



Dear Members

Following extensive market research, it is apparent that some readers fall asleep before reaching the end of the club bulletin. It has therefore been decided to include the last section about events at the beginning of the newsletter and the other bits somewhere between the middle and the end. Enjoy !

Club Events

Club Night – 9th May

Noggin & Natter and Spring Airing

Club Night – 13th June - **Cancelled**

Half Gallon run – Sunday 12th June

Club Night – 11th July

Coveted car evening

Club Night – 8th Aug

Walking rally

Club Night – 12th Sept

Guest Speaker

Other Events – 2022 (Please check before going)

Blackbush Car Meet – last Sunday of each month

Aldermaston Classic vehicle gathering – REC SOC car park RG7 4PR, 3rd May @ 17:00 onwards

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

Basingstoke Festival of Transport – Sunday 8th May. Austin stand in centre car park, get there before 10:00. **Please contact Trevor Mulford for your entrance pass. 01252-620435**

Beaulieu Auto jumble - 14th & 15th May

Basingstoke canal festival – 14th May, Frimley lodge park.

Brooklands – 15th May, Jaguar day 100th anniversary

Rural life Tilford - 22nd May car show

Farnham Festival of Transport – 5th June, 10:00-4:00, Upper Hart Car park behind Waitrose, in aid of Phyllis Tuckwell.

Aldermaston Classic vehicle gathering – REC SOC car park RG7 4PR, 7th June @ 17:00 onwards

Hartley Witney carnival and car show - 11th June

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

Black Bush – 11th June, 80th anniversary 1942-2022, Airport fly in and motor show, 11:00-5:00. Adults £12.00, parking £5 per car.

Upton Grey – 11th June, Fete and car show, Old vicarage gardens, cars in meadow opposite.

Fleet Classic car show – 2nd July 11:00 to 5pm, Calthorpe park

Bourne Show – 2nd July, south of Farnham, opens 12:30 pm

Beaulieu, Hampshire,- National Austin Seven Rally – 3 July

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

Aldermaston Classic vehicle gathering – REC SOC car park RG7 4PR, 5th July @ 17:00 onwards

Thames traditional boat Fest 15th to 17th July, Henley

Dogmersfield fete & car show – 16th July

Austin 7 Centenary – 19th-24th July. Entry by pre-booked ticket only : www.a7centenary.com

Brooklands – 24th July, Auto jumble & car show, 100stalls etc

Aldermaston Classic vehicle gathering – REC SOC car park RG7 4PR, 2nd Aug @ 17:00 onwards

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

Swallowfield show – 28th, 29th Aug, Swallowfield park, Church road. (See Trevor M)

Trip to the Isle of Wight Sunday 4th Sept- (contact Trevor Mulford)

Beaulieu Auto jumble - 10th & 11th September

West Green House, Hartley Witney – 18th Sept.

Shoe Box Challenge



The annual shoe box challenge was held during the April club night and thoroughly enjoyed by those who took part. With the teams in place, instructions/materials at hand and drinks topped up to keep brains lubricated the Chief Marshall set us off on our task. Our team, most of us doing this for the first time, set off at pace. Dropping key components on the floor, before we moved on to discuss axle spacings, rear to front weight distribution settings and striking the right balance between friction, drag versus weight/momentum. After further thoughts, mental lubrication and looking how far other teams had got, we thought we should actually try to build something. With axles then set on our chassis, next onto the bodywork. Measuring, precision cutting, how can we glue together the pieces of card? What about tabs, would that work? More measuring, more precision cutting. Then onto the build, would things line up, would

they stick together? We were now like a well drilled F1 team, one with superglue in hand, one holding the card tabs together to 'spot weld' the bodywork sheets together and one with superglue on their hands (my job - fingers pressing on the cards whilst the glue dried).

Success, it stuck together, it looked like a car, we hadn't glued the wheels stuck and after a bit of effort we could unstuck our fingers. But that wasn't enough. Now to 'Pimp our Shoe Box racer'. Sleek windscreens of course, go faster stripes and silver quad-Raygun exhausts on each side. We were done. Just before scrutineering we realised we weren't allowed to use the Pritt Stick as extra ballast, but no matter the car was ready for the challenge.

At the drag strip out in the entrance hall, the cars were set off in turn down the ramp – furthest distance wins. Capacity crowd of spectators lining the strip, apprehension growing. Were the wheels aligned? Will the go faster stripes make it go faster? First run and all the teams cars ran well, ours veered right and hit the edge. Second run and only slight veering this time, stopped by a spectators foot. Not the thing you see at Santa Pod! but our car was more than competitive. Final run, who would win, it was going to be close. When our teams car was released this time it was running straight as a die, on and on, before hitting the end of the drag – to victory. The final results were Car 2, closely followed by Car 1 and then Car 3 but unfortunately there was no prize.

