

# NORTH HAMPSHIRE *AUSTIN* ENTHUSIASTS GROUP

Founded 1973

## Monthly Newsletter and Events Update

[www.nhaeg.org.uk](http://www.nhaeg.org.uk)

OCTOBER 2009

Club nights at The New Inn, Heckfield, 8pm, 2<sup>nd</sup> Monday in every month

### Mo's Mutterings

September was a busy month for Austineers, as you will see from the newsletter! The weather has been exceptionally kind to us, especially during the ten days spent in Cornwall with Marlene and Brian Grant. Half of our family are still with us, so much so that they have asked to become members of the NHAEG. Not a bad idea in view of the fact our son-in-law Dan won the driving test cup at the Picnic in the Paddock and daughter Jane has driven Chummy on several occasions including to Littlewick Show where she (either Chummy or Jane) received a 2<sup>nd</sup> prize. Queenie had a 1<sup>st</sup>!

Peter's Potter was very relaxing, a "potter" through lovely English country lanes with coffee and tea stops followed by a beautiful lunch. What more could we ask!

Many thanks again to all members sending me their inputs, it is great to hear what you have been doing and makes my life so much easier.

**Ann Greig has said she would like to have a break from doing the raffle next year**, although she is happy to do the raffle at the Nightjar this year. Could we please have a volunteer club member to do the raffle next year? Ann has carried out this task for several years now and would be happy to hand over this job and have a well deserved break. Perhaps anyone who is interested would have a word with Ann at the next club meeting.

Maureen

### Colin's Column

Since writing my last column Ann and I have spent 10 wonderful days in Cornwall staying with Brian and Marlene (Grant) along with Don and Maureen. For the benefit of new members Brian and Marlene have been members of the club for many years, Brian having served on the committee. They moved to Cornwall just over two years ago and have done a huge amount of work on their house, which now looks beautiful.

For the first few days I was looked after very well by the three ladies while Don and Brian were running their stall at Beaulieu. The weather was fantastic, no rain at all, which meant we could get out every day. With all the food and drink I put on a bit of weight so it is now back to the walking to get it off again.

Being in Cornwall I was not able to attend the September club night but I understand it all went very well and I am sure there will be details of it elsewhere in this newsletter.

### Peters Potter

As with all our runs this year we were again lucky with the weather for 'Peters Potter' on Sunday 20<sup>th</sup> September, which was organised by Peter and Pauline (Barlow). The idea was to meet up with the Southampton Austin 7 club at lunchtime.

The start was at “The New Inn” where Tim and June had very kindly laid on coffee for us. The ladies were obviously very keen to hear from June how Michelle and her new baby were doing and were very keenly looking at photos June was showing them.

We eventually set off on a very enjoyable “potter” through some lovely countryside eventually arriving at Avenue Nurseries for some more coffee/tea and in some cases the odd cake. Some of the ladies were also seen looking round the Nursery and coming out clutching bags.

We then set off on the second half of the route, again along country lanes and through picturesque villages, to eventually arrive at The Cricketers where we were greeted by the Southampton Austin Seven Club who had already arrived. We then enjoyed our lunch before making our separate ways home.

Whilst travelling home in convoy with Don and Maureen, we were very lucky to have the newly restored Vulcan Bomber fly very low directly overhead, I guess it was heading for Farnborough. It looked very impressive and menacing, I just wish I had known it was coming and had my camera ready.

On behalf of everyone who went I would like to say many thanks to Peter and Pauline for a very enjoyable day.

### **October Club Night**

The October club night should be a good one. Dave (Witton) has managed to get Vince Leek to come along to give us a talk about his travels around the world in an Austin 7. It should be very interesting and entertaining, as he will be showing us pictures taken on his travels and no doubt recounting amusing incidences that took place along the way. For those who do not own an Austin 7 and may not have heard of Vince he has his own engineering business in Wiltshire specialising in Austin 7's and is very well respected by owners of these cars.

