

# NORTH HAMPSHIRE *AUSTIN* ENTHUSIASTS GROUP

Founded 1973

## Monthly Newsletter and Events Update

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

SEPTEMBER 2008

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

### Mo's Mutterings

**First things first! Just to remind you all that the SEPTEMBER CLUB NIGHT IS TO BE ON THE 15<sup>th</sup> (THIRD MONDAY) and NOT THE 8<sup>th</sup> (second Monday) of the month.**

### Mo's Mutterings

Our club members Yvonne and Robert Green have a new address but their telephone number is unchanged. Their address is now 10 Holme Close, The Brackens, Crowthorne, Berkshire.

**Can you guess whose toenails have been painted by Marlene?  
Answer in back of newsletter!**



I thought you may like to read about Pat and Nick Buchanan's recent adventure in their Chummy, Noddy.

"Pat and I have just returned from a small test run to stay with an old friend living at Forest Row, near East Grinstead. I have known John for about 50 years since we were apprentices together in Stafford. He owned two A7s (Tootletootle and Cindyloo) while I had a Morris 8!

I had promised that I would drive Noddy over on a visit as soon as I had enough confidence in the car getting there. Avoiding the ghastly roads on offer (M25, M23, A2(M)) and even the A25, we took all the little lanes cross country through villages like Holmbury St. Mary, Newdigate, Rusper etc. It was a lovely trip and although the forecast was heavy showers on both days, we had the hood down all the way. While there, with John as passenger (he is 6ft. 2in.) I took Noddy up a long steep hill up to the top of Ashdown Forest without a hiccup. There was just a hint of steam as we reached the top but nothing else. The engine now appears to be set up OK.

Noddy went well all the way and is now a pleasure to drive although I must have a go at setting up the transmission, back axel and rear brakes as my next project. Anyway, it looks as if we have a sporting change of getting to Lymington and back.”

Nick

### **Colin's Column**

Despite the very disappointing weather a good many members with their families and friends turned up for the “Picnic in the Paddock”, I should think about 40 all together. With a number of gazebos erected we were able to keep dry when we had the odd shower.

With the picnic out of the way Don had again kindly organised his driving tests, in which everyone took part. As usual they were great fun. I think a few friends and family members who had never driven a vintage car before joined in and really enjoyed themselves. Thankfully the weather had improved a bit by then and we occasionally caught a glimpse of the sun.

With everyone having completed the tests Don added up the scores and announced the results. Modesty prevents me saying who won, although I must admit I was very surprised, but I would like to compliment my friend Trevor from Bishop Stortford for being an excellent Navigator during the bucket on the head test.

On behalf of everyone I would like to say a big thank you to Don and also to Ray and Ian (Adnams) for again allowing us to use their field for this event.

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Although quite a few of our regular members were on holiday we still had a fair number at the August club night. Although it was not a very good evening weather wise, there was still a fair number of proper cars in the car park, including Tony Westhall's van. I don't think Tony has come to club night in his van before so it was good to see another of his vehicles.

We had thought of having a feelie bag competition which John (Hancock) was arranging but as everyone seemed to be enjoying a Noggin n' Natter it was decided to hold it over to another night.

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Our next event is the weekend in the Isle of Wight, which Trevor and Jean are arranging. Ann and I are looking forward to it and hoping we will have similar weather to that which we had in the Cotswolds.

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**Please note our September meeting will be on the 15<sup>th</sup>** and not the 8<sup>th</sup>. This is because a great many members will be on their way home from the Isle of Wight on the 8<sup>th</sup>. George will give a talk with slides on the "History of Vertical Take-off Aircraft" It should be very interesting so come along and give George your support.

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Safe and Happy Motoring.

***Colin.***

#### Don's Doodlings

On the motoring scene, apart from club night, it has been very quiet, partly due to the rubbishy weather which gives me no enthusiasm whatsoever to get out the Austins.

One thing I have done, at long last, is to fit a new steering arm to the chummy. The new arms have been made to modern standards, as there have been several that have snapped whilst driving along. I am informed by David Cochran, who incidentally has had a batch of repro arms manufactured, that most of the problems with steering arms have been airline cracks. Just for the hell of it, I have polished the steering arm removed from the Chummy and I am going to have it crack tested. I will let you know the results when received.

Anyone can purchase one of the new steering arms from A7 Components, telephone number 01788522033. They are £70 each. I know this sounds expensive but when it breaks and you are heading towards that large oak tree at 35 mph, the steering arm seems a good deal!

I hope to see some of you at Littlewick Show on Bank Holiday Monday. We are planning to take Chummy and Queenie, with Karen, my eldest daughter, driving Queenie. This will only happen if the weather is warm and sunny!

I am looking forward to Jean and Trevor's Isle of Wight trip, fingers crossed for some sunshine. All the best.

Don

## Secretary's Scribblings

### Time flies!

Are months getting shorter? It seems like only yesterday that I was sitting down to draft my Scribblings yet here I am, going through the same process once again. The reason undoubtedly being that Don and Maureen's very successful trip to the Cotswolds, at the very end of July, caused a slight postponement in the publication of the August edition of the Newsletter and our IoW trip at the beginning of September necessarily brings forward efforts required to prepare and publish September's.

