

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1974

NEWSLETTER AND EVENTS

NOVEMBER 2015

Editor: Sandra Ryley; Temporary Editor: John Pratt

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PLEASE FEEL FREE TO SEND ANY ARTICLES THAT
MIGHT BE OF INTEREST TO NHAEG MEMBERS AND TO RESPOND TO
THE 'TECHNICAL COMMENTARY' AND WITH ANY 'TECHNICAL TIPS'
(TEMPORARILY TO JOHNPRATT@ORANGE.NET)



Chairman's chuntering

It has been a while since putting finger to key board, so thought it time. However most of what I was going to type has been more than adequately written by others, thank you.

Denise and I made a long overdue trip to see the London to Brighton vintage car run. It was definitely worth the early start, the fog lifted and the sun shone on Brighton seafront which made the day even more of a memorable event.

We even happened upon two dubious looking characters at the side of a leafy lane, regards to Andy Seager and Tony Westhall.

I would like to say a huge thank you to John Pratt for stepping up to the plate and taking on the role of temporary editor of the newsletter whilst Sandra recovers from her recent mishap.

John is also working on the events diary so as a reminder to all, if you have an event that requires publicity then John is the point of contact.

A full 'Blow-out' in October

With everyone full of afternoon tea and cake, it was a mystery how we all managed to enjoy the evening meal of the 'Free Night at The New Inn' which took place on Saturday 24th October courtesy of Landlords Tim and June. Perhaps even more surprising was that the following day, after munching through a full English breakfast (again as part of the deal), some people enjoyed lunch at The Calvea Arms in Silchester.

Riseley Village Hall is a great place to sample a menu of teas of all varieties and a wide choice of homemade cakes – some of us bought local craft items on display. Pam and her volunteer team make the perfect hosts. But there was a bit of fun in the carpark as a local press photographer tried to get us all lined up – herding cats came to mind!



The hall is owned and maintained by Swallowfield Parish Council, but over recent years it had been under-used and fell into a state of disrepair. There had been numerous discussions over its future, but with no positive outcome - and then the main source of income left at the end of 2012. The Parish Council asked for anyone to come forward and implement ideas to save the hall. Local resident Pam Wright responded and started plans for a Village Tea Room.

Her research found that Tea Rooms were one of the few businesses trending in a recession. Tea Rooms, it seems, are the new 'Costa Coffee'. Having proved its viability, the project went ahead with backing from the Parish Council, the community and Lottery funding. The hall was refurbished and appropriate tables and chairs found. The 'icing on the cake' (so to speak) was the hand-laundered table linen and antique crockery – not to mention the chandeliers! It has been a terrific success and you are advised to check availability before making a journey there.



By the time we sat down to dinner at The New Inn, the weather had turned into torrential rain, but didn't spoil the expected convivial atmosphere! Great food, great value and lots to talk about – and free B&B. Thanks Tim!



The weather on Sunday dawned crisp and sunny, giving some starting problems but making the run to Silchester Roman Walls & Amphitheatre most enjoyable. It's a nice place to walk so maybe a return visit in the summer might be a possibility?



Club Christmas Dinner – Monday 7th December

Our ever-popular Club Christmas dinner is being held at the Downshire Golf Complex, located in Easthampstead Park, Wokingham RG40 3DH. The cost per person, this year, is £26.00 including tips. As there are just a few places left, you should contact Elaine now for a last-minute booking (nhaegcommittee@gmail.com). There is a promise of entertainment!

Club News - Committee Vacancies

It's nearly time for the January AGM and while this won't be uppermost in everyone's mind, there is the important matter of maintaining a committee at full working strength. Last year saw a transition to a new committee and this is a request for more members to step forwards to help.

Unfortunately, for personal reasons two officers have had to give notice that they will be standing down. This will leave quite a hole in a group of seven (appropriately). The five members remaining and standing again are very anxious to recruit some support. Additionally, George Ewart, who has been membership secretary for many years has decided to call time as well.

