



# NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP



## NOVEMBER 2016 NEWSLETTER

### CHAIRMAN'S CHUNTER...

It's hard to believe that this is our last issue before Christmas! On *pages 1-2* we feature members' reports of recent events that they attended The Club Diary (*page 3*) shows that there is plenty to look forward to.

This issue's 'NHAEG Member Interview' (*page 7*) features Trevor Mulford and The Talbot – a real story of persistence and determination to find a lost car. This month's History (*page 9*) and Technical Matters (*page 11*) focuses on speed measurement.

There are other historical items from Andy Ranson (*pages 13-15*). The Quiz (*page 16*) is provided by Julie. Finally, Aunt Brassica (*page 17*) continues to dish up advice in answer to readers' questions. This month it's posing!

I look forward to seeing you on Monday 14th November when we auction all manner of things for a good cause!

Finally, our AGM is in January and there are vacancies on the committee. Please step forward if interested...

*Simon*

Editor: John Pratt

### CLUB NEWS

#### Winchester Run Thursday 15<sup>th</sup> September



Jean Edwards said afterwards "We had a great run to Winchester and a fun time at the Science Park, such a shame there were only four cars, I do hope Alan won't stop

organising them because of the lack of support." John Bennett added, "Another interesting route today, thank you Alan Pickett, and that horse box wasn't taking prisoners!"



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



Another 'full house' for the Tap Room at the New Inn - as members heard Tim Morris talk about the early history of Brooklands Motor Circuit. Few of us knew that in 1906 Hugh

Locke-King decided that Britain had to have its own motor testing track if its fledgling car industry were to grow. He spent over £150,000 (equivalent to £14,550,755 in 2015) of his money developing it on his estate in Weybridge.

The banked circuit was built over the winter of 1906-07 and opened in 1907. It was the world's first purpose-built motor racing circuit and adopted many of the features of horse racing, including jockey's 'colours' and a tote for betting!

Tim showed a number of amazing video clips of the early races and record breaking



attempts - including Count Zborowski with Chitty Bang Bang (*shown above*) and Barbara Cartland promoting women drivers.



The circuit hosted its last race in 1939 and today part of it forms the Brooklands Museum, a major motoring and aviation museum, as well as a venue for vintage car, motorcycle and other transport-related events.

In answer to a member's question, Tim described the restoration strategy for the vehicle collection as "Originality over restoration" i.e. to preserve the patina of age.

## NOSTALGIA CORNER

**The 100,000<sup>th</sup> Austin Seven leaves the production line at Longbridge in 1929**



*The 100,000th Austin Seven comes off the production line, Longbridge, 1929.*

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## CLASSIFIED ADS

**Find a Home for 'Evie'** – This nice 1932 RN Box Saloon is now for sale by the owner's executor who would like her to go to a good home. He is asking for £8,000. 'Evie' was MoT'd to Sept 2015, but then SORN'd. Her interior and paintwork are in great condition and she was regularly driven until her owner became ill. She is currently in a local specialist car storage facility. Contact John Pratt (01252 643527 or 07831827603 or [edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com)) to be put directly in touch with the executor.





## CLUB & EVENTS DIARY 2016-17

Please let John ([edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com)) or 01252 643527) have details of any events that NHAEG members might be interested in, to add to this compilation.

Please note that 'Club Lunches' at the New Inn have been discontinued for 2017 through lack of interest.

NHAEG	Dates	Club Nights	Arranged by or details from
<b>2016</b>	Mon 14th Nov	Auction Night	Colin, Don & Trevor
	Mon 12th Dec	Festive Fun – Dress up, drink & enjoy board games	Elaine
<b>2017</b>	Mon 9th Jan	AGM	Committee
	Mon 13th Feb	Shoebox Challenge	Don
	Mon 13th March	Julie's Quiz Night	Julie
	Mon 10th April	Spring 'Airing'	Committee
	Mon 8th May	Noggin & Natter	Committee
	Mon 12th June	Half Gallon Run	Last year's winners