The evening was a great success, with great teams, building great cars, all of different designs and the race itself. But for myself also having the opportunity to spend time with some members, who I didn't know so well.

Our thanks to Don for providing the materials and organising the event.

After the shoe box challenge the 'mega raffle' was held with numerous prizes which almost guaranteed that everyone won something ! Our thanks to Don & Val for arranging the evening.
(By Adrian Gray)

Drive it Day

Drive it Day on Sunday 24th April started well with about 10 cars gathered for a start from the New Inn. After coffee & biscuits the cars set off on a 15 mile route around Mattingley and Bramshill. Unfortunately the run was spoilt by an incident near Mattingley when a motorcyclist rode into the nearside rear of Dave & Hazel in their Morris Minor. Fortunately the car occupants were only shaken and not hurt, but the motorcyclist had to be recovered by ambulance. The day was finished by a return to the New Inn for lunch. Our thanks to Val and Don for planning the route with good directions.



Isle of Wight Trip

This is now taking place on Sunday 4th September. The cost will be £35 per person which includes the ferry crossing and transport etc, but not food. The tour will be in a classic Bedford OB coach, and take a scenic route around the island with a stop for lunch.. We need to fill the coach (28 people) to make this a viable trip so please support the organisers..

The meeting point for the start of the trip will be Mervyn's Coaches, The New Coach House, Innersdown, Micheldever, Winchester, Hants , SO21- 3BW. Tel 01962 774574. The coach will leave no later than 08:30 to catch the 10:00 am ferry.

If you wish to join this trip please contact Trevor Mulford on 01252-620435 , or by email trevormulford1942@gmail.com A deposit of £35 per couple, with cheques made payable to Trevor Mulford, will be required by the end of June.

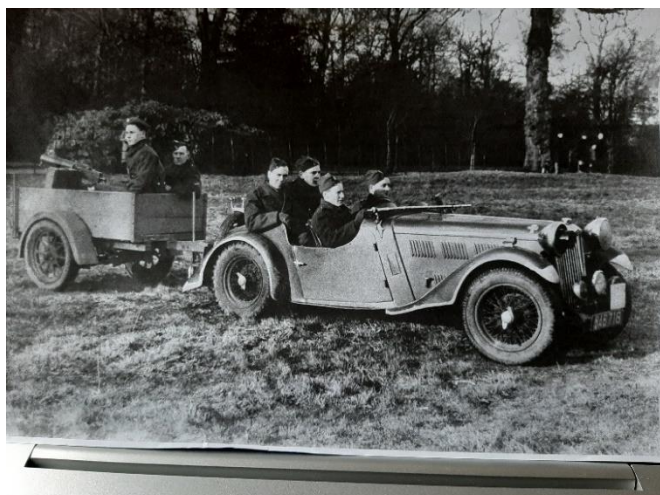
Club trips / visits

At our next club meeting there will be a poll by our honourable chairman to determine if members are interested in visits or tours to attractions / locations which involve an overnight stay. If you are unable to attend the club night, please contact Don on 01189-733568 or email trevormulford1942@gmail.com

Basingstoke Festival of Transport – Sunday 8th May. If you have booked a place, please contact Trevor M to confirm you are going and collect your entrance pass.

Home Guard

Further to Dale Johnson's talk on the Home Guard , my next door neighbour John Payne gave me a photo of his Singer sports car. The Singer is a 1937 1100 cc sports model. As you can see from the photo it was used by the home Guard, the photo is dated 8th Dec 1940 , the trailer looks like it's ready for action, the trailer wheels are 3 stud, the same as Morris Cowley. The car is in John's garage and in lovely condition. Great to have some history of our cars. (byTrevor.M)



Austin 7: Buying guide and review (1922-1939)

Last month we outlined the history of the Austin 7, and how it was a departure from the larger cars that the Austin brand was focussing on. When introduced this little car was at first met with derision by some, however its light weight, eager acceleration and wallet friendly pricing soon endeared it to the motoring public.

Which Austin 7 to buy?

As a first step into pre-war motoring, the Austin 7 is a fantastic entry point. It's still an affordable proposition with great parts availability. If you want speed and creature comforts however, then look elsewhere as this is motoring at its most basic level.

There were many changes made throughout its long production life, incremental upgrades continually improved the little Austin, but successive owners have generally improved most cars over the years.

There were a bewildering array of body styles for the Austin 7, you can choose between saloons, convertibles and vans to name a few. [BMW](#) even licensed the Austin 7 under the Dixie name, becoming the German company's first ever production automobile.

The very earliest models in 1922 came with a 700cc engine, but this was soon increased to 750cc, with small power gains made along the years. Do not be too fixated on what engine your potential purchase has under the bonnet, because whatever model you choose, performance will be sedate by modern standards.

