

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP

Founded 1974

Monthly Newsletter and Events Update

Editor

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Please let me have any articles for the newsletter by the 22nd of the month, as a WORD DOCUMENT attached to an e-mail.

www.nhaeq.org.uk

SEPTEMBER 2010

<u>Club nights at The New Inn, Heckfield, 8pm, 2nd Monday in every month</u>
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Mo's Mutterings

As you all know our club member, Jan Barker, died on the 13th August and Don and I lost a very dear friend. Jan and I worked together twenty-five years ago and we soon became friends. Sometime later, Jan's husband John arrived home with an Austin on a trailer! I can see it now, Jan nearly had a fit! It really didn't look much like a car at all. John did some work on the Austin but unfortunately, he died some sixteen years ago, before he could complete the restoration. This was carried out a few years after by Brian Grant, ex-clubmember Mick Clover and Don. This eventually allowed Jan to have some fun driving the car. Her son, Andrew and her partner John Chad have taken the Austin on the Nightjar. It has also never been forgotten that Jan and John got hopelessly lost in Southampton, on their way home from a club trip to the Isle of Wight a couple of years ago. No-one else actually went to Southampton!

Jan and I have had some laughs over the years. Several times when Don was at Beaulieu for the weekend, Jan and I also went away, elsewhere. I remember staying in Plymouth in a grotty b and b with a room the size of a wardrobe and that included the en suite. I had booked this because Don and I had met the lady who owned the b and b whilst we were on holiday in India. It had been described as a slightly larger establishment and more luxurious than it turned out to be! On another occasion we were looking for Arundel in Sussex late on a Friday evening after work. It turned out that Jan, my navigator, had the map upside down! We had been going in the wrong direction, about fifteen miles! Stratford-upon-Avon and Bath had happy memories for us, we must have walked miles whilst there.

Jan has battled with cancer off and on, nearly all the years I have known her and I mean battled. She has never moaned or felt sorry for herself, she was so brave and so loved and will be sorely missed.

It is hoped that John Chad will carry on coming to club meetings and events, since he has made some good friends amongst members, including Don and myself. It is naturally very hard for him at the moment but I am certain he will find much support amongst our club members.

Please note Bob Ripley's new e-mail address which is: bobripley@btinternet.com
Many thanks, George.

Colins Column

Picnic in the Paddock

As always our Picnic in the Paddock went off very well with quite a number of members plus family and friends turning up.

We followed the usual format of eating first before tackling the devious driving tests set by Don. These included the always popular driving with a bucket on the head. This meant relying on your navigator to tell you which way to turn your wheel to enter and leave garages, both forward and in reverse, without knocking the cones over and also when to stop. Whilst this was going on the children were amusing themselves playing various games that Trevor and Jean had brought along.

With the scores added up the winners were announced as Jane (Don and Maureen's daughter) with Deborah (Trevor and Jean's daughter) navigating, and their daughters Ellie and Madeleine riding as passengers. Well done to them! Is this what you call "Girl Power"? We men are going to have to do better next year. Thanks to Don and Trevor and everyone else who helped as marshals for the driving tests.

Many thanks to Ray and Ian for again letting us use their field. Without their kind gesture each year we would be unable to hold this very enjoyable annual event.

August Club Night

Over the years, we have held a number of walking rallies. Unfortunately, our present meeting place does not lend itself to walking rallies, being situated on a fast, busy road. To overcome this Trevor, Jean, Dave and Karen came up with the idea of driving to a suitable village, parking the cars and then doing the walking rally.

The village they chose was Mortimer, a pleasant 6-mile run from The New Inn where we parked up and walked around the village looking for the answers to 19 questions we had been given. I believe there were 17 cars altogether, which caused quite a few puzzled looks on the faces of some of the villagers as they saw all these cars parking. The occupants were getting out and walking around, looking in every corner and at every notice board and manhole cover in the village, trying to find the answers to the 19 questions. It did however provide them with a free car show.

Some of the questions were fairly easy but others were a bit more devious. However, it made for an amusing and interesting evening and with failing light everyone made their way back to The New Inn and handed in their sheets to be marked.

With the sheets all marked and the scores added up, Trevor read out the results. No- one was more surprised than myself and Ann, to discover we were the winners, for which we received a bottle of wine and a box of chocolates.

Many thanks to Trevor and Jean for organising a very enjoyable evening and also to Karen who found time to check the questions out on her way home from work one day. I know their time and efforts were well appreciated by everyone.

August Amble & BBQ

As last year, we were very lucky with the weather for the August Amble, which this year started with breakfast at the West Meon Hut. We then set off through country lanes and villages, with a few breaks on the way for refreshments, to reach John and Joan's house for the BBQ later in the afternoon.

