



# NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP

welcoming owners of Austins and other vintage & classic cars

## CHAIRMAN'S CHUNTER

You can't fail to notice what a busy summer it has been for car shows and runs. It has also been a time for reflection on us, as a club.

I had occasion to call in the technical hit squad to try and sort out my troublesome Arrow engine. The willingness of members to help each other out with solving seemingly intractable problems is something we should be proud of – and thank you to everyone involved!

The analysis of our members' cars (see p4) shows how diverse our ownership has become. Only 30% of the cars owned by members are Austin Sevens and only 68% are Austins. This should cause us to reflect on how we present ourselves to the outside world and we plan to undertake a review of this.

The 'Member Interview' this month (*page 5*) features Wynn & Helen Kenrick. Then we have in Technical Matters, the advantages of an Austin 10 (*page 8*).

Finally, we have more historical items and past press from Andy Ranson (*page 10*) and the Quiz (*page 12*) was provided by Julie Els.

Finally, Aunt Brassica (*page 13*) offers wise advice on beaches.

*Simon*

## THE SEPTEMBER 2017 NEWSLETTER

### CLUB NEWS

#### Club Night Mon 10th July: Coveted Car Evening

James Gibson of BCA judged a good turnout of cars, which made it both time-consuming and difficult, especially due to the varied types and makes of vehicles, including a Bugatti Type 44! We were also joined by a vintage



Norton motorcycle and a very rare (Herbert Engineering) vintage car, who both just happened to be passing! A few members had dressed in period clothing to give the event some colour.

The winner of the most coveted car was Trevor Mulford for his 1929 Talbot 14/45, which looked resplendent with its period luggage and a wind-up gramophone. (Trevor looked pretty smart too!) The best Austin award went to Brian & Jana Adam for their lovely 1926 Seven Top Hat Saloon and The Landlord's choice was Trevor E for his very nice Austin 10 Colwyn.

#### Mid-week Run Thurs 20<sup>th</sup> July

Alan Pickett reports that they had an enjoyable run down through the country lanes to Lee-on-the-Solent. He says it was a pity he forgot to take the photos until they were just leaving. They had 6 classics and two Moderns, largely due (he says) to his weather forecasting was not trusted (Oh yea of little faith) AND one car having a breakdown on the way to the starting venue. A wannabe classic sneaked into this photo. He most probably just wanted an Austin.



### **Picnic in The Paddock Sunday 30th July 2017**

Colin Greig reports that, "The annual 'Picnic in The Paddock' which was organised by Trevor E, took place in Finchampstead. He had obviously put in a lot of time and effort in arranging it with a fun competition for us all to take part in. The weather was kind to us and I am sure it was enjoyed by those who attended.

"The sad thing was that so few members bothered to come. There was a time when the field was full of cars and members with friends and families all having a good time. This year we had just six with a few family members and just four cars. Not many from a club that has over fifty members. One has to wonder if members want any events organised. The Picnic used to be one of the most popular events of the year with everyone socialising and having a fun time.

"Despite the lack of numbers, we all had a very enjoyable time and I know everyone appreciated the efforts Trevor had put in to make it a success. Many thanks to Trevor for all his efforts."

### **Monday 14<sup>th</sup> August Club Night 'Noggin & Natter'**

This was billed as our "Noggin & Natter" evening, as our busy year continues, this is always a good chance to catch up with everyone.

We also had an optional quiz "This Day in History" prepared by Simon & Denise. It was billed as 'just a bit of fun', but in practice many couldn't remember half of the answers! Nevertheless, it was an opportunity to exercise those 'little grey cells' and provide an opportunity to torment your friends later with the questions!

### **Farewell to Mic Corbett and Julie Els**

We're sorry to say goodbye to Julie and Mic who have been stalwart quiz setters and Nightjar marshals. We shall miss having our brains stretched by Julie and also by Mic's dry humour. Retirement has taken them North East, nearer to Mic's roots, where they think life will be quieter!

### **Our Club Night host retires**

Tim & June have relinquished their tenancy of The New Inn to retire to the English countryside. They have provided us with the use of the Tap Room for our club nights for many years and devised the 'Free Night' package of accommodation & breakfast once a year. They have been both genial & attentive and we wish them well. We have met the new landlord who is happy to host us as usual.

