



# NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP

welcomes owners of Austins and other vintage & classic cars

## CHAIRMAN'S CHUNTER

What a Summer it has been! We had some fun club meetings, members supported 'Christopher's' Hospice and went on trips to Brittany, the Isle of Wight and to Dorset.

The 'Member Interview', this month, (*see page 6*) features John Bennett telling his car story and especially his involvement with trials cars.

So, continuing our series on members' car types, it seemed appropriate to look at the Ford Model A history in more detail; especially as it was one of the most popular cars of the 1930s in the USA (*see page 9*).

Quizmaster Trevor has set an easier teaser for Christmas (*page 13*)!

There is also a Caption Competition for the Christmas season (*on page 14*).

Finally, Aunt Brassica (*page 15*) is offering more advice on spotting Nightjars.

Talking of which, the Nightjar 2018 Scatter Rally is now a few days away on 17<sup>th</sup> November, and late entries will be accepted.

It will soon be time for our AGM in January and we are looking for new Committee Members, as Alan Pickett has resigned due to the pressure of work in his church. Adrian Walker will take over as Membership Secretary and our thanks go to Alan.

Happy motoring and an enjoyable Christmas,

*Simon*

## NOVEMBER 2018 NEWSLETTER CLUB NEWS

### Club Night Monday 10<sup>th</sup> September

Many members said how much they had enjoyed the evening and didn't know how Beefeater Tony Strafford manages to talk for over an hour, relating factual history with anecdotes and the meaning behind everyday sayings. This is all put together with a dash of robust humour. It certainly was a very different, but most enjoyable evening! The feedback was very positive and we had a reasonable turnout, although many members were unable to come to the meeting, due to holidays.



### Club Night Monday 8<sup>th</sup> October



The Shoebox Challenge night was a hoot! It was nice to see

so many budding engineers, designers and general participants all adding their input to deliver a mixed grid. Don, acting as Chief Scrutineer, had his work cut out to prevent any cheating over extra weight, but the results of the five teams were outstanding. No5 was declared the winner!



### Shooting Star Chase Sunday 2<sup>nd</sup> September

The day dawned dry and clear for the Summer Fun Day at the Shooting Star Chase children's hospice, 'Christopher's', between Godalming and Guildford.

As in previous years we'd been invited to bring along some classic cars for the visitors to enjoy – and they did – it was heart-warming! The members of Surrey Classic Vehicle Club and North Hampshire Austin Enthusiasts Group were made welcome with tea, cake and barbecue whilst sharing their cars with numerous children – and the High Sheriff of Surrey! Seven



varied cars attended - a GMC pickup; an Austin Chummy; an MGB Roadster, a Morris Traveller; a Mini; an Austin 10 Colwyn and an Austin 7 Box Saloon. We all enjoyed a splendid day in the sunshine, serenaded by a ukulele band, and look forward to returning next year. (*Reporter: Phil Dunford*)

## MEMORIES OF SUMMER – MEMBERS' NOTES FROM AFAR...

### South West News

At the invitation of the 'Dorset Branch of the NHAEG', (aka Andy and Do Ranson), four members (Trevor & Jean, Colin & Ann) set off to spend a few days in the seaside town of Weymouth. Andy has been a regular contributor to the Newsletter and he and Do used to live in Burghfield Common until about 8 years ago. Then they decided to up sticks and move down to the Tropics of Dorset, since when they have immersed themselves in what may be generally regarded as 'The Good Life'. Whilst, like many of us, maintaining a keen interest in old, especially pre-war cars, Andy (with Do's equal enthusiasm) has become hugely successful as a beekeeper and between them they produce a considerable quantity of honey from their five colonies of bees yearly. Do is a very keen gardener and in addition to the land on their property tends a couple of adjacent allotments where, amongst many other items, she grows shallots and onions, essentially to satisfy their other production line – pickled onions.

Their warm invitation to stay with them for a while had been eagerly accepted –not least because it gave a wonderful opportunity for Jean to experience her oft-mentioned, but never realised, life-long ambition to visit Brownsea Island, home to some much-fabled red squirrels. The day following our arrival dawned sunny and warm and we set off, picnics packed, in a couple of cars, for the Isle of Purbeck to catch the chain ferry across Studland Bay to Sandbanks, reputedly home to some of the most expensive properties in the entire world.

From there another short ferry ride took us to Brownsea Island itself, owned by the National Trust. Disembarking and after the mandatory coffee break at the NT café, we began, in glorious sunshine, to wend our way around the island feeling a little like the 'Famous Five' on a 'Western Adventure' - (except that there were six of us). We learned that the island was once owned by someone who must have been a truly unpleasant, vindictive woman who set about evicting all local residents and turving them off the island.

There are remnants still of their homes and other indications of habitation. There are also signs of pottery manufacture in an area where a mass of broken earthenware is strewn on the beach and elsewhere. Evidently someone discovered that the clay in the area was suitable for fine pottery – or so he thought. Unfortunately, it proved to be suitable only for crude items such as drainage pipes and suchlike so was not a commercial success. Of course, Brownsea Island's big claim to fame is that it was the birthplace of the Boy Scout movement and is where Baden-Powell kicked the whole thing off. Today, to the west of the island, there is evidence that scouting activities are very much still held there.

