



NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP

welcomes owners of Austins and other vintage & classic cars

CHAIRMAN'S CHUNTER

Looking at the Club News, we have had a very busy (and I hope, successful) year. Next year could shape up the same way, judging by the 2018 year-planner (see page 4). The format is designed to help you plan your activity next year.

We should like to add more speakers and runs, but we need some more help on the committee to deliver this – it's not too onerous as we share the load and it's quite a bit of fun and very rewarding. Could you help us, please?

The 'Member Interview', this month, (page 8) features Alan Pickett, who has been the stalwart organiser of our week-day runs. Then we have a review of the MoT regulations (page 11); Technical Matters, (on page 13) has a review of why some members choose to own Austin 'Heavies' and a discussion piece on fuel choice (page 15) – to which the Editor would like your response!

Finally, we have more historical items and past press from Andy Ranson (page 17) with a little update on his cars and the Hancock Farm. The Quiz (page 19) was provided by Trevor E.

Finally, Aunt Brassica (page 20) offers wise advice on parking in the fog.

Merry Christmas and fun motoring in 2018!

Simon

THE NOVEMBER 2017 NEWSLETTER

CLUB NEWS

Camberley Car Show Saturday 19th August

This is an interesting event because it is held in Camberley Town Centre in aid of The Kidney Fund charity. Organised by Ken Bonner, the cars, which range from vintage to classics and hot-rods occupy the pedestrianised area and the High Street which is closed. There is plenty going on with a strong crowd of visitors and street entertainers – and if you're like some of us, we pop into a café at lunch time!



Shooting Star Chase Sunday 3rd September

Phil & Jan Dunford's local children's hospice hold an annual September fun day for the many families they are supporting. They've been attending this for several years with a small selection of cars whose owners are happy to welcome visitors to sit in and relish them. Because of clashes with other events, and poor weather, they were only able to field three cars this year - Brian Marshall's MGB (SCVC), Alan Pickett's Austin Seven (NHAEG) and Phil's Austin Ten (SCVC and NHAEG)



They were joined by two patrol vehicles and a dog unit from Surrey Police and three super cars from McLaren. The interest and response from visitors was terrific - indeed quite the best for many years, despite almost constant rain. Between them they had plenty for them to look at and experience. The day's theme this year was 'Shooting Star Chase at The Movies' - they were awarded an Oscar at the end of the afternoon!

Heritage Day Run Sunday 10th September

Austins to Austen took us to the Jane Austen Library in Chawton in time for lunch and a browse around this delightful house, which was owned by Jane's brother. We even encountered a distant relative acting as a guide in the drawing room!



Mid-week Run Thursday 14th September

The final week day run of the year, organised by Alan Pickett, was attended by seven shower dodgers. A gentle run from Blackbushe to Arborfield through little travelled lanes. There was some slight maintenance to fix the wobbly rear wheel (lose wheel nuts) on Trevor's 10 and we completed the run with a cream tea. We almost managed to get back home without a shower. Malcolm's Riley is hidden by the modern in the photo.



A BIG Thank-you to Alan



Jean wants to say on behalf of everyone who did the mid-week runs, "A BIG thank you to Alan for organising them, they were a great success and I am sure a lot of work had gone in to planning them.

We all enjoyed them and looking at this photograph I took at Lee on Solent, I think Alan enjoyed them too!!!!

Thank you, Alan, from us all!

The BEN run Saturday 30th September

This annual event is a wonderful opportunity to drive through parts of Windsor Great Park not usually open to traffic. Ninety-three cars ranging from 1905-2008 took part, including five of our members. Sadly, gearbox problems prevented Andy Seager from making the sixth.



Club Night 'Monday 9th October

Robin Lawton is an established figure in the classic car world from his days with BCA and latterly as an independent dealer & broker in vintage & classic cars. His talk covered his life in cars and the Q&A afterwards provoked considerable discussion through till closing time – most notably should you preserve an 'oily rag' car or restore it to 'Concours' condition and should you get an annual MoT (*Ed: See also page 9 for the new changes in regulations*).



The 2017 NHAEG Christmas Dinner – Monday 4th December

The beautiful setting of Hartley Wintney Golf Club is our chosen venue for 2017. Learning from the lessons of last year, we have nice round tables of eight, with full table service. The menu is good value and the wine choice reasonable.

Details have been emailed out and any questions should be emailed to Jeanette.



Polesden Lacey - December

As in previous years, this National Trust property at Great Bookham, near Dorking, would welcome vintage cars parked on the drive, in front of the house, through December, especially the 2nd/3rd, 9th/10th. Contact Lauren Milsom, their Events Officer on 01372 455059 or lauren.milsom@nationaltrust.org.uk

The Murder Mystery Evening 2018.

Yes, it's time to inject a bit of **life and fun** into the **dreary** end of the **winter** again. Give yourself **something to look forward to** as you get into the anticlimax of Christmas. Come to the popular bi-annual **Murder Mystery Evening** and meet up with old friends and hopefully make some new ones! There will be representatives from other car clubs there to enliven the proceedings!

An **entertaining** time is promised. There is **tea and coffee available on arrival** from 3pm onwards. There will then be a **welcome reception** from 6.00 where the scene is set and you get to know the characters. You then **go into dinner**, dressed appropriately if you wish. The characters put themselves up for **questioning by us** at the beginning and between the courses with suitable (or unsuitable!) interjections from the floor. Then the **dénouement comes over coffee when the perpetrator is revealed** and we see how many budding Sherlocks there are! You then retire to the bar or your room. **Nobody will be asked to take part in the proceedings**, apart from trying to work out who the murderer is! There will be a drive out to lunch on the Sunday (cost not included) for those who want to add to their enjoyment. The cost will be £99 per person, including dinner, bed and breakfast, based on two people sharing a room. There is, unfortunately, a supplement for a single room.

The event will take place at the **Norton Park Hotel at Sutton Scotney near Winchester** on **Saturday 24 Feb 2018**. It is a well appointed hotel with good facilities so you can either walk through the grounds or go for a swim etc to get the blood flowing to your brain for the evening!