We then spent a very pleasant few hours in their garden enjoying the fantastic spread that had been put on for us. The great company was made all the better by the afore- mentioned weather.

Very many thanks to John and Joan for letting us use their garden and for organising the BBQ. Thanks also to Andy and Do and Tim and Clare for their invaluable help. I know it was appreciated by everyone. Catering for 30 people cannot be easy!

September Club Night

For our September club night we have two speakers. In our normal room we will have a talk by Tony Mealing the Technical Adviser to the Austin Ten Drivers Club. This has been arranged by Trevor and in the Conference Room there will be a talk by someone from the Reading and District Fuchsia Society, which has been arranged by Karen. Please come along to either room for what should be an interesting evening.

Club Events

As I mentioned at the August club night, over the past ten years our membership has increased beyond expectations, which of course is very welcome. It does mean however, it might be necessary sometimes, to limit numbers on some events. We had to do this with the August Amble and BBQ due to available space for parking at John and Joan's house. We are having to do the same with the Vintage Coach Trip due to the number of seats available and also the free night at The New Inn due to the number of rooms available. Can I therefore suggest to members that if you want to take part in any future event you ***give your names and, if required, cheques to the organiser of the event promptly*** to avoid disappointment.

It will be made clear when advertising an event in the newsletter or by email if there is a limit on numbers and all places will be strictly allocated on a first come, first served basis. ***So don't miss out, check your newsletter each month for forthcoming events and if you want to enter, get your names in promptly. This will also make life easier for the organiser.***

Organisers of events often find that members appear not to know about the event, even though it has been mentioned in the newsletter for at least two months, as well as at club nights. ***Please read and preferably print off your newsletter so that you know what is going on.*** A lot of time and effort goes into producing it each month both by the contributors and the editor, Maureen, and it can be very disappointing when members don't read it and are unaware what is going on.

Littlewick Show

As mentioned in August's newsletter, any NHAEG members going to the Littlewick Show are invited to call in on Ann and me for coffee and bacon butties before the event. Details were at the end of my column last month. If you have not already done so, please let us know if you are coming.

Jan Barker

You have by now heard the sad news about Jan and have also read Maureen's tribute to her. I would just like to say what an inspiration she was to us all, fighting her illness over many years, never complaining and wanting to join in with everything we did even though she must have been in a lot of pain. She was a very brave and remarkable lady and on behalf of all members I send sincere sympathy and condolences to John, Sam and Andrew.

Like Maureen I also hope, as I am sure everyone in the club does, that John will continue to join us at our club nights and events where he will be among friends.

That's it for now, I am looking forward to seeing those of you on the Vintage Coach Trip to the IOW.

Safe and Happy Motoring.

Colin.

Secretary's Scribblings

Quiz News

July – 'It Used To All Add Up!'

Seems like the calculation of pre-decimal currency might be in danger of becoming a lost art since, although there were a gratifying nine entries for this quiz, which involved recalling nicknames and colloquial terms for pre-decimal money, as well as solving a few cryptic synonyms, only one all-correct entry was submitted.

The total amount of one thousand, one hundred and fifty-five pounds and fivepence ha'penny was correctly totted up by Alan and Myfanwy (Pickett) using their careful recollection of 240 pence = one pound = 20 shillings = 8 half-crowns, etc.etc., as well as remembering what a bob, half a nicker, tanner and such like were! Well done to both of them!

The answers were displayed on the notice board at the August Club Night meeting but, for those who remain curious, also appear elsewhere in this Newsletter.

You have until 11th September to get August's Quiz in to me; this one is all about the garden – plants, vegetables, gardening tools and equipment and suchlike – so should prove a piece of cake to all of you greenfingered types.

September's Quiz is something completely different. – 'Dingbats'. A bit of a challenge - (I think!) See how many cunningly disguised phrases or sayings in common usage you are able to decipher from those listed. Remember to 'think outside the box!'

In Need of Vehicle Paint?

For some time now I've been meaning to carry out some remedial work to minor paintwork imperfections on the bonnet of 'Clarissa', our A10 'Colwyn' cabriolet, but have been deterred by the fact that the colour – a sort of beige/mushroom shade - has been difficult to identify and then source.

Recalling that Andy (Seager) reported some time ago his dealings with an Aldermaston-based company, (details of which Colin subsequently added to the Parts and Services Directory which he has compiled and maintains), I very recently visited the company in question – *Paintshop Products*, in Youngs Industrial Estate, Aldermaston.