The club rules provide for a governing body of three officers (Chair, Secretary and Treasurer) and five other committee members, so altogether it would be nice to have four additional people willing to help. The tasks are not that onerous if they are shared! Please let the Secretary, Denise, (nhaegcommittee@googlemail.com) know if you are interested.

Club Merchandise



A reminder that we have some new merchandise in stock including:

- pin badges (priced at £2.50 each),
- key rings (priced at £3.50 each) and
- hats (priced at £10 each).

We have access to other items, all bearing the club's logo, which are available (with notice) at club nights. Please ask Simon, Denise or another committee member.

Free lunch at Polesden Lacey House



How do you fancy a free lunch and entry to the Christmas event at Polesden Lacey House, Dorking, Surrey RH5 6BD?

They are offering free entry to this National Trust house together with free lunch for any 1930s car owners if they park their car at the front of the house between 10am & 4pm, during 4th and 23rd December when their event is running daily. Apparently their Christmas event does have an admission fee even to NT members.

They would be happy to have more "normal" 1930's cars rather than just luxury cars as first requested, especially during the weekdays. With the owner's permission, they would like to style the interior with shopping parcels and presents etc. If you would like take part please contact Stephanie, the Visitor Services Assistant, at Polesden Lacey who is organising the event and car rota: Stephanie.rueff@nationaltrust.org.uk tel: 01372 452048

40th Nightjar Navigational Scatter Rally – Saturday 21st November

Fancy a navigational test by car and on foot, one winter's evening, looking for signs of birds? Those familiar with this event will know that it is the premier event staged by the NHAEG (on behalf of the Austin Ten Drivers' Club) and it attracts great interest from IRC members and many others around the south of England. The start and finish are in the warmth of the Community Centre Hall in Hook RG27 9NN (not the Elizabeth Hall as previous years), where the winners of the different categories will be announced. Whether you have a pre-war car or post-war classic or a modern car, there are a few places left.

Contact Trevor Edwards tel: 01344 775012; email: trevor_c.edwards@btinternet.com (note there is an underscore between 'r' and 'c') or Colin Greig, tel: 01252 879173; email: cgreig104@gmail.com.



Advertisement for Goodwood Motorsport Volunteers 2016

Goodwood are currently looking for enthusiastic, reliable and dynamic volunteers for a variety of positions at the following 2016 motorsport events;

- Members' Meeting – Saturday 19th & Sunday 20th March
- Festival of Speed – Thursday 23rd June - Sunday 26th June*
- Revival – Friday 9th – Sunday 11th September*

(* please note these dates are provisional, and are subject to change until the F1 calendar ratification in December)

Why be a Goodwood Motorsport Volunteer?

- Any time outside of the shift is yours to catch all of the action, explore the event and soak up the atmosphere
- You will be provided with parking and for those who live over 30 miles away, camping facilities will be offered on site
- You will be provided with a lunch bag and water whilst on your volunteer shift

What Does Being a Motorsport Volunteer Involve?

- You will be required to work one 6/7 hour unpaid shift, either AM or PM, over each event day
- Volunteers will be required to have a fully-refundable deposit held on their account, equal to the value of an adult weekend ticket (£120-£158 depending on event), to prevent people gaining entry with their wristband and not arriving for their shifts. Providing that all shifts have been completed, the hold on the account will be lifted within 14 days of the event

How Can I Get Involved as a Motorsport Volunteer?

Individuals that are interested in contributing to the success of the Goodwood motorsport events throughout 2016 and wish to know more about the variety of roles we have available should email event.staffing@goodwood.com before 30th November 2015.

So that we can match you with the perfect volunteering role, the email should include why you wish to volunteer at Goodwood, which events you would be available for and whether you are over the age of 25 with a full, clean UK driving licence. Please take into account that the rural location of the Goodwood Estate and lack of access by public transport means that own or reliable transport is essential. Due to the nature of our events, we are unable to have volunteers under the age of 18.