I need to know that you are coming as soon as you can please, certainly by Christmas, so that the bookings can be confirmed with the Hotel. I shall need a **50% deposit** on booking (or the full amount) and the balance by the middle of January with a cheque payable to A. Westhall please. Phone me on 01420 87450 or contact me at tonyandpatw@btinternet.com for more details and to book your place!

My address is 51 Old Odiham Road, Alton, Hampshire GU34 2EJ.

I look forward to meeting you and starting 2018 off in style!

Tony Westhall.



EVENTS FOR MEMBERS

CLUB & EVENTS DIARY 2017 & PLANNER FOR 2018

Events Organised by NHAEG			
NHAEG Events Confirmed	Confirmed 2017 Dates	Type	Arranged by, or details from
Club Night	Mon 13th November	Auction Night	Colin, Don & Trevor
Club Night	Mon 11th December	Festive Fun	Committee
Event	Mon 4th December	Christmas Dinner, Hartley Wintney Golf Club	Jeanette M-P
NHAEG Events Planned	Expected 2018 Dates	Type	Arranged by, or details from
Club Night	Mon 8th Jan	AGM	Committee
Club Night	Mon 12th Feb	TBC	
Club Night	Mon 12th March	TBC	
Club Night	Mon 9th April	Spring 'Airing'	Richard Long
Club Event	Sun 22nd April	Drive-it-day	
Club Night	Mon 14th May	TBC	
Club Night	Mon 11th June	Half Gallon Run	
Club Night	Mon 9th July	Coveted Car Evening	
Mid-week Run	Mid-week day in July	Mid-week Run	
Sunday Picnic	Sun 29 th July	Picnic in the Paddock, Finchampstead	
Club Night	Mon 13th Aug	TBC	
Club Night	Mon 13th Aug	TBC	
Club Event	Sun 9 th September	Heritage Day Run	
Club Night	Mon 10th Sept	TBC	
Mid-week Run	Mid-week day in Sept	Mid-week Run	
Club Night	Mon 8th Oct	TBC	
Club Night	Mon 12th November	Auction Night	
Club Night	Mon 10th December	TBC	
Event	Mon 3rd December	TBC	

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	Mon 1st January	New Year's Day gathering of Pre-1988 Vehicles & Modern sports and supercars.	www.brooklandsmuseum.com
VSCC	Sun 28th Jan	Winter Driving Tests, Brooklands	www.brooklandsmuseum.com
Brooklands	Sun 18 th Feb	Winter Classic Breakfast from 07.30am; Hill Ascents	www.brooklandsmuseum.com
Brooklands	Sun 4th March	British Car Day incorporating Austin Morris Day	www.brooklandsmuseum.com
Practical Classics	Fri 23rd- Sun 25th March	Restoration Show, NEC	www.necrestorationshow.com/
Brooklands Museum	Sat 12th May	1940s Relived: Vehicle displays, Live Music, Re-enactment, Trade Village	www.brooklandsmuseum.com
Brooklands Museum	Sun 20th May	Brooklands Spring Classic Breakfast	www.brooklandsmuseum.com
Thornycroft Society	May date to be confirmed	Thornycroft Society Basingstoke Festival of Transport	
Merrist Wood College	Sun in May date to be confirmed	Merrist Wood Summer Show, Worplesdon, Guildford	Pre-booking necessary. See www.merristwood.ac.uk/NewsEvents/Events/ClassicCarShow.aspx
Beaulieu Museum	Saturday & Sunday in May date to be confirmed	Spring Autojumble	www.beaulieu.co.uk/events/spring-autojumble
Old Basing	Saturday 16th June	Annual Carnival	Denise
Classic & Sportscar Show with Flywheel	Fri 22nd - Sun 24th June	Classic & sportscar Show & Flywheel Festival at Bicester Heritage	www.bicesterheritage.co.uk
Hartley Wintney Festival	Saturday in June date to be confirmed	Classic Car Show at the Village Festival	Entry Form from David Preston: classiccars.hwf016@btinternet.com
Watercress Line	Sat & Sun in June to be confirmed	War on the Line: vehicles & revival dress	www.watercressline.co.uk
BEN Charity	Sun 30th June	Drive through Windsor Great Park, BBQ & Concours	

THE NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP - NOVEMBER 2017

Brooklands Museum	Saturday 16-17th June	Brooklands Double Twelve Motorsport Festival	www.brooklandsmuseum.com
750 MC/ Beaulieu	Sat 30th June - Sun 1st July	56th National Austin Seven Rally at Beaulieu	www.750mc.co.uk
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 vehicles@tradboatfestival.com
ATDC	July date to be confirmed	National Rally	www.austintenddriversclub.com/events
Brooklands Museum	Sun 22nd July	BTM Classic Car Show & Retro Jumble	Tim Morris, BTM 01932 867381
White Dove Transport Show	Sunday August date to be confirmed	Classic cars & motorbikes + trade stalls for Phyllis Tuckwell Hospice at Kingsley Sports Club, Borden	www.whitedoveevents.org.uk for details/entry form
West Berks Classic Vehicle Club	Fri 10th-Sun 12 th August	Newbury Classic Vehicle Show, Newbury College, Monks Lane, Newbury RG14 7TD. £6 entry pp	www.classicvehicles.org.uk or email show@classicvehicles.org.uk
Camberley Car Show	Saturday in August date to be confirmed	Vintage, Classics, Customs, Hot Rods, Motorbikes, in town centre	By invitation only: contact Ken Bonner: kenbonner@btinternet.com
Swallowfield Horticultural Society	Sunday 26 th – Monday 27 th August to be confirmed	Classic cars, bikes, tractors, lorries etc	Trevor E or email organisers@swallowfieldshow.co.uk
Beaulieu Autojumble	Saturday & Sunday in Sept date to be confirmed	International Autojumble at Beaulieu Museum	www.beaulieu.co.uk/events/international-autojumble
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)	www.goodwood.com
Surrey Classic Vehicle Gathering	Sunday in September date to be confirmed	Rural Life Centre, Tilford	Application form at www.surreyclassicvehicleclub.com or contact Phil Dunford
West Green House	Sunday in September date to be confirmed	Classic cars in a Concours D' Elegance at West Green House, Thackham's Lane, Hartley Wintney	Book online https://festivalticketkiosk.cloudvenue.co.uk/home