Organiser	2016-17 Dates	Other Events & Location	Contact
<b>NHAEG</b>	<b>Mon 5<sup>th</sup> December</b>	<b>Christmas Dinner, The Mill House, Nth Warnborough, Odiham</b>	<b>Elaine</b>
Brooklands	Sun 1 <sup>st</sup> Jan	New Year's Day Gathering# Pre-1986 vehicles, BBQ, Live Music	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
VSCC	Sun 29th Jan	Winter Driving Tests, Brooklands	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Watercress Line	Friday 17-19th Feb	Pre-Spring Steam Gala	<a href="http://www.watercressline.co.uk">www.watercressline.co.uk</a>
Brooklands	Sun 19 <sup>th</sup> Feb	Winter Classic Breakfast from 07.30am; Hill Ascents	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Practical Classics	Sat 31st March-2 <sup>nd</sup> April	Restoration Show, NEC	<a href="http://www.necrestorationshow.com/">www.necrestorationshow.com/</a>
Austin	Sun 12th March	Austin Morris Day, Brooklands	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
FBHVC	Sun 23 <sup>rd</sup> April	Drive it Day	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Brooklands Museum	Sat 13th May	1940s Relived at Brooklands	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
750MC	May date to be confirmed	Buttercup Bounce BBQ & Concours	Brooklands Contact Judy Norman 01483 566161
Fawley Hill	Friday 12 <sup>th</sup> -14th May	Fawley Hill Vintage Extravaganza, Henley: steam & vintage transport	Pre-register essential at <a href="http://www.fawleyhill.co.uk">www.fawleyhill.co.uk</a>
Brooklands Museum	Sun 21 <sup>st</sup> May	Brooklands Classic Breakfast	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Merrist Wood College	Sun 21st May	Merrist Wood Summer Show, Worplesdon, Guildford	Pre-booking necessary. See <a href="http://www.merristwood.ac.uk/NewsEvents/Events/ClassicCarShow.aspx">www.merristwood.ac.uk/NewsEvents/Events/ClassicCarShow.aspx</a>
Beaulieu Museum	Saturday & Sunday in May; to be confirmed	Spring Autojumble	<a href="http://www.beaulieu.co.uk/events/spring-autojumble">www.beaulieu.co.uk/events/spring-autojumble</a>



Hartley Wintney Festival	Saturday in June to be confirmed	Classic Car Show at the Village Festival	Entry Form from David Preston classiccars.hwf016@btinternet.com
Essex Austin 7 Club	Sunday in June to be confirmed	The Only Tour is Essex (& Suffolk)	<a href="https://ea7c.wordpress.com/">https://ea7c.wordpress.com/</a>
Brooklands Museum	Saturday 17-18th June	Brooklands Double Twelve Motorsport Festival	<a href="http://www.brooklandsmuseum.com">www.brooklandsmuseum.com</a>
Watercress Line	1st-2nd July and 7th-9th July	ExtravaGala - 50th anniversary of the end of Southern region steam	<a href="http://www.watercressline.co.uk">www.watercressline.co.uk</a>
ATDC	14th-16th July	National Rally	<a href="http://www.austintenddriversclub.com/events">www.austintenddriversclub.com/events</a>

Club	2016-17 Dates	Inter Register Event & Location	Contacts as below, or talk to Trevor, Colin or Tony W for information
ATDC/ NHAEG	Sat 19th Nov	“Nightjar” Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards trevor_c.edwards@btinternet.com
MG Car Club	Sun in March to be confirmed	“Naviscat” Scatter Rally Surrey	Paul Gray email p_gray@btinternet.com
The Alvis Register	Sat in March to be confirmed	Scatter Rally + tour West Sussex	James Campbell jamesiscampbell@btconnect.com
The Riley Register	Sat in June to be confirmed	Batho Trophy Worcestershire	Tom Pellow
The Humber Register	Sun in July to be confirmed	Navigation Rally Dorset	Dick Arman email: thearmans@googlemail.com
The Riley Register	Sun in August to be confirmed	Rally West Berkshire	Richard Scott email: rscottok@btinternet.com
The Crossley Register	Sun in Sept to be confirmed	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
The Alvis Register	Sat in Sept to be confirmed	Scatter Rally Dartmoor	James Campbell email: jamesiscampbell@btconnect.com
MG Car Club	Sun in Oct to be confirmed	Autumn “Naviscat” Surrey/Sussex	Roger Thomas email: mmmfixit@hotmail.com
ATDC/ NHAEG	Sat in Nov to be confirmed	“Nightjar” Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards trevor_c.edwards@btinternet.com

## Polesden Lacey

The National Trust at Polesden Lacey are seeking 1930s cars in December. The house will be dressed as if for a 1930s Christmas Party. The organisers would like a 1930s or earlier car to stand outside the front door for visitors to see as they arrive. They'll organize a few parcels to go on the seat. If you wish to leave your car and go elsewhere that's fine, but otherwise they'll be glad to give you coffee and lunch. Some people have volunteered to dress formally to be within the house, but this is not a requirement.



There are a several days in December still to cover, so if you can help please contact Laura Douet: [laura.douet@nationaltrust.org.uk](mailto:laura.douet@nationaltrust.org.uk). She will be away for a few days, but respond upon return. Ideally, the car needs to be in place before the house opens to the public at 10:00. Last entrance to the house is at 15:00. You can do a morning, 10am-1pm, or an afternoon, 1pm-4pm, or all day.