The experience was most illuminating and very rewarding. I took with me one of the small bonnet louvre panels as a sample of what I was looking for and also a *very* ancient tin containing a small and equally venerable quantity of paint which, I'd been informed by the person from whom I purchased the car some years ago, *was* the paint used during restoration (though not by him) of 'Clarissa' in 1978. Nevertheless, I subsequently had some doubts that this was the case since there was an obvious dissimilarity in shade when used for touching up some other minor paint damage.

When outlining my requirements to Sean at *Paintshop Products* (someone who clearly knows a great deal about paints and is ready to share his knowledge freely), and, working from some barely decipherable numbers on the side of the rusty paint tin, he patiently started punching computer keys. After a few false leads up blind alleys, he finally determined that the paint in question was made, in Germany, for FIAT and used by that company between 1973 and 1976. This tied in quite nicely with the period of restoration. He then miraculously produced a shade card (or 'chip' as such a thing evidently is known in the trade) which certainly looked very close, if not identical to, that of the louvre finish. Based on the mixing/tinting data thrown up on his computer he then quickly brewed up a half litre of the now-identified cellulose mixture.

However, being evidently not *totally* convinced, Sean then offered to go through a further tinting process retaining and using the louvre sample as a guide. This, he explained, could be a lengthy procedure and might take a day or two but, when completed, he would call me back to collect the finished product. Furthermore, a detailed record would be kept on file (the good, old-fashioned card-index type) of this 'fine-tuning' process and, should any further supplies be needed in the future, all the necessary information would then be instantly available.

Finally, we discussed discounts for Car Club Members which are readily given. He duly recorded our Club's name on his computer, thus enabling anyone in the NHAEG, purchasing paint or paint-related equipment from this outlet, to receive a modest discount off the regular costs.

In summary I can thoroughly endorse Andy's original observations about the service this company is able to provide. Outstanding and well worth the trip over there to discuss your paint needs should you ever have any.

Thanks - long overdue!

At Club Nights and on various other occasions, as well as often in the monthly Newsletters, Colin, our Chairman, freely expresses gratitude and appreciation – on behalf of himself and other club members – for the efforts of those who may have arranged or organised some kind of social event or group activity. Rarely, if ever, however, does this get reciprocated which is an omission and oversight long overdue for correction!

Colin, often together with Ann, his good lady, have been responsible for devising a number of runs and outings in the past the most recent of which was the truly excellent *August Amble* which took place on Sunday 15th. The weather, initially, wasn't exactly cloudless sunshine but, after assembling at the Meon Hut, on the A32, where several took advantage of the 'world-famous' 'Big Breakfast', members taking part wended their way gently, in increasingly improving conditions, along a route cleverly designed to take in parts of rustic, rural Hampshire and Berkshire quite unfamiliar to many. An absolutely delightful run, stopping briefly at a conveniently situated hostelry and, later, a garden centre for (mainly liquid!) refreshments *en route* to John and Joan (Hancock's) where a delicious, very substantial BBQ awaited us all, prepared by the aforementioned, ably assisted by Andy and Do (Ranson), all of whom did a fantastic job, greatly appreciated by all.



The legendary 'Big Breakfast'!

So, belatedly for both past *and* recent efforts, we should all applaud Colin and Ann for the work they, also, as well as many others, regularly put in into making our club the success it undoubtedly is. Three hearty cheers all round, I say!

In Memory of Jan (Barker)

Jan's close relatives, daughter and son, Sam and Andrew, have made it known that, should any donations be made, by Club members, following the sad passing of their mother, these be in favour of the charity **Breakthrough Breast Cancer**. Accordingly, and as is the usual custom in such sad circumstances, the Club will be making a donation to this most worthy cause. It is respectfully suggested that, should individual members choose to do likewise, they either forward such, to the following address: David Greedy, Funerals Directors, House of Grace, 220 Dukes Ride, Crowthorne. Berkshire RG45 6DS, or, alternatively of course, access the charity's web-site where donations can also be made on-line. (www.breakthrough.org.uk)

In addition, it has been proposed and is unanimously supported by the Committee, that *all* proceeds from the September Club Night raffle also be donated to the same cause. In this way the Club, in a very small way, can contribute towards the detection, treatment and hopefully, eventual eradication of a scourge which blights so many lives and with which Jan had battled bravely and uncomplainingly for so long.

Just hope it holds for a little longer!

Don't know if it's been noticed by others but, to date this year, (and at the severe risk of tempting providence!), we appear to have been blessed with fine weather for just about every Club event and activity!