Inter Club Register Events			
Inter Club Register	Confirmed 2017 Dates	Event & Location	Contacts as below, or talk to Trevor, Colin or Tony W for information
ATDC/NHAEG	Saturday 18th November	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards Trevor.c.edwards@btinternet.com
Inter Club Register	Expected 2018 Dates	Events & Locations	Contacts as below, or talk to Trevor, Colin or Tony W for information
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 April to be confirmed	Scatter Rally + tour West Sussex	James Campbell jamesiscampbell@btconnect.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 Riley Register	Sat in Sept to be confirmed	Navigational Economy Tour	conwayhall@btopenworld.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

2017 – SOME OF OUR EVENTS REMEMBERED



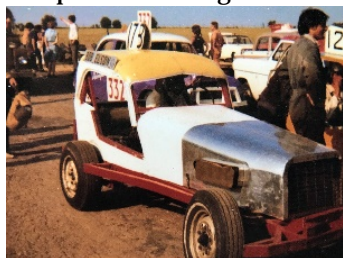
THE MEMBER INTERVIEW – ALAN PICKETT

Editor: When did you first realise that you had an interest in cars?

Alan: As a child, I would collect car number plate numbers, but things kicked off after I learned to drive in a Vauxhall Viva Mk I and my future father in law then let me drive his Mk2 Jaguar! I had left school at 15 (having hated it) and was working in retail. But the lure of travel led me to join the merchant navy – perhaps without realizing what I would miss at home (I had met Myfanwy when I was 18 and she was 16). Luckily, my dad found me a job with the Ministry of Works as an electrician's mate and I was persuaded to go to technical college to pursue my IEE qualifications. But the interest in cars started to grow after I bought my first car.

Editor: What was the first car that you owned?

Alan: My first car, which was a 1953 split-screen Morris Minor (acquired for £28) needed a lot of maintaining. This included a repaint in black Valspar and an engine overhaul. I was helped by Myfanwy's brother, who was a mechanic.



Armed with this experience, my hobby was being the mechanic for a 'Superstox' single seater stock car, which had a BMC 'B Series' engine fitted with twin Webbers. We used to race it at Aldershot on a Thursday, Wimbledon on a Saturday and Eastbourne on a Sunday, with frantic repairs in between! I only drove it once, in a mechanics' race, coming fifth out of six.



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

Alan: Before we were married in 1969, we bought a 1959 Standard 10, which we kept for or a few years before swapping it for a 1968 Minivan from a garage in Aldershot. I discovered almost immediately that it was, "Ripe as a Pear". By which I mean you could put your hand into it, it was so rusty – especially the subframe. As it mysteriously had a new MoT, the garage arranged to do the welding required, after some dispute. So, we quickly moved on to a Mini Countryman, after our daughter was born in 1971. I remember I would have to drive miles to get her to go asleep and how we got the three of us and all the baby stuff into it, I don't know!

When we came to buy our first house, the Countryman had to be sold to pay the solicitor's fees. So, I cycled from Cove to work at the Military Power station in Aldershot. After a time, someone offered us a Ford Anglia 105E for £5. The driver's door was buckled and jammed shut; it was also very smelly. Then my father in law, took pity on us and offered us his old orange Morris Marina Coupe 1300cc and we borrowed his caravan. It was gutless even before it was hitched to the 'van!

In search of a better job, I had seen an advert in a national newspaper for an electrical supervisor for the high voltage distribution network in the Gilbert Islands. (This is now the Republic of Kiribati; if you look in the middle of the Pacific Ocean roughly on the equator). I was surprised to be offered the job immediately, and I soon found myself with a SWB Land Rover Series 2a, a labour force of 50 men and only 6 shovels.

The remit was to install seven 11Kv substations and 415v distribution systems. (I should add that there was an ample supply of prisoners who actually did all the hard work digging the trenches!) To help move equipment, we were supplied with a flatbed Whitby Warrior (pictured opposite - and also note the house being moved). This strange vehicle had a 2-man crew cab and was built to a specification of the Overseas Development Agency on the base of a Chevette chassis.





After two years, we came back home in 1981 and, flush with money, bought a new red Peugeot 305 saloon. Sadly, a couple of years later, a drunk driver smashed into this when it was parked. It was quickly replaced by a 1983 Peugeot 305 diesel estate, which I drove for years – the first of a succession of diesels. Then, when I was posted to the Foreign Office in Croydon, we needed a second car, so we acquired a Peugeot 205 3-door 1900cc diesel, which my son eventually took over.

I was subsequently posted to Nairobi, Kenya, in 1994, to look after Foreign Office facilities in West Africa, covering Eritrea, Kenya and down to Cape Town, the Seychelles and Port Louis (Mauritius). The remit covered electrical installations, security systems and even bomb blast protection! I had a 1990 LWB 3.5 litre V8 Land Rover fitted with safari tanks. The photo shows the result of trying to avoid a herd of elephants who just melted into the bush! I joined the Land Rover Club of Kenya, taking part in their orienteering events. I was usually the runner, trying to plot a course through the bush and I fondly remember winching the vehicles across obstacles, like rivers.



By then my daughter was a qualified teacher and my son was at university, both at home - Myfanwy was not keen on being in Kenya, but I loved it! Upon my return home, I bought a Citroen BX estate and caravan from my old supervisor at the Aldershot power station.



Editor: How did you come to buy your first old Austin?

Alan: We were holidaying in Coombe Martin, Devon, in 1999, and when I was filling up with diesel, I happened to spot a 1933 Austin 7 RP de-luxe Saloon in the garage showroom. I went back the following day for some Calor gas and after I had a good look at her, Myfanwy and I decided, after a walk on the downs, to buy her. We subsequently trailered her home and found her to be a very useable car in nice condition.

She has a 4-speed box (synchro on 2nd, 3rd and 4th) and the foot-brake has been converted to operate simultaneously on all 4 wheels. I put in new valves and guides, as one valve had burnt out. Other improvements, that I've made since, include a new prop-shaft with Hardy Spicer joints (like a Ruby), a 12v dynamo & electrics, an electronic distributor and a rebuilt back axle with rubber seals to replace the felt ones. She may not be original, as she just left the factory, but hopefully, the result is that she is safer and easier to drive.