In any event, rather than run the risk of incurring the wrath and displeasure of our esteemed editor by being tardy with my humble offerings (and without being prompted this time may I just add!) I am therefore trying to get my act together a little earlier than usual.

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### Many thanks!

There is an old adage which states that 'you don't notice the water until the well runs dry'. For that very reason it might be very easy to take for granted and overlook our good fortune in being able to hold our annual picnic in the paddock owned by Ray and Ian Adnams; Ray, of course, being one of our members as, indeed, were his father and mother before him.

Therefore, as Colin has mentioned elsewhere, we owe them both a big thank you for, once again, permitting us to use the grassy and wooded spot which suits our needs very well. The grass is always cut in preparation for the event, the garage toilet is placed at our disposal and we always enjoy the food and fun even if, as was the case this year, the weather is less than perfect. What more could we ask for?

So, Ray and Ian, thank you both for your generosity; it is really very much appreciated!

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### Isle of Wight 2008

By the time this edition of the Newsletter is published the time will almost be upon us when those who are going on the long weekend away at Norton Grange will be about to embark on the journey down to Lymington for the 30 minute trip across the briny to Yarmouth. Don't forget the '*Quells!*'

This year a record 29 of us will be making it and providing the weather doesn't upset the apple-cart too much we'll hopefully have as enjoyable a time over there as in previous years. Certainly in the past we've been lucky weatherwise but – this year – who knows! In any event we shall doubtless make the best of it and will certainly find meeting up with the IoW Austin folk once again a pleasurable exercise.

A package containing information on the trip will have been handed/mailed out to all those involved and should all be self-explanatory. However, if this is not the case and you have any questions, or you have not received the package, please get back to me soonest!

## Sequel to Jan (Barker's) A7 troubles ~ post Cotswold trip

As was mentioned in last month's edition 'Sybil', Jan's newly restored Box Seven and, indeed, Jan herself, both performed in exemplary fashion during their recent baptismal trip to the Cotswolds. Exemplary, that is, *until*.....almost home, when noises at an alarmingly significant amplitude coming from the back axle forced an unscheduled stop between Twyford and Wokingham.

'Group Emergency Forces' then swung into action and Jan, John (her able navigator) and 'Sybil' continued the journey back home rather ignominiously in, or on, other vehicles.

Initially the very worst was feared and Don, having other pressing matters to attend to, left 'Sybil' looking forlorn and embarrassed in a shed at the farm, to reflect on her behaviour for a few days, until taking another, closer look at the problem to assess damage, if any.

Miraculously however, when he did get to investigate further it was found that despite the fact that *all* the bolts securing the torque tube to the differential housing had fallen out and distributed themselves along the highway somewhere between Berkeley, Gloucestershire and Twyford, with an anticipated consequential damage to the differential gearing themselves, there was no trace of any such unwelcome development!

In fact, replacing all six bolts and, of course, suitably securing these in place with lock washers was all that was required in order to restore 'Sybil' to her earlier impressive performance rendering her fit once again ready for the IoW challenge.

All of which goes to prove just how tough and virtually indestructible the A7 is! Something we all knew, of course!

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## Finally, and with apologies to all of our members having Scottish descent!

*This actually was received recently from someone North of the Border .....*

### **How temperature affects the mind!**

***40 degrees - Californians shiver uncontrollably  
People in Scotland sunbathe***

***35 degrees - Italian cars won't start  
People in Scotland drive with the windows open***

***20 degrees - Floridians wear coats, gloves and woollen hats  
People in Scotland throw on shorts and a 'T'-shirt***

***15 degrees - Californians begin to evacuate the State  
People in Scotland go swimming in the sea***

***0 degrees - New York landlords turn on the heat  
People in Scotland have a last BBQ before it gets cold***

***-10 degrees - People in Miami are extinct  
People in Scotland lick flagpoles***

*-20 degrees - Californians all now live in Mexico  
People in Scotland throw on a light jacket*

*-80 degrees - Polar bears begin to evacuate the Arctic  
Scottish Boy Scouts postpone winter survival exercise until it gets cold  
enough.*

*-100 degrees - Santa Claus abandons the North Pole  
People in Scotland wear a vest and pull down their ear-flaps*

*-173 degrees - Ethyl alcohol freezes  
People in Scotland get angry when they can't thaw their whisky*

*-297 degrees - Microbial life starts to grind to a halt  
Scottish cows complain of farmers with cold hands*

*-460 degrees - ALL atomic motion stops  
People in Scotland start saying "A bit hill-billy.... eh?"*

*-500 degrees - Hell freezes over  
Scottish people support England in the World Cup!*

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*Head below the parapet now! That's all folks!  
See you on the low or at George's talk on VTOL Aircraft at  
September's Club Night. Meanwhile, safe travels!*

*Trevor*

## **2008 COMMITTEE CONTACTS:**

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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 months selection includes; Coal Gas Conversion – Austin Twelve (might come in useful today, mind you the installation cost in 1940 seemed a bit steep) and Engine Falter – Austin Seven (not enough windings on the rubber band !)