Starting with the *Bletchley* excursion in April, on to the *Drive It Day* trip (just a little damp to start off with, as I recall) the *Half-Gallon*, the *Aston Martin Museum Run* (absolutely perfect conditions) the unforgetably glorious 6 days or so up in *Bridgnorth*, *Concours* evening and *Picnic in the Paddock*, the *Walking Rally* and most recently, the *August Amble*, all were staged under very agreeable conditions. It's not too often that this can be stated in what is often euphemistically referred to as 'this green and pleasant land'! Just need this pattern to continue for a short while yet for the forthcoming Littlewick Show and imminent Isle of Wight trip. Oh, and after last year's appalling weather, for the *Nightjar* in November, of course!!! Bit of a tall order but fingers crossed, anyway!

Hoping to see many of you at the Littlewick Show in Maidenhead on the 30th August and at the September Club Night where, with any luck, we shall be having not one, but two speakers to entertain and inform us, I wish you all safe and happy motoring.

Trevor

Don's Doodlings

On the morning of Sunday 15th we were up bright and early to drive to The Meon Hut for the start of the August Amble. As we arrived at The Meon Hut we could see most of the competitors were in situ. Maureen 'phoned Annie in advance, whilst we got some petrol, to order two full English breakfasts so that they were ready when we arrived. It was a superb breakfast, double everything, as you can see from Jean's photo, finished off with a cup of coffee. After wading our way through this we were set up for the day.

We set off on the main road and very shortly had to turn left. At this point we thought we had gone wrong, as the lane became very narrow with grass growing up the centre. It looked as if we were driving into a farm yard but fortunately, the lane continued, up and down, through some lovely Hampshire countryside. After twenty miles or so we stopped at The Wheatsheaf near Dummer for coffee. Before leaving The Wheatsheaf the ladies said they would like to stop at a garden centre later for some retail therapy and afternoon tea. As we had plenty of time, there was no problem in doing this.

We arrived at John and Joan's later in the afternoon, where Tim and Claire were on car park duty and managed with great skill to fit us all into the front garden. John and Joan, with the help of Tim, Claire, Andy and Do, had worked extremely hard and laid on a fantastic BBQ. Our thanks go to all of them and to Colin and Ann for such a splendid route.

Sadly, you will have read of the loss of our lovely friend Jan. We will miss her deeply, she was always good for a laugh and fun to be with. I used to joke with she should really have been blond but she was always first to laugh at herself and with you. A brave and elegant lady right to the end. We shall all miss her. My thoughts are with her daughter Sam, her son, Andrew and partner John.

On Sunday 22nd, Maureen and I went to The Frog and Wicket in Eversley Cross in Queenie, joined by Colin and Ann in Arabella for a gathering of pre-1972 vehicles at the pub.



We all parked at the front of the pub and apart from two or three Vanguards, I don't think there was more than one of the same model vehicle. You can just see Queenie and Arabella in the middle! At 12.30 pm after having a good look at the cars, it was time to go into the pub for Sunday lunch. Fortunately, I had booked a table prior to the event as by 1 o'clock the pub was packed.

Whilst we were having lunch, Trevor Mulsford and Ann arrived in the Talbot. They were also booked in for lunch. Whilst we were in the pub, judging of the cars took place and Trevor and Ann won a prize. Well done to them!

Mark, the organizer, is hoping this event will be repeated next year. I think, judging by the queues for food and drink, the landlord would also be pleased.

QUERIES OF THE MONTH

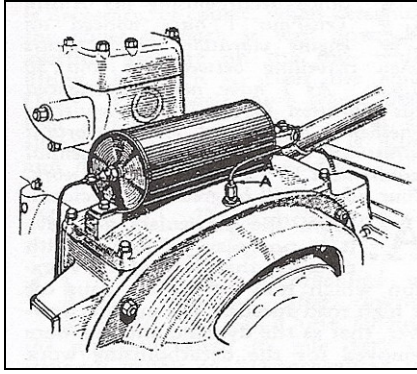
Some more "Queries of the Month", these originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection consists of No 567, Timing Chain - Austin Sixteen and No 1259, Sparking Plug - Types.

No 567 appeared in March 1934, and No 1259 appeared in April 1946.

No 567 – Timing Chain - Austin Sixteen

Q. *I have recently purchased a second-hand Austin Sixteen with which I am very well pleased. The only fault I have to find is that the timing chain is rather noisy. Is fitting a new chain the cure for this?*

A. A noisy timing chain on a Sixteen is sometimes attributable to a choked external oil filter. To determine this, disconnect the oil feed pipe from the filter to the timing case cover, and run the engine to see if oil is being delivered from the filter.