## THE 2016 NATIONAL HISTORIC VEHICLE SURVEY

The big numbers from the results of its recent survey by the Federation of British Historic Vehicles Association shown below:





Interestingly, the survey highlights the growing average age of members and the problems of clubs reaching out to younger members – that's food for thought for us too!

from the FBHVA website: <http://www.fbhvc.co.uk/research/>





## THE MEMBER INTERVIEW – TREVOR MULFORD

*For this issue, the Editor visited Trevor Mulford, one of the longest standing members of NHAEG – in fact the sixth to join! Trevor was to be found at the bottom of his garden in his main workshop, building an ash body for a Bull Nose Morris Cowley for Terry Roberts, another member. But that is another story...*



Editor: When did you first get involved with cars?

Trevor: Before I learned to drive I had owned a Hillman Minx to tinker with and an Austin 10 Cabriolet which (I hate to admit) I took the body off to build a special.



But in 1958, when I was 16, my older brother who was 22 years old, and I found a very sad looking 1929 Talbot 14/45 in the scrapyards owned by SH Richardson & Sons Ltd of Colnbrook, the MG people. It was sitting neglected in a tin shed and we paid £30 for it. It needed a major restoration to bring it back to life and I subsequently passed my test in it in 1963. I then used it up until 1965, but it was expensive to run. But in 1965, as I was getting married, I sold it for £150 so that with my savings I could put a £200 deposit on a small house in Hartley Wintney.



I later bought a Sunbeam Talbot Mk III, then a Morris Minor Traveller and my wife had a VW Beetle. But I would later come to regret both the sale of the Talbot and the marriage.

Editor: That wasn't the end of your interest in vintage cars, was it?

Trevor: No, I got interested in buying another old car in 1967. I had done an engineering apprenticeship and worked at Powell Duffryn (who made industrial heating equipment) for 10 years. I had admired the Morris Bull Nose Cowley and was in touch with a Hugh Edgerly in High Wycombe - who had several for sale, including two bull nose tractors! To fund the purchase, I traded in an expensive camera far too cheaply for the cash needed for a 1925 Bull Nose.

My sister in law's brother was a lorry driver and he picked it up for me. I was astonished when it arrived in pieces, lacking a body, bonnet, windscreen and any instruments. On the plus side it did have a gearbox and two engines – but I had no garage! So I rented a council garage and put it out of my mind for about 10 years.



Through the vintage Morris author, Philip AJ Garnons-Williams who I had met (he was formerly the Chief Scientist for the Fighting Vehicles Research and Development Establishment - later to become part of QinetiQ) I was able to obtain some 70 patterns for the Bull Nose body, and I put up a Banbury garage and converted an old coal store into a woodworking shop. Four years later, after collecting 8 wings in my MGA and making a trip to the Isle of Skye with a Land Rover and trailer, I had a body, 3 spare engines, a petrol tank, radiator and a chassis with an engine. A friend helped by making the missing panels and also did the respray. By 1984, she was finally completed!

Editor: What else was happening during this time?

Trevor: I had a succession of jobs, generally for fabricators of military items - often for aircraft like the Hunter, Nimrod, Short SD330 and even the Stingray torpedo. I also had a spell as an aircraft handler ('bat-man') for BAA at Heathrow, which I really enjoyed. But for everyday use, I drove mundane cars like



Minis, Montego, Volvo, a Metro (which fell apart) and an Astra van. But I did acquire a 1923 Morris Oxford and a 1949 Triumph Roadster along the way.

Editor: So how did the Talbot come back into your life?

Trevor: I was approaching retirement age and my mind kept coming back to the Talbot wondering what had become of her. All I had to go on was the registration number, as the vehicle documents had been passed on when I sold her. My research drew blank, but then I had a stroke of luck. When I was rummaging through old stuff in the garage, to take to the Beaulieu Autojumble with Don, I came across the original chassis plate! Somehow it had never been re-fixed during the first restoration 45 years ago!

Armed with the new information, I contacted the Secretary of the Sunbeam Talbot Darracq Register (Jill Brett). She was able to tell me that the car was in Holland and gave me an address and phone number. With great excitement I phoned and after some language difficulty, spoke to the wife of the owner. It transpired that he was a dealer and that the car was indeed for sale. Imagine how I felt! – I called Anne in California immediately, where she was spending time with her family who were expecting a baby, and she said, “Go on, buy it.”

Editor: What was so special about this car?

