

Editor: Sandra Ryley

Please let me have any articles for the next Newsletter by the 22nd of October in WORD format

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**PLEASE FEEL FREE TO SEND ME ANY ARTICLES THAT
MIGHT BE OF INTEREST TO NHAEG MEMBERS
(SANDRARYLEY@ICLOUD.COM)**



24th October - Free Night at the New Inn

Tim and June have again offered us a free night at The New Inn, the date this year is Saturday 24th October. They have very kindly offered us free Bed & Breakfast. Dinner is to be taken by all and paid for together with any drinks.

There are still a few rooms not yet taken, so if you are interested, please let me know ASAP and then follow this up with a cheque for £10.00 which will secure your room and be used as part of the tip for the staff looking after us during our stay.

We intend to partake of delicious tea and cake at Risley Village Hall, just a short drive from the New Inn on the Saturday afternoon (Not too much to spoil our dinners of course) please see below for a link to their website.

We hope also to arrange a trip for the Sunday after checking out of our rooms, for anyone interested, however we have not yet finalised this, so watch this space.....

The tea & cake "trip" is also open to any members who do not wish to stay the night at the New Inn, so again, if you are interested in joining us, please let me know, so we can confirm numbers with Risley Village Hall.

<http://www.riseleyvillagetearoom.co.uk/>

Simon Jocelyn
20 Byfleet Avenue

21st November 40th Nightjar Navigational Scatter Rally

Those who are familiar with this event will be aware that it is the premier event staged by the NHAEG (on behalf of the Austin Ten Drivers' Club) and that it attracts great interest from IRC members and many others around the south of England.

One of the features of the event is the siting of a Soup Kitchen at one of the Manned Controls where those competing – if they have sufficient time to spare, of course – can avail themselves of something warm and cheering on what can often be a chilly November evening.

We have been fortunate, over the years, to have people come forward, not necessarily Club members, to run the Kitchen, i.e. heat and dispense the soup. This year, however, Marilyn Grant, who has ably assisted us in this capacity, has indicated that she will not be able to do so.

This is a plea, therefore, directed at all Club members, requesting a volunteer, or volunteers, to hopefully come forward and offer their services on November 21st.

For obvious reasons the precise location of the Soup Kitchen/Manned Control cannot be disclosed at this time but be assured it will not be far from where we meet for our monthly Club Nights so would be readily reachable for most members.

If you feel able to support this very popular event could you please get in touch with either myself or Colin Greig at the earliest opportunity to find out more about what's involved. My telephone number is 01344 775012 and email: trevor_c.edwards@btinternet.com (note there is an underscore between 'r' and 'c.')

Colin's contact details are: tel: 01252 879173

email: cgreig104@gmail.com

4th to 23rd December Polesden Lacey House

A little more information from Polesden Lacey House, Dorking, Surrey RH5 6BD (National Trust house) regarding their Christmas event.

They would be happy to have more “normal” 1930’s cars rather than just luxury cars as first requested, especially during the weekdays, which they would like - with the owners permission to style with shopping parcels and presents etc.

The events organiser has told me, they can have just one car at any one time, due to limited space at the front of the house.

Their Christmas event is running daily from 4th to 23rd December, and they are looking for people who would be willing to park their 1930's cars at the front of the house between 10am & 4pm. They are offering free entry, (apparently the Christmas event does have an admission fee even to NT members) together with free lunch for the car owners if they remain on site during the day.

If you would like take part in their Christmas event, please

contact: Stephanie.rueff@nationaltrust.org.uk 01372 452048 Visitor Services Assistant at Polesden Lacey. Stephanie is organising the car rota.

Denise

Mid-week run to Whitchurch Silk Mill – ‘Five go to Frog Island’

After days of downpour, Wednesday 23rd September dawned bright, sunny and cool – perfect Austin weather. After a quick cup of coffee at The New Inn while five cars and crew gathered, we set off due West.

The route that Alan had planned meandered through Newnham and Old Basing, down to the oddly named ‘Polecat Corner’, before snaking round the soulless suburbs of Basingstoke. After endless mini-roundabouts, big roundabouts and one false turn (my fault) we reached the B3400 to Whitchurch.

At last we could put our feet down and hit 38mph on the open road – the last 14 miles went comparatively quickly as we slid through Worting,, Overton and Laverstock, past the home of Bombay Sapphire Gin. No surprise then that over a nice ‘homemade’ sandwich lunch at the Mill that thoughts turned towards organising another run to the Bombay Distillery – then some wags suggested the Hogs Back Brewery and the Greyfriars Vineyard at Puttenham! Is that next year sorted?