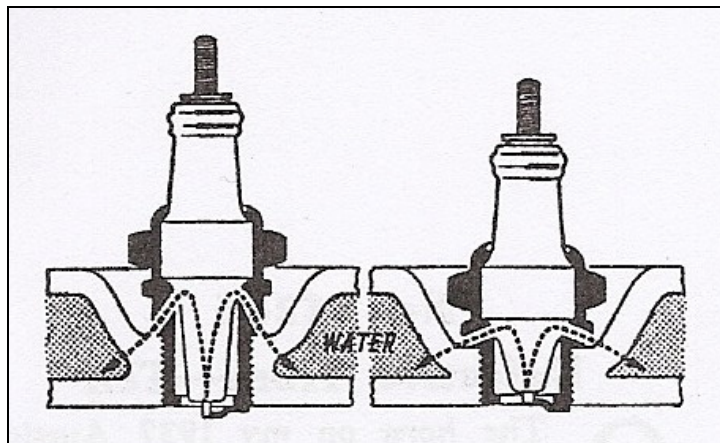
A noisy timing chain on the Sixteen sometimes results from a choked filter. Remove the connection at A while the engine is running to verify whether the oil is still flowing through the filter

If no oil comes from the filter it is obviously choked and a new filter should be fitted. The oil filter on your Sixteen normally requires to be renewed every 10,000 miles.

No 1257 – Sparking Plug – Types

Q. *As a very satisfied owner of a 1938 Austin Ten, I am wondering if I can prevail upon you to answer a query that has puzzled me from time to time. There are quite a wide range of sparking plug types available on the market and I presume it is possible to fit plugs to the engine which are in some way different from those recommended in the handbook. What, if any, are likely to be the detrimental effects of fitting the wrong type of plug to the engine?*

A. It is of particular importance that only the right type of plug is fitted to the engine because the conditions under which plugs have to operate vary considerably with different designs of engine. The engine designer takes great care to ensure that the right type of plug is chosen to suit the engine's requirements.



The qualifying factors are mainly concerned with heat. At one end of the range there is the touring engine which runs at comparatively low temperatures, and at the other end of the range there is the racing type of engine running at high temperatures. The type of plug best suited to the former engine is one which has a long insulator with consequent poor heat dissipation – the plug will therefore run hot. The racing engine requires a plug with a short insulator having good heat dissipation and therefore able to run cool. \to fit the touring engine plug in the racing engine will cause pre-ignition because the plug will overheat, whereas fitting the racing type of plug in the touring engine will result in the plug oiling up rapidly because of running too cool a temperature.

The design of the engine on your car is such that it runs best with a plug designed to operate under conditions coming approximately midway between the extremes of the touring and the racing engine. To

use any other than the plugs recommended, i.e., Lodge C.N., K.L.G., F.50X, or Champion L.10 would be to court trouble on the lines we have indicated.

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

Some more old adverts from the 1950s

THE NEW MAXOL^{Regd.}
RUBBERISED WATERPROOF DRESSING
FOR CAR HOODS, TONNEAU COVERS & SIDECAR HOODS, etc.

Hoods and tonneau covers withstand the heaviest rain after one coat of Granger's MAXOL. MAXOL waterproofs and preserves fabrics from dampness and rot. One pint, which covers approx. 20 sq. ft. of medium weight material, costs only 9/6 and is suitable for rubberised and absorbent materials.

Available in Fawn, Maroon, Black, White, Blue, Grey and Transparent.

FOR ALL-WEATHER PROTECTION GET A TIN TODAY!
From Halford's, Grose's, Gamage's, Motor Accessory and Camping Stores.
or write to **Dept. J, GRANGERSOL . IMPERIAL WAY . WATFORD . HERTS.**



Easily applied by brush.

SAVE £150



75 m.p.g.
60 m.p.h.

BUILD yourself a

FIBRE GLASS unicar

4 WHEEL SALOON

ON THE EASIEST OF EASY TERMS

- ★ **SIMPLE.** No special tools or knowledge required.
- ★ **EASY.** Only 2 weeks work.
- ★ **TESTED.** Free test given on completion.

This is surely the most modern, the most satisfying, the most economical way of owning a motor car. Expect to save Yourself £150.

The cost of the UNICAR complete, assembled by us, is £429.10.0.

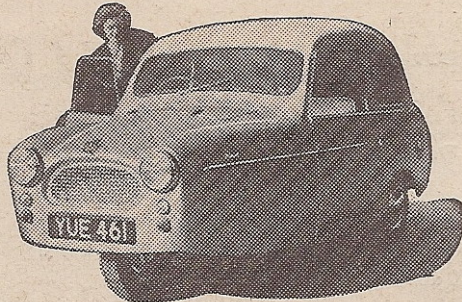
Start building your UNICAR today by purchasing any of the parts, in any order you wish, to suit your pocket.