Trevor: Talbot's fortunes were turned around in the late twenties by its Swiss chief engineer, Georges Roesch, who designed the 6 cylinder 14/45hp model in 1927. It had a top speed of about 60 mph and big strong brakes. It has a number of innovative design features, not least the luggage grid above the 14-gallon fuel tank, which can be extended, complete with its two direction indicator lights, which were very advanced for their day. It was manufactured in Barlby Road, London, at Ladbroke Hall and the body was fabricated by Darracq (which owned Talbot) in Acton - and very few were made with the two seater double dickey body, like mine. Then I had the family connection with it already...



Editor: What state was it in after 45 years?

Trevor: Basically, it was just as my brother and I had restored it, including the leather bonnet strap that I had fitted, age 16, to make her look sporty. But the passage of time was evident in the paintwork, upholstery, wiring, nickel plating and carburettor. Perhaps worse though, it was delivered on Dutch number plates with none of the UK vehicle registration documents. But as luck would have it, I had kept the original tax discs! So, with the help of Bill Barratt from the Talbot Owners Club, we were able to get the DVLA to issue the original vehicle registration number.



Editor: What have been the high points of vintage car ownership?

Trevor: Undoubtedly it's the people that I've met – which is why I belong to NHAEG (even though I'd rather not talk about my Austin experience!) The cars have led to charity work and both Anne and I have had so much pleasure from them - the Bull Nose has taken us to France three times. But maybe best of all, it's been a successful story of persistence and determination to get the Talbot back.

Editor: And do you have any regrets?

Trevor: Maybe I should have studied harder at school, like my successful big brother, and I had to part with the 1923 Morris Oxford and 1949 Triumph Roadster to make way for the Talbot!





# THE EARLY HISTORY OF SPEEDOS

## The need to measure speed 1832-1940

The United Kingdom Stage Carriage Act 1832 first introduced the offense of endangering the safety of a passenger or person by 'furious driving'. The first numeric speed limits were created in the UK by a series of Locomotive Acts (1861, 1865 and 1878).

The 1861 Act introduced a 10 mph (16 km/h) limit (powered passenger vehicles were then termed "light locomotives"). The 1865 'Red Flag Act' reduced the speed limit to 4 mph (6 km/h) in the country and 2 mph (3 km/h) in towns and required a man with a red flag or lantern to walk 60 yards (50 m) ahead of each vehicle, and warn horse riders and horse drawn traffic of the approach of a self-propelled machine. The 1878 Act removed the need for the flag and reduced the distance of the escort to 20 yards (20 m).



The first person to be convicted of speeding is believed to be Walter Arnold of East Peckham, Kent, who on 28 January 1896 was fined for speeding at 8 mph (13 km/h). He was fined 1 shilling plus costs.

Following intense advocacy by motor vehicle enthusiasts, including Harry J. Lawson of the Daimler Company, the most restrictive parts of the acts were lifted by the Locomotives on Highways Act 1896, which raised the speed limit to 14 mph (23 km/h) and removed the need for the escort. A celebratory run from London to Brighton was held soon after the act was passed and has been commemorated each year since 1927 by the London to Brighton Veteran Car Run.

The speed limit for motor cars was raised to 20 mph (32 km/h) by the Motor Car Act 1903 which stood until 1 January 1931 when all speed limits for cars and motorcycles were abolished under the Road Traffic Act 1930. Lord Buckmaster's opinion at the time was that the speed limit was removed because "the existing speed limit was so universally disobeyed that its maintenance brought the law into contempt". Between 1930 and 1935 the number of annual road fatalities dropped from 7,305 to 6,502. The same act also introduced a 30 mph (48 km/h) speed limits for UK coach services, UK bus services and most HGVs. Buses were not necessarily fitted with Speedometers at this stage.