Editor: What is the most interesting car that you have driven?



Alan: In 1996, in Nairobi, I bought a nice red 1973 VW Beetle to tinker with but then I had to sell it when we returned home a year later.

As a boy, I had admired the MGB and so, later (long after the children had left home), I bought a red 1968 GT to add to my fleet, by now comprising the Austin, a Skoda and a Freelander. As there was no room to garage it at home, I had to keep it under cover at work (having started my own business in Crondall after I left the Foreign Office). But after four years, I decided that it really wasn't an old man's car – heavy to park and hard to get in and out of – so I sold it when I finally retired.



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

Alan: The Austin (Gwendoline) was very lively when I bought her – she would leap all over the place and pitch about if you hit a bump. I found that the front friction disk was a piece of plywood and the fabric universal joint and the Carden joint were shot. Sorting these out and fitting a new set of Excelsior tyres has made a really big difference.

Editor: What were the highlights of your automotive career?



Alan: Driving Land Rovers in Kenya – going where you never thought vehicles would make it - winching them across rivers and up terrifying slopes, bringing them home covered in red Murram soil dust (and luckily the gardener was great at restoring them to showroom condition).

Editor: What have been the high points of Austin ownership?

Alan: My brother in law and I do an annual 'TOFFEE' trip (i.e. 'Two Old Farts Further European Escapades!'). These trips have taken us to Normandy in 2012, Holland in 2013, Cherbourg Peninsula in 2014 and a 250-mile St Malo-La Rochelle tour in 2016. The first three times we camped, but now we stay in budget hotels.



Editor: What have been the low points of Austin ownership?



Alan: The 2013 Dutch trip was memorable because the nearside Woodruff key sheared in Delft. Luckily, we were off the main road and an 'elderly' gentleman came to our aid, helping us with buying tools & split pins, as I found I had a spare key! So, we got going again and completed the trip. But I wish I'd remained in contact with him!

Editor: What have you enjoyed most about NHAEG?

Alan: I enjoy the runs with like-minded people and having conversations with the people that we meet on them, as well as the club nights. It's nice to do something as a focus and to be 'custodians' of these wonderful old vehicles.

Editor: How have you sought to encourage your grandchildren to be involved (in the smartphone world)?

Alan: My son, who is now 43, is not mechanically minded and he has no incentive, as the cars of his generation don't need to be constantly tinkered with and repaired. But I'm happy to take my grandchildren on local short journeys on minor roads within a 5 miles radius of Fleet – they especially love being picked up from school in Gwendoline. Also, I'm happy to report that my son in law (who is 53) is restoring a TR4A, so all is not lost!

NOSTALGIA CORNER



Do you remember when Blackbushe was London's second airport? In the immediate post-war period, it was host to airlines serving Europe. But its short runway and limited facilities meant that when Gatwick was developed, its business literally flew away.

Having recently been sold by BCA, the new owners are planning a resurgence on the back of small private jets, with plans for new hangarage and passenger facilities.

NEW REGULATIONS ON MOTS FOR HISTORIC VEHICLES

Editor: At our October club meeting, our speaker (Robin Lawton) recommended that we have our cars MoT'd annually. This produced some discussion, especially as following last year's consultation on exempting Vehicles of Historical Interest from annual roadworthiness testing, the government has introduced legislation in Parliament (on 14th Sept 2017) to bring some changes into effect:

The outcome of the Department for Transport's consultation, carried out in 2016, and their detailed proposals are on their website, together with a summary of the submissions received from the public and a draft guidance note explaining how they propose to define 'substantially changed' vehicles. The Department plans to finalise the guidance issued on this during November 2017. This link will take you to the page where these documents may be read:

<https://www.gov.uk/government/consultations/roadworthiness-testing-for-vehicles-of-historic-interest>

A SUMMARY OF THE DECISION

The Government has decided to proceed with the MoT exemption for all vehicles constructed or first registered more than 40 years ago, on a rolling basis, as proposed in the consultation document.

Currently there are 197,000 vehicles exempt from MOT testing. By implementing this measure, it is expected that around an additional 293,000 vehicles (or 1% of the total fleet) will not require an annual MOT test.

However, 'Substantially Changed' vehicles will NOT be exempt from annual MoT tests. However, the government has decided that it will consider only modifications made since 1988 when determining whether a vehicle has been substantially altered - and thus not exempt from testing. They have produced a modified definition of 'Substantial Change' based on DVLA's 8-point rule and propose to include it in guidance which will be finalised before the regulations come into force.

Considerations for MoT Exemption:

The Government's consideration included the following factors and issues, which were raised by respondents to the consultation, in reaching this decision:

- cars of this age are usually maintained in good condition; they are used on few occasions, usually on short trips and requiring a full MOT was unreasonable;
- the modern MOT was no longer relevant to cars over 40 years old, or garages could not test them adequately; and
- it would harmonise the MOT exemption date with the date for Vehicle Excise Duty.

Considerations Against MoT Exemption:

The Government also took into consideration the reasons raised in opposition to making this change. The main ones identified were that:

- any vehicle could cause a fatal accident and therefore all should have an annual MOT. This is an argument against any exemptions at all, including the current one for vehicles built before 1960;
- older vehicles were constructed to different design standards from those of modern vehicles, which were not as robust and they should therefore have an MOT;
- most owners of older vehicles keep them in good condition but others do not and it makes sense to have an independent check;
- older vehicles corrode more easily than modern ones but this cannot always be spotted by the owner; and
- vehicle owners do not have the facilities to conduct tests as thoroughly as garages.

THE GOVERNMENT'S CONCLUSIONS:

MoT pass rates are indicative of the condition in which vehicles are kept. Vehicles registered before 1960 and, less so, vehicles first registered in 1961-1977 have a substantially lower MoT failure rate than the general fleet.

Research had been carried out on behalf of the Department for Transport in 2011 by the Transport Research Laboratory (TRL), who produced the report titled 'Effect of Defects in Road Accidents'. This

TRL report explored the impact that different test frequencies may have upon road safety for newer vehicles. TRL estimated in 2011 that just 3% of road casualties could be associated with vehicle defects.