Club & Events Diary 2015-16

Please let John (johnpratt@orange.net or 01252 643527) have details of any events that NHAEG members might be interested in:

NHAEG	2015/16 Dates	Club Nights	Arranged by or details from
	Mon 9 th Nov	Auction	Don, Trevor, Colin
	Mon 14 th Dec	Christmas Surprise	Julie and Karen
	Mon 11 th Jan	AGM	Committee
	Mon 8 th Feb	Quiz night	Julie

NHAEG	2015/16 Dates	Club Lunch Meetings	Contact
	Mon 26 th Oct	The New Inn	cgreig104@btinternet.com
	Mon 23 rd Nov	The New Inn	
	Mon 28 th Dec	The New Inn	
	Mon 25 th Jan	The New Inn	

Club	2015/16 Dates	Other Events & Location	Contact
VSCC	Sat 31 st Oct	Sprint Meeting at Goodwood	www.vsccl.co.uk (free entry for spectators)
NHAEG	Sat 21st Nov	NHAEG/ATDC Nightjar	Trevor/Colin/Don
NHAEG	Mon 7th Dec	Christmas Dinner	
NHAEG	Wed 9th Dec	Salisbury Christmas Market & Cathedral Carol Concert	Jean Edwards (Coach Trip)
ATDC/ AHC/ A300C/	13-15 th November	NEC Classic Motor Show	http://www.necclassicmotorshow.com/
Brooklands	Fri 1 st Jan	New Year's Gathering, Brooklands	www.brooklandsmuseum.com
VSCC	Sun 31 st Jan	Driving Tests, Brooklands	www.brooklandsmuseum.com
Austin	Sun 13 th March	Austin Morris Day, Brooklands	www.brooklandsmuseum.com
White Lion Antiques	Sundays - Twice a month	Classic Car Meetings, White Lion Antiques, Hartley Wintney	See web site for dates www.whitelionantiques.co.uk

Club	2015/16 Dates	Inter Register Event & Location	Contact
MGCC	Sun 11 th Oct	Autumn Surrey/Sussex 'Naviscat'	Tim Morris twmorris@ntlworld.com
NHAEG ATDC	Sat 21st Nov	Nightjar Scatter Orienteering, Hants/Berks	Trevor Edwards, 01344 775012 trevor_c.edwards@btinternet.com
750 MC	Sunday 3 rd July	National Austin 7 Rally at Beaulieu	Ian Nelson tel: 01932 863073; email: ian.s.nelson@bteinternet.com www.beaulieu.co.uk/events/austin-seven-rally/
Cobham Heritage	Saturday 10 th Sept	Cobham Heritage Day classic car gathering	Ian Nelson tel: 01932 863073; email: ian.s.nelson@bteinternet.com

These Inter-Register events are very enjoyable, why not give one of them a try. If you would like more information see Colin, Trevor E, Tony W or contact the organiser listed above.



Technical Commentary - V765 – Should we be worried?

Background: This update is based on the latest information published by the Federation of British Historic Vehicle Clubs, who are representing our interests to DVLA, summarised by the Editor.
Comments please: If you have had (or know of) any recent V765 experiences and would like to share them with NHAEG members, the Editor will publish them in a future issue.

In July 2015, DVLA let it be known that, “DVLA has been made aware that the recorded date of manufacture for a number of vehicles may not be accurate. Initial investigations have confirmed that some historic vehicles have been built using replica/replacement parts or a mixture of period and new components and have therefore been incorrectly registered. A period manufacture date has been recorded in error and a registration number allocated based on this date.”