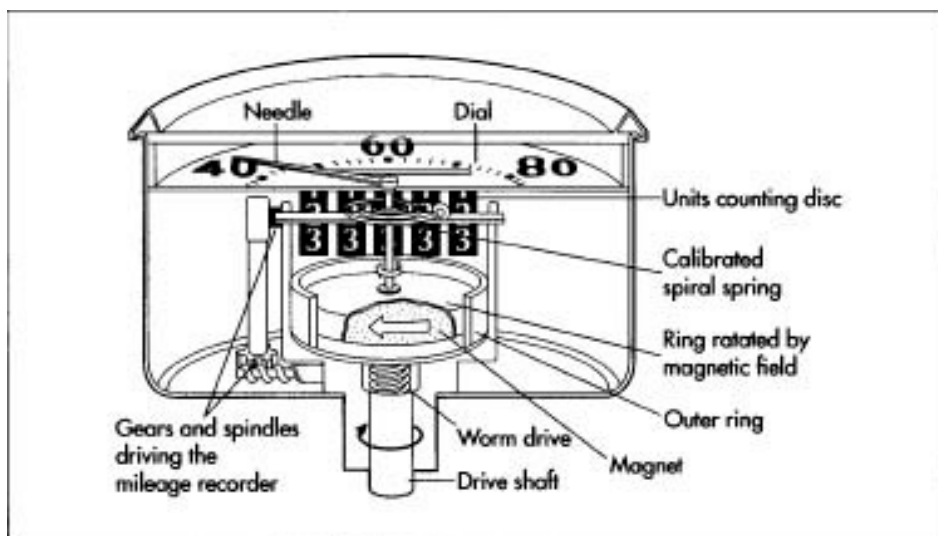
The Road Traffic Act 1934, created by Leslie Hore-Belisha, the then Minister of Transport, introduced a speed limit of 30 mph (48 km/h) in built-up areas for cars and motorcycles which came into effect on 18 March 1935. The definition of a built-up area was based on the presence of street lighting, which had previously been mandated by the Public Health Act 1875. The re-introduction of a speed limit for cars was in response to concern at increased road casualties. The number of fatalities had increased to 7,343 deaths; half of the deaths were pedestrians and of three-quarters of these occurred in built-up areas. Between 1935 and 1940 the number of annual road fatalities increased from 6,502 to 8,609.



A 'Road traffic (Speedometer) Bill' was debated in 1933 relating only to vehicles to which current speed limits applied. But speedometers were only made compulsory for new cars in 1937. Yet the technology already existed - Charles Babbage is credited with creating an early type of a speedometer, which was usually fitted to locomotives. The electric speedometer was invented by the Croatian Josip Belušić in 1888, and was originally called a velocimeter.



Originally patented by Otto Schultze on October 7, 1902, it uses a rotating flexible cable usually driven by gearing linked to the output of the vehicle's transmission. The early Volkswagen Beetle and many motorcycles, however, use a cable driven from a front wheel.



When the car or motorcycle is in motion, a speedometer gear assembly turns a speedometer cable, which then turns the speedometer mechanism itself. A small permanent magnet affixed to the speedometer cable interacts with a small aluminium cup (called a speedcup) attached to the shaft of the

pointer on the analogue speedometer instrument. As the magnet rotates near the cup, the changing magnetic field produces eddy currents in the cup, which themselves produce another magnetic field. The effect is that the magnet exerts a torque on the cup, "dragging" it, and thus the speedometer pointer, in the direction of its rotation with no mechanical connection between them.

The pointer shaft is held toward zero by a fine torsion spring. The torque on the cup increases with the speed of rotation of the magnet. Thus an increase in the speed of the car will twist the cup and speedometer pointer against the spring. The cup and pointer will turn until the torque of the eddy currents on the cup is balanced by the opposing torque of the spring, and then stop. Given the torque on the cup is proportional to the car's speed, and the spring's deflection is proportional to the torque, the angle of the pointer is also proportional to the speed, so that equally spaced markers on the dial can be used for gaps in speed. At a given speed the pointer will remain motionless and pointing to the appropriate number on the speedometer's dial.

The return spring is calibrated such that a given revolution speed of the cable corresponds to a specific speed indication on the speedometer. This calibration must take into account several factors, including ratios of the tailshaft gears that drive the flexible cable, the final drive ratio in the differential, and the diameter of the driven tyres.

One of the key disadvantages of the eddy current speedometer is that it cannot show the vehicle speed when running in reverse gear since the cup would turn in the opposite direction - in this scenario the needle would be driven against its mechanical stop pin on the zero position.

It was only in February 1925 that the speedometer was fitted as standard to the Austin Seven. This was a flange-fitted Smiths instrument, reading up to 60mph. Hitherto it had been offered only as an extra from early 1924.



## TECHNICAL MATTERS

### Lucas 'Magmo' Speedometer overhaul

*This article, written by Mike Davies, originally appeared in CA7C Seven Focus in Feb 2009 pp 16-19. It is reproduced here with the kind permission of the Cornwall Austin Seven Club.*