For our second day, to Colin's delight, we visited Swanage and its Heritage Steam Railway. We made our way to its (current) inland terminus, Norden and awaited the arrival of the train which was to take us the 40-minute journey down to Swanage. The platform was pretty empty and unsurprisingly bore very little resemblance to Waterloo even on a quiet day! Our journey down to Swanage via Corfe Castle and two or three other small stations, was pleasantly passed in nostalgic contemplation of past times and admiring the scenery. The weather on our arrival, though dry, was very blustery and quite chilly. However, a brisk walk along the quayside, followed by a fish and chip lunch soon warmed us all up before catching the train back.



It being too good an opportunity to miss we alighted at Corfe Castle and once again, after the obligatory coffee/tea stop at the National Trust café, ascended the steep hill to the castle itself – a ruin which, remarkably to this day, remains very impressive despite the best efforts of Oliver Cromwell.

An incredible amount seemed to have been packed into our couple of days or so spent down in Dorset and we're extremely grateful to our hosts Andy and Do for the kind invitation to do so and particularly for their superb hospitality. If *Trip Advisor* covered *Friends and Family*, they would receive a 110%, six-star review, based on our experience! (Reporter: Trevor Edwards)

### Isle of Wight - a late-summer excursion to celebrate a member's big birthday

Jean Edwards, a stalwart of NHAEG club activities celebrated a big birthday this year and as the (penultimate) element of what, for her, has probably seemed like a very protracted year of activities celebrating, Jean had earlier expressed the desire to visit to the island, this time, however, with the intention of exclusively engaging in some serious walking. So, on 10th September, Jean and Trevor set off for Lymington and the ferry, in 'Clarissa', the Austin Ten Colwyn, accompanied by Colin and Ann in 'Arabella'. The journey down to the coast took the now very familiar one involving a coffee and comfort stop at the New Forest Wildlife Park just inside the New Forest before continuing for another dozen miles or so to the ferry and the 30 minutes crossing to Yarmouth.

Norton Grange, the Warner Holiday Village, was less than a mile from the ferry terminal, and proved just as welcoming and comfortable as ever. We quickly settled ourselves in before preparing for what some feared might be a fairly gruelling three days or so trekking, prepared by the 'Birthday Girl' herself. In fact, due to the excellent system on the island, where footpaths are numbered, and the network superbly signed and documented in handy guidebooks etc., the challenges "Mercifully proved not nearly so arduous and lacking in pleasure as might otherwise have been the case" (Ed: Trevor's words). Whilst variable and remaining dry throughout their stay it was perfect walking weather, especially when negotiating sloping terrain rising up from the southern coastline, in the area around Mottistone.

A couple of highlights are worth mentioning. The café at the end of the walkway at Steephill Cove, between Ventnor and Niton, (see image), famously serves the most magnificent crab sandwiches and this had to be a must after visiting the nearby Botanical Gardens. Although very busy at the time of our visit we eventually managed to secure a table at the Crab Shack Café and were duly rewarded for the wait.



Parking up later that day, at the Buddle Inn, in Niton, we continued the walk further along and on to St. Catherine's lighthouse situated at the southernmost tip of the roughly lozenge-shaped island. Not accessible by vehicle (unless you have opted to stay at one of the well-appointed ex-lighthouse keepers' cottages) the walk is deceptively easy going down, but quite taxing on the return! On arrival we learned that a guided tour was about to take place and a couple of us, (no names, no pack drill!), decided to take advantage of this. A tour showed how much more they are than just a building with some kind of a light inside: their construction is fascinating, as is all the furniture designed to fit inside a completely circular building; the methods of illumination – some successful, others less so – which have been employed throughout their history; and the incredibly arduous task to keep the light functioning prior to automation.

They also learned of the tragic event occurring during WW2 when, in 1943, a German bomber, mistaking the row of three adjacent lighthouse-keepers' cottages as a radar station, bombed them, killing all three keepers. A plaque inside the lighthouse now serves as a memorial to this tragedy



The last day, a fairly cool one, was spent ascending Tennyson Down from the western side, having the obligatory photographs taken posing by the memorial to the great man himself, and then taking the long, gentle slope down to Freshwater Bay. The next day was time to make the return journey home feeling very self-righteous by having spent some time in healthy exercise, something which we often promise ourselves but somehow often tend to avoid! (Reporter: Trevor Edwards)



### **The Great French Excursion**

'**Le Tour de Bretagne 2018**' commenced at Brittany Ferry terminal Portsmouth on 10 September 2018, arriving in St Malo about 08.15 French time. The first stop was the Carrefour Hypermarket at La Madeleine for Coffee and Croissant. The convoy then headed to Cancale for Lunch on the sea front, before driving on to Les Ormes Hotel at Dol de Bretagne. Wednesday 12th was left as a free day to recover and then plans were made on a day to day basis to suit different crews, often involving food!

Finally, on Sunday 16th Drive it was time to return to St Malo for a 'Last Supper' at the Hotel, before leaving on Monday 17<sup>th</sup> for the Ferry port for the 10.30 sailing to Portsmouth arriving about 18.20 UK time, with still enough daylight to drive home.