Initial pull-off is energetic but the acceleration soon tapers off and even the fastest Austin 7 will struggle to breach 60mph. The real fun to be had is from the lively nature of these cars at modest speeds, with an average weight of around 330kg, the almost single digit power output is enough to put a smile on your face on even the shortest journey.

Later models received some welcome upgrades such as a four-speed gearbox with synchromesh, as well as a much needed upgrade to the braking system.

Austin 7 performance and specs

Model	Austin 7 1933-34
Engine	747cc 8 valve I4
Power	24bhp

Torque	n/a
Top Speed	60mph
0-50mph	25 seconds
Fuel consumption	35-40mpg
Gearbox	Four-speed manual
Dimensions and weight	
Wheelbase	2057mm
Length	3023mm
Width	1588mm
Weight	330kg

Austin 7 common problems

The Austin 7 is a very basic car and while it is rugged, with something this old you need to be willing to get your hands dirty to keep it running smoothly. Parts and advice are in abundant supply. As these cars have been around for almost 100 years anything that can go wrong has probably done so at some point.

The good news is that since the Austin 7 has such an enthusiastic following the solution has more than likely been extensively documented and a replacement part made available. All potential owners should get in touch with their nearest 750 motor club and benefit from the wealth of knowledge and contacts that are available through this channel. Here's what you need to look at when buying a 7.

- **Gearboxes:** three-speed gearboxes have a weak spot on the clutch thrust bearing, but this can be replaced with the item from the later four-speed boxes.
- **Corrosion:** rust and rot can attack body panels and various parts of the metal and wooden frames. A thorough inspection of the car by a specialist is recommended to uncover any potential problems here. Restoration is simple, but often time consuming.
- **Fires:** the Austin 7 has a propensity to catch fire, so check for signs of previous fire damage. One of the main causes is when an errant spark strikes engine oil around the starter motor, so it is vital to keep the engine bay clean. Another potential fire hazard can be averted by not overfilling the fuel tank.

- **Overheating:** overheating can be caused by overly retarded ignition timing, a blocked radiator or a slipping fan. All are simple to fix.
- **Dampers:** shock absorbers have rubber links that can deteriorate leading to erratic steering and wayward handling.
- **Trim:** finding interior trim isn't always the easiest task, but most parts from replacement seats to dashboard parts can usually be tracked down through the various clubs or specialist autojumbles.
- **Modifications:** a number of upgrades such as electronic ignition, 12v conversions and headlight upgrades are widely available, and if the car you are looking at has had some of these modifications carried out, it is vital to ensure that it has been done to a profession standard.
- **Electronics:** a number of electrical and charging issues can affect these cars due to age and corrosion. Contact cleaning and wiring replacement is sometimes required however there are a number of helpful tips on the club sites to diagnose and cure electrical maladies.
- **Engine:** the engines are strong and tend to go on for ages as long as they are well lubricated and received regular maintenance.
- **General:** methodical inspection of the common issues affecting these cars, as well as some background knowledge is key to an enjoyable experience of your Austin 7. While these are just a small insight into the areas you should check with these cars, they are not inherently troublesome and anyone with even a moderate understanding of car mechanics should be able to tackle the majority of these checks.

Austin 7 model history

1922: Austin 7 launched.

1923: Larger capacity 747cc engine and electric starter motor introduced.

1932: Four-speed gearbox introduced.

1933: Synchromesh added to third and fourth gears.

1934: Synchro now on second gear as well.

1936: Engines upgraded to three main bearings.

1939: Last Austin 7 rolls off the production line.

Austin 7 clubs and websites

- www.750mc.co.uk - The original motor club, which championed the Austin 7 for competition use.
- www.7ca.co.uk - 7 County Austins, a great source for new and used spares.
- www.pwa7c.co.uk - The Pre-War Austin Seven Club, an international owners club for 7s.
- www.da7c.co.uk - Dorset Austin 7 Club, with a fantastic technical resource for the 7.
- www.austinsevenfriends.com - International club and forum supporting the Austin 7.

Austin 7 summary and Prices

The entry point for Austin 7 ownership today is around £9000, for a car that will need some work. Well cared for and immaculately restored examples can go for around £16,000. Very limited edition cars, or ones with specific racing history can command much more.

Running costs need not be exorbitant as the aforementioned clubs and parts suppliers are always on hand to help keep your Austin 7 on the road, and expenses are further kept in check by the fact that no road tax or MoTs are required. Insurance is generally very reasonable too thanks to readily available classic policies.

These fun little cars transport you back to a time when motoring was an adventure. If you're looking for a car to brighten up your weekend and leave you with a smile on your face, then look no further. The Austin 7 is what you have been waiting for.

Based on Auto Express article 5 Nov 2018

Stay safe
NHAEG Committee