1. The Mot Mostly Remains Optional for Vehicles over 40 years old

The option for owners to submit their vehicles to a voluntary MoT test will remain and they will still, like all vehicle owners, need to ensure that they meet the legal requirement of keeping their vehicle in a roadworthy condition at all time. Currently around 6% of the owners of pre-1960 vehicles submit their vehicles to voluntary testing and the DfT anticipates that many vehicle owners will service their vehicles regularly.

Exempting vehicles over 40 years old is also in line with the current rolling 40-year exemptions from Vehicle Excise Duty, so vehicle owners would be able to apply for VED exemption at the same time as their vehicle becomes exempt from MoT tests.

The proposed introduction of a Basic 'VHI' Roadworthiness Test (either annual or biennial) for 40-Year-Old Vehicles and Exemption from MoT Testing for vehicles over 30 years old will NOT happen.

2. 'Substantially Changed' Vehicles (built after 1988) are NOT Exempt

The Draft Guidance for Vehicles of Historical Interest (VHI) with "Substantial Change" is as follows: A vehicle will be considered to have been substantially changed (and hence not to have been historically preserved or maintained in its original state and to have undergone substantial changes in the technical characteristics of its main components) if it meets one of the following criteria. Such vehicles will not be considered of historical interest and will be subject to vehicle testing.

Criterion 1: If a vehicle has a power to weight ratio of more than 15% in excess of its original design, unless such a modification took place before 1988.

Criterion 2; If a vehicle:

- has been issued with a registration number with a 'Q' prefix; or
- is a kit car assembled from components from different makes and model of vehicle; or
- is a reconstructed classic vehicle as defined by DVLA guidance; or
- is a kit conversion, where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle.

While reconstructed classic vehicles and kit conversions can have age-related registration numbers that are more than forty years old, they are not VHIs. Radically altered vehicles should have registration plates with a "Q" prefix, but if a keeper considers they have such a vehicle with an original registration plate they should either test it or establish whether it is a radically altered vehicle.

There are existing DVLA processes for registering reconstructed classic vehicles, kit conversions, and radically altered vehicles with the latter making use of the 8-point rule. (<https://www.gov.uk/vehicle-registration>).

Legislative Background

The proposed changes to roadworthiness testing were initially prompted by the agreement of EU regulations on roadworthiness. Provisions on vehicles of historical interest are set out in EU Directive 2014/45/EU. However, we consider that there are good reasons for making these changes regardless of our EU obligations.

The Directive enabled Member States to exempt vehicles over 30 years old from periodic roadworthiness testing. It also provided that vehicles that have been substantially changed should not be exempted from annual roadworthiness testing.

The Government respected the EU referendum result and triggered Article 50 of the Treaty on European Union on 29th March 2017 to begin the process of exit. Until exit negotiations are concluded, the UK remains a full member of the European Union and all the rights and obligations of EU membership remain in force. During this period the Government will also continue to negotiate, implement and apply EU legislation. The outcome of these negotiations will determine what arrangements apply in relation to EU legislation in the future once the UK has left the EU.

TECHNICAL MATTERS

What is the appeal of an Austin 'Heavy'?

After the early thirties the Austin Twelve was referred to by the public as the Heavy Twelve to distinguish it from the other, newer, 12HP cars in the Austin catalogue Light Twelve-Four, Light Twelve-Six etc. Our 2017 analysis of members indicates that 14% of the cars owned by our members were 'heavy' Austins. Why, you might wonder, would anyone choose one of these large ponderous cars? Their imposing road presence means that they certainly make a good 'wedding car' and there is plenty of room to have a 'wet-weather picnic' in the back! Today, the Austin Twelve is remembered as being virtually 'unburstable' and is well catered for by the Vintage Austin Register.

Here is a bit of history collated from different sources:

Its Launch

The Austin Twelve was introduced by Austin in 1921. It was the second of Herbert Austin's post World War I models and was in many ways a scaled-down version of his Austin Twenty, introduced in 1919. The slower than expected sales of the Twenty brought about this divergence from his intended one-model policy. The Twelve was announced at the beginning of November 1921 after Austin's company had been in receivership for six months.

Body Styles

Initially available as a tourer, by 1922 three body styles were offered: the four-seat tourer, the two/four-seater (both at £550) and the coupé at £675. The car enjoyed success throughout the vintage era with annual sales peaking at 14,000 in 1927. While the mechanical specification changed little (the engine increased from 1661 cc to 1861 cc in 1926), many body styles were offered with saloons becoming more popular as the twenties drew to a close. The factory catalogued body range was steadily updated with the last of the no longer fashionable Weymann style fabric-covered cars in 1931 and no open tourers after 1934.



1926 Heavy Twelve Clifton tourer

The car continued in the Austin catalogue and as a taxi option until 1939. The last cars were produced for the War Department in 1940. After the war the Austin Twelve name resumed in the Austin catalogue for a couple of years until the arrival in 1947 of the Austin A40 Dorset and Devon saloons.



1933 Twelve-Four Ascot

The Engine

The number twelve refers to its fiscal horse power (12.8) rather than its bhp which was 20 and later 27. The long-stroke engines encouraged by the tax regime, 72 x 102 later 72 x 114.5, had much greater low-speed torque than the bhp rating suggests.

The Chassis and Running Gear

The artillery style wheels were replaced by wire wheels in 1933 and coil ignition replaced the magneto in 1935. The gearbox was provided with synchromesh between its top two ratios in 1934.



1935 Twelve-Four Ascot

A road test on the Austin Twelve *Harley* all-weather tourer was published in February 1924 and reported that, "The gears were easily changed, the brakes worked well, yet were smooth in application, and the steering is steady and light. Ample lock enables the car to turn in a small space. Of the springing I have no complaint; much of its efficiency is probably due to proper lubrication of the leaves. The various controls are to hand, and in addition to a horn button on the instrument board there is a large circular switch on the steering wheel so that warning can be given without having to take off a hand."