There was only one automotive casualty – Malcolm Ryley's Riley which exhibited a scary sound that varied with speed. Eventually this was tracked down to a loose tooth from a gear! RH Insurance responded brilliantly to repatriate man and machine. *(Reporter: John Bennett)*

### **FUTURE EVENTS FOR MEMBERS**

#### **Auction Night 12<sup>th</sup> November**

Don't forget that at the next club night, we will have our annual auction. Please start having a look to see if you have anything that you would like auctioned, it does not necessarily have to be motor related, as you can bring anything along. Even if you have nothing to sell, come along anyway, there may be something you would like to buy and, in any case, it is usually a bit of fun. As usual 10% of the proceeds will go to club funds.

#### **Christmas Dinner Tuesday 4<sup>th</sup> December**

The Downshire Golf Club is back as the venue this year due to popular demand, driven by the relaxed atmosphere, carvery and bar prices. There is still just time to book and a few places left...

#### **Club Night Monday 10<sup>th</sup> December**

As a bit of light-hearted fun, we shall be screening a short 45-minute film, 'Der Marmite Krieg' featuring two members' cars. It was made as a 'show-reel' to professional cinema standards, but with amateur actors – all on a tiny budget. Sit back with a drink and enjoy...

#### **The Nightjar Saturday 17th November 2018**

It's a surprise to many that the much-loved 'Nightjar' Navigational Scatter Rally is ideal for modern cars and novices as well, as navigation help and guidance is available on the night. A new feature this year is a class for Post-war classic cars (up to 1978), suiting Morris Minors, Austin Healey Sprites, MGBs etc, as well as the usual classes covering Pre-war Vintage Cars, and Modern Cars (1978 onwards).

There are prizes based on the number of points scored in each class; for the best Beginner, Novice and Expert and other sub-groups like the oldest driver & car, the youngest navigator, an all-woman crew, etc. There is also a raffle, in the hope that everyone goes home having enjoyed the whole evening.

Supplementary Instructions and Entry Form are available on the NHAEG website, [www.nhaeg.org.uk](http://www.nhaeg.org.uk). Closing date for entries is 10<sup>th</sup> November 2018. For more information and to register your interest, please contact Richard Long at [richard\\_d\\_long@hotmail.com](mailto:richard_d_long@hotmail.com)

#### **The Gordon Bennet Irish Classic Car Run 2019**

Members have participated in this event before and are invited again to the Gordon Bennett Irish Classic Car Run, May 31st to June 3rd 2019 in lovely Laois, Ireland. It is a three-day classic car run celebrating the first closed circuit car run in Ireland in 1903. It is open to cars that are 30 years old or older. It is a full weekend in beautiful Ireland's ancient east.

A full itinerary of this wonderful weekend of driving, culture and fun is available on [www.gordonbennettclassic.ie](http://www.gordonbennettclassic.ie). Entry forms are downloadable from the site or they can be completed online. If you want to meet the organisers in person, they will be exhibiting at the Classic Car Show in NEC Birmingham on the 9th to 11th November in Hall 1, Stand No.1-162.

Contact is Tom Treacy, PRO, Gordon Bennett Irish Classic Car Run on +353 87 253 0474. Bookings for ferry and accommodation can be made through Irish Ferries on 08717 300400 or at [holidays@irishferries.co.uk](mailto:holidays@irishferries.co.uk).

## CLUB DIARY & EVENTS NOVEMBER 2018 TO JANUARY 2019

### CLUB & EVENTS DIARY & PLANNER FOR 2018/19

| Events Organised by NHAEG |                   |  |                              |
|---------------------------|-------------------|--|------------------------------|
| NHAEG Events Planned      | 2018 Dates        | Details                                      | Arranged by, or details from |
| Club Night                | Mon 12th November | Auction Night                                | Colin/Don/Trevor E           |
| Club Night                | Mon 10th December | Film night: A showing of 'Der Marmite Krieg' | John P                       |
| Event                     | Tues 4th December | Christmas Dinner, Downshire Golf Club        | Committee                    |
|                           | 2019 Dates        |  |                              |
| Club Night                | Mon 14th Jan      | AGM  | Committee                    |

### Other events

| Other Organisers   | 2018 Confirmed or Expected Dates | Events & locations | Contacts |
|--------------------|----------------------------------|--------------------|----------|
| Classic Motor Show | Friday 8th-Sunday 11th November  | NEC Birmingham     |          |

| Inter-Register Club Events | 2018 Dates        | Events & Locations                                 | Contacts as below, or talk to Trevor, Colin or Tony W for information |
|----------------------------|-------------------|--|---|
| ATDC/NHAEG                 | Sat 17th November | "Nightjar" Scatter/Orienteering Surrey/Hants/Berks | Trevor Edwards:<br>trevor_c.edwards@btinternet.com                    |



*Wife (proudly): Thank goodness we were able to afford a four-seater.*

## THE MEMBER INTERVIEW – JOHN BENNETT

*This month we visit John Bennett, fresh back from the success of the French holiday that he and Jill organised for club members. The French connection is revealed in his answers – as is the question of why he would have imported a Ford Model A from the USA!*

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

John: Although my father had an Austin Ruby in the late 50's, my first real memory (age 4 or 5) was steering a Humber Pullman while transporting his rugby team (yes, all 15 of them) who were playing in Plymouth, which meant some were standing on the running boards. But I really got interested around the age of 12 and befriended Dave Rees who was a well-known local rally driver in the 1950s.

