



Dear Members *Time for the antifreeze !*

Well, it had to come to an end at some point! The summer, which took its time coming and was great while it lasted, has bid us farewell and it probably won't be too long before Jack Frost comes to visit. Not a prospect which I personally look forward to each year – give me heat over cold any time, probably spent too long in hot climates to seriously enjoy all those bracing wintry walks which are evidently so very good for us!

Anyhow, let those of us, who are eligible get our booster Covid jabs and hopefully, as well as all others, get through the coming months unscathed.

We experimented having a couple of Club meetings per month during August and September – one intended to be outside at the New Inn on the 4th Monday of each month and the other, conventionally, inside on the 2nd. The purpose was two-fold; firstly, to try to ease ourselves back into some semblance of normality by returning to our former monthly meeting on the second Monday of the month, thereby allowing those members who are gainfully employed to attend, but also, by holding a second, day-time meeting, to offer the opportunity to those 'with time on their hands', or were perhaps a little anxious about meeting up in relatively close contact with others *inside*, to meet for a chat and bite to eat, under what was hoped would be pleasant *al fresco* conditions. This was only partially successful since both indoor meetings were attended by less than half the number generally expected prior-Covid and the last outdoor meeting was frustrated by unkind weather.

Aah well, it was just an experiment and maybe helped to keep the Club alive and kicking.

Very little in the form of Club activities have taken place recently although the Sunday Breakfast Run to Lasham Airfield, on September 26th, organised by Adrian (Walker), was well-supported and reportedly much enjoyed by all those who took part. Unfortunately, this was one run which Jean and I had to forego due to a prior family commitment. Grateful thanks are nevertheless due to Adrian for setting up this event, the like of which we've all been sadly deprived of, both this year and last!

At this time of the year, a reminder would normally be sent out to members regarding renewal of membership, which expires on December 31st. However, at the most recent (ZOOM) Committee Meeting a decision was made to suspend Subscription Renewals for 2022, (as per 2021), since, yet again, members have been unable to gain much benefit from Club membership. It is to be anticipated and sincerely hoped that 2022 will see a return to a normal calendar of events Club-wise.

October Club Night (11th) will be a Quiz, devised by Andrew (Barker) which promises to be a lot of fun and will mark the first actually planned Club Night since March 2020.

Please come along with your thinking caps on; there will be something for everyone it's certain. Regrettably, Jean and I will not be able to attend on this occasion either We will be spending a

few days on the shores of Loch Ness, no doubt monster-hunting and promise to bring back photos of 'Nessie', to display at the Club photographic competition - if he shows his face! *

After a gap of two years November's Club Night will see our traditional Auction Evening being held, once again, when members are strongly encouraged to bring along their unwanted items, vehicle-related or otherwise.

It can be *anything* serviceable, within reason, for which you have no further use.

If possible, please bring them along in a box, crate or bag and have this clearly marked with your name. As always proceeds from sales are split 90% back to seller and 10% to Club funds.

As always, remember one person's meat is another's poison.

Incidentally, on the subject of Club funds, it is announced that there has been a recent change in Club officials. Our Treasurer, Andrew (Barker), who has held the position for the past six years or so, has now relinquished the role and has handed over to Colin (Greig), with immediate effect. We must all thank Andrew for carefully looking after our finances during the time he has had charge of the 'purse-strings' and also welcome Colin into the important role of keeping us 'in the black'!

One of our members has been restoring an A7 Opal for some time and has made good progress but now finds that, frustratingly, he has some physical difficulty in completing bodywork assembly and putting other finishing touches to the vehicle. A suggestion has been made that perhaps a 'task force' of members could be put together to help him with this endeavour.

If you think you could be part of such a team, or could help in any way whatsoever please drop me an email or give me a call on 01344 775012 and something can hopefully be arranged. It's certain to be hugely appreciated.

*Closing date for entries for the protracted photographic competition has now been set for **31st January 2022**, judging, by members, to take place at the February Club Night.

The competition was announced in early 2020 and closing date has, for obvious reasons, been successively postponed a number of times, so this *should* mean that a mass of potential entries has been accrued!!!

As a reminder the four categories are:

Animals. - People - Automobile-related - Landscapes (Scenery)

Entries should be made on either 6" x 4" (postcard sized) or 7" x 5" format prints.

