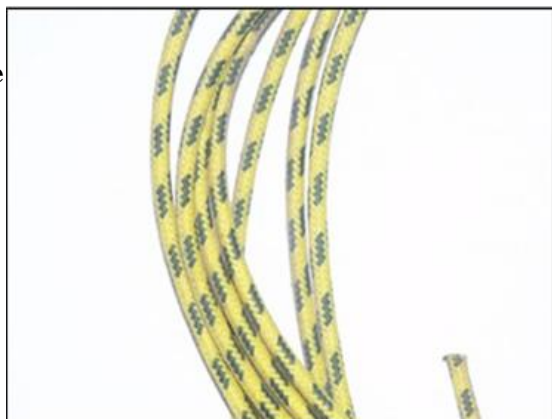
Further evidence is cable colour information, or lack of it, in contemporary wiring diagrams. We know that Lucas formalised their cable identification by colours system in 1935 but there is evidence that it was in use before that. Austin Seven owners will know that when the car was introduced in 1923 it had a very minimum of electrical equipment, the whole system comprised only 7 components,

Battery, Dynamo, cut out, 2 headlights, 1 rear light, switch panel and horn. Each terminal on each component was marked with what it connected to. All available evidence points to early A7's being wired with black cable, the loom effectively being built on the car, identification being simply a matter of connecting a wire between the marked terminals, for example a wire between the terminal marked 'T' on the switch panel and the tail light.

Between 1923 and 1934 the only reference to cable colours is on the 1926 diagram where the Dynamo field wire is black and the + terminal wire is red, furthermore the 1933 parts list has descriptions and part numbers for individual wires e.g. switch to horn, which makes it highly unlikely that these wires were part of a loom. In August 1934, with the introduction of the 'Ruby', every wire in the car is colour coded and the information is recorded on the wiring diagram in the owners' handbook. It seems reasonable to conclude that this was when the A7s started to be built with a coloured wire prefabricated loom.

Colour coding of wires consists of two parts, the main colour of the covering and a 'tracer' colour. In the period when A7s were built, the tracer consisted of a herringbone pattern, later, after 1945, a zig zag or continuous stripe were used.

There are seven colours used in the 1935 Lucas standard, Brown, Yellow, White, Green, Blue, Red and Black. The combination of these as a main colour and a tracer gives 33 different combinations. [18 combinations of reproduction cotton covered cable which are available from Auto Electric Supplies]



Each main colour indicates the circuit that the wire is part of:

**Brown:** Battery circuit, from the battery or starter motor to the ammeter or the control box, feeds to ignition switch, auxiliary fuse box, horn, radio. Broadly speaking an unfused and unswitched live feed.

**Yellow:** Dynamo circuit, from the dynamo output to the cut out or VCU and the ignition warning light.

**White:** Unfused feed which is live when the ignition is on, e.g. coil, fuel pump.

**Green:** Fused feed which is live when the ignition is on e.g. instruments, brake lights, wipers, indicators.

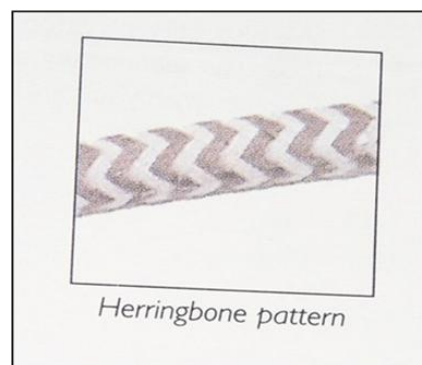
**Blue:** Headlamps

**Red:** Side and tail lamps, panel lamps.

**Black:** Ground (Earth) connections.

The tracer colour indicates the specific device that the wire goes to. From August 1934 the wiring diagram shows all these colours. An example of the different feeds is the flashing indicator circuit which would have a green feed, i.e. is protected by a fuse and only works when the ignition is on, the same lamps could also be fed from a hazard flasher which would have a brown feed, i.e. not fused and always available.

This leaves restorers of pre-1934 cars with something of a dilemma, to be `period correct` the wiring should all be black and carried in metal conduit, but it is much easier for the amateur to trace wiring problems if the wires are colour coded.



One solution is to use black cable but to add coloured sleeves which conform to the Lucas standard, at the ends. These sleeves are easily made from `heat-shrink` tube and are placed at the end of each wire adjacent to its connection. Do NOT use insulating tape because its adhesive dries out and it falls off!

Heat-shrink markers was the solution I chose when constructing the loom for a saloon race car as, with only 3 reels of cable, the most appropriate wire for the load is always available.