## **WANTED – TWO NIGHTJAR MARSHALLS**

To replace Julie & Mic, we are looking for two people willing to spend the evening of Saturday 18<sup>th</sup> November enjoying the camaraderie of fellow car enthusiasts, trying to do a bit of orienteering in the dark. It involves sitting in a warm car at a control point issuing and collecting route cards from competitors, before enjoying a fish & chip supper together in a village hall with everyone. Contact Trevor Edwards (Trevor.c.edwards@btinternet.com) to make sure you don't miss this occasion!

### **Gavin Francis**

We were very sorry to learn that Gavin died suddenly and unexpectedly on 7<sup>th</sup> August. He was only 57 and was in hospital for just 6 days before he died having received a terminal cancer diagnosis. Thankfully, it would appear that in this short time he was largely unaware of what was going on.

Gavin was a longstanding club member, although he generally chose not to attend club meetings but to go to shows with his Box Saloon in WWII trim with headlamp shutters and whitewashed wing edges. Latterly at revivals, like the Watercress 'War on the Line', he could be found in the guise of a WWII Air Raid Warden, complete with stirrup pump and bucket.

Our sympathies have been conveyed to his wife Tina.

## CLUB & EVENTS DIARY 2017

Please let John.edmundjohnpratt@hotmail.com or 01252 643527) have details of any events that NHAEG members might be interested in, to add to this compilation

NHAEG	2017 Dates	Events	Arranged by, or details from
Heritage Day Run	Sun 10th September	'Austin to Austen' run to Chawton House & visit (admission charged)	Jeanette M-P
Club Night	Mon 11th September	Music Quiz	Andy B
Mid-week Run	Thurs 14th September	Mid-week Run	Alan P
Club Night	Mon 9th October	Speaker – Robin Lawton on a life of Austins, MGs & Rileys	John P
Club Night	Mon 13th November	Auction Night	Colin, Don & Trevor
Club Night	Mon 11th December	Festive Fun	tba
Event	Mon 4th December	Christmas Dinner, tba	Jeanette M-P

Organiser	2017 Dates	Other events & location	Contacts
Beaulieu Museum	Saturday 2nd to Sunday 3rd September	International Autojumble	<a href="http://www.beaulieu.co.uk/events/international-autojumble">www.beaulieu.co.uk/events/international-autojumble</a>
Cobham Conservation & Heritage Trust	Saturday 9th September	Cobham Heritage Day classic car gathering	Entry forms from July from <a href="mailto:ian.s.nelson@btinternet.com">ian.s.nelson@btinternet.com</a>
Shooting Star Chase	Sunday 3rd September	'Family Fun Day' display at the Children's Hospice, Christopher's, between Guildford and Godalming	By invitation only - contact Phil Dunford <a href="mailto:phildunford@dunfords.co.uk">phildunford@dunfords.co.uk</a>
Surrey Classic Vehicle Gathering	Sunday 17th September	Rural Life Centre, Tilford	Application form at <a href="http://www.surreyclassicvehicleclub.com">www.surreyclassicvehicleclub.com</a> or contact Phil Dunford
West Green House	Sunday 24th September	Classic cars in a Concours D' Elegance at West Green House, Thackham's Lane, Hartley Wintney	Trevor Mulford or book online <a href="https://festivalticketkiosk.cloudvenue.co.uk/home">https://festivalticketkiosk.cloudvenue.co.uk/home</a>
Basingstoke MGCC	Sunday 24th September	'Doughnut' charity road run for MGs & all classics. Starts in Basingstoke. Entry £20 per car. Details on website	Adrian Walker <a href="http://basingstokemgclub.co.uk/index.html">http://basingstokemgclub.co.uk/index.html</a>
Dolphin Motor Club, Newbury	Sunday 24th September	'Pistons & Props' charity classic 120m tour of 3 counties incl. the Museum of Army Flying and the Atwell-Wilson Motor Museum	£60 for 2 people covers breakfast, tea, entries, BHF charity donation. Enter online by Fri 18th August at <a href="http://www.dolphinclassictour.co.uk">www.dolphinclassictour.co.uk</a>
BEN Charity Run	Saturday 30th September	Windsor Great Park Run, start Royal Ascot Golf Club	Entry form required. Contact BEN Events Manager