Editor: What was the first car that you owned?

John: I acquired an old Ford 8 which I drove around a field when I was 13 and I first navigated for Dave aged 14 on a local rally.

Having left school at 17, I joined the motor trade initially with Alton Motor Company on sales, then Vick Brothers in Aldershot on parts; before moving into their workshops in Cove. During this time, I ran a VW Beetle with a Porsche 365 engine in autocross, but it kept rotting away and eventually I had a big end-over-end roll. I also raced an Austin A40 for a short time and rallied a Hillman rally Imp.

In 1970, I joined Renault in their sales and marketing team doing a lot of exhibitions and road shows, which was the beginning of a long association with the make.

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

John: I had a 1600 Triumph Vitesse convertible which I put a Triumph 2.5 PI in and modified the swing axle rear suspension to be less dangerous (due to its propensity to jack up under braking, causing the car to spin). However, one day on the Hogs Back, I lifted off only to feel the back stepping out as a rear suspension attachment failed (and a full spin was only avoided by putting my foot down!).

My career with Renault then took me to Paris as an Export Sales Manager dealing with their International sales team covering places like Algeria. This led me in 1976 to become involved part-time in motor sport again with Renault Sport in Egham (a separate operation to Renault cars), running an R5 TS in the Tricentrol Touring Car Championship with people like Gordon Spice, who was based in Egham. By 1978, I was asked to work for them full-time and set up a workshop supporting the rally team of Peugeot 104s and Renault 5s.



Three years later in 1981, I set up on my own working from home, then in a workshop in North Camp, specializing in Renaults. This led to a contact with Peter Hornby who was a Captain with the Royal Engineers at Minley, who needed pistons and conrods for his car.

Peter is now well known as co-author of the book 'A Comprehensive History of the Austin Seven Grasshopper'. I raced his Austin Ulster, which was a very quick car, in the 750 MC series and I raced a BMC-engined Gemini F3 car (see picture above right).





I also built three Hudson 3-wheelers with a Renault engines, mine with the Gordini which is a tandem arrangement (rather than the single seater), and it covered the Santa Pod quarter mile strip in 14.8 seconds, with a terminal speed of 92 mph. I also have an Autotune Gemini, Ford-based open sports, with a Renault 17 Gordini engine.

In 1991, my workshop was burnt down when the adjoining premises caught fire. So, I had to work under a gazebo, in the burnt-out shell, before re-occupying both units when the claims were settled and rebuilding completed.

Peter Hornby had been trying to encourage me to go trialling, so I prepared a Renault 8S. But its 1300cc hadn't enough torque, so I changed the pistons and cam to deliver low down torque and she would pull from 1,700 rpm to 7,000 rpm in top.

We successfully took part in trials all over the country, sustaining constant body damage on banks etc. and I decided to rebody the car in 2006, building in a lot of strengthening at the rear. Jill started to navigate for me about this time.

Jill and I also took part in long distance trials with Peter in one of his Austin Grasshoppers, he in the other.



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

John: The only bit salvaged from the eventual wreck of the Renault was the rear panel, now fixed to my shed!



Jill and I were on our way to the 2011 Edinburgh trial in it – we were happily cruising along the M40 at about 50-55mph near Gaydon - when we were hit from the rear by a drunk driver who had come racing down a slip road behind us. He literally punched us down the embankment and we careered along a line of timber fencing, ending upside down. The fence posts impaled the car but luckily missed us both – we put our survival down to the strengthened body and the Porsche seats. But after that I had lost the enthusiasm to build another car!

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

John: We decided that something more sedate would be appropriate and, in November 2011, we bought our Austin 12/4 Clifton from Robin Lawton.

Apart from improving the lighting and fitting indicators, only minor fettling was needed. We took her to France, through the Channel Tunnel, down the west coast of Brittany returning via the Roscoff/Plymouth ferry. We covered 2,000 miles without incident until a BMW pulled out directly in front of us on the A30 near home – but we narrowly missed him.

Next year we followed the Loire Valley to complete another long jaunt.







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

Jill: It has been the ability to have the roof off and to do long runs, we take lots of kit and it's comfortable.

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

John: We did have a major oil leak and although it was coming from the tappet cover, a new centre main bearing bolt had to be made specially. It is an unusual stepped bolt and was made by a friend who does Austin 7 race engines (he was formerly with Crosthwaite & Gardiner).

Editor: Do you have enough garage space?

John: Not really, as we have the Austin and Ford at home, but the Hudson 3-wheeler and the Gemini are garaged off-site.

Editor: What do your neighbours think?

John: We've lived here for 42 years so they have become accustomed to it!

Editor: What have you enjoyed most about NHAEG?

John: We've been members since 2012 and find everyone very friendly, we all seem to get on. The recent French trip was good fun, although Jill and I aren't used to travelling in a large group – generally we don't plan too much – we just head off on impulse doing about 100 miles a day, although we book accommodation in advance through the Logis Hotel group.

Editor: Finally, looking back, which car do you enjoy owning most, Austin or Ford?