### **Nightjar 21<sup>st</sup> November**

The Nightjar is fast approaching and those of us on the Nightjar committee are very busy getting ready for it. This is the 34<sup>th</sup> year the event has been run and I know a number of you are interested in entering, quite a few of you having attended the educational evening that Trevor and I laid on earlier this year.

Entry forms are now ready and Trevor has put them on our web site [www.nhaeg.org.uk](http://www.nhaeg.org.uk) as well as more details about the event and also hints and tips for those who have not entered before. Should you not be able to download them or maybe don't have access to the web, you will need to contact Trevor who will be happy to send them to you.

This is a great event and a lot of fun and is open to anyone, not just club members, so if you have any friends who might be interested they are more than welcome. Should anyone want to know more about the event maybe you were unable to come to the educational evening or have just joined the club, then speak to me or any member of the committee and we will do our best to answer your questions.

There are many prizes including best performance by a novice, best performance in an Austin 7 and a trophy for the best performance by a NHAEG member. So come along and have a fun evening, much better than watching the television and if you really must watch Strictly Come Dancing or The X Factor you can always record them.

That's it for another month; see you all at the October meeting.

Safe and Happy Motoring,

***Colin.***

# Secretary's Scribblings

## Quiz News

August's Quiz produced a healthy response – nine entries safely received but one, unfortunately, seemingly 'lost without trace'!

There were four entries with a full 20, all-correct answers:

Colin and Ann (Greig), Russ and Karen (Taylor), Phil and Jan (Dunford) and, no surprises here of course, Malcolm and Sandra (Ryley). Since Colin and Ann were elsewhere in deepest, darkest Cornwall doubtless sampling authentic pasties, a sudden death play-off wasn't feasible so a draw was made, using sealed, named tickets to determine the winners - who turned out to be Russ and Karen. Congratulations to them both ; trust they enjoyed their 'consumable' winnings!

Entries for September's Quiz (Counties, etc) are due in to me by Saturday October 10<sup>th</sup>. Please make sure you get them in by that date accompanied by a minimum £1.00 towards prize(s). Thanks and Good Luck!

## September Club Night (14<sup>th</sup>)

Since our Chairman, Colin, was away on holiday at the time of September's Club Night it was down to yours truly to oversee proceedings, very ably assisted by my better half, Jean and Karen (Witton). We had put together a presentation with the goal of providing a 'wash-up' , i.e. comprehensive debrief, of this year's '*Sponsor a Veteran*' fund-raising efforts which we, the NHAEG, had made.

Using photographs taken during the visit to Normandy in June, together with copies of documentation relating to individuals associated with our campaign, we attempted to present as clear a picture as possible of the entire exercise, 'from A to Z', including the all-important issues of how much money we actually ended up collecting and how this was distributed.

From reports overheard during the evening, and since, it would appear that the content was well-received and everyone (who attended) felt fully informed.

One final word on the subject is, however, absolutely essential. A very big thanks must go to everyone in the Club who did so much and were so generous with both time and money enabling us to achieve much more than we ever thought likely. Towards our goal we received wonderful, willing support from Tim and June, our genial hosts at the '*New Inn*', our regular meeting place. Unreserved thanks must also go to them for this.

For the benefit of those who were unable to attend the recent Club Night, a summary of disbursement of the well over £2000.00 eventually gathered in is as follows:

£500.00 to Billy Ness, our Geordie ex-paratrooper.

£500.00 to Stan Jarvis, a former Mancunian now residing in the Bristol area, a Sergeant in the Signals – both of these two gentlemen took an active part in the 1944 D-Day landings and beyond.

A further £200.00 was donated to the Surrey Branch of the Normandy Veterans Association for the general benefit of NVA members there.

Over £1100.00 remaining was donated to '*Help for Heroes*', the most excellent and worthy charity working for the benefit of those wounded in today's conflicts.

So Hearty Congratulations to all. A well-deserved pat on the back is in order!

## Christmas Dinner 2009 ~ Tuesday 8<sup>th</sup> December

It's now confirmed that cost for this remains the same as last year, £20.50 per head. Actual menus are still awaited but I'm assured that these will be forthcoming shortly and I will, of course, pass details on to all (40 so far!) who have given me their names and deposits.