Inter Club Register	2017 Dates	Inter Register Event & Location	Contacts as below, or talk to Trevor, Colin or Tony W for information
The Crossley Register	Sunday 17th September	Treasure Hunt North Yorks	Stephen Weld Tel. 01765 658569
MG Car Club	Sunday 8th October	Autumn "Naviscat" Kent	Chris Leigh candjleigh@yahoo.com
The Riley Register Worcester Branch	Saturday 14 <sup>th</sup> October	Marches-Bathos Economy Rally & Economy Tour. Start at Prescott Hill	Enter by 2 <sup>nd</sup> Oct. Form from Trevor E or John P <i>Enter on line sending the email to ConwayHall@btopenworld.com</i>
ATDC/NHAEG	Saturday 18th November	"Nightjar" Scatter/Orienteering Surrey/Hants/Berks	Trevor Edwards Trevor.c.edwards@btinternet.com

**The White Lion Classic Car Meets** have been revived at White Lion Antiques, London Road, Hartford Bridge, Hartley Wintney, RG27 8AE on the last Sunday of the month. The meet runs from 8.00am to midday and there is a restaurant where you can get breakfast, or just a coffee or tea.

Please let John P ([edmundjohnpratt@hotmail.com](mailto:edmundjohnpratt@hotmail.com) or 01252 643527) have details of any events that NHAEG members might be interested in, to add to this compilation. *All information correct, as at: 7/09/17*

## WHAT MAKES OF CAR DO WE OWN?

We have lived quite happily under the badge of NHAEG since our inception, but started to welcome non-Austin owners quite early on to retain our membership numbers. An analysis of the cars owned by our current membership at December 2017 is as follows:

AUSTIN 7	30%
AUSTIN 10	14%
AUSTIN 'Heavies'	19%
AUSTIN Classics	4%
AUSTIN HEALEY/ MG	5%
RILEY	8%
OTHER VINTAGE CARS	5%
OTHER CLASSIC CARS	15%

It's interesting that 28% of the cars owned by our members are not Austins. Folklore suggests that members may start with an Austin Seven, then migrate to something more suitable for longer runs or rallies. But, the rising prices of Austin Sevens may mean that instead of being the cheap entry route to an old car to tinker with (as it used to be), people now often elect to buy another make of classic car to start with, whether it's a post-war Morris, MG or another make. It's a shock to realise that a 1967 car is 50 years old!

Another fact to emerge is that once the bug has bitten, 47% of our members buy an additional vintage or classic car. Again, folklore suggests that this is most usually for 'driveability' or comfort reasons. But from talking to people, I'm not sure that their second or third car purchase is always part of a strategy, but is more likely to be an opportunistic purchase.

Perhaps another feature of clubs today is that members may have the cash to buy a restored car or a good runner and are 'polishers' not 'restorers'. Is this because we are all getting older, some may lack the technical skills, or is it because their enjoyment lies in the driving experience – and this is not to be denigrated as other specialists will do the mechanical work or bodywork for them. The implication of this is that a vibrant car club should provide the driving and social dimension to succeed.



## THE MEMBER INTERVIEW – WYNN & HELEN KENRICK

Editor: What was the first car that you owned?

Wynn: The school that I went to did not train us to be handy so when I turned 18 and bought my first car I wanted to get involved. This was a blue 1956 Standard 10, which didn't go too well, but which I thought I could fix. Armed with a rudimentary set of tools including bike spanners, I took the head off to investigate but found nothing beyond it needing a scrape. So, still it pattered along at 30-40mph. My Grandma ironically named it 'Blue Streak'! In the end, I almost had to pay a garage to take it away.



Helen: Much later, after Wynn's job had taken us to West Africa in 1972, my first car was a blue-green Morris Minor Series II, which I used to get from the road camp to the nearest town. Luckily it was maintained by the site workshops and I eventually sold it on to an African foreman who was delighted that he managed to pass successfully through the usual Police road checks. The roads were dusty and heavily rutted but if you came off the road or broke down, there was always help available from the locals.

Editor: What cars did this lead on to?

Wynn: Having parted with 'Blue Streak', I bought a black Wolseley 1500, which with its illuminated radiator badge and bumper spot lamps was often mistaken for a Police car by the car in front. Oddly enough I sold it to a policeman, whose inspection on a dark wet night probably didn't pick up the extent of the body rot. I then bought a willow green Mini pick-up off a friend going overseas, which my 6'-2" frame only just got into – luckily the big door pocket accommodated my right knee!