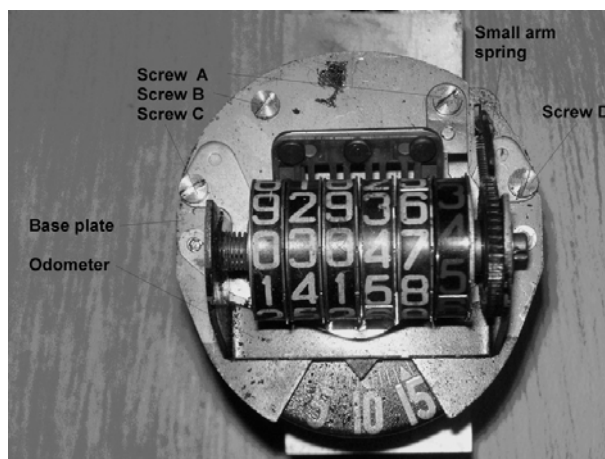
The Lucas Magmo speedometer was used on Austin Sevens from 1932 to 1935. My repair became necessary because the rotating speed reading dial was stuck at the near zero position and only a sharp tap of the hand whilst driving would make the dial free to move. It would then work fine until the next prolonged stop.

As I have not been able to source much information [if any] on this type of speedometer, this article is my experience and the parts names are probably not correct to those given by Lucas.

Tools required: 1 x set of Jeweller's screw drivers; 1 x tweezers; 1 x small vice or clamp; 1 x clean cloth; 1 x small brush; 1 x small pot of cleaning liquid [paraffin].

Start by removing the speedometer from the car and return to a room with plenty of light.

1. Remove the outer chrome bezel, by holding firmly the steel case and rotating the bezel until it aligns with the cut out in the steel case.
2. Carefully using a small screw driver prize the inner black facia from the housing.
3. Remove the two screws at the back of the steel casing and gently pull out the inner speedometer mechanism.
4. Holding the mechanism in a vice, remove three of the 4 screws leaving just screw B in place. Unhook the small arm spring and very carefully lift away the Odometer assembly. Care is needed at this point to ensure that the non-return spring, (which is held by screw A), is free and the odometer assembly can now be removed.
5. Now the very tricky bit. You will need the smallest screw driver to remove the hair spring screw, which is the one near the red pointer and, very gently, lift out the hair spring which is located in a slot under the screw.
6. The base plate and the rotating speedo plate can now be removed.
7. Now this exposes us to the Achilles heel of this drive [in my opinion] and is the most common causes of the failure of the speedo odometer to stop working.
8. There is a small brass gear wheel, which is the drive of a 'worm' drive behind the revolving magnet, and if the small brass gear seizes in the housing [due to poor lubrication or corrosion] this then results in one or more of the teeth being stripped from the gear and the odometer is now 'dead'. Spares are just not available.





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- A photograph showing a cluttered dining table and a wooden chair. The table is covered with various items, including food, containers, and other miscellaneous objects. The chair is positioned next to the table. The floor is made of large, light-colored tiles. The background shows a doorway leading to another room.





## AUSTIN HISTORY

### Queries of The Month from Andy Ranson

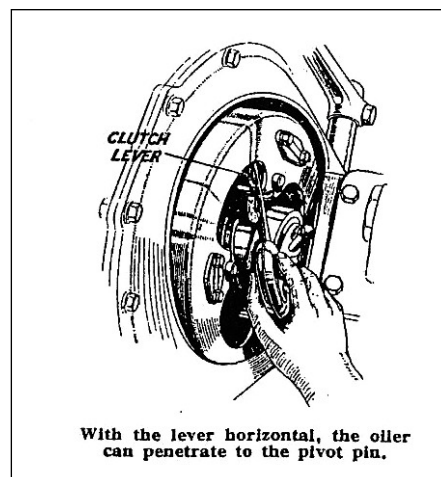
*These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. No 430 Lubricating Declutching Levers – Austin Ten-Four, originally appeared in the September 1932 edition; No 450 Intermittent Noise – Austin Ten-Four, appeared in the November 1932 edition. They are reproduced with the kind permission of the Austin Ten Drivers Club.*

#### No 430 Lubricating Declutching Levers – Austin Ten-Four

**Q.** *I have now "run in" my Ten-Four, having covered over 1,000 miles and can claim to be yet another satisfied Austin owner. There is one point, however, on which I should like to seek your advice. In the handbook for this car you state that the hinge pins for the declutching levers should be lubricated with oil occasionally. It is not readily apparent to me how this may be done, and so perhaps you would advise me, especially in the means of access to these levers.*

**A.** Our illustration here should show you how the declutching lever hinge pins on your Ten Four can be lubricated.

As you will see, it is necessary to have each lever in more or less a horizontal position, so that the spout of the oiler can penetrate behind the clutch cover to reach the pin. Whether or not the oiler feeds the pin itself is immaterial, as any oil on the lever, by centrifugal action, will run up on to the pin immediately the engine is started. Each lever should be oiled in turn; the engine being rotated for this purpose. Access to the clutch for this attention is readily afforded by removing the small cover plate just forward of the gear lever. It is secured by four small screws.