If there is anyone else who would like to attend this year's function there is still spare capacity so, if you fancy an enjoyable evening, with excellent food, in convivial company, on Tuesday December 8<sup>th</sup>, please get back to me on 01344 775012, or email me at [trevor\\_c.edwards@btinternet.com](mailto:trevor_c.edwards@btinternet.com)  
A deposit of £5.00 per person will be required as soon as possible after doing so.

## December Club Night – Festive Fun Evening

The rumour is strongly circulating that 'John Humphries' (he, of 'Mastermind' fame on television) is making a welcome return to our FFE at the 'New Inn' this year. Consequently, his 'producer' and 'research assistants' are currently seeking contestants to spend a few minutes in the famous black chair in the hope of winning a most coveted award!

All of you surely have a degree of superior knowledge over others on some particular subject or another so why not throw your hat into the ring and come along to air this? It can be **any** subject of your choosing, - serious or frivolous - on which a number of questions will be asked within a given time. Your number of correct answers will be added to those achieved in a General Knowledge round and the person acquiring the greatest number of points overall is, of course, declared our 'NHAEG Mastermind'

It would be highly embarrassing for us – and especially for me – to have to call off 'John's' visit to us this year so please give the matter some thought, dust off the memory cells and let me have names - **and chosen specialist subjects**, please – as soon as possible. Contact details as above. *It's only fun after all!*

## Bletchley Park Trip – Spring 2010

Plans are afoot for a run in early Spring next year to this famous establishment, near Milton Keynes, which was, of course, at the heart of Britain's code-breaking efforts during WW2. It's near enough, roughly 60 miles, to be do-able in a day in 'real cars' providing a reasonably early start is made and sufficient daylight remains available in the afternoon for enfeebled 6v lighting systems to cope!

Bearing in mind that Easter Bank Holiday falls 2-5 April and wishing to avoid this busy period, provisional dates presently under consideration are either Sunday 21<sup>st</sup> March or Sunday 11 April. As a bit of additional info, sunset on 21<sup>st</sup> March will be roughly 6:15pm and clocks go forward on March 28<sup>th</sup>.

Various guided tour options exist, combining refreshments on arrival, lunch and further refreshments prior to departure, with guided tours of the various facilities during both a.m. and p.m. Costs range between £18.00 and £20.00 per person at this time.

Without making any firm commitment at this stage please let me know, via a quick phone call or short email, if such a trip would appeal to you and if so, which date is preferred. This will help to assess level of interest and potential numbers for what ought to be a thoroughly fascinating trip.

## New Trophy

In gratitude for receiving the £500.00 we donated to him earlier in the year, when we met Billy Ness later, in Normandy in June, we were presented, with a splendid, framed citation, in recognition of this fact, prepared by the NVA Parachute Association in the North-East, of which Billy, himself, remains a member. This item was on display at the September Club Night and attracted considerable interest.

It's really far too good a gift, though, to be simply left, say, hanging on a wall in the 'New Inn', so the Committee thinks it could and should be adapted and used for some sort of annual trophy or award associated with some event or other.

That's the general idea – the more difficult part is to try to come up with something which is sufficiently appropriate, perhaps bearing in mind that it will probably become known as the 'Billy Ness Trophy'.

Therefore we're asking all members to try to come up with some idea of what this could possibly be. We already have trophies in place for our annual 'Concours d'Elegance' event and also for the 'Half-Gallon Run' so these are already pretty well catered for.

As a few guide lines the trophy potentially should be 'winnable' by *any* one of our members, not just those who may have a particular model/make of vehicle. It shouldn't necessarily be awarded for perceived good service to the club either – we already have something for that as well.

Anyway, please do think about this and let any Committee Member know if you come up with something. All suggestions will be given careful consideration at the next Committee Meeting scheduled for 16 November 2009 - so get thinking!

***Thought I'd give your grey matter a bit of a rest this month, skip the Quiz and, just for a change, share with you some answers given to Quizmasters during actual TV and radio shows; quite illuminating!***

### University Challenge (BBC2)

Jeremy Paxman: 'What is another name for the 'Cherrypickers' and 'Cheesemongers?'