The image shows a screenshot of the DVLA V765 form. The form is titled 'Application to register a vehicle under its original registration number' and includes instructions to read the notes on the page and to write clearly in black ink using CAPITAL LETTERS. The form is divided into five sections: 1. Vehicle details (Original registration number, Make, Model), 2. Your details (Your name, Your address, Contact phone number, Contact email address), 3. Documents we need (1. A filled-in form V560 or V560C, 2. A recent photo of the vehicle, 3. Evidence to link the number to the vehicle), 4. Declaration (I declare that I am the keeper of the vehicle, which I believe is the same one that originally carried the registration number), and 5. Vehicle Owners Club use only (Near of manufacture, It is standard practice for clubs to inspect vehicles, Was the vehicle inspected?, If yes, where and when?, Do you recommend that we accept or refuse the application?). The form also includes fields for Signature and Date, and a Club Stamp/Address field.

Hitherto the V765 form has allowed a vehicle to be registered under its original registration number but more problematically, some vehicles without a previous registration were allocated a ‘historic’ registration number reflecting their ‘age’. But there appears to have some particular abuse of this in relation to ‘replica-historic’ vehicles.

To correct this situation, the DVLA has inferred that it may write to owners of historic vehicles asking for detailed information on its provenance, construction and origin, such as old log books, receipts, historical race sheets or reports, recent/historical photographs, old sale advertisements and extracts from books. They will then make an assessment of “...whether a historical classification is appropriate for the vehicle and if the date of manufacture is correct.”

So far so good, but they have indicated that if the vehicle has “...been recently built using a new or replica chassis, it is likely that the DVLA record will be incorrect.” In some circumstances a new ‘Q’ vehicle registration number may be issued and Individual Vehicle Approval required.

How has the issue of replicas impacted on the wider historic vehicle ownership? The trigger for recent developments seems to be that DVLA became aware of at least one historic registration that had been issued on the basis of information which was not totally correct. Further investigation indicated that a possible

pattern for a particular marque of vehicle might exist and that this might extend to other marques - the motoring press have mentioned glass-fibre Jaguar C Types and Argentinian Bugatti.

The initial response to the DVLA came from the owners’ club of the original marque involved, but now the Federation of British Historic Vehicle Clubs (FBHVC), of which NHAEG is a member, has taken up the cause with DVLA to try to steer them away from a massive investigation of legitimate registrations.

Both the FBHVC and the All Party Parliamentary Historic Vehicles Group are opposed to a wholesale interrogation of all historic vehicle owners, but have been given to believe that only suspicious dates of ‘manufacture’ will be challenged. On this basis owners of vehicles which have always had their registration and have kept DVLA advised of any changes which are needed to keep the V5C Registration Certificate correct should not expect to be contacted.

But what does this mean for owners with a ‘lost’ registration? If you have a complete ‘barn-find’ and suitable documentary evidence then the DVLA may choose to inspect it, but if chassis and engine numbers also match, then all should be well.

If, however, you have a rebuild project in pieces on the garage floor and no documentary evidence (maybe an old number plate if you are lucky), then you will have to become a detective to unearth sufficient documentary evidence to prove the original date of manufacture, before undertaking any substantial restoration or rebuild. If not, expect problems and a ‘Q’ plate.

The word 'rebuild' is a 'red rag to a bull' for the DVLA as they will apply different rules with an unintended outcome. 'Reassembly of previously dismantled original parts' would be better description to use in any correspondence!

DVLA has acknowledged to FBHVC that heritage replacement (especially monocoque) bodies are sometimes unavoidable and are generally acceptable, but a change of body style is not acceptable. Advice from FBHVC is that provided you have the necessary documentary evidence, such as an old-style log book, you should be able to recover the lost number by completing form V765 and with the help of an appropriate club. Both the form and a list of appropriate clubs (V765/1) can be downloaded from the "forms" page at www.dft.gov.uk/dvla.



But an added difficulty in this arises because the centralisation of records in the mid-1970s has shown up disparities in the approach of the former local authority licensing offices. In particular the paper-based records of vehicles without a tax disc may not have been transferred to the DVLA computer system by 1983 and were effectively 'lost'. Although they were no longer recognised, they could however be re-claimed in certain circumstances. It may not be widely known that there was a period in the 1990s when the capacity of the DVLA computers was causing concern. For a brief period, while the system was upgraded, records for vehicles that had not been licensed for some years were backed up and removed from the main computer to increase capacity. Since all Local Licencing Offices were closed by December 2013, many of today's front line staff at DVLA do not know of the backed-up records.