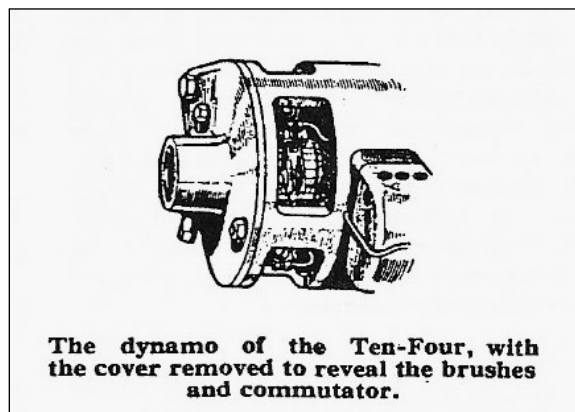


#### No 450 Intermittent Noises – Austin Ten-Four

**Q.** *My Ten-Four has lately developed a squeaking noise which apparently emanates from the front end of the engine but has, I think, nothing to do with the engine which is running faultlessly. I am inclined to think that the dynamo is responsible. Perhaps you can suggest the cause.*

**A.** As you suggest, it is possibly the dynamo which is causing the noise which you have noticed, and lubrication at each end with a few drops of light machine oil will most likely effect a remedy.

If the noise persists after this attention, remove the cover band from the dynamo (near the rear end) which will give you access to the commutator and brush gear; then ensure that the three brushes bed correctly on the commutator and that the commutator itself is clean. If there appears to be

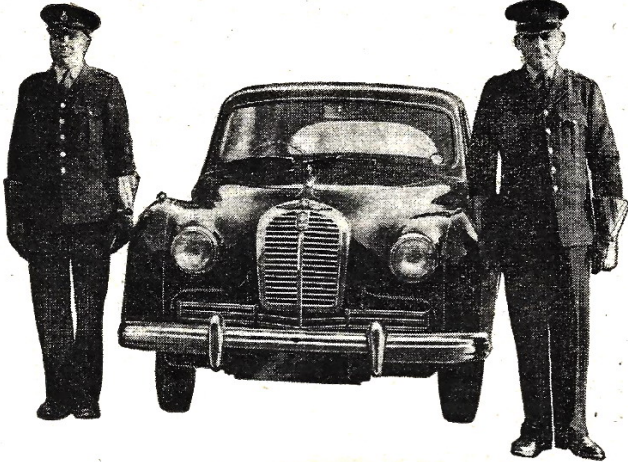




much dirt on the commutator (carbon dust from the brushes), insert a soft rag previously dipped in petrol, and press it on to the commutator surface whilst the engine is turned. This should clean the commutator to restore its bright coppery colour. Exercise care, however, not to allow the rag to be drawn into the dynamo to get entangled with the brush gear.

### Past Press

*An advertisement from an old motoring magazine, October 1957. Weren't our policemen wonderful, the Chief Constable even repaired and maintained his own Austin police car!!*



### DUAFLEX RINGS

### KEEP POLICE CAR READY

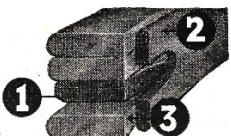
### FOR PEAK PERFORMANCE

Here's a car that must always be in tip top condition... Mile after mile of low speed running with frequent stops and starts, yet liable to be called upon at any moment to give every ounce of its speed and power. It has been fitted with Duaflex Rings to control oil consumption, maintain compression and check piston and cylinder wear. The Chief Constable of the Force operating the car writes: "Since fitting these rings, oil consumption has been practically negligible, and I have no hesitation in stating that all that has been claimed from an engineering viewpoint has been realised, plus the economy of lower fuel and oil consumption."

Ask your garage for further details of Duaflex Rings and a quotation for fitting, or apply direct to Wellworthy Limited, Lymington, Hants.

**WELLWORTHY**  
**DUAFLEX**  
OIL CONTROL RINGS  
'The Choice of the Expert'  
Write for leaflet G3/10 to Wellworthy Limited, Lymington, 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.

Reduce oil consumption • Increase compression • Defer rebore

### Midsummer Madness

*An article from last June found in a local Somerset newspaper "The Western Daily Press". An amazing price for an Austin Seven Boat Tail.*

**"This 87-year-old rusting shell of a car valued at just £400 has been sold for more than £18,500 - despite having no engine or running components.**

"The rare Austin 7 Boat Tail Tourer has been off the road since 1958 when it suffered two broken half shafts. It was towed to a workshop in Cheltenham, with the intention of being fixed but was dismantled and abandoned for three years while the owner left the country. When the gentleman who owned the Austin







returned to the UK he planned to restore it but never got around to carrying out the substantial work. As a result, it remained in the workshop for almost half a century until ten years ago when it was moved into a barn.