We had been allowed to park the cars on the Frog Island lawn next to the mill and they attracted a steady stream of mill visitors. We were treated to a guided group tour of the mill, its workings and the local history. I think we were all blown away by the labour intensity of setting the threads up for the loom – it would take one weaver 3 weeks to set up and produce 5-8m per day – no wonder that silk is expensive!

By 3pm it was time to embark on the return journey and Alan had prepared a contrasting route that involved narrow leafy lanes and lots of climbs & descents as we traversed across valleys to reach Axford. From there we launched up valleys with wide open scenery towards Odiham. The convoy slowly dissolved as people neared home and the much-needed cup of tea. Thanks Alan for organising a great day!

Reporter John P



BROOKLANDS REUNION – a personal report

Here are more episodes of Malcolm's motoring exploits (ie. Newsletter gap filler)



The Brooklands Reunion was a lower key affair than a few years ago, not as crowded and perhaps with fewer cars of great interest. In the morning there was opportunity to do a flagged off uphill start for several cars at a time, followed by a trip along the banking, round a cone and back again. One high geared motor bike and sidecar needed manual assistance to get going properly but a huge Merlin powered Special had no problems, while converting rubber to smoke in the process. In the afternoon the entered cars did some laps of the Mercedes track, and the test hill runs finished the proceedings. The hill was the main reason for my attending, and the Riley went up in fine style

It's not often we get paper coverage! so, thought NHAEG Members would like to see our recognition

Rural Life Museum at Tilford

The Surrey Classic Vehicle Club organized a charity event at the Rural Life Museum at Tilford. For people not familiar with the venue, it has numerous well labelled exhibits featuring all types of by-gone crafts and items in shop formats and sheds. It is continually expanding, the latest building housing a collection of farm waggons showing their evolution. There is even a short steam ride available. There was a wide cross section of vehicles at the show, ranging from Model T to TVR, and congregations of similar vehicles in club areas.



With a good café, an autojumble and food stalls , it was a good day out.

Club Merchandise

We have some new merchandise in stock including:

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

Some pictures of these items. We have access to other items, all bearing the clubs logo. If anyone is interested in purchasing any of these items please let the committee know who will also try to bring these to each of the club nights.



We hope you like the new additions

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

CLUB NIGHTS AND EVENTS DIARY

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

NHAEG	2015/16 Dates	Club Nights	Arranged by or details from
	Mon 12 th Oct	Shoe Box Car Build	Don
	Mon 9 th Nov	Auction	Don, Trevor, Colin
	Mon 14 th Dec	Christmas Surprise	Julie and Karen
	Mon 11 th Jan	AGM	Committee
	Mon 8 th Feb	Quiz night	Julie

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

Club	2015/16 Dates	Other Events & Location	Contact
NHAEG	Wed 23 rd Sept	Mid week run to Whitchurch Silk Mill from The New Inn	Alan Pickett
Brooklands	Sun 11 th Oct	Motor Sport Day at Brooklands	www.brooklandsmuseum.com
Watercress Line	Fri-Sun 23 rd -25 th Oct	Steam Gala at the Watercress line	www.watercressline.co.uk
NHAEG	Sat 24 th Oct	Free night at The New Inn	Simon
VSCC	Sat 31 st Oct	Sprint Meeting at Goodwood	www.vsc.co.uk (free entry for spectators)
NHAEG	Sat 21 st Nov	NHAEG/ATDC Nightjar	Trevor/Colin/Don
NHAEG	Mon 7 th Dec	Christmas Dinner	
NHAEG	Wed 9 th Dec	Salisbury Christmas Market & Cathedral Carol Concert	Jean Edwards (Coach Trip)
ATDC/ AHC/ A300C/	13-15 th November	NEC Classic Motor Show	http://www.necclassicmotorshow.com/
Brooklands	Fri 1 st Jan	New Year's Gathering	www.brooklandsmuseum.com
VSCC	Sun 31 st Jan	Driving Tests	www.vsc.co.uk
Austin	Sun 13 th March	Austin Morris Day	
White Lion Antiques	Sundays - Twice a month	Classic Car Meetings, White Lion Antiques, Hartley Wintney	See web site for dates www.whitelionantiques.co.uk

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

Club	2015/16 Dates	Inter Register Event & Location	Contact
Alvis	Sat 26 th Sept	Scatter Rally Dartmoor	James Campbell 01730 817049
MGCC	Sun 11 th Oct	Autumn Surrey/Sussex "Naviscat"	Tim Morris twmorris@ntlworld.com
NHAEG ATDC	Sat 21st Nov	Nightjar Scatter Orienteering, Hants/Berks	Trevor Edwards, 01344 775012 trevor_c.edwards@btinternet.com