If in doubt, owners are encouraged by FBHVC to seek advice from the club authenticating the V765 form. (Please note: supporting documents proving identity are not required for a V55/5 when it is used in conjunction with a V765.) An old style logbook (RF60/VE60) is the strongest evidence, but other pre-1983 documents linking the make of vehicle to the registration number (such as old tax discs, MoT certificates, insurance documents, garage receipts etc.) have been usually accepted. If the vehicle is inspected by DVLA's agent, then matching chassis and engine numbers are more or less a prerequisite.

DVLA has to inspect the document(s) that are being used to support a claim. DVLA will accept photocopies provided the original document(s) have been seen and authenticated by a club or organisation listed in the V765/1. The club or organisation examining the originals does not need to be the same as the one countersigning the V765 but may be one which is more convenient for the owner to take the originals to. Although DVLA will accept originals and does undertake to return them after use, to avoid the risk of loss of valuable original documentation, the FBHVC recommends you do get the originals inspected and authenticated. The copies can then be used for the application process. You can email the DVLA at V765clubs@dvla.gsi.gov.uk for all queries relating to the authorised V765 clubs and the V765/1 list.

If you have no documentation, you may be able to obtain a certified copy of the entry in the local authority register that was made when the number was first allocated. Although many of these old records have been destroyed, some have been kept in local authority archives and others have been rescued by specialist organisations such as the Kithead Trust. You can find out if the register recording your vehicle's original registration still exists by going to the Kithead Trust's web site www.kitheadtrust.org.uk – this gives a list showing the location of the registers that are known to have survived.

One final point - with a steady flow of Austin Sevens from as far abroad as New Zealand (!), you need to be aware that, if DVLA considers that your evidence suggests the vehicle has either been manufactured abroad and imported in to the UK or has been exported and then re-imported, and you cannot provide compelling evidence that it is not the case that the vehicle has never been imported, you may need to submit a paper NOVA 1 Form to HMRC before DVLA can even proceed to look at your case. If you can't follow this - FBHVC has NOVA advice. So beware!

Editor's Comment: This is clearly a moving situation that should be of real concern to Austin owners, especially those with rebuilds in hand or even just thinking of buying a car. Please share your experiences for the benefit of other members...

This month's tip from Malcolm Ryley

Some 'Austineers' may not be aware of the fairly local auction house Richard Edmonds situated in the Chippenham area. I have sold and bought numerous items at this very friendly organisation and recommend it. Useful if you are having a garage purge. Check out their excellent web site, click on their last auction 22nd October and then on 'browse'

Technical Matters - Queries of the Month & Past Press

More from "Queries of the Month". These originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 1154 Greasing – Austin Ten and No 1155 Petrol Gauge – Austin Ten, both appeared in December 1943.