"The owner recently decided to sell the 1930 car at auction. But the years have not been kind on the vintage motor and it was entered into the Chippenham auction house 'Richard Edmonds Auctions' with no engine, wheels or rear axle.

"As a result, it was given an estimate of just £400 - £600.

However, an "extraordinary" sale resulted in two bidders battling it out - with the winning customer paying £18,500 for the shell. This is MORE than the £15,000 price typically paid for a fully restored Boat Tail.

"Richard Edmonds, who runs Richard Edmonds Auctions, said: "It had no wheels, no engine, no radiator, it really was quite extraordinary. I gave the owner the good news and he was delighted as he had been offered £500 before the auction and said no, deciding to keep the Austin in the sale".

*Andy Ranson*



#### **Editor's Footnote – More Auction News**



Richard Edmonds' October 2016 auction included a 'barn-find' 1924 Austin Seven 'Pramhood' Chummy. The car had been taken off the road in March 1943 and although it changed hands in 1965 and again in 2015, it hadn't run since.

One of the most interesting features about this car is that the original chassis number was still correctly stenciled on the rear cross member. On the V5c, the engine number is stated as A1 5882 but it is in fact 5883. The original crankcase comes with the car, but there is some aluminium corrosion which could be repaired. However, an engine was rebuilt around a similar period crankcase no. M4944 using all the parts from the original engine, including the block, head etc.

In 2015, the car was purchased by the current owner who displayed it at the VSCC Brooklands New Year's meeting and for a few weeks in the museum itself. It then featured in the Finds and Discoveries section of The Automobile.

The originality of the vehicle and rarity led Richard Edmonds to give it a guide price of £8,000 - £10,000. But at the auction it realised an astonishing £17,100. Rarity has a price...





## JULIE'S NOVEMBER TEASER – “ANIMAL ON THE LOOSE”

There is an animal or creature somewhere in all the answers below. Watch your spelling !

**Answers please to: Julie Els, 5 Edgbarrow Rise, Sandhurst, GU47 8QH or [julie.els@tiscali.co.uk](mailto:julie.els@tiscali.co.uk) by 5<sup>h</sup> January 2017**

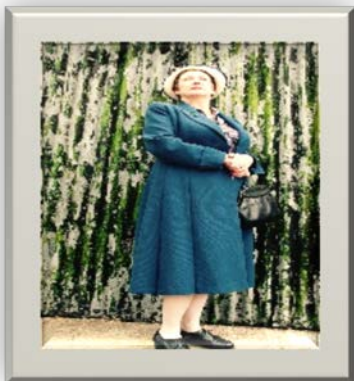
1. Left over Christmas dinner (4,6)
2. A curly one at the back of the head (7)
3. Square of beef (3,4)
4. A Nanny's isolated group (6,8)
5. A woollen carpet (9,3)
6. A male with eight legs (9)
7. Pursuing venison to wear (11)
8. A dot thrown about in batter (4,2,3,4)
9. For catching a rodent (9)
10. Lacks courage at Christmas (4,6)
11. How Paddington cooks his steak? (4,6)
12. A snake that relieves pain (7)
13. Royal bird in the Mediterranean (7)
14. Pull on a flower and break it (10)
15. A yacht scrambled in the ocean (6,7)
16. A little bird you can depend on (7,5)
17. Cover for Basil's digits (9)
18. Intersects black and white (5,8)
19. Footwear for my friend Flicka (9)
20. Host behaving like a guest is so PC (8)
21. Vegetarian dish with unwelcome meat in it? (11)
22. Trapped water for man's best friends (9,4)
23. Snappy character in a Scottish cake (9,6)
24. An unfair method to try Skippy (8,5)

NAMES:.....





## READERS WRITE TO AUNT BRASSICA...



Dear Aunt Brassica,

I am attaching my photo as I would like to pursue a career as a fashion model.

Please can you give me any advice?

Yours hopefully,

'Belle of Basingstoke'



Dear 'Belle of Basingstoke',

*I'm not sure from the picture whether your car is fitted with the optional extra of a calorimeter but, in any case, this looks very uncomfortable and quite improper! I cannot imagine who has put you up to this?*

*To provide you with some guidance, I have enclosed a picture taken by my dearly departed outside our house in Totteridge, North London. We had just taken delivery of our new Austin 7 in 1931. You will observe that I am standing in a ladylike pose, wearing a hat and not revealing too much leg either.*

Sincerely,

*Aunt Brassica*