It was instantly recognisable as my work mates found a huge Wynn's (oil) sticker which was plastered to the tailgate. In those days (the mid-1960s) I could carry up to 4 people in the back and 2 in the front.



After I had met Helen, she learned to drive on it. But it wasn't ideal for her as it often did not start, so you had to push it and hop in. Luckily, sometime after we were married (in 1970), my grandmother passed on her dark green 1250cc Triumph Herald to us and this served us well until I was posted to East Africa by Mowlem, when I had a succession of company cars from Peugeot 404 Estate (with bent prop tube and twisted axle, which was interesting), 504, 505s which survived the African roads, to Ford Escorts and Cortinas, which didn't. A highlight in Tanzania was six months' use of the new Range Rover.

This was fun and could travel the game parks but needed regular expat mechanic intervention.

Helen: After I had sold the Morris Minor, I acquired a Triumph 1300; this was a well-built car, but it would 'bunny-hop' down the road in the afternoons. The solution eluded us and the site workshop, until a former East Africa Safari man told us to fit a booster fuel pump in the boot. Living at 6,500' altitude, we were suffering fuel vaporisation in the heat of the day! Fitting it solved the problem and the next day I crossed the Rift Valley to get a check-up for our 18-month-old baby! During a spell in Tanzania I had a variety of hire cars including a Beetle, Fiat 124 saloon and various Japanese things. In 1976 and back in Kenya, a colleague returning to the UK, more or less wished a 1956 Mercedes 220S on us. It needed a lot of work to make it usable, but it handled well and was comfortable, reliable and a strong car - having been heavily plated underneath so that it could pull a harrow in a coffee farm! Eventually it was sold when we moved back to Dar es Salaam, where we had our old Triumph Herald shipped out. The only modification it needed for Africa was to fit a steel plate to the underside of the roof rack to protect the fabric sunshine roof from being slashed open. In fact, we could leave the roof open with no fear of the car being broken into.



We returned from Africa in 1983 and I had a VW Polo and then an Escort (which met its end with a very inexperienced driver), being replaced by (guess what) a dark green Peugeot 306.

Editor: What/who was the greatest influence on you (car-wise)?

Wynn: Serendipity – the Mercedes came up because you couldn't export cars because of exchange controls and in practice was a much better car for us than the VW Karmann Ghia that I had been looking

at. It even handled better than my company Peugeot 504 which Helen couldn't drive easily because she couldn't reach all the gears due to the fixed seat belts holding her back.

Editor: Have you had any scary experiences at the wheel?

Wynn: The African roads were corrugated by the heavy traffic and the washboard effect could only be avoided by driving at about 30mph or so – but to get there you had to survive a zone where the front suspension couldn't cope and the car would float temporarily with no steering control! And on a couple of occasions, I was knocked off the road by heavy trucks

Editor: What prompted you to buy an older car?

Wynn: Approaching retirement I wanted to get a classic car like a Riley RM 1½ L or Citroen Light 15, but serendipity played its part. The dad of a friend of Pete's had a MGB V8 which had sat in his workshop for 10 years. He used to take it down to Le Mans, but as he was into Sebring Midgets, the MGB had to go (as his wife told him). So, I bought it, got it running and still have it to this day. Looking for something more comfortable for touring I bought via a sailing club friend an unfinished project 1988 Classic Range Rover. It tickled me that the engine was the same as in the MGB. It took me a year to complete.



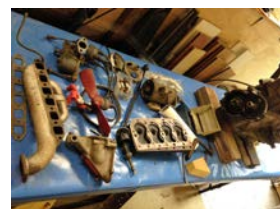
Editor: Which was your first Austin and why choose this one?

Wynn: My plan was to have a nice classic to tour in and to have a project (i.e. box of parts) to work on. Helen had expressed a fondness for Austin Sevens, but was very non-committal when I offered to buy her one for her 60th birthday (she thought the 306 would go!). Undeterred, I set about finding the basis for my project. Having rejected a former racing 7 being used as a lawn mower for a cricket ground (with no



log-book), I saw a 'barn-find' Austin Pearl advertised on eBay. It turned out that the owner restored cars to order, but kept a few 'projects' as hospital jobs to fill in the gaps. The car in question hadn't moved since 1974 and was covered in dust – but the underside appeared to be OK with no holes in the floor, the engine turned over and the logbook showed matching numbers for engine and chassis for this 'Pearl'.