Any member, however, who find themselves unable to provide prints could, if necessary, send them *electronically*, to me (trevorcedwards@icloud.com) and I will, at nominal cost, print them.

This should be done by 31st December

Nightjar Rally 2021. After some serious thought it has been decided to stage this, once again, as a *virtual* event this year. Despite the fact that restrictions have been significantly eased it was nevertheless felt better to act firmly on the side of caution in order to avoid any risk of those

entering becoming infected – Covid has clearly not gone away regardless of what some might think and keeping the event virtual for another year is considered to be the safer option.

Further details will be announced in due course but the date, as per usual, is the **third Saturday in November, (20th)**

Hoping you're not currently grounded by lack of fuel! Happy motoring, whatever you drive!

Trevor E

E10 Fuel in the UK

From 1 September 2021, regular 95 octane unleaded petrol in the UK can contain up to 10% ethanol and will be labelled E10, replacing the current E5 95 octane unleaded that can contain up to 5% ethanol.

Ethanol and classic engines

Ethanol is added to petrol to make it burn more cleanly, but it has a number of side-effects, particularly on classic engines and their fuel systems.

1. Because each molecule of ethanol contains one oxygen atom, it makes the petrol it is added to burn more cleanly, which can affect performance and engine temperatures.
2. Ethanol degrades several flexible materials commonly found in older fuel systems, including seals and pipework, leading to leaks. For a list of ethanol-incompatible materials and suggested replacements, see the fuels page on the Federation of British Historic Vehicle Clubs website (www.fbhvc.co.uk/fuels) and scroll down to the ethanol section.
3. Because classic cars tend to be used infrequently and are commonly laid up for long periods, particularly over winter, they are more prone to the next two ethanol-related problems. The first is that ethanol is hygroscopic, meaning that it absorbs water from the atmosphere. Until closed-circuit fuel systems arrived with modern fuel injection, fuel tanks and carburettor float chambers vented to the atmosphere. Absorbed water vapour will settle out in fuel tanks, causing corrosion in steel tanks and fuel lines, and rough running as the water disrupts the correct atomisation and combustion of petrol.
4. The second infrequent use-related problem is that ethanol oxidises to create acidic by-products that corrode aluminium and brass components found in fuel systems and engines.

How can I avoid or minimise ethanol-related problems?

1. Leaner combustion can be compensated for by enriching the fuel/air mixture.

2. Replace fuel system components with those made from ethanol-compatible materials where possible.
3. Use super unleaded petrol from 1 September 2021.
4. Use your classic regularly enough to ensure that the fuel in it is regularly replaced by fresh petrol.
5. Use a specialist corrosion inhibitor petrol additive.
6. When storing a car longer term, for example, over winter, drain the fuel tank, lines, filters and carburettors.

Are more modern classics safe to use E10?

Most but not all cars built after 2000 can use E10 blended fuels. To check your car, visit www.gov.uk/check-vehicle-e10-petrol

Protection-grade super unleaded

The All Party Parliamentary Historic Vehicle Group has ensured that super unleaded (97 or higher octane) petrol will continue to be limited to a maximum of 5% ethanol for five years, and it will push for availability to be extended in the future.

Do any brands or grades of petrol contain no ethanol?

Although super unleaded petrol can contain up to 5% ethanol, there is no government requirement for it to contain any. Some makes contain none, although few will state the fact and ethanol-free petrol is not labelled at the pumps. Trying to identify ethanol-free petrol is further complicated by the fact that a brand of fuel may be supplied at different blends depending on the region of the UK, some with and some without ethanol. For example, when this article was written, Esso stated, 'Esso super unleaded petrol (Synergy Supreme+ Unleaded 97 and Synergy Supreme+ 99) is ethanol free (Except in Devon, Cornwall, North Wales, North England and Scotland).'

Cc Classic Cars Magazine

All you need to know about caring for those sexy spokes!

Wire wheels look great but not everybody loves them because they are heavier, weaker and brutes to clean. However, nothing sets an historic car off better than a set of period wires

The techy stuff

Acceleration, cornering, and braking all impose loads from different directions between the wheel rim and the hub, and often the wheel has to cope with differing directions of stress at the same time. Spokes must be loaded in tension – think of it as pulling – as any compression or lateral load will cause the spoke to bend. Sideways forces are controlled by arranging the spokes across the relatively wide hub at different angles, to form rigid triangles. Spokes work in

pairs to absorb loads, and fore and aft weight transfer is controlled by these pairs acting alternately in tension. Complex patterns of lacing or 'crossing' also adds strength.