John: We enjoy both, but the Austin has poor brakes and is slow changing down, sometimes just bogging in. The Ford is also a 3-speed box, but has lots of torque.

The Austin will cruise at 35-40 mph, whereas the Ford runs happily at 45 mph.

Editor: What prompted you to buy a second vintage car?

John: The Clifton is underpowered, as other members will know, and I had a fancy to do some trials. This drew me towards the Ford Model A, which is a good solid car and its 3.3 litre engine delivers lots of torque. I sourced one in the USA and shipped it, unseen, back home.

The engine did subsequently blow up as the white metalling hadn't been done properly, but this was fixed. In the end, we did a couple trials with her and she is mainly used as our winter car – Jill says the Clifton is more fun in the summer, as it's ideal for breezing along with the hood down.



*The demountable 'cooking oven' above the exhaust*



## TECHNICAL MATTERS: THE HISTORY OF THE FORD MODEL A (1927-31)

The Ford Model A was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on 20th October 1927, but not sold until 2nd December, the Model A replaced the venerable Model T, which had been produced for 18 years. This new Model A (a previous model had used the name in 1903–04) was designated a 1928 model and was available in four standard colours.

From the mid-1910s through the early 1920s, Ford had dominated the automotive market with its Model T. However, during the mid-1920s, this dominance eroded as competitors, especially the various General Motors divisions, caught up with Ford's mass production system and began to better Ford in some areas, especially by offering more powerful engines, new convenience features, or cosmetic customization. Also, features Henry Ford considered to be unnecessary, such as electric starters, were gradually shifting in the public's perception from luxuries to essentials.

Ford's sales force recognized the threat and advised Henry to respond to it. Initially he resisted, but the Model T's sagging market share finally forced him to admit a replacement was needed.



1931 Deluxe Tudor

Success was immediate: by February 4, 1929, one million Model As had been sold, and by July 24, two million. The range of body styles ran from the Tudor at US\$500 (in grey, green, or black) to the Town Car with a dual cowl at US\$1200. In March 1930, Model A sales hit three million, and there were nine body styles available.

Model A production ended in March 1932, after 4,858,644 had been made in all body styles. Its successor was the Model B, which featured an updated inline four-cylinder engine, as well as the Model 18, which introduced Ford's new flathead (sidevalve) V8 engine.

### Features

The engine was a water-cooled L-head inline four with a displacement of 201 cu in (3.3 litres). This engine provided 40 hp (30 kW; 41 PS). Top speed was around 65 mph (105 km/h). The Model A had a 103.5 in (2,630 mm) wheelbase with a final drive ratio of 3.77:1.

The transmission was a conventional unsynchronized three-speed sliding gear manual with a single speed reverse. The Model A had four-wheel mechanical drum brakes. The 1930 and 1931 models were available with stainless steel radiator cowlings and headlamp housings.



1928 Model A Business Coupe



1928 Deluxe Roadster

The Model A came in a wide variety of styles including a Coupe (Standard and Deluxe), Business Coupe, Sport Coupe, Roadster Coupe (Standard and Deluxe), Convertible Cabriolet, Convertible Sedan, Phaeton (Standard and Deluxe), Tudor Sedan (Standard and Deluxe), Town Car, Fordor (five-window standard, three-window deluxe), Victoria, Town Sedan, Station Wagon, Taxicab, Truck, and Commercial. The very rare Special Coupe started production around March 1928 and ended mid-1929.

The Model A was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals, throttle, and gearshift. Previous Fords had used controls that had become uncommon to drivers of other makes. The Model A's fuel tank was situated in the cowl, between the engine compartment's fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburettor by gravity. A rear-view mirror was optional. In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to provide heat to the cab.



1929 Model AA heavy-duty truck

A small door provided adjustment of the amount of hot air entering the cab. The Model A was the first car to have safety glass in the windshield.

## Production

When Henry Ford finally agreed to begin development of this new Model A, he focused on the mechanical aspects and on what today is called design for manufacturability (DFM), which he had always strongly embraced and for which the Model T production system was famous. Although ultimately successful, the development of the Model A included many problems that had to be resolved.

For example, the die stamping of parts from sheet steel, which the Ford company had led to new heights of development with the Model T production system, was something Henry had always been ambivalent about; it had brought success, but he felt that it was not the best choice for durability. He was determined that the Model A would rely more on drop forgings than the Model T; but his ideas to improve the DFM of forging did not prove practical. Eventually, Ford's engineers persuaded him to relent, lest the Model A's production cost force up its retail price too much.

Henry's disdain for cosmetic vanity as applied to automobiles led him to leave the Model A's styling to a team led by his son Edsel, even though he would take credit for it despite his son doing more of the work.

It was during the period from the mid-1920s to early 1930s that the limits of the first generation of mass production, epitomized by the Model T production system's rigidity, became apparent. The era of "flexible mass production" had begun.



## Export Sales

In addition to the United States, Ford made the Model A in plants in Argentina, Canada, Denmark, France, Germany, Japan and the United Kingdom.

In some European countries, cars were taxed according to engine size. Ford in the UK manufactured the Model A with a smaller displacement engine of 2,043 cc (124.7 cu in), providing a claimed output of 28 hp (21 kW; 28 PS). However, this equated to a British fiscal horsepower of 14.9 hp (11.1 kW; 15.1 PS) (compared to the 24 hp (18 kW; 24 PS) of the larger engine) and attracted a punitive annual car tax levy of £1 per fiscal hp in the UK.