It looked a bit rough when it was delivered and things quickly went downhill. The floor had been welded in with metal from a filing cabinet and the Pearl body was 1" shorter on one side (measured between the B-post and the wheel-arch). Further investigation revealed that in the days when the local authority dealt with licensing it had been registered as a Ruby, but that in the changeover to DVLA it mysteriously acquired a Pearl body and was registered as such. You might imagine that the chassis was twisted, but when we acquired a Ruby body (from Dave Holland) it fitted perfectly!



It is now registered as a "Ruby Pearl" and the long process of restoration is underway. I'm stripping the engine in my workshop and repairing the running gear in my garage and I have the bodies and chassis stored in two lean-to sheds. Pete will repair the body on another chassis borrowed from Dave. But I haven't finally decided whether to build a good reliable runner e.g. with uprated lighting and Girling brakes or to stick with originality!

Editor: What were the highlights of your driving time?

Wynn: This was memorable, rather than a highlight. I was driving through an East African game park, with my brother Jeremy and my family in the car, but running 2 hours late - most other visitors had left. Driving my Ford Cortina 1600 'coke bottle' round a corner I was confronted by a herd of elephants. I braked sharply and we slid into the sandy verge and the wheels dug in. We sat tight until the herd had passed. Then Jeremy got out to investigate (he is 6'-6" and played rugby in the scrum for Middlesex Hospital), but we spotted a lone elephant returning which is not a good sign. This fired Jeremy's adrenalin and he single-handedly pushed us out!

Editor: How did you get your family interested in owning vintage/ classic cars?

Wynn: Pete tinkered with cars with me from the start and I followed the same routine as my parents to encourage him into 4 wheels, not 2. So, age 15 or 16, he had an old Bedford van and then a Chevette to work on.

Editor: What have you enjoyed most about NHAEG?

Wynn: The technical advice and encouragement have been invaluable, given the Pearl-Ruby saga, but we particularly enjoy the family/social aspect which other car clubs don't offer. We don't want to talk about engines all the time! I am very grateful for the time and generosity with spares from a number of members, including one who no longer attends meetings.

Editor: How could NHAEG deliver more that you would enjoy?

Wynn: Keep delivering runs and visits – even away-days – especially to places of general interest



## NOSTALGIA CORNER

### An odd Anniversary or Plus ca change plus ca meme chose

October 1975 saw the first NHAEG News Sheet, as it was called then. It was typed, literally, on two sides of paper in Courier font with a hand drawn logo of the Austin badge and an Austin Seven Box Saloon.

If you weren't around then, here are three paragraphs that show how far we have come:

"Little over a year ago when it was decided to form the North Hants Austin Enthusiasts Group, we were no more than 3 or 4 lonely bods sat in the bar each month, and on at least one occasion the presence of the barmaid doubled the attendance at the meeting.

"A great pub crawl was organised one evening in an effort to find a more attractive pub (and barmaid?) and thereby hopefully increase the attendance. The result, as you are no doubt all aware, is a superb pub, with a very obliging landlord and a monthly attendance of around 30 enthusiasts. Bringing with them one of the finest selections of Austins one could hope to find at a meeting.

"We have no politics, no subscription and I hope no worries. We are here solely to enjoys each other's company, and to share the pleasure of using and maintaining our Austins. We do however recommend you belong to either the Austin Seven Owners Club, Vintage Austin Register or the Austin Ten Drivers Club as applicable, in order to get the maximum of pleasure out of your vehicles.

The Group meetings are organised by a sort of a committee comprising of myself (Gordon Puzey), Ian Clayton, Simon College and Derek Farrow. We attempt to organise whatever we feel will appeal to you, and should anyone care to help out or object please free to do so. Any money required to cover expenses for monthly meetings etc. Is raised by simply passing a beer mug round, though so far, we have found little need for more than a pound or two. We have during the past summer held some very successful rallies and driving tests and hope to repeat this next year."

*Thanks to Roy Roberts who passed a copy of this first Newsheet to the Editor.*





## TECHNICAL MATTERS

### What is the appeal of an Austin Ten?

We have recently covered buying an Austin Seven, but from the analysis of cars owned by our membership, we find that 14% of their cars are Austin 10s, so we thought that it was time to reflect on its history and virtues!