No 1155 – Petrol Gauge. Austin Ten

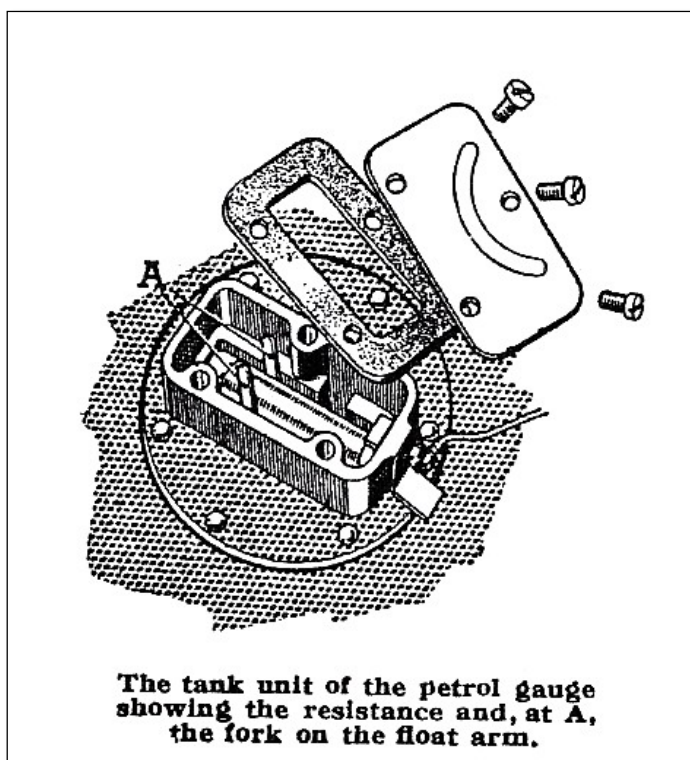
Q. *Is it possible or desirable to use thick oil in the grease gun instead of grease? I find I have some oil in the garage which is unsuitable for the engine, but I should like to use it up for the general lubrication of the car. Can you clear up this point for me?*

A. There is no reason why you should not use oil in your grease gun if you wish. In some instances it may even help by reaching more readily the bearing surfaces being so fed. But you must remember that by using oil much more frequent lubrication will be necessary, as oil will not be retained in the bearings as long as grease. Incidentally, you should remember that thick oil is suitable for brushing on the spring leaves for lubricating those components.

No 1155 – Petrol Gauge. Austin Ten

Q. *I have noticed the query in your last issue relating to the petrol gauge. My gauge has also not been telling the truth. After running a short distance the needle rises higher than at the start, e.g., at switching on it may be at ¼ but then in a short while it is plus. When reduced to a ¼ there is a considerable agitation of the needle instead of it remaining steady. At filling up the needle sticks for a short while then bumps up to apparently (?) the correct position. Is it possible that the tank unit has become dirty and if so how can I remedy, please.*

A. If, as suggested in our previous answer, the connections appear in order, you might try removing the cap of the tank unit to see if the fork on the float arm makes proper contact with the resistance, as on this the correct functioning of the gauge depends.



The tank unit of the petrol gauge showing the resistance and, at A, the fork on the float arm.

If this contact is ensured – it is somewhat delicate adjustment to make – a steady and reliable reading should result.

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

An advertisement from July 1956, I don't think I would like to have been driving behind this Austin prior to the ring change.

**Oil consumption reduced to
 $\frac{1}{2}$ pint in 750 miles!**

Mr. F.W.T. Smith of Southdown, Bath is among many thousands of motorists who have checked excessive oil consumption and retarded further cylinder wear with Duaflex Oil Control Rings.

"Prior to fitting these rings on my 1933 Austin Light 12/4," he writes, "the consumption was at such a rate that on a journey from Bath to Scotland it was necessary to carry a 2-gallon can of oil for sump replenishment. Since re-ringing with Duaflex I have now done something in excess of 16,000 miles and oil consumption is approximately $\frac{1}{2}$ pint to 750 miles!"

If your engine is worn and wasting oil, but has not yet reached the stage where a major overhaul is necessary through bearing wear, etc., Duaflex Rings will reduce oil consumption and postpone the need for a rebore. Ask your garage for further details and a quotation for fitting, or apply direct to Wellworthy Ltd, Lympington, Hants.



**WELLWORTHY
DUAFLIX**
OIL CONTROL RINGS

"The choice of the Expert"

REDUCE OIL CONSUMPTION
INCREASE COMPRESSION • DEFER REBORES

Write for literature to:
WELLWORTHY LIMITED
LYMPINGTON • HANTS

How Duaflex Rings work



- 1 The vertical sealing spring keeps the rails firmly in the ring groove, forming a gas-tight seal.
- 2 The expander maintains an even outward pressure on cylinder walls, taking up irregularities.
- 3 The rails 'wipe' oil from cylinder walls, avoid scraping and wear.