The proper cotton covered cable in all the colour combinations is available from restoration suppliers (at roughly 4 times the price of modern plastic cable) and so any repairs or additions to the system of post 1934 cars can be made without compromising the originality and to the great benefit of future owners! So please throw away all those bits of plastic covered cable that `may come in useful one day` and invest in some proper period cable.



### Spannerman's Advice

If you have had hairs coming from a small paint brush, spoiling the paint-work, and want to avoid this in future, I find that running some very thin super glue round where the hairs leave the metal ferrule is effective. Don't overdo the glue or you will no longer have a brush. Malcolm

*I would add that my limited research online implies that people find that good quality brushes are better at not shedding bristles and that 'boar' hair is best! Other recommendations include wiping the brush head against sandpaper before starting, to encourage loose hairs to separate out.* Editor



## CLASSIFIED ADS

### FOR SALE

#### 'Austin 7' Rear Road Springs

Pair of brand new, unused, quarter elliptic leaf springs, bushed and reamed with new U-bolts. They have seven leaves, 28¾ inches length overall, 1½ inches wide.

Bought for a 1926 Chummy in error at a cost of over £400. Sensible offers considered.

Tel: John Pratt on 01252 643527 or email: [edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com)

(The supplier who would not accept a return, and it transpires has a track record of this, has now been omitted from our parts directory.)



### FOR SALE

#### VAX Bag-less Power 6 Vacuum Cleaner

Anyone in need of a vacuum cleaner for the home or garage might care to consider this model, which is now surplus to requirements.

It is a VAX Bagless Power 6 having a powerful 2200-watt motor and a range of attachments. It has been thoroughly cleaned, is in excellent working order and *as new condition*.

Can be seen and/or collected from Crowthorne or could be delivered free within a 15 miles radius of Crowthorne.

A bargain at £25.00 - or very close thereto.

Contact Trevor or Jean on 01344 775012 or email: [trevor\\_c.edwards@btinternet.com](mailto:trevor_c.edwards@btinternet.com) (note the underscore and 'c')



between 'r'

## READER'S LETTER

*Many thanks for another excellent (March) newsletter. I particularly enjoyed seeing the photos of Trafalgar Square in 1947 and Regent Street in the 1960s.*

*I remember the winter of 1947 well, not much fun for adults but great for us children particularly as we lived near Parliament Hill Fields in North London where there was a great place for tobogganing.*

*I also remember Regent Street and the rest of the West End in the 1960s where I worked right through the 1960s. In the early part I worked in Charing Cross Road and on Saturdays I could park outside the shop in my Austin 7 having driven up from Potters Bar where I then lived, no parking restrictions in those days. In the middle of the decade I was working in Oxford Street, I could not park outside the shop there, but all the side streets had free parking on a Saturday, as did Covent Garden when I worked in the Strand at the end of the 60s.*

*I also remember a group of us often used to drive into London on a Saturday night and park our cars around Trafalgar Square before going to a Jazz Club for the evening, imagine doing that today, you would soon be clamped or towed away. It was a handy place to park if you had a leaking radiator, plenty of water in the fountains.*

From Colin Greig

**THE QUIZ: A - E - I - O - U (ALL ANSWERS START WITH A VOWEL)**

- |   |           |      |
|---|-----------|------|
| 1. Our trans-Atlantic cousins remove pencil marks with this | _ _ _ _ _ | 6    |
| 2. Vital for life on earth                                  | _ _ _ _ _ | 6    |
| 3. The Circle Line is part of this                          | _ _ _ _ _ | 11   |
| 4. A South American internet company?                       | _ _ _ _ _ | 6    |
| 5. it's limitless   | _ _ _ _ _ | 8    |
| 6. Chief town in England's smallest county                  | _ _ _ _ _ | 6    |
| 7. Change from liquid into vapour                           | _ _ _ _ _ | 9    |
| 8. A leper is regarded as this                              | _ _ _ _ _ | 7    |
| 9. One could be in a spin about this                        | _ _ _ _   | 4    |
| 10. A metal useful to remove creases                        | _ _ _ _   | 4    |
| 11. Very many   | _ _ _ _ _ | 7    |
| 12. It's severity is measured on the Richter Scale          | _ _ _ _ _ | 10   |
| 13. A language tense that has faults                        | _ _ _ _ _ | 9    |
| 14. Between mouth and stomach                               | _ _ _ _ _ | 10   |
| 15. Shorten   | _ _ _ _ _ | 10   |
| 16. The result of a bright spark in a flammable gas         | _ _ _ _ _ | 8    |
| 17. An annual Welsh arts festival                           | _ _ _ _ _ | 10   |
| 18. A country ruled by the 'Last King of Scotland'          | _ _ _ _ _ | 6    |
| 19. Opera set in Egypt                                      | _ _ _ _   | 4    |
| 20. One who tends for horses                                | _ _ _ _ _ | 6    |
| 21. Boredom   | _ _ _ _ _ | 5    |
| 22. Leaning letters   | _ _ _ _ _ | 7    |
| 23. Does Popeye use it for cooking                          | _ _ _ _ _ | 5, 3 |
| 24. An eight-legged creature                                | _ _ _ _ _ | 8    |
| 25. Sounds like getting a wage from tea-making              | _ _ _     | 3    |