SEND NOW (enclosing 6d. stamps) for **FREE** illustrated UNICAR guide to:

S. E. OPPERMAN LTD.
(DEPT. P.M.8) BOREHAM WOOD, HERTS. TEL.: ELStree 2021

I found the following information about the Unicar on the Internet. It must have been a very light weight vehicle to achieve 75 mpg and have a top speed of 60 mph with the size engines offered !

“The Unicar was manufactured in 1956 by S.E. Opperman of Borehamwood, UK. Designed by Laurie Bond, the vehicle was powered with a 225cc Excelsior engine or a 328cc British Anzani engine that was mounted to the rear of the vehicle. A sports version was also introduced in 1958 that was powered by a Styr-Puch 500 engine and gave the fibreglass bodied vehicle a top speed of 75mph. Production ceased in 1958.”



THE Reliant MKIV

FOUR SEATER COUPE OR HARDTOP

FOUR CYLINDER WATER COOLED ENGINE

FOUR SPEED AND REVERSE SYNCHROMESH GEARBOX

Britain's Finest 3 Wheeler

With the following specifications, it is small wonder that the 'Regal' is proving the best seller among 3 wheelers, for Reliant Motoring is Real Economy Motoring.

- Car type rear axle
- Fibreglass body—no drumming, no rusting, difficult to damage, easy to repair
- Sparkling performance—65 m.p.h.
- Low running costs—50-55 m.p.g.
- Annual tax £5
- Unequalled value for money
- Balanced lift safety glass windows.

Write us today for your free copy of our latest brochure

RELIANT ENGINEERING CO. (Tamworth) LTD.

TWO GATES, TAMWORTH, STAFFS.

London Distributor : Glanfield Lawrence (Highbury) Ltd., Reliant House, 28/32, Highbury Corner, London, N.5

Also some information from the Internet on the Reliant:

“The Regal Mk IV was introduced in November 1958 and was the last Reliant 3-wheeler to feature both a soft top and hard top option. The electric's on the Mk IV had been increased to 12 volts with separate amber flashes on the front. Changes were also made under the car that saw both the suspension and steering linkage had been replaced and the wheels shrunk from 14 inches to 13 inches. This model also now included an air cleaner which reduced the power of the 747cc engine down to 17.5 hp. Reliant never seemed sure what to do about windows in early Regals and changed the sliding windows for lift up ones. The Mk IV only had a short production run before it was replaced in June 1959 by the Mk V and as a result, today it is the rarest of the side-valve Regals with only two vehicles known to survive.”

Mortimer Fun Run - Sunday 26th September 2010

Mortimer Fun Run Committee is holding another interesting vehicle display at the Mortimer Fun Run - Mortimer Fairground (**The Street, Mortimer RG7 3SW**) this year on Sunday the 26th September

The location is the same place as Trevor's Walking Rally that took place on the last club night. Apart from the Fun Run taking place there are stalls and displays, a bit like a village fete. The turnout of local classic cars is pretty good and draws a lot of interest. A good place for club members to attend, see a few different classic cars and have a good day out. Arrival on site by 10.00am at the latest please.

Please be advised, anyone attending will need to contact Julie Spratley in advance to confirm and also give her some brief details of their car, contact details below.

0118 933 1201 (evening)

0118 933 2338 (daytime)

07982 499476 (mobile)

julie@spratley197.freemove.co.uk

Andy Ranson

Chocolate Brownies

INGREDIENTS:

110g (4oz) butter

110g (4oz) plain chocolate

225g (8oz) caster sugar

2 beaten eggs

110g (4oz) plain flour

½ teaspoon baking powder

110g (4oz) chopped walnuts or chocolate chips, glace cherries etc.

A pinch of salt

Oven setting: 350⁰ F / Gas mark 4

Grease a shallow oblong tin 18 x 28cm (7 x 11 inches)

Break the chocolate up into a bowl and add the butter. Fit the bowl over a saucepan of gently simmering water. When the butter and chocolate have melted, take off the heat and stir in all the other ingredients.

Spread the mixture into the baking tin and put in the oven to bake for 30 minutes.

Let the brownies cool for 10 minutes, and then cut into squares. Store !!!!! in a biscuit tin.

For the BBQ I used 6oz butter etc and baked it in a 22cm (8 ½ inch) square tin.

Thank you so much Do, this was delicious! Mo

This one could be quite a challenge! See how many of the cunningly disguised phrases, sayings, expressions and signs - some of them in common usage, others a little less so - you can decipher from the following.