For best results fit Wellworthy Pistons with matched sets of Wellworthy Rings at the same time as fitting Duaflex Oil Control Rings.

The article below appeared in the June edition of a 1956 motor magazine. Nothing, it appears, is new including the "Head in the Sand" approach to safety!

Effects of Diesel Oil

CONCERN is felt in some quarters as to the effect of the exhaust gases from diesel vehicles on the health of the population with particular reference to lung cancer. According to F. Perkins and Co., the incidence of lung cancer in their own works and the surrounding population is no higher than the rest of the country, and that diesel exhaust gases can be eliminated as a primary cause of the disease. These health scares are raised from time to time by newspapers looking for a stunt. When ethyl was first introduced the *Daily Mail* conducted a strenuous campaign against it and suggested that the use of an anti-knock, such as tetra-ethyl-lead, in petrols would adversely affect the health of people in populous places. I well remember vigorously defending the use of such anti-knocks, pointing out that the *Daily Mail*, like other newspapers, pumps into the air of London a considerable amount of dangerous fumes from its stereotyping plant. After thirty years, can the *Daily Mail* say that its campaign was justified?

The Quiz - "Trevor's Teaser" - 'Beyond the French Windows'

All answers are birds, insects, plants, diseases, welcome or not, found in an average back garden. Spelling must be correct!

- | | | |
|---|-----------------------|-----|
| 1. A slow-moving missile | _ _ _ _ _ | 4 |
| 2. Hen | _ _ _ _ _ _ _ _ _ _ | 8 |
| 3. Well-presented "King of the Jungle" | _ _ _ _ _ _ _ _ _ _ _ | 9 |
| 4. Female naval officer | _ _ _ _ _ | 4 |
| 5. One of twelve annually minus 14 th letter | _ _ _ _ _ | 4 |
| 6. A Cornish peninsula | _ _ _ _ _ _ _ | 6 |
| 7. Sounds like a colourless hat of a Frenchman | _ _ _ _ _ | 5 |
| 8. A country rodent attached to a computer | _ _ _ _ _ _ _ _ _ _ _ | 5,5 |
| 9. Jewish teacher before time | _ _ _ _ _ _ _ | 6 |
| 10. The lifespan of a taxi | _ _ _ _ _ _ _ _ | 7 |
| 11. Russian letters | _ _ _ _ _ _ _ _ | 7 |
| 12. A goat might drink out of this! | _ _ _ _ _ _ _ _ _ _ | 9 |
| 13. A help when potting | _ _ _ _ _ _ _ | 6 |
| 14. A hit with cricketers | _ _ _ | 3 |
| 15. An argument about a mild punch-up! | _ _ _ _ _ _ _ | 6 |
| 16. Anagram someone from Stockholm | _ _ _ _ _ _ | 5 |
| 17. John or Ringo, etc., with a vowel change | _ _ _ _ _ _ _ | 6 |
| 18. Not as jumpy as a frog! | _ _ _ _ _ | 4 |
| 19. Bad for Ford, Toyota, Skoda, etc! | _ _ _ _ _ _ _ | 6 |
| 20. 20 th century film maker | _ _ _ | 3 |
| 21. Formerly between O and Q! | _ _ _ _ _ | 4 |
| 22. Very rude glass container! | _ _ _ _ _ _ _ _ _ _ | 10 |
| 23. A hook to catch an Australian jumper! | _ _ _ _ _ _ _ | 7 |
| 24. An eco-friendly aphid? | _ _ _ _ _ _ _ _ | 8 |
| 25. An informant on a type of settee | _ _ _ _ _ _ _ _ _ _ | 5,5 |

Name(s):.....

Please submit your entry to Trevor Edwards, 55 The Brambles, Crowthorne. Berks RG45 6EF by Friday 11th December 2015, enclosing £1.00 towards prize(s).