Spokes can be made from rustless, stainless or chromed material, with ultra expensive 'double butted' (thinner in the middle) variations found on ultra expensive, historic racing wheels. Chromed spokes aren't allowed in competition because of the effect of hydrogen embrittlement caused by the plating process although rare nowadays.

Maintenance

Regular inspections – say every three months – are wise. Think wire wheel care and most enthusiasts think of damaged/loose/broken spokes but that's only the start. The time honoured way of checking a spoke's tension is to tap it with a pencil. A sharp uniform ping should be heard whereas a flat sound indicates a loose or broken spoke.

If it's the former, they can be tightened, using a proper key not an ordinary spanner, but only if the individual 'nipples' that the spokes sit in aren't rusted up – and they usually are to be honest. Don't be tempted to run around with damaged or loose spokes as it only places greater strain on the sound ones. Penny to a pound it's always a front wheel that suffers the most, due to braking forces it is claimed. Certainly don't run your car if more than one spoke is broken or damaged.

Rather like you did when you kerbed your bike's wheel, it pays to raise your car to spin each wheel looking for any buckling. If it's not excessive then it may be 'hammered' true. Even if the wheel looks in sound order it may still be clapped out if the locating splines are shot. Lack of periodic greasing (use only a recommended High Melting Point type) will cause the splines to wear, look for pointed edges and a shiny groove where the wheel mates to the hub. With the car jacked up, lightly spin the wheels and feel for wear; it may also manifest itself as a clunk as the drive is taken up rather like a worn drive shaft or slack differential. New hubs are available but can be pricey but it's the only cure.

Once a week, and before any long journey, ensure that the knock-on nut, sometimes called a spinner, is completely tight and that the wheel is okay on the splines. Many designs used are right-hand thread on the right hand side and left-hand thread on the left side of the car to avoid 'rotational loosening' as you drive along.

Cleaning

The best possible way of keeping your wheels in tiptop shape is to keep them as clean as possible. Soap and water suffices but you can use a dedicated alloy wheel cleaner, albeit only if the wheels are painted – bare metal or lacquer finishes will be damaged by aggressive chemical cleaners. Any cleaning regime is also dependent upon your car's use. Older style brake pads can give off lots of harmful black brake dust, so consider upgrading to Greenstuff pads which are a lot cleaner in operation (and work better).

If the wheels are tarnished, then use a paintwork renovator (such as T-cut) followed by a good polish. This will keep up appearances and help resist dirt in the future. If you have chromed wheels and/or spokes, a light polish with an Autosol type polish is fine (try the new Miroxol metal polish), but don't go too hard or too often with this type of cleaner.

At the start and end of each motoring season it's wise to remove the wheels, and give them a detail cleaning right up to the spoke heads front and back. This will allow you to find loose or broken spokes, and also give a close examination for stress fractures at both hub or rim.

Replacement

New wire wheels aren't cheap, so any decision to replace will be based on either cosmetic or wear deterioration. If your wheels are old but sound, you may get away with a re-paint. But a new set of wheels will ensure a perfect finish. If you experience any sort of clonking on taking up drive in forward or reverse, or worse still, when cornering, then your wheels will need expert examination – spline wear can affect hubs and stub axles too, plus cause ongoing loosening, which is dangerous and must be fixed.

The good news is that the general quality of aftermarket wire wheels has improved substantially over the years and they can be as good as OE equipment if you go for quality types. Leading players such as MWS International, Longstone Tyres and Vintage Tyres of Beaulieu who market a full range of replacement wheels which can make refurbishing the old ones uneconomic and certainly a safer bet than buying secondhand ones.