The Austin Ten was launched on 19 April 1932 and was Austin's best-selling car in the 1930s; over its life 290,000 were sold. This article covers the pre-war models up until 1939, although it continued in production, with upgrades, until 1947. The 1939 model was virtually a new car with the body shell incorporating the floor to give a semi-unitary structure and the body was completely restyled



When launched, the Austin 10 fitted in between their Austin Seven which had been introduced in 1922 and the various Austin Twelves which had been updated in January 1931. The Seven is very small by today's standards and can prove uncomfortable for long journeys if you are over about 5'6". It is also limited in performance by its engine, gearbox, suspension, steering and rudimentary cable brakes (although therein lies its charm). In contrast, the comfort of the 'Heavy' Austins leads to a large car with very modest performance and heavy controls. So, the Austin 10 provides a very useable alternative.

### Design



Its design was conservative with a pressed steel body built on a ladder chassis. The chassis was designed to give a low overall height to the car by dipping down by 2.75 inches (70 mm) between the axles. The 1125-cc four-cylinder side-valve engine, producing 21 brake horsepower (16 kW), drove the rear wheels through a four-speed gearbox and open drive shaft to a live rear axle. Steering was by worm and wheel. Suspension was by half-elliptic springs all round mounted on silent-bloc bushes and damped by frictional shock absorbers. The four-wheel brakes were cable and rod operated by pedal or by hand lever on the offside of gear lever. The electrical system was 6 volt.

For the first year only, a four-door saloon was made in two versions. The basic model cost £155 and was capable of reaching 55 miles per hour with an economy of 34 mpg and the Sunshine or De-Luxe with opening roof and leather upholstery at £168. Bumpers were provided.[1][3] The chassis was priced at £120.[4]

### Performance

The Motoring Correspondent of The Times wrote, "The greatest comfortable speed was 55 mph, though over 50 takes distance and persuasion. 30 to 35 is an effortless cruising rate with light throttle. The delight of the car lies in the easy speed and in the way that it holds the road. The generally well balanced and quiet engine is livelier than some other Austins. The suspension would probably be better with hydraulic shock absorbers. In front one travels very smoothly and the car is undoubtedly stable."





## Variants



1933 saw the saloons joined by an open two-seater or Open Road tourer, a Colwyn cabriolet and a van. The Ripley sports model, joined the range in 1934. Mechanical upgrades for 1934 included a stronger chassis, synchromesh on the top two gears and 12-volt electrics. the 30 brake horsepower engine delivered 65 miles per hour.

## Facelift for 1935

The first styling change came in August 1934 with a change to the radiator when the plated surround or cowl was replaced by one painted in body colour and it was given a slight slope. Synchromesh was added to second gear and dual screen-wipers, flush-fitting self-cancelling trafficators and a foot-operated headlamp dip switch were fitted. The engine controls were simplified by the adoption of automatic ignition, compensated voltage control, and the provision of a choke. The saloon was given the name Lichfield and got a protruding boot which enclosed the spare wheel. During 1935 the friction dampers were replaced with hydraulic dampers. Models included a cabriolet and a tourer.



The six-light Sherborne body style was added in January 1936, the roof line swept to the rear without interruption to provide a flush back, the then fashionable 'Airline' style. The new seating was extra deep at the rear, now with armrests and somewhat longer from back to front than on previous models. The new Sherborne with fixed or sliding roof was priced at £10 more than the equivalent Lichfield. The forward doors opened rearwards which was considered safer, steering was now by worm and sector with an hour-glass worm. The road-tester described the engine in The Times as having "a steady plodding nature" and advised that its trustworthiness and simplicity made up for any lack of refinement. The weight of this car was quoted as 17 cwt as compared with the Lichfield's 15½ cwt.



A big change came for 1937, with the almost streamlined Cambridge saloon and Conway cabriolet. Compared with the preceding cars the passengers and engine were positioned much further forward, the back seat now being rather forward of the back axle. There were six side windows like the Sherborne and the quarter lights were fixed. But at the back there was now a compartment large enough to take a trunk as well as more luggage on the open compartment door when it was let down. A new smoother single plate spring-drive clutch was now fitted and other changes included Girling brakes which might be applied by hand or foot. Drums were now 9 inches diameter. 16-inch steel disc wheels replaced the 18-inch wires. Top speed rose to 60 miles per hour. The vehicle's weight was now reported to be 18½ cwt. The Times, when they had a car on test, commented favourably on the new clutch, saying no previous