Contestant: 'Homosexuals'

JP: 'No, they're both regiments in the British Army who will be very upset with you'

\* \* \*

### Beg, Borrow or Steal (BBC2)

Jamie Theakston: 'Where do you think Cambridge University is?'

Contestant: 'Geography isn't my strong point.'

JT: 'There's a clue in the title'

Contestant: 'Leicester?'

### The Weakest Link (BBC2)

Anne Robinson: 'Oscar Wilde, Adolf Hitler and Jeffrey Archer have all written books about their experiences in what - Prison or the Conservative Party?'

Contestant: 'The Conservative Party?'

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### Beacon Radio (Wolverhampton)

DJ Mark: 'For 10 pounds- what is the nationality of the Pope?'

Ruth, from Rowley Regis: 'I think I know that one. Is it Jewish?'

\* \* \*

### University Challenge (BBC2)

Bamber Gascoigne: 'What was Gandhi's first name?'

Contestant: 'Goosey?'

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### Phil Wood Show (BBC Radio Manchester)

Phil: 'What's 11 squared?'

Contestant: 'I don't know'

Phil: 'I'll give you a clue. It's two ones with a two in the middle'

Contestant: 'Is it five?'

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### National Lottery (BBC1)

Question: 'What is the world's largest continent?'

Contestant: 'The Pacific?'

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### RTE Radio 2FM (Ireland)

Presenter: 'What is the name of the long-running TV comedy show about pensioners: "Last of the .....?"'

Caller: 'Mohicans?'

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These really cheer you up don't they? Haven't seen anything nearly quite so comical in any quiz entries dropping through *my* letter-box? Must try harder!

Stay safe and happy motoring.

*TREVOR*

**P.S.** Following a plea recently sent out for a volunteer, or volunteers, to man (*sorry, 'staff'*) the Nightjar Soup Kitchen this year it's very pleasing to report that three offers were received and Andy (Seager's) wife, plus assistant, have kindly agreed to do the honours. Many thanks to Jo for this. Competitors in the event will be most grateful!

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### Don's Doodlings

As some of you know, we have recently had Beaulieu weekend, and what a great weekend it was! Weather was perfect and it was good to see old friends we only see at Beaulieu. Even better still, it was good to see several of our club members calling in and having a cup of tea and cake from our selection! Probably the best thing for them is a sit down to rest their weary legs and unload the items they have bought, which they can collect at the end of the day. Sometimes it seems we have more people drinking coffee and eating cake than we have customers! You may not believe this but we don't even charge them (yet)!

Colin in his Column has given his account of our stay in Cornwall. Brian and Marlene led us on some fantastic walks, and took us to some really unusual restaurants. Maureen and I did enjoy the break and also send our thanks to Brian and Marlene.

On this subject, my thanks go to Peter and Pauline for inviting us to join them on Peter's Potter, which was an extremely enjoyable day.

Don

# FRIENDS REUNITED!

We were in Suffolk for the first week of September and were delighted to meet up with John Clark at the Norfolk Austin Seven stand at the Norwich Showground.

John sold Matilda to Karen last year and had some of his other cars on display at the show. We tracked him down and he just had to come and see Matilda at the Norfolk Club stand to renew an old friendship. John is 3 months younger than Matilda – he will be 82 in November!



*John, Karen and Matilda at the Club stand*

*Some of John's other cars –an immaculate Big Seven and a beautiful 1937 Derby Bentley*



*Some of John's other cars –an immaculate Big Seven and a beautiful 1937 Derby Bentley*

On the Bank Holiday Monday, we visited the Museum of Norfolk Life in Gressenhall near Dereham where there was an exhibition of a 'Village at War'. A working farm is maintained in the atmosphere of the 1940s with horse drawn and steam driven machinery and again, a contingent from the Norfolk Austin Seven Club were in attendance. One of the Sevens on display was a beautiful Austin Seven Milk Delivery Car, of which only 4 exist. Amazingly, this car was purchased for a song through the classified ads section of the local newspaper about 10 years ago. The body is essentially that of a tourer with a rear door hinged on the offside. The hood rolls up and body tub sides are strengthened with brackets over each of the rear wheel arches. Sadly I neglected to take a picture of the rear but this can be seen in the Source Book.