The steering box was a worm drive mechanism. The brakes were pedal operated by shoes in enclosed drums at the rear only and a centrally set hand lever applied a *locomotive* type of transmission brake which was anchored to the gear box. Hand adjusters were provided. Compensation is given by rubber washers. The rear-wheel brakes can also be taken up by hand on the primary rod.



1937 Twelve-Four Ascot

A "very marked improvement" was announced for the Motor Show October 1924, as the brake pedal now applied all four brakes on the wheels. Application was by cable; the sets were compensated and wear could be taken up individually. The handbrake worked on the transmission for parking. As part of this upgrade, the carburettor was now given a strangler.



1938-39 Twelve Ascot

Suspension is by half-elliptical springs, those at the rear are underslung. Gaiters allowing leaf lubrication by oil are fitted, and such parts as shackle pins are greased by gun.

Austin Motor Company road car timeline

Type	1900s				1910s									1920s									1930s										
	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8
Small family car				7 hp										Seven																			
																												Eight					
					10 hp																		Ten										
Family car										12-14					Twelve									Light Twelve									
														Heavy Twelve																			
																							Twelve-six			Fourteen							
Full-size car				15 hp																Sixteen or Eighteen						Eighteen							
								20 hp			Twenty												Twenty-Eight										
	15-20	18-24																															
					30 hp																												
	25-30	40 hp																															
					50 hp																												
				60 hp																													
Coupé / Roadster																																	
Taxi																				Austin Twelve <i>Top Hat</i>			Austin Twelve <i>Low Loader</i>										

Material researched by the Editor from several sources incl. Wikipedia

TECHNICAL MATTERS

Which fuel is best for old Austins?

A discussion-piece from the Editor: My Chummy has been suffering with fuel vaporisation over the summer and I've received all manner of useful advice. So, having wrapped the exhaust, rerouted the fuel line and fitted a heat shield, the question arises – which is the best fuel? I have been using 97 octane, as I'm told it has less ethanol – but what role does ethanol play in the picture?



Ethanol is a bio fuel. It's an energy source obtained from the fermentation of sugar or starch from crops like rape seed, maize, wheat, sugar beet, sugar cane, sunflower, palm oil, and soy bean among other things. The bulking out of fossil fuel with bio fuel is done principally for environmental reasons- it's a sustainable 'oxygenate' additive which helps petrol to burn more completely, reducing harmful greenhouse gas emissions as it does so. Ethanol use isn't new in the UK either, as low doses of alcohol have been present in our petrol since the 1920s. And drag racers have run on high ethanol content for many years.

But the thing is - the EU's 2009 'Renewable Energy Directive' has bound its member states to the pledge that 10% of Europe's transport energy must come from renewable sources by 2020. In March 2013, the BS EN:228 standard for petrol changed, allowing the bio-fuel content to be increased to up to 10%. Currently, according to Esso, "The majority of unleaded 95 Octane petrol sold in the UK contains up to 5% ethanol as required under the Government's Renewable Transport Fuels Obligation (RTFO). There is currently no requirement for renewable fuel (such as ethanol) to be present in super unleaded (97 grade petrol)."

I tried asking a Sainsbury petrol station manager if their fuel has any ethanol added to it, but they had absolutely no idea. It seems that the ethanol is added post refinery at only *some* regional distribution centres. So, it's best to assume that all regular 95 octane unleaded is E5, as there's no legal requirement for petrol stations to put 'E0' on their pumps to signify an ethanol free fuel. But when E10 does eventually get rolled out, fuel pumps should carry an 'E10' label.

So, let's look at the 'PROs and CONs' of using E5 or E10:

The PROs:

- a cleaner burning engine and a potentially cooler running one too, especially with regard to reduced cylinder head temperatures.

The CONs:

- Power loss: Blended petrol contains less energy by volume. Petrol containing 10% ethanol has 3.3% less energy content than that of base petrol.
- Cold starts: ethanol is known to negatively affect cold starting as its higher latent heat means it may not vaporise as well as straight petrol does in a cold engine.
- Vaporisation: Petrol blended with ethanol is more volatile, that is, it vaporises more readily at a given temperature, than straight unblended petrol. Blended fuel behaves differently at higher temperatures than regular petrol. Vapour lock (where fuel vaporises before it reaches the engine, causing a temporary blockage and fuel starvation symptoms) was noted during independent fuel tests focusing on ethanol blended fuels.
- Oxidation: Blended fuel 'goes off' when stored i.e. over winter. After 6 months of natural vaporisation, starting performance may suffer.
- Materials compatibility: alcohol can damage zinc, aluminium and rubber amongst other things, but at low levels like E5 petrol this is thought to be hardly an issue. But rubber exposed to ethanol blends between 10-20% may suffer swelling and embrittlement.
- Hygroscopy: Ethanol is hygroscopic –it has an ability to attract and combine with water, leading to enhanced corrosion of pipes and tanks.
- Phase separation: The main problems relate to ethanol's willingness to absorb water and the resulting phase separation of the blend into the base petrol and a gooey mix of ethanol and water, which can block carburettor jets. This is a real problem, even with E5 petrol.

So, what should we do? The fuel choice alternatives are:

- A. Consider using Esso super unleaded petrol (Synergy Supreme+ Unleaded 97) which (according to Esso) is ethanol free (except in Devon, Cornwall, Teesside and Scotland). But be aware that higher octane may create some vaporisation problems and the detergent additives may reduce the helpful carbon deposits which seal the cylinder bores in old engines.

Esso says, "The molecules in our latest regular Synergy petrol have been specially designed to help clean vital parts of your engine, like your car's intake valves, and help look after your engine." However, on the plus side, their demulsifier additive reduces hygroscopy, their corrosion inhibitor reduces rusting and their solvent additive helps prevent congealing. Or:

- B. You just live with E5 95 octane fuel for the time being. It should remain available however even when E10 is widely available in a few years. But check any rubber (not copper) fuel hoses for premature ageing.



In addition, it might be sensible to keep petrol tanks full over the winter to reduce the air space above to reduce the risk of phase separation, even if the fuel itself becomes 'stale'. The low compression 'Seven' engine was designed to run on low grade petrol available in the 1920's/30's apparently equivalent to 74 Octane. So, 95 Octane unleaded petrol that might become a 'stale' 91-93 Octane fuel is still well above the original design criterion for our engine.