It was therefore expensive to own and too heavy and uneconomical to achieve volume sales. So, it was unable to compete in the newly developing mass market, while also too crude to compete as a luxury product. European manufactured Model As failed to achieve the sales success in Europe that would greet their smaller successor in England and Germany.

The Soviet company GAZ, which started as a joint venture between Ford and the Soviet Union, made a licensed version of the Model A from 1932–1936. This served as the basis for the FAI and BA-20 armoured cars, which saw use as Soviet scout vehicles in the early stages of World War II (seen here is Finnish markings).





## TECHNICAL MATTERS: HOODING – MATERIALS AND MAINTENANCE

*Editor: After exposure to the dust, pollen and rain of the summer, our hoods have taken a battering, so it seemed an idea to take a quick look at cleaning them and the issues of what materials to consider for replacement hoods. **Disclaimer:** This article contains information and views expressed by interested third parties. It is not to be construed as the advice of NHAEG and NHAEG accepts no responsibility for the consequences of anyone acting on this information.*

### Cleaning

Algae growth, dust, pollen, chemical fallout raining down or bird deposits are typical problems that lead to the deterioration of a soft top. So regular re-proofing of fabric tops is very helpful, but they need to be clean first.

How you clean the fabric depends on the material. Depending on its condition a double duck top can be brushed with a stiff brush or power washed. A cleaning agent such as Granger's Fabsil Tent Cleaner followed by the application of Fabsil Universal Protector helps. The manufacturer's guidance should be followed and there are other makes (although the editor has used this one)!

<https://grangers.co.uk/products/fabsil-cleaner>

A protectant can take the form of a trigger spray, aerosol or a paint-on product. Spray on products are faster to use but there is the question of overspray particularly if you're applying it outside and it's a bit breezy! Avoid getting it on paintwork or glass. Paint-on products give you more control over application but take longer to apply.

Mohair soft tops are inherently more sensitive, so it just makes cleaning them a little more delicate. Dust collects in the weave and over time can start to weaken the fabric, so it's important to ensure this is removed periodically. The easiest way to do this is with a vacuum cleaner, but care should be taken with classic vehicles where the mohair is 'fluffier' – vacuuming may not be advisable as it may pull too strongly at the weave.

### Double Duck

If you're going for the traditional look in your classic or vintage vehicle restoration, then Double Duck was the original material used for trimming the hoods of pre-war and vintage vehicles. This tightly-woven canvas is a watertight, as well as flexible, cotton-type hooding solution, ideal for keeping the wind and rain out of vintage Bentleys, Rolls Royces, Aston Martins, MGs,, Rileys and more. You can buy double duck hooding in beige (fawn) and black, and at 1.83m (72") wide, rolls are available large enough to suffice for even the larger vintage vehicles. Double duck costs £60-80/sm depending on colour.

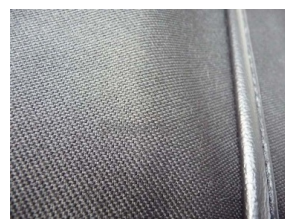
<https://www.martrim.co.uk/car-trimming-supplies/double-duck-hooding.php>



### Cabrio cloth (Mohair)

Cabrio Cloth (Mohair) is available in 8 colours. Backed with black dobby as standard. Black and Blue are available with Beige Dobby backing. This is generally more suited to quality post war classics, like Jaguar & Mercedes. Mohair costs £75-105/sm depending on colour.

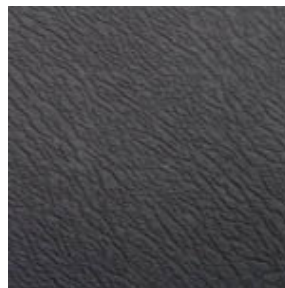
<http://www.car-hood.co.uk/mohair-hooding-2>