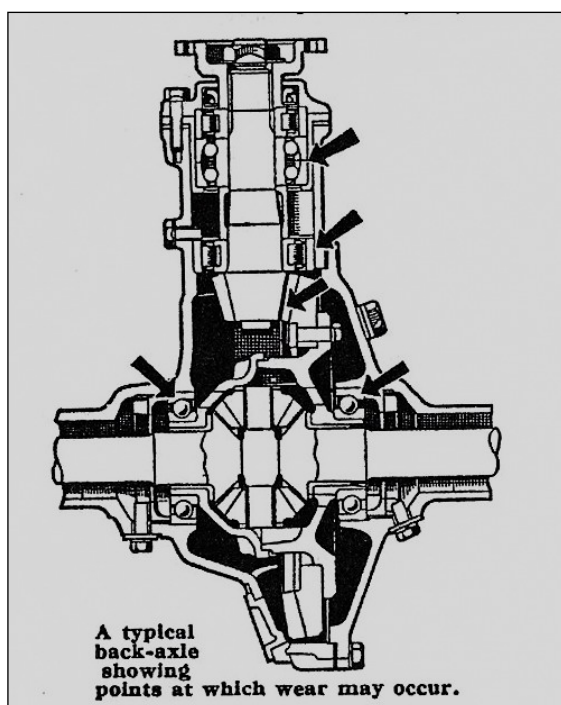
QUERIES OF THE MONTH

Another one from "Queries of the Month". These originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 1088 Back Axle – Austin Twelve, appeared in July 1942 and No 1148 Leaded Petrol – Austin Sixteen, appeared in November 1943.

No 1088 – Back Axle. Austin Twelve

Q. *Recently I have heard a hum from the back of the car when coasting down hill, which a friend commented on as a noisy back axle. As I have not previously noticed this noise I should like your advice as to whether it denotes the need for any attention that I should give, or any pending trouble. For your information my car is now four years old and has covered 37,000 miles.*

A. Noise on the over-run, i.e., when the wheels are driving the engine, instead of *vice versa*, may arise as a result of wear or lack of lubricant. Either is possible in your case in view of the mileage you have covered.



You should have the axle drained and re-charged with oil, and at the same time ensure that the breather – usually a small pipe on one of the adjustment access covers – is clear, as poor breathing of the unit may prevent effective circulation of the lubricant.

If these attentions have no effect in reducing the “hum” or whine, wear must be suspected. This can occur either in the bearings supporting the bevel pinion or the crown wheel, or in the mesh of these two gears themselves. It is possible that a combination of both is the cause in your car.

On occasion rear axle noise can be eliminated by adjustment of the mesh of the of bevel pinion and crown wheel, but as this means a carefully-made combined adjustment involving expert knowledge and skill, it is one to be left to your Austin dealer, who will advise if such an attention is necessary or desirable.

Usually, when wear has developed, some degree of over-run noise has to be tolerated, and its elimination by adjustment usually results in the equivalent noise on the drive, and as this constitutes much more normal running than coasting does, noise on the over-run is much to be preferred of the two.

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 of, 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 this 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)

This article was produced by the editor of a motoring magazine in May 1958.

COMPULSORY VEHICLE TESTS

MR. WATKINSON, the Minister of Transport, hopes that his scheme for the compulsory testing of motor vehicles will be working by the autumn. We suggest, however, that before he takes this precipitous step, probably the most unpopular move he has ever made, he has second thoughts on the matter. This journal, in common with every other periodical and newspaper, has had an enormous number of letters from readers protesting not so much against the test but in the manner in which it is proposed to carry it out. The protests, of course, come mostly from the owners of old cars and they vigorously protest against having to pay an extra yearly charge of 15s. and the additional expense of paying to have remedied any defects which come to light as a result of the test, and which must be carried out before the certificate of fitness is given. The scheme will develop into what is virtually a Government-sponsored racket. The tests should be independently conducted. The garages are not the best people to carry out the tests. With a lively eye to business they are bound to find a lot of faults which do not really exist. Some garages, unfortunately, have earned the unenviable reputation of overcharging for work done and in some cases charging for work not done, and for inefficiency in carrying out repairs. Our postbag is filled with such complaints. There are, of course, excellent garages above reproach and these will not take advantage of the special position in which they are placed by these compulsory tests.