Entries, please, to Trevor Edwards, 55 The Brambles, Crowthorne. RG45 6EF, together with £1.00 (towards cost of prizes), by 9th October 2010

1. HASTE HASTE HASTE HASTE SPEED
2. FAREDCE
3. UP UP PAIN
4. GNISROH
5. FINE MESS FINE MESS
6. DO12"OR
7. LOYAL TIES
8. T RN
9. DAY DAY DAY DAY
10. GH EI T IG HT EI HT
11. 9ALL5
12. UNOTU
13. NO STITCH ON
14. VAWAITIN
15. REDNAH
16. YOU JUST ME
17. SOS
18. O-ER-T-O-
19. B K
20. ETUNIMANI

NAMES:.....

NHAEG Club Nights and Events Diary

<u>Club Nights 2010</u>		<u>Arranged by:</u>
Sept.13 th	Talk by Tony Mealing Austin Ten Drivers Club, Technical Advisor	Trevor
	Talk by Reading & District Fuchsia Society	Karen
Oct.11 th	Talk by Graham Steven on his submarine experiences	Roy
Nov. 8 th	Auction	Don/Trevor/Colin
Dec.13 th	Festive Fun Night	Karen and Dave
<u>2011</u>		
Jan.10 th	AGM	Trevor/Colin
Feb. 14 th	Quiz	Andy S.
March 14 th	Shoe Box Car	Don
April 11 th	Spring Airing	Trevor/Colin
May 9 th	TBA	TBA
<u>Events '10</u>		
Aug. 30 th	Littlewick Show (Non NHAEG event). Coffee and bacon butties at the Greig's. See Colin's Column in August newsletter.	www.austinsevenownersclub.com Download entry form.
Sept.4 th	Vintage coach trip to IoW (sold out)	Colin
Sept.12 th	Bramshill House Open Day (entry free) See Stop Press in newsletter.	Details in this newsletter Thanks to Phil Dunford for info.
Oct. 9 th	Night at The New Inn (all rooms now taken).	Colin
Nov. 20 th	Nightjar	Nightjar Committee
Dec. 6 th	Christmas Dinner	Trevor/Jean
Dec.8 th	Old Tyme Christmas Players (Coach Trip)	Jean Edwards
<u>2011</u>		
April 17 th	Drive It Day	TBA
June 20 th -24 th	Trip to Holme Lacy	Trevor/Jean
July 31 st	Picnic in the Paddock	Don/Trevor/Colin

I will add to this list as any new events of club nights are arranged. If anyone would like to organise an event or club night, please let me know.

Colin

Discover Bramshill

The 9th Century until today & learn about police history.

Bramshill House, home to the National Policing Improvement Agency, visit free on Sunday 12th September. Bramshill is rarely open to the public so this will be an excellent opportunity for local people to see and learn more about Bramshill House and the history of policing. The exceptionally beautiful Jacobean mansion was completed in 1612 and is set in picturesque listed parkland. Come and see the magnificent 17th century tapestries, paintings, white deer, bee hives, Victorian stained glass windows and the largest collection of truncheons and tipstaves in the world.

The House will be open from 10am till 4pm. Last Entry at 3:15pm.
Entry is Free.

Guided Tours of the Long Garden, Four Seasons and Knot Gardens and a look at our bee hives.

See the beautiful white, Fallow Deer - one of only four herds in the UK and Ireland.

WI Cakes, tea/coffee/soft drinks and picnic area available on one of the oldest cricket grounds in England.

We look forward to seeing you.

Directions: We are 2.5 miles from Hartley Wintney (A30) - follow signs for the Police College. M4: leave the motorway at junction 11 and head for Basingstoke (A33) - follow signs for the Police College.

Entrance and exit via main gate only (Bracknell Lane, B3011).

STOP PRESS

These details were in last month's newsletter and I believe some of you are intending to go along hopefully in your proper cars.

If you are going, you are invited to call in on Malcolm and Sandra for afternoon tea from about 3.30 pm onwards. Their address is: 'Gorse Bank' Red Hill, Hazeley Heath, RG27 8NA.

Their home is very close to Bramshill but I understand from Sandra that there is no sign for the name of their road. I would suggest therefore that you put their postcode into www.streetmap.co.uk to see where they are. If you are unable to do this then contact me and I will give you directions.

If you think you might be calling in then please let me know so that I can give Malcolm and Sandra some idea of how many to expect.

Many thanks Malcolm and Sandra for this very kind gesture.

Colin

LATE NEWS!

For those who are interested in IRC Events news the efforts of Trevor (Wild) and Jane (Hanslip) managed to secure for them the award for the Best Novice crew in the 'Downshire Dawdle', organised by Richard and Christine (Scott) and staged on Saturday 21st August.

This was a delightful, though fairly challenging, Treasure Hunt style event, based from 'The Pot Kiln' public house in Frilsham, and attracted 20 vehicles/crews. The weather was reasonably kind, just a touch of light rain on occasions and the route traversed minor highways on which modern traffic was mercifully absent for the most part.