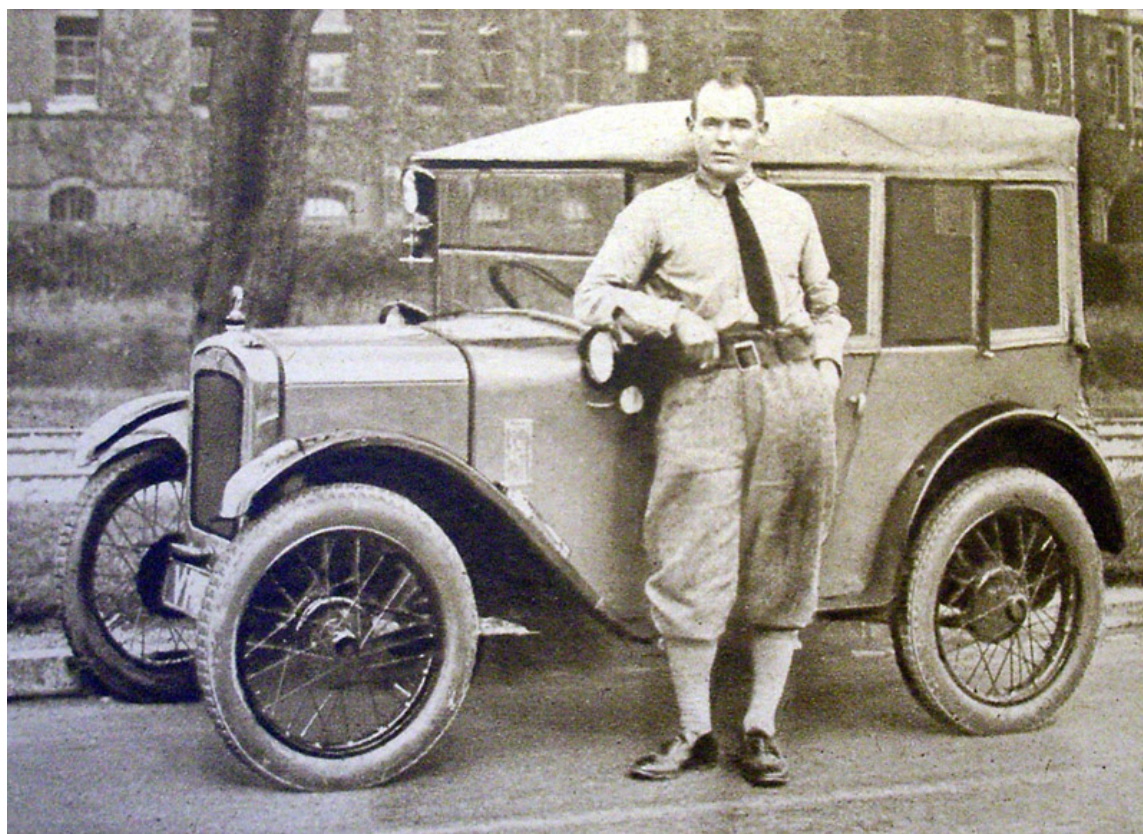
### Exterior Quality Leathercloth (Vinyl)

More usually to be found on post war classics of the 1960/70s like MGs. Leathercloth typically costs about £30/sm.

<https://www.woolies-trim.co.uk/category/99/vinyl>



## NOSTALGIA CORNER – THE HEADY DAYS OF OCTOBER 1928



Mr. J. Williams with the Austin Seven tourer with which he is making the 5,000 miles journey overland to Cairo.

## PAST PRESS – A LOOK AT ADVERTISING STYLES 40 YEARS APART

**Austin 7**  
averaged  
**65½ m.p.h**  
for 24 hrs

—world's class records  
still unbeaten

FASTEST LAP 80 M.P.H.  
AVERAGE SPEED 65½ M.P.H.  
DISTANCE COVERED 1579½ MILES

AT Mandlary, on June 18th, 1928, Messrs.  
A. C. E. Chase, D. Blund and H. D. Parker  
drove a Sports "Austin Seven" (50713) 9910s  
in 14 hours—breaking the World's Endurance  
Records for 14 hours in the 700 c.c. class.  
The old record was beaten by 8½ hours and  
by more than 14 m.p.h.

**TRIPLE SHELL OIL  
& SHELL PETROL**  
—exactly as obtainable from garages every-  
where—were used throughout.

TRIPLE SHELL OIL approved by AUSTIN MOTORS LTD.

**Inside this little kitten a new voice roars**

The roar of a 1,175 cc engine. The roar that joins the new Austin Healey Sports.  
Most of it is roaring the big roar. And that's only the beginning. New clutch and brake  
mechanism for easier change, stronger stopping power. Newly styled rear body section  
specially designed for a new folding hood. And the option of a new style hard top.  
Rest, Excitement, Fun. Do stroke this new little pussycat. And listen to her purr!

**Austin Healey brings driving to life!**

**BMC AUSTIN**



**TREVOR'S QUIZ: "Happy Hour"** (All answers begin with the letter "H")

- |   |           |         |
|---|-----------|---------|
| 1. Everest is a high point here                             | _ _ _ _ _ | 9       |
| 2. An avid wild consumer of field dividers                  | _ _ _ _ _ | 8       |
| 3. A prickly German wine!                                   | _ _ _ _ _ | 9       |
| 4. What an annoyed camel may have!                          | _ _ _ _   | 4       |
| 5. Did he administer suspended sentences?                   | _ _ _ _ _ | 7       |
| 6. Not to be read by ladies in church!                      | _ _ _ _ _ | 4, 4    |
| 7. Brainy place of learning for African animals!            | _ _ _ _ _ | 11      |
| 8. A secluded gallery in St. Petersburg                     | _ _ _ _ _ | 9       |
| 9. In which a drink may only last for 60 minutes!           | _ _ _ _ _ | 9       |
| 10. A flyer that doesn't know the words!                    | _ _ _ _ _ | 11      |
| 11. Regular dress of monks?                                 | _ _ _ _ _ | 5       |
| 12. Forms two thirds of water                               | _ _ _ _ _ | 8       |
| 13. The reaction of very frightened male Spaniard?          | _ _ _ _ _ | 8       |
| 14. Are ringing noises in the ears caused by wearing these? | _ _ _ _ _ | 10      |
| 15. Are Isle of Man treasures kept here?                    | _ _ _ _ _ | 5, 2, 4 |
| 16. It sounds as though they are starving here!             | _ _ _ _ _ | 7       |
| 17. Star of ITMA  | _ _ _ _ _ | 7       |
| 18. Dash it!!!  | _ _ _ _ _ | 9       |
| 19. Afternoon snack on top of a skyscraper!                 | _ _ _ _ _ | 4, 3    |
| 20. From bottom to top                                      | _ _ _ _ _ | 6       |
| 21. A noisy sea captain                                     | _ _ _ _ _ | 10      |
| 22. A colourful Vietnamese town with an acute accent        | _ _ _     | 3       |
| 23. A small village for the Prince of Denmark               | _ _ _ _ _ | 6       |
| 24. Where one is invisible in Manchester?                   | _ _ _ _   | 4       |
| 25. A vicar on the top of church steeple?                   | _ _ _ _ _ | 4, 6    |