However, there is another aspect to the problem of stale petrol which can occur over longer periods of non-use. When plant materials were laid down millions of years ago microbes were present as the crude oil formed and when it was extracted. Some microbial residues remain in all fuels after the refining process and, with additional contamination arising from the non-sterile conditions of storage and transport before we purchase the product; some will be transferred to the car fuel tank. (Note that microbes = algae = 'bugs').

Water is always present in fuels and provides the oxygen for microbiological growth, forming yeast, mould and bacteria and the higher the temperature the more rapid the growth, causing petrol to quickly deteriorate further. Once established, the microbe population doubles in about 20 minutes. Because water is heavier than petrol it sinks, with the microbes, to the bottom of the fuel tank.

In the majority of fuel tanks, most of the water and sludge will be below the draw-off point, but it will be agitated by the movement of the car so that water and lengths of fine microbial threads enter the fuel pipes and carburettor. Dead microbes form acidic hydrogen sulphide and excess sulphur attacks copper seals etc. Presumably microbes will also weaken the tank lining and any flaking bits will add to the sludge over time.

The information above has been drawn from several sources, including the Cornwall Austin Seven Club, FBHVC, the 'armchair biker' and Exxon Mobil.

The Editor would be interested in your experiences with fuel choice, winter storage options and also fuel vaporisation.

AUSTIN HISTORY

Queries of The Month from Andy Ranson

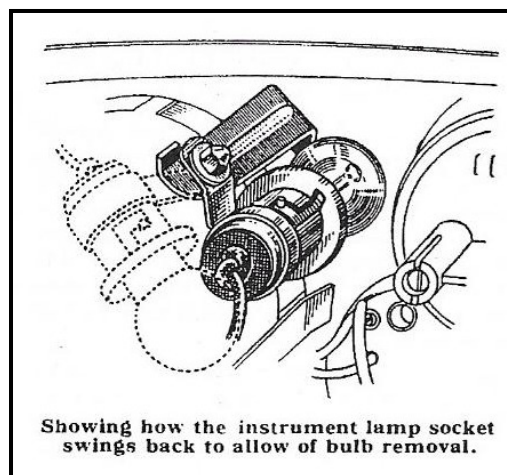
These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 538 Instrument Panel – Austin Ten-Four, appeared in the November 1933 edition and No 939 Vibration – Austin Seven, appeared in the June 1939 edition.

No 538 Instrument Panel - Austin Ten-Four

Q. *My new Ten-Four, I find, differs from my previous car in having an illuminated instrument panel. Recently I noticed in "The Austin Magazine" particulars as to how to reach the panel lights on the Sixteen in the event of these failing. May I take it that the same instructions apply in respect of the panel of my new car? I should like your advice on this point so that I can readily renew the bulb in case of failure, or use this panel light as a spare for the rear or side lamp, if it is of the correct size for these.*

A. The construction of the illuminated instrument panel on the latest Ten-Four model differs from that on the Austin Sixteen, dealt with in our issue for last April, the lamps which illuminate the instruments having a different form of mounting.

Actually, they are much easier to access, and can be readily located beside the speedometer and clock. Each lamp socket is mounted on a pivoting arm which swings back away from the panel, so the bulb can be removed without difficulty in the normal manner for a bayonet type mounting. As you assume, the bulb is suitable for the side lamps or the rear lamp, and its designation is B.A.S. 10S.

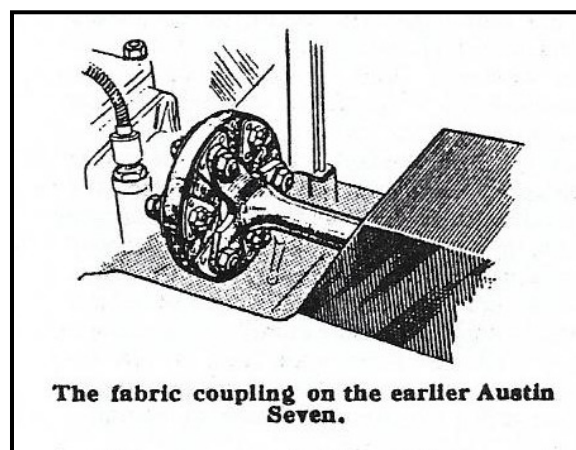


Showing how the instrument lamp socket swings back to allow of bulb removal.

No 939 Vibration – Austin Seven

Q. *My six-year-old Austin Seven has a very pleasant cruising speed of about 40-45 m.p.h. Recently, however, a vibration sets in when these speeds are attained; it is especially noticeable when the accelerator is lifted and the car allowed to "overrun." I cannot think that the trouble lies with the engine as there is a commendable absence of noise and vibration when the indirect gears are used. I would be very much obliged if you could give me your opinion on this matter regarding its cause and how it can be put right.*

From the information you have given us, the trouble appears to lie with the transmission, and the probable source of vibration in this is a badly-worn fabric coupling. This coupling transmits the power from the gearbox main shaft to the open propeller shaft and, if worn, an excessive vibration is set up between the two shafts. We suggest you call at your nearest Austin dealer who will quickly and easily put the matter right by fitting a new coupling.



The fabric coupling on the earlier Austin Seven.

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

Past press

Some articles from the 1960s

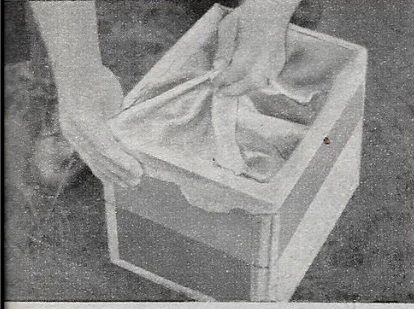
From May 1962, a reader's tip from a popular motor magazine. How attitudes and regulations have changed, although it is 55 years ago it does seem irresponsible to publish such a method of getting rid of old oil. Don't try this at home!

From March 1963, a question regarding the channel link, did anyone actually have a choice on the final outcome?