Tyres

Years ago only tubed tyres could be used, as the air would escape via the spoke holes. However it's not the case now thanks to a change of design that can have the spoke location moved away from the edge and towards the centre of the rim. That said, it is okay to use a tube in a tubeless tyre. If your rims are of the original sort then special tape has to cover the exposed inner nipples to prevent chafing against the tyre. Fitting new tyres to a wheel is an art that many high street tyre centres lack, so beware if you don't want the rims damaged. Similarly, balancing can be difficult and you should really seek either a wire wheel or specialist rather than high street fast-fit.

cc : <https://www.classiccars4sale.net/>

French Trip - Sept 2022

The plan is to travel from Portsmouth to St Malo and then to stay at the hotel :

<https://www.kasteldinech.com/> . This would probably be a 4 night stay and then a final night at <https://www.hotelgrassinais.fr/> , where we have previously stayed prior to getting the ferry home.

Detailed directions will not be provided although there will be a suggested route of about 110 miles so that people can input that into whatever navigation system is available in their vehicle.

Interested parties should Google the area which is very pretty.

A number of people have already expressed interest, and it is hoped to have about 10 vehicles, preferably ancient rather than modern!!

(Further details from John Bennet)

Historic Vehicles -the facts

The federation of British Historic Vehicle Clubs (FBHVC) has produced a number of reports which are available free on their website. The following summarises some relevant facts.

(thanks to Trevor M)

1,538,927 historic vehicles are registered on the DVLA database

£7.2 billion is the estimated total spend in the historic vehicle sector

£946 million is the annual value of overseas spending with British firms on historic vehicle products & services

683,967 is the estimated number of historic vehicle owners in the UK

£4,223 per annum is the average amount a historic vehicle owner spends on their vehicle

1,200 miles per annum is the average distance travelled in historic vehicles

16 times per annum is the average number of times a historic vehicle is used each year

34,113 is the estimated number of people employed within the historic vehicle sector

18.7 million people in the UK see historic vehicles as an important part of our national heritage

4.6 million people in Britain would like to own a historic vehicle

35% of historic vehicle owners currently contribute or would contribute to a carbon offset scheme

£17,200 is the average value of a historic vehicle with averages for cars being £26,000, motorcycles £6,700 and agricultural tractors £3,500. 51% of vehicles are valued at less than £10,000.

Useful links to websites

Austin

[A7OC](#)

[Austin Seven engineering services - Vintage Austin Services](#)

[Cornwall Austin Seven Club](#)

[Bristol Austin Seven Club Home Page](#)

<http://www.nhaeg.org.uk/>

[7 County Austins Home Page](#)

[ATDC - Austin Ten Driver's Club](#)

[Austin Seven spares, suppliers and services](#)

[John Barlow](#)

[Alderton Austin Services Ltd](#)

Vintage Car Sites

[Prewar Car / Austin](#)

[WELCOME | The Riley Register](#)

[kestrel rebuild](#)

[Flickr: The Riley Cars Pool](#)

[Austin Ten Drivers Club](#)

[rileyrob.co.uk](#)

[Minty SU Needle Compare-o-rama](#)

[The Automobile Magazine - Home Page](#)

[FBHVC](#)

[Vintage Sports-Car Club](#)

[Motorgifts](#)

[500-websites](#)

[blank reproduction, replica tax discs \(disks\) 1921-1987](#)

[The Wilson Pre-Selector Gearbox - OCC Reference Library.](#)

[LIBRARY of The Riley Car Club of New Zealand](#)

Vintage Car Dealers

[Gavin McGuire UK](#)

[Pioneer Automobiles](#)

[Robin Lawton](#)

[Ashridge Automobiles](#)

(cc Andy Seager)

Car Parts & Services

[EPOXY REPAIR PASTE PC-7](#)

[Austin Repro](#)

[Auto Meter](#)

[Blockley Tyre - Old Car Tyres](#)

[Brooklands Enginecraft](#)

[Carburettor Hospital](#)

[CMES Engine Services](#)

[Contact Us | SU - The SU Carburettor Company](#)

[Craftmaster Paints](#)

Events

Bicester open day, - 10th October

As well as enjoying the visiting classic cars, motorbikes and other vehicles, you can explore the best-preserved WW2 RAF Bomber Station in the country and also glimpse inside the 40+ specialist businesses now based at Bicester Heritage, who will be opening their doors throughout. Tickets in advance £15.10. <https://bicesterheritage.co.uk/events/>

Club Night – Monday 11th Oct

Quiz evening

Club Night – Monday 8th Nov

Auction night

NightJar- Saturday 20th Nov

Nightjar virtual

Club Christmas Dinner – Monday 6th Dec

Sand Martins Golf Club,

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