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

Please submit your entry, by hand or email to Trevor Edwards, 55 The Brambles, Crowthorne. Berks RG45 6EF by Friday, 11th January 2019.(email: [trevor\\_c.edwards@btinternet.com](mailto:trevor_c.edwards@btinternet.com)).

Don't forget to do this! All entries are being logged and the member(s) submitting the highest number of winning entries by the end of 2019 will be awarded a 'grand' prize!!!

### CHRISTMAS CAPTION COMPETITION

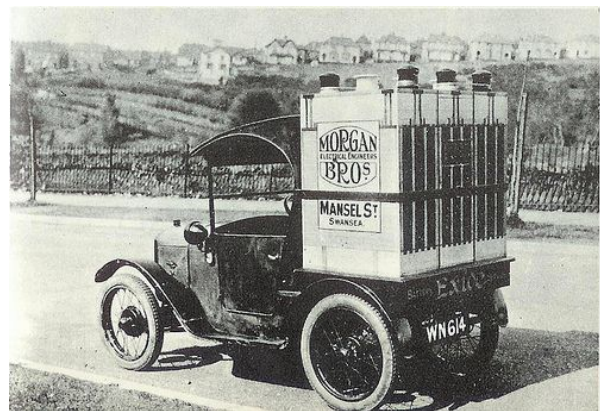
Please email your suggested caption to: [edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com)



**The best caption received for last month's picture was:**

“Do you think battery powered cars will ever catch on?”

*Thanks to Simon for this.*





## READERS WRITE TO AUNT BRASSICA©...



Dear Aunt Brassica,  
My father gave me a pair of  
Carl Zeiss Turita 8x24  
binoculars for my birthday.  
I'm very proud of these and I  
should like to take my  
neighbour's son to look for  
Nightjars in the woods.  
But I'm not sure if my Austin  
7 can take his mother, as well  
as him. Please Aunt Brassica,  
what should I do?  
Yours, 'Alice from Alton'

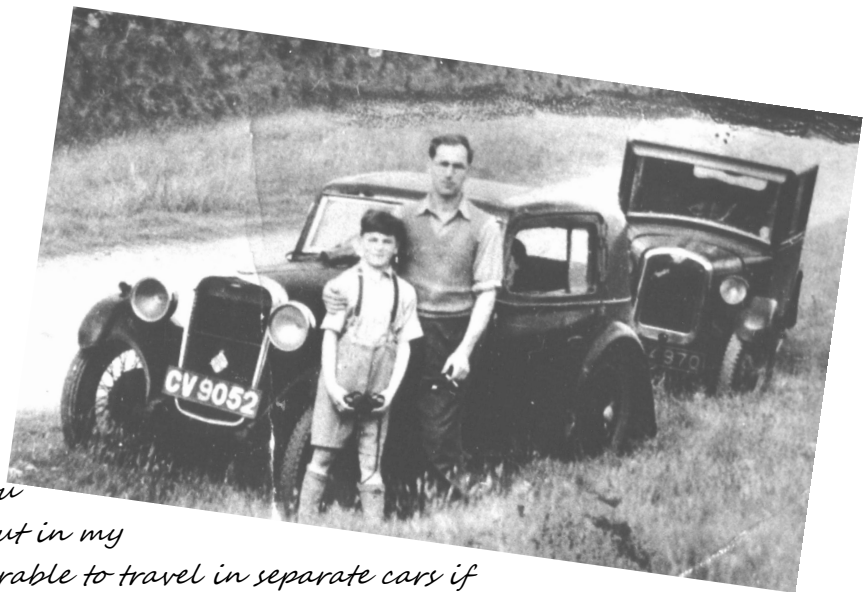


Dear 'Alice from Alton',  
You are very fortunate to  
own such a fine pair of  
binoculars. But as you  
realise, my dear, ladies of  
your young age should  
always be accompanied,  
even if your companion is  
a boy.

Also, you should always  
have a man with you if you  
are going into the woods. But in my  
experience, it may be preferable to travel in separate cars if  
this man is a smoker, as the smell will taint your clothes.

In such circumstance, your neighbour's son could ride with you, or with his father. I  
have enclosed a picture of my godson, Algernon, and his father, when we went  
birdwatching in the woods. You will note that his Singer 9 Coupe was only a two-  
seater, so I was grateful for the excuse to take two cars!

Yours, Aunt Brassica



©Aunt Brassica is Copyright property of NHAEG