**Name(s):**.....

*Please submit your entry, by hand or email to Trevor Edwards, 55 The Brambles, Crowthorne. Berks RG45 6EF by Friday, 6<sup>th</sup> July 2018.*

*(email: [trevor\\_c.edwards@btinternet.com](mailto:trevor_c.edwards@btinternet.com)) Don't forget to do so! All entries are being logged and the member(s) submitting the highest number of winning entries by the end of 2018 will be awarded a grand prize!!!*

## AUSTIN HISTORY

Queries of The Month from Andy Ranson

### QUERIES OF THE MONTH

These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 1249 Jacking – Austin Ten, appeared in the January 1946 edition and No 1267 Tool Compartment – Austin Sixteen appeared in the May 1946 edition.

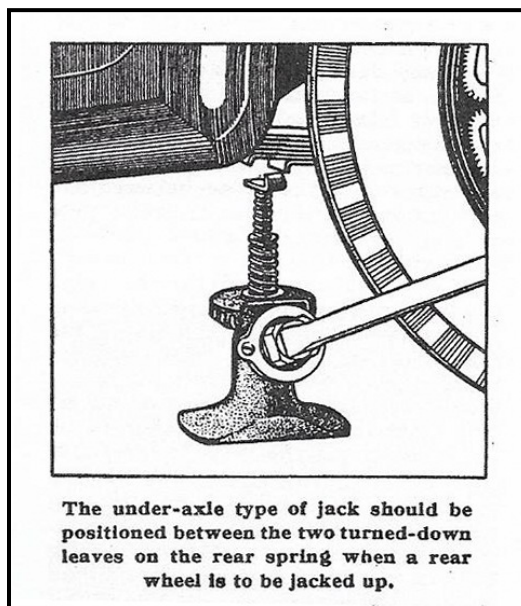
#### **No 1249 Jacking - Austin Ten**

**Q.** *I have recently acquired an Austin Ten saloon which is equipped with the under-axle type of jack and I find difficulty in securing it in position firmly under the rear axle. What is the recommended procedure for using this type of jack?*

**A.** For jacking at the rear, the screw type of jack which your car is supplied is best placed in position between the two turned down leaves at the front end of the rear spring, and for jacking at the front of the car the jack may be placed under the axle immediately beneath the spring mounting.

Always adjust the jack by hand until it is approximately at the height required and then place it in position, making sure as a safety precaution that the base of the jack is on firm, level ground.

When commencing to lift the car again check that the head of the jack is securely positioned against either the spring or the front axle.

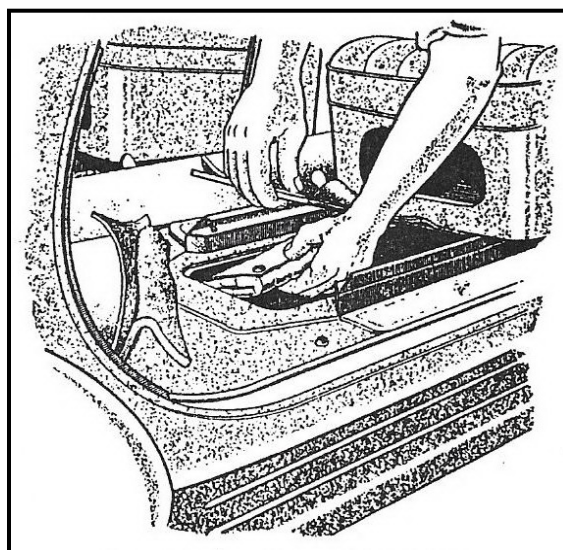


#### **No 1267 – Tool Compartment – Austin Sixteen**

**Q.** *I have not been able to find any special accommodation for the tools on my new Austin Sixteen and I am wondering if the kit is intended to be housed in the rear luggage boot or in the spare wheel compartment.*

**A.** Special provision has been made on the new Austin Sixteen for the tools to be housed in a compartment under the nearside front seat.

To gain access to this compartment, slide the seat back to its full extent, lift the carpet and remove the wooden panel exposed to view under the seat. Beneath the panel you will find a spacious compartment capable of carrying all the tools supplied with the car.