Altogether a most enjoyable, fun event even though Dave (Holland), as driver, and myself, as navigator, hardly covered ourselves in glory! (Bit of an understatement actually!) Must try harder!

Congratulations, though, to Trevor W and Jane - no longer

Novices!!!!

Trevor

2010 COMMITTEE CONTACTS:

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JULY 2010 QUIZ ANSWERS

'It used to all add up'

Regarding pre-decimal UK currency identify which amount is referred to in each instance (may be actual, slang or just colloquial terms used) and then add up the total to arrive at the answer, i.e. total amount of money listed,

Entries, please, to Trevor Edwards, 55 The Brambles, Crowthorne. RG45 6EF, together with £1.00 (towards cost of prizes), by 7th August 2010

- | | | |
|-----|-------------------------------------|--|
| 1. | A stone | <i>14 pounds</i> |
| 2. | A bicycle | <i>pennyfarthing</i> |
| 3. | A singer | <i>tenner ('tenor')</i> |
| 4. | Parts of a gorilla's leg | <i>ha'penny ('ape knee')</i> |
| 5. | A man's name | <i>shilling (Bob)</i> |
| 6. | A kind of pig | <i>One pound, one shilling (guinea)</i> |
| 7. | The sun, moon and stars | <i>three farthings (three far things)</i> |
| 8. | A leather worker | <i>sixpence ('tanner')</i> |
| 9. | 50% of a pair of panties | <i>half of one pound ("alf a knicker")</i> |
| 10. | A royal headdress | <i>Crown</i> |
| 11. | Hit repeatedly | <i>Pound</i> |
| 12. | An unwell sea creature | <i>Six quid (sick squid)</i> |
| 13. | Where a dog's taken | <i>Pound</i> |
| 14. | A broken tiara | <i>Half-a crown (half a crown)</i> |
| 15. | A girl's name | <i>Penny</i> |
| 16. | 180 is the highest at darts | <i>120 ('Score')</i> |
| 17. | A piano can be this | <i>1000 ('Grand')</i> |
| 18. | A heavy weight | <i>100 ('Ton')</i> |
| 19. | If you don't care you can't give it | <i>2 pence ('tuppence')</i> |
| 20. | 16oz | <i>Pound</i> |

ANSWER: One thousand, one hundred & fifty-five pounds and fivepence ha'penny.

MORE NEWS FROM WITTONS MUSEUM OF VINTAGE VEHICLES

On a recent visit to Suffolk, Karen and I decided to gatecrash the Suffolk Austin 7 Group Club Night which also happened to be the Best Car of the Night event.

This takes place at the Swan Inn at Woolpit and in previous years, Ian Lavender (Dads Army etc) who lived next door to the pub, used to judge the various entrants. Because he was unavailable, the task was taken over by John, the landlord. After much deliberation, he decided that Matilda, Karen's chummy, was the best car and accordingly awarded her the silver salver which she keeps for one year. Runners up were also given free drinks in the pub! The tradition also requires the judge to be driven around the village in winning car so we were treated to the spectacle of Karen wrestling with fuel taps and tickling FZ carburettors!



'Judge' John with Karen and the winner's silver salver



Did you turn the fuel on?

We had a great trip to Bridgnorth courtesy of Don and Maureen's organisation and Molly behaved impeccably considering I had no time whatsoever to do any last minute fettling on her. It really was a case of switch on and go. Because I was limited on time, we had to deviate from the rest of the group somewhat and we decided on a short visit to Ironbridge and at the last minute decided to stop at Benthall Hall on the way back to the hotel.



Molly at the front of Benthall Hall

We were given VIP treatment as the Head Gardener insisted we park outside the front of the house. Just as I was regretting leaving our camera at the hotel, another visitor kindly offered to take some pictures and email them to me. One of the custodians of the National Trust also appeared with an even bigger camera and took pictures from every conceivable angle. These duly arrived on a CD when we got home! As NT members, we often try and visit their properties wherever we are but this is easily the most welcoming and hospitable reception we have ever received. Well worth another visit in the future.



Karen has always been interested in steam trains!

IN THE WORKSHOP

Not much to report due too much work and not enough play. Myrtle is almost oil tight now. Have established the only oil leak is now from the fuel pump so having refitted the original valve cover with breather holes, am now trying a new gasket with just a slot in it for the lever to pass through to try and minimise oil migrating from crankcase to pump body. There seems to be some end float on Molly's new spring pins and bushes so will sort it by inserting some king pin spacer washers. Strange that I have never seen any shims or spacers on any other cars though but it might improve her steering! Mable's engine with repaired block is gradually coming together and will be test run on bench soon I hope.

Dave Witton