*This Milk Delivery car is based around a 1932 tourer*



Elsewhere at the museum, re-enactments of life on the farm were to be seen with baking and jam making in progress and recreations of each room in the farmhouse to replicate the era of the 1940s



*Karen was feeling a bit rough the morning after Dave's birthday party!*

Matilda has been running hot lately and judging from the amount of silt I have flushed out if it, I suspect the radiator is past it's best so I have removed it for testing by Bagshot radiators in Odiham. They have quoted £150 for a 'modern' core and £250 for a honeycomb core which is more in keeping with the original. From previous experience, these quotes are extremely reasonable. The modern core gives a better flow rate for cooling so I have opted for the cheaper modern core with a dummy honeycomb fitted to the front. These are obtainable from Vintage Wings and Radiators and I have seen these on other Sevens and they are hard to distinguish from the pukka radiator without looking inside the bonnet.

Millicent has had her front wings resprayed by Nick Gray in Bradfield St George and this has transformed the car. They were always a bit grubby and had a slightly unfinished look but now they look just right and in keeping with the patina of the rest of the car. Nick has an Austin RN saloon as well as various other vintage motors including a 1933 Rolls Royce. His garage is a family business and reminds me of how garages used to be when you could talk to the oily hands direct. Nowadays, you can never get further than Tracey or Sharon in the reception desk!



*Millicent's shiny wings and Karen putting some elbow grease in (for a change!)*

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## ***The head that wouldn't come off – the rescue of a 12/4 engine***

As many of you will already know, I recently took Mike Baldwin's 12/4 Eton into my care, initially to prepare the car for sale but as it turned out on a permanent basis after becoming very fond of what is, in my opinion a very good looking car – oh... and of course getting the necessary approvals from my 'financial advisor' who as it turns out loves the car too!

After a three-year lay up, much work was needed to spruce the old girl up and get her ready for an MOT, work which was actually very enjoyable as it was very satisfying to see the car transform from a dusty barn dweller back in to a stylish 30's tourer. A bit of elbow grease on the paint and trim and an overhaul of the brakes and some grease gun time, soon had her looking fit for an MOT – and gratifyingly she passed!

That however is only part of the story! The car had an obvious issue with very low compression on two of the cylinders and zero compression on number 4 – we all knew this when we started the process, we also knew that the car had been to an Austin specialist who after some time had declared; *'that head is not going to come off'* ...hmm. The car was essentially a very rare 'Austin 12/3' – with less torque than an Austin Seven, so I decided to drive it around for a couple of weeks while the sun was out – but the constant gear changing to get up hills and the attendant spitting from the engine that made it sound like a second world war aeroplane took the edge off the experience. Then on a return journey from work one day she took a turn for the worse and limped home under great protest. The answer was to go on holiday – so I did.



Back from hols, with a sun tan and some thinking time (*aided by invaluable advise from Tony Westhall and a couple of others*) I decided that the head was going to have to come off – so in true spirit of a car enthusiast set about it the same day I got home.... as you do! I removed the head studs and applied oodles of penetrating oil down the stud holes, none of which went anywhere, it hung around resolutely on the surface – I tapped around with a hammer and poured a bit more on - nothing – bed time.

The following day I applied a bit more oil and found a large piece of oak, which I put on the side of the head and hit with a two-pound hammer – then I tapped the studs about with a smaller hammer and one of two of the studs started to take oil.

Next I started to manufacture a jack – this comprised of two old spark plug bodies that were modified to support a long piece of one-inch thick mild steel bar that ran ‘north-south’ between number one and four cylinders, about four inches above the head. Then I found a thick piece of steel that fitted under the bar at right-angles to it through which I screwed two long, high-tensile ½” bolts – I tightened these down on the surface of a piece of thick steel plate that sat across the tops of about 6 of the head studs. The resulting pressure from the jack was enormous, so much so, that one of the spark plug lifters shattered! The head however, refused to budge – so I repaired the lifter, re-tensioned it and fed more and more oil down the studs. After about three days of constant pressure and tapping and hitting the side of the head (*with wood buffers*) more of the studs took oil – but still the head refused to move – bed time.