CHANNEL BRIDGE or Channel tunnel? This was the question the R.A.C., the A.A. and the R.S.A.C. asked recently when they demanded that the Government give the nation more information about the proposed cross-Channel link. As this was a question which affected everyone, they felt public opinion should be assessed, and Parliament should be given the opportunity to debate the matter before entering into any commitments.

SUMP DRAINING

A GOOD method to adopt when draining the sump is to obtain an old cardboard box—say 8in. deep by 12in. square; small enough to go under the sump with a little clearance—and a plastic bag. Place the bag in the box, stretch it to size, and fold the top



of the bag over the edges of the box. Then drain contents of sump into this. For disposal, the bag is tied tightly and tipped into a hole dug in the garden, when it can be punctured and the hole filled in without getting any oil on oneself or having dirty tins to clean out.—
(London, W.1).

An advertisement from May 1962. Note the third line down "Grills and Boils While You Drive." A bit scary this one!

ELTRON CAR KETTLE & CARFRI

No drain on the battery. 12 volt.
GRILLS & BOILS WHILE YOU DRIVE
SEND FOR LEAFLET PM/62



CAR KETTLE & HEATER 36/- **CARFRI & HEATER 49/-**

Obtainable from Gamages,
Halfords, Dept. Stores and Garages,
Eltron (London) Ltd., Strathmore Rd.,
Croydon. Tel.: Thornton Heath 1861

Proper Engineering from the Devon and Dorset branch of NHAEG



No, it is not a long wheel base Ferguson Tractor! Here we are in Devon, down on John and Joan's farm, earlier in the summer sorting out a leaky gearbox and fitting a new clutch to John's little Fergie. Amazingly all the spares, oil seal, clutch assembly, gaskets etc were obtained within 24 hours from a local small agricultural supplier which was out in the middle of nowhere.

Remember when you visit John and Joan's take your Whitworth spanners and a pair of overalls, as there is no such thing as a free lunch!

Meanwhile, our old cars are still out and about - we've still got a few runs down here before winter really closes in. I have just got the heater working really well on the

Moggy Minor convertible, so we will be using that for a few months yet. Also, some of the clubs down here have some good runs over the Christmas period. Mind you we are feeling the weather a bit at the moment as we got back last week from a week in Corfu, a bit of a temperature shock!

Our black A10 has a dodgy clutch but is still going OK but smokes a bit. I did a local run in the summer (about 60 miles) and there are some steep hills round here, so some time this winter it will be time to sort it out. Trouble is, the engine and gearbox need to come out together. Luckily, we still have the red A10 in tip top running order, so all is not lost."

Andy Ranson

TREVOR'S TEASER - *"This should be Popular"*

Please note: All answers begin with the letter "P"

- | | | |
|--|-----------|------|
| 1. A commercial biscuit popular in the Antarctic? | _ _ _ _ _ | 7 |
| 2. Are there ever any storms in this ocean? | _ _ _ _ _ | 7 |
| 3. A violent, spirited drink? | _ _ _ _ _ | 5 |
| 4. Gustav Holst was Suite on these! | _ _ _ _ _ | 7 |
| 5. A relation who works in a petrol station? | _ _ _ _ _ | 7 |
| 6. Poor pay for ID code inventor? | _ _ _ _ _ | 3, 5 |
| 7. One might live in one of these before being famous! | _ _ _ _ _ | 6 |
| 8. Used to arrest a Chinese bear? | _ _ _ _ _ | 5, 3 |
| 9. Helps one to see in a cockpit. | _ _ _ _ _ | 5, 5 |
| 10. A cycle without a chain? | _ _ _ _ _ | 8 |
| 11. Taking a sly look in China? | _ _ _ _ _ | 6 |
| 12. This boy can be written on. | _ _ _ _ | 4 |
| 13. A blunt pencil | _ _ _ _ _ | 9 |
| 14. A flying woodworker's tool | _ _ _ _ _ | 5 |
| 15. Groups of sheep? | _ _ _ _ _ | 5 |
| 16. A cutting from the Sun? | _ _ _ _ _ | 5, 4 |
| 17. Sounds like a correct afternoon drink> | _ _ _ _ _ | 8 |
| 18. A sweet to make one sneeze? | _ _ _ _ _ | 10 |
| 19. Able to see in a classroom | _ _ _ _ _ | 5 |
| 20. A black, sticky wicket! | _ _ _ _ _ | 5 |
| 21. A chip shop is the right place to sell this | _ _ _ _ _ | 6 |
| 22. Currency, weight or pummel | _ _ _ _ _ | 5 |
| 23. Seller of small chess pieces | _ _ _ _ _ | 10 |
| 24. Drawing instrument in favour of farm machine | _ _ _ _ _ | 10 |
| 25. You might understand if this drops | _ _ _ _ _ | |

Name(s):.....

Please submit your entry to Trevor Edwards, 55 The Brambles, Crowthorne RG45 6EF, or email (trevor_c.edwards@btinternet.com), **by Friday 5th January 2018**

READERS WRITE TO AUNT BRASSICA...



Dear Aunt Brassica,

I had driven up to London to meet my friend one evening near Piccadilly Circus, so that we could go to the Criterion Theatre. By the time that the show had finished, the fog had come down and as I reached where I had parked, I was accosted by this man. I would describe him as a 'toff' by the way that he was dressed.

He was obviously a bit confused and disorientated by the thick fog and was trying to find Kaspar the cat. He was most charming (his name was 'Bertie') and he insisted that we could have a nice little drink together at an American Bar that he knew.

I felt very sorry for him, as he might not have been well, and was worried about the lost cat. But it was getting very late and so I declined. Was I wrong?

Yours, 'Country Girl'

Dear 'Country Girl'

I think your generosity of spirit may nearly have got the better of you. From your description, it seems to me that 'Burlington

Bertie' may have been 'the worse for wear', by which I mean he had consumed too much alcohol. And the Savoy Hotel, which is where he seems to have had in mind, is no place for a girl like you. I hate to think what may have happened after your 'nice little drink'.

For your own safety, you should have asked your friend to walk with you back to the car. If it is likely to be foggy, which, after all, is a regular November occurrence, you should take the precaution of parking on a bus route, as extra policemen with flares are stationed to guide the traffic.

Yours,

Aunt Brassica