No 982 appeared in January 1940 and No 1134 in July 1943.

### **No 982 – Coal Gas Conversion – Austin Twelve**

**Q.** *I was very interested to see in your December issue a photograph of an Austin Twelve equipped with a gasbag for running on town gas. Can you give me any details as to this conversion and the cost, including running costs?*

**A.** The Austin Twelve illustrated in our December issue was converted to run on town gas with the co-operation of the Liverpool Gas Department. The original air cleaner was removed and the gas carburetter or mixer clamped in its place. A flame trap is provided to arrest any danger from backfiring. A non-return valve is fitted which automatically cuts off the gas when the engine stops. From a bag on the roof of the vehicle a hosepipe conveys the gas to the carburetter. A main tap allows the engine to be switched over to petrol.

The bag contains 240 cubic feet of gas when fully inflated, and gives a mileage, under test, of just over 30 at a cost of ½. (Note - not sure if this is an old ½ penny or ½ the cost of petrol at 30 mpg)

We learn that only a slight difference in acceleration is noticeable but that there is a 10 per cent reduction in power on hills and maximum speed.

According to the user, the efficiency of town gas is not constant. The installation cost, inclusive, £22 10s.

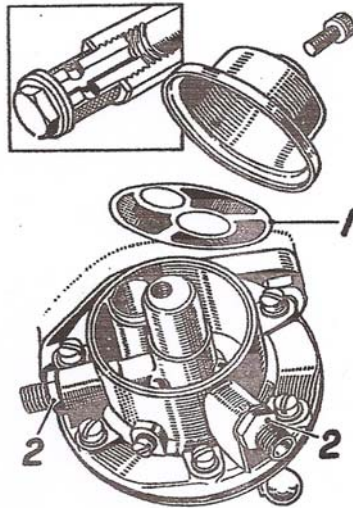
### **No 1134 – Engine Falter – Austin Seven**

**Q.** *I have recently experienced on several occasions a tendency for the engine to falter, especially when pulling in a low gear on hills. Fortunately, it has picked up again, and so I have not stopped, but as I have not been able to discover the cause and fear that the engine may fail me when out on the road, I should like to have your advice as to the reason for this symptom and how I can eliminate the risk of engine failure. My car is a 1937 Austin Seven.*

**A.** The cause of the hesitation of your engine is not easy to diagnose without more information. It may arise from either the ignition or the fuel system, but from the fact that it has apparently occurred when in a low gear on hills, the chances are that it is a fuel deficiency which is at fault, in that the feed is not keeping up with the demands of the engine.

If this is so, there are several points to examine. First of all, check the petrol connections of the piping into and out of the pump, also the security of the petrol pump cover

Air leaks at these points can reduce the efficiency of the pump and result in temporary petrol starvation.



The fuel pump showing the top cover and filter (1) and the fuel feed and delivery pipe connection (2).

Next you should check the petrol filter under the top cover of the pump and the filter in the inlet elbow or banjo union on the carburettor float chamber. If either of these are partially choked, the petrol flow may be inadequate. Lastly, you should make sure that the jets are unobstructed by unscrewing them from the bottom of the float chamber, using the float chamber securing screw with the squared end. If either jet appears to be obstructed in any way, blow through it in a reverse direction to that of the petrol flow. This will clear the obstruction. Do not on any account attempt to poke any such obstructions clear with a needle or pin, as this may upset the delicate calibration of the jet. These checks should bring to light any restrictions in the fuel feed, and so eliminate the risk of stoppage which you now fear.

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

An advertisement from a 1962 magazine for Gamages, a well known company that also sold great toys. I think it closed down in the early 70s. Anyone fancy using the frying pan on the move!

**ELTRON CAR KETTLE & CARFRI**  
No drain on the battery. 12 volt.  
GRILLS & BOILS WHILE YOU DRIVE  
SEND FOR LEAFLET CM/62

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

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



## Events Diary Update!

<b>September</b> <b>5-8th</b>		<b>Warners – Norton Grange</b>	<b>Trevor</b>
<b>12-14<sup>th</sup></b>		<b>Beaulieu Autojumble</b>	
<b>15<sup>th</sup></b>	<i>Club night</i>	<b>History of Vertical Take-off Aircraft</b>	<b>George</b>
<b>October</b> <b>13<sup>th</sup></b>	<i>Club night</i>	<b>“His and Hers” Night</b>	<b>Jean, Ann &amp; Mo</b>
<b>November</b> <b>10<sup>th</sup></b>	<i>Club night</i>	<b>Auction</b>	<b>Don</b>
<b>15<sup>th</sup></b>		<b>Nightjar</b>	
<b>December</b> <b>1<sup>st</sup></b>		<b>Club Dinner</b>	
<b>8<sup>th</sup></b>	<i>Club night</i>	<b>Festive Fun</b>	

**Footnote:** These are the feet of your illustrious Chairman, Colin. Bet you didn't know that did you?

(Photograph taken during the Cotswold Run!).