So science alone was not going to be the answer – time for some brutality.....

I found some mild steel wedges about three inches long and about ½” square at one end tapering to about 1/16” at the thin end. I carefully placed them between the copper faces of what I could see of the head gasket and gave them a clout – the hammer bounced off and the wedges fell out and rattled to the floor – ‘*oh dear*’ I said. So I tried again but hit a bit harder and the wedges stayed in, but there was no movement, so I found a very large hammer and beat seven bails out of them while tightening the jack until the one-inch bar deflected about ½” – still nothing. I repeated this process by moving the wedges round strategically and hitting them in to the gasket – until it got dark – bed time.

Next day: more oil – more hitting. Stopping to pick the wedges up off the floor after they pinged out and ricocheted around that garage (*about 100 times*), and then re-grinding them to remove the damage brought about by the hammer and the cast iron engine. After some time – and I mean the sort of time it takes to grow a beard – I thought I could see movement, about 20 thou at one end of the head, so I tried the wedges at the other end – by now hitting them with as much force as the space between the engine and the car would allow and dripping in sweat. Also realising that in the process damage was an inevitable outcome of this quest. Then to my amazement I got movement – minute as it was – movement! With more strategic hitting and tensioning the head came up enough to see daylight through the gap! Hoorahhhh!!!! By continuing the process it took another two hours and eventually with help from my son we wrenched the head off the studs – it was free! To my astonishment, there was almost no evidence of any of my brutality, there was only the tiniest bruise in a couple of places that went no further in than about 1/8” from the edge of both the head and the block – amazing, because boy did I hit that thing?!!

So now we could see why there was no compression on number four – a burned exhaust valve and a very burned seat. Again with moral support and some wisdom from Tony we removed all of the valves and decided to try and re-cut the seats – Malcolm Ryley came to the rescue on the valve seat cutter – and with great care I managed to recover all of the seats in readiness for some new valves. At this point the story is pretty familiar territory of lapping valves, renewing studs (*and yes some of those broke off*) and re-building the engine – but there’s a serious twist in this tale!

While I was lapping in the valves I needed to remove the tappets to get clearance, because of course the valves now sit lower in the block. I started removing them with a spanner – until I get to the infamous number four exhaust valve and I find the tappet undone....hmm. Curious since I had been in there a couple of weeks before and doubled checked clearances and had tightened everything down. Only by coincidence did I mention this to Tony a day later on the phone – I’m not even sure now why I mentioned this, it just came up in conversation – Tony said that he’d heard of a similar situation only that week and it had turned out to be a split cam follower..... off I dash in to the garage and sure enough having removed the follower it was split on both sides! It’s now obvious that the follower had been split for some years and when hot had popped up and stayed up, leaving the valve open –and had I missed this, it would have resulted in all my work being eroded over time and the loss of compression on that cylinder again!

**BEWARE!!!** If you have a loose tappet, or if you have your engine in bits for *any* reason – do yourself a favour and check the followers, make sure that while out they don’t split under load from the taper lock nut.

So where are we? Well the good news is that it’s all back in one piece and running – the difference is astonishing; a huge transformation– and a car that is an utter joy to drive, low revving, top gear cruising – I love it!

My particular thanks to Tony Westhall for his support in all of this, not only for his obvious technical experience, wisdom and ability to find parts - but also for just popping round to offer a bit of moral support – it was much appreciated. My work on the 12/4 is not done – but I am delighted with the car and the prospect of some further restoration!

For anyone else out there that has an old engine with a corroded head or indeed exhaust manifold – they do come off! It's a careful mix of science and brutality – oh and being a relentless and tenacious.....well you know what I mean!

Andy Seager

Sounds as if you had a great time, Andy, thanks for that!