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



## Past Press

An advertisement from 1955, I wonder if Benny Hill actually polished the Jaguar!

# WIN THIS JAGUAR!

SHINE YOUR CAR WITH BRIGHTEST, FASTEST, POLISH EVER—  
**DEEP GLOSS CARNU**



**JUDGE HOW LONG BENNY HILL TOOK TO SHINE THE JAGUAR**

**COMPLETE THE SENTENCE BELOW**

Benny is a top-line entertainer but as a motorist he's strictly average. That's why we invited him to polish this Jaguar. To prove Deep Gloss Carnu gives *anyone* the brightest, fastest shine ever! He polished the Jaguar and we timed him.

**BENNY HILL**, starring in "Paris by Night" at the Prince of Wales Theatre, London

**2nd Prize—£100**  
**3rd Prize—£50**  
Also up to 200 Accessory Vouchers, value £1, for entries of high merit



**NOW—HERE'S WHAT YOU DO TO WIN IT!**

1. Get some Deep Gloss Carnu and an Entry Form from any garage or accessory shop.
2. Shine *your* car with this easy, speedy polish—and time yourself. Don't forget the glass and chrome.
3. Using your own time as a guide, estimate how long Benny took with the Jaguar. This is a condition of entry.
4. Complete this sentence, adding not more than 15 words. "In my opinion, Deep Gloss Carnu gave Benny a wonderful shine in . . . mins. . . . secs. because . . ."
5. Send us your completed Entry Form *plus* the fibre disc from inside the cap of your 2/6 Carnu Tin. The address is: P.O. Box No. 221, 1 Dover Street, London, W.1. Closing date August 3.

**FACTS TO HELP YOU WIN  
DEEP GLOSS CARNU . . .**

- shifts all grease, grime, dirt without hard rubbing . . .
- is safe for all car finishes . . .
- actually shines the deep-down colour back . . .
- gives the brightest, fastest, longest-lasting shine of all . . .
- polishes cellulose, glass, chrome—the lot!

**CLEANS AS IT SHINES IN ONE EASY STEP!**

**JOHNSON'S DEEP GLOSS**

NOW IN NEW SIZE

**2/6**

**Carnu**



MADE BY THE MAKERS OF JOHNSON'S WAX



Another one from 1955, just bolt it on the back of your bike. Nothing is mentioned about the cost of registering or insuring it as a moped. I wonder how effective the bike brakes were, with the power upgrade and extra weight?



### News from the South-west

As a tailpiece Andy reports, "I spent some of last week down in Devon with John and Joan Hancock, I was helping John convert an old caravan chassis into a car trailer, so that he can then use it to transport his Austin 7 and Ferguson Tractor.

All the welding is now done, just the fiddly bits like the decking, lights, winch, mudguards etc! It should still be a good piece of equipment when finished. It is amazing, that in the middle of nowhere in Devon there are metal stockists and companies that sell all sorts of trailer spares. They must cater for the DIY farmer."

Andy Ranson

## A VISIT TO MILESTONES MUSEUM BASINGSTOKE

A visit is highly recommended for a wide ranging, transport related, look back in local history.

There are some admirable recreations of street scenes including a garage, car workshop, railway station and a pub that sells real beer!

We found this nice Austin 12/4 delivery truck parked outside the pub. There is a strong representation of Thorneycroft vehicles too, including cars.

The museum caters for all ages, but the café can get very busy at lunchtime on a rainy weekend. The big collection of vintage slot machines, in particular, appealed to children of all ages.



Basingstoke MG Car Club have a run there on 23<sup>rd</sup> September (see club diary).

Editor

## READERS WRITE TO AUNT BRASSICA...



*Dear 'Virginia Water resident',*  
*From your description of events, I think your all-white clothing may have startled this driver. However, from his leering looks, I am inclined to think that he looks rather unrefined and has certainly behaved in a most inappropriate way. I would advise that you need to think about the modesty of wearing sports clothing in a public place.*

*The very last thing that you need to think about is whether this driver might run into something. Perhaps you could arrange for a fellow club member to take you in their car, so that you are not subject to such concerns.*

*My nephew often goes with a friend and you will see that he wears a jacket over his whites, but I abhor the lack of a necktie. He could easily remove it with his jacket when he is playing. I fear that standards are generally slipping among young people. Please be careful.*

*Yours, Aunt Brassica*

*Dear Aunt Brassica,*  
*When I am walking on my way to the tennis club, I see this gentleman quite frequently.*  
*But he makes unsettling faces at me and says things that I cannot repeat to anyone of a decent moral standing.*  
*I am worried that he is going to run into something. What should I do?*

*Yours, 'Virginia Water resident'*