What garage doing badly and unable to find work for its mechanics is going to resist this golden opportunity of keeping its staff busy the whole year round? The skilled motorist will, of course, not be misled, but the motorist unable to question the estimate of work required to be done will be caught. It would appear that the only redress a car owner has is to take his car to another garage and pay another 15s. There seems to be no provision for an appeal. It is right that any car, irrespective of age, which is in an unsound mechanical condition should not be allowed to use the roads, where it could be a danger not only to its own occupants, but to other road users. Equally, the owners of cars already overburdened with petrol taxes and the extra taxes imposed in the name of fines should be protected from further exploitation by get-rich-quick garage proprietors.

It is beyond dispute that there are a number of old and rackety cars of pre-war vintage on the road and some other countries—South Africa for example—have for many years insisted upon a certificate of roadworthiness before a fresh licence is granted. What steps are to be taken to ensure that garages undertaking the test are themselves qualified? Anyone can set up as a garage proprietor, and we feel that the testers should themselves undergo a test as with driving instructors.

This letter was also published in the same motoring magazine in May 1958.

One Point of View

SIR,—There has been much bitter criticism of the Minister of Transport's proposal to order vehicle tests all to no avail. May I suggest that if we motorists will only play our part we can prevent this order from being made. A general election will take place soon and we, by voting Watkinson out of office, can indicate to his successor how strongly we feel about this matter. I appeal to all motorists, in whatever constituency he dares to stand, to vote against him and indicate to his successor that we, the motoring public, are his master and not he ours.—J. BRADBURY (Hayes).

In 1958 Harold Watkinson, a conservative MP and the Minister of Transport, appears to be responsible for proposing the introduction of the compulsory testing of motor vehicles over 10 years old.

Looking in motoring magazines of the late 1950s there was major resentment by most of the motoring public for the introduction of this test. This was due mainly to the fear of being ripped-off by unscrupulous garages and it being just another form of government tax. However, in 1960 the conservative MP, Ernest Marples, who was then the Minister of Transport, introduced the test. As you can imagine the resentment and outcry continued, it was not helped as Ernest Marples went on to introduce Yellow Lines and Traffic Wardens !

The aspect of having safe roadworthy cars appeared to have been overlooked by many. The year prior to the test being introduced there were 9.4 million cars on the UK roads and 6,970 people died in motoring related accidents.

Today there are 34.2 million cars on the UK roads and last year approximately 2,500 died in motoring related accidents. Still too many but at least roadworthy cars contribute to road safety.

Andy Ranson

“TREVOR’S TEASER” ‘Around the World in (another) 25 Questions’

All answers are countries - some are before separation or a name change. Answers must be that if the country, spelled correctly.

- | | | | |
|----|-----------------------------------------------------|-----------|-------|
| 1 |transport better than road? | - - - - - | (6) |
| 2 | These inlanders are very wise | - - - - - | (7) |
| 3 | No cash used in this republic! | - - - - - | (5) |
| 4 | A furry fungal growth has gone | - - - - - | (7) |
| 5 | Where “Rain remains chiefly on flat areas” | - - - - - | (5) |
| 6 | Missing meals might make one | - - - - - | (7) |
| 7 | Headgear common between Pacific and Atlantic | - - - - - | (6) |
| 8 | Sounds as though lady’s undergarment is unwell | - - - - - | (6) |
| 9 | The reason it takes a long time to clean the carpet | - - - - - | (8) |
| 10 | Value £1.05 | - - - - - | (6) |
| 11 | Very close employer? | - - - - - | (6) |
| 12 | Person who works very quickly | - - - - - | (6) |
| 13 | If you slip on this you may come an Acropolis | - - - - - | (6) |
| 14 | Radio home of 208 metres | - - - - - | (10) |
| 15 | Mr.....protesting against shortages | - - - - - | (4) |
| 16 | Paradise in Devon or Cornwall | - - - - - | (6) |
| 17 | More irate hydrogen-powered people carrier | - - - - - | (10) |
| 18 | Is its capital home of sprouts? | - - - - - | (7) |
| 19 | Speak of empty objects found on the beach | - - - - - | (10) |
| 20 | 4 p.m. snack on a hilltop? | - - - - - | (5) |
| 21 | A person who multiplies 2 by 2 by 2 | - - - - - | (4) |
| 22 | To avoid being caught | - - - - - | (4) |
| 23 | A ‘pure’ place | - - - - - | (4) |
| 24 | Take judo expert to court? | - - - - - | (5) |
| 25 | England, Wales, Scotland & N.Ireland all agree | - - - - - | (6,7) |

Name(s):.....

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