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## **QUERIES OF THE MONTH**

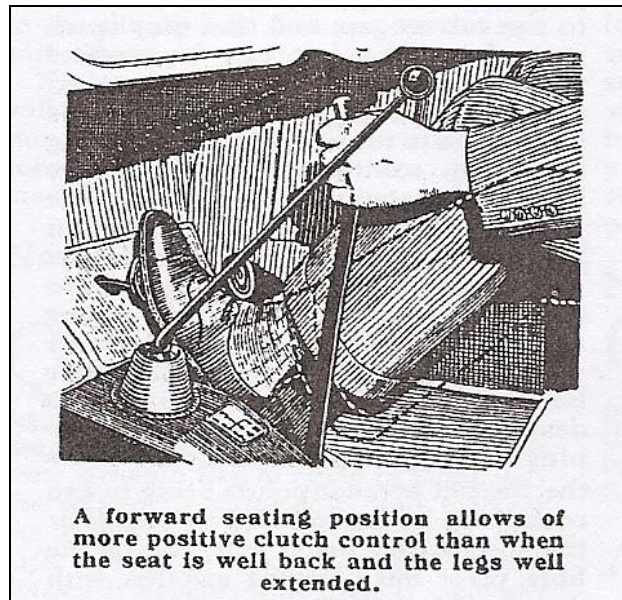
Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month's selection consists of Starting from Rest – Austin Ten-Four and Leaded Petrol – Austin Sixteen.

No 769 appeared in October 1936, and No 1148 appeared in November 1943.

### **No 769 – Starting from Rest – Austin Ten-Four**

**Q.** *I am the owner of a new Ten Four Austin and I am a little troubled with the starting of the car. The transmission seems to me rather severe, and when I am starting the car jerks and then the engine “konks” out. I wonder whether I am not giving enough power. I have been advised by one Austin owner always to start in second when the engine is warm, but I find from some of your owners that this is a matter of opinion.*

**A.** We advise starting away in first unless conditions are favourable, i.e., the car is on a downward slope, and we think your trouble in getting a smooth start arises mainly from the control of the clutch. You will find that the Austin Ten-Four clutch engages over a short range of the movement, and to ensure proper operation it is a matter of acquiring the feel of the pedal so that it is quickly released to the point at which the clutch begins to take up the drive, and then allowed to rise slowly so that the clutch engages smoothly.



We also suggest that you might find it easier to control the clutch if you move your seat forward slightly, as when the driver is well away from the controls, the gradual release of the clutch pedal is necessary to give a smooth get-away proves somewhat difficult. Of course the accelerator must be operated in conjunction with the clutch pedal, so that as the clutch engages, increased throttle opening is given to enable the engine to move the car without stalling and provide unhesitating acceleration.

## No 1148 – Leaded Petrol – Austin Sixteen

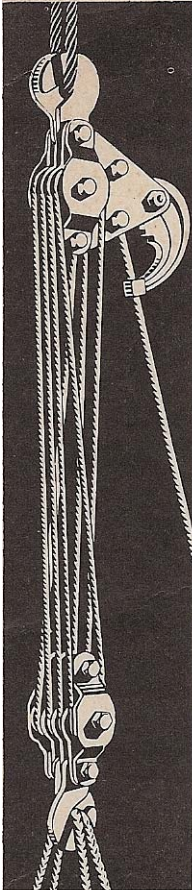
**Q.** *I notice that recently all the petrol supplied from the pump at the garage I usually refuel at is red – presumably like the pre-war Ethyl petrol. Does this indicate any need for modification, say, the ignition timing? For your advice on this point I shall be grateful.*

**A.** Yes, as Pool petrol is now leaded, it will permit of a slight advance of the ignition, and in fact adjustment should be made if you are to get the best petrol consumption. This is especially necessary if the ignition of your Sixteen was retarded earlier in the war to prevent pinking when Pool petrol was first introduced.

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

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This month's old advertisement is from a 1961 motor magazine and is for a Haltrac Autolock Midget Hoist. I had one of these in the mid seventies and found it very useful when lifting complete engines, I cannot find it now and after searching the internet I cannot find trace of the company or a stockist. Once again a good gadget lost due to lack of mass demand.



**HALTRAC  
AUTOLOCK  
MIDGET HOIST**

A pocket-sized hoist for a thousand and one lifting and pulling jobs.

**1,000 lbs.  
Breaking Strain**  
Weighs 1½ lbs.

Safety Autolock (8 : 1 ratio) holds at any height. Rustproof. Nylon pulleys and nylon cord.

Model 44a **87/6**  
Model 34 without Autolock (7 : 1 ratio) **57/6**

Available from all good Stores, Ironmongers, Halford Branches, etc., or from:

**HALTRAC LIMITED**  
Bourne Works, Weimar Street, S.W.15  
Tel.: PUTney 2263/4  
Trade enquiries also invited

Andy Ranson

Listed below are details of the NHAEG embroidered clothing. Please give Roy your requirements as soon as possible, on the order form provided.

### NHAEG EMBROIDERED CLOTHING

CAPS (Type B15)	in 6 colours	£6: 32p
CHAMPION TEE SHIRTS	in 13 colours	£6: 32p
CHAMPION TEE SHIRTS B143	in 13 colours	£9: 11p
PENTHOUSE POLO SHIRTS	in 16 colours	£11: 00p
CLASSIC POLO SHIRTS	in 13 colours	£8: 14p
PREMIUM SWEATSHIRTS	in 7 colours	£12: 84p
RAGLAN SWEATSHIRTS MD01M	in Navy only	£15: 80P
CLASSIC FLEECE B113	in 5 colours	£14: 90p
PREMIUM FLEECE B114	in 7 colours	£17: 20p
BODY WARMER (water repellent finish)	in 3 colours	£18: 13p
FLEECE BODY WARMER (R37A)	in 6 colours	£14: 54p
THE MISTRAL reversible jacket (weatherproof one side/ fleece the other)	in 9 colours	
Embroidered one side only		£21: 60p
Embroidered both sides		£25: 12p
HI-VIS VESTS (with NHAEG logo)	orange or yellow	£6: 08p

Other items may be available, subject to demand - please ask.

For more details go to;- [www.brilliantembroidery.co.uk](http://www.brilliantembroidery.co.uk)

Orders to Roy Roberts (with cheque made payable to **NHAEG**) at  
197 Frimley Road, Camberley, Surrey GU15 2QD. Tel no 01276 27043.

### ORDER FORM

NAME

ITEM 1

ITEM 2

ITEM 3

Cheque with order please **made payable to NHAEG** either give to Roy on club night or send to 197 Frimley Road, Camberley Surrey GU15 2QD.

## 2009 COMMITTEE CONTACTS:

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	John Hancock	01189885387 ( <a href="mailto:route66_2003@hotmail.com">route66_2003@hotmail.com</a> )



I have received this lovely photograph with an e-mail from a gentleman called Gordon Brown. The man sitting in the front left is his father, Jack Brown, when his submarine HMS Tantalus was based in Perth Australia 1943-5. On the back of the photo is written "Winning the Cross Race Perth 1943". Gordon would like to hear from anyone who recognises the other two sailors in the photo, he is trying to find out who the other crew members were who served with his dad on the submarine HMS Tantalus. Gordon's e-mail address is: [gjbrown11@hotmail.co.uk](mailto:gjbrown11@hotmail.co.uk)

**Maureen**

**CLUB NIGHT & EVENTS DIARY/UPDATE**

**OCTOBER**

**12<sup>th</sup>** Talk by Vince Leek

**18<sup>th</sup>** B2B Run (BEN to  
BASINGSTOKE)

**NOVEMBER**

**9<sup>th</sup>** Auction Night

**21<sup>st</sup>** Nightjar Navigational Scatter  
Rally

**DECEMBER**

**8<sup>th</sup>** Christmas Dinner at  
Downshire Golf Complex

**14<sup>th</sup>** Festive Fun Evening

**20<sup>th</sup>** Carols by Candlelight Royal  
Albert Hall

**JANUARY**  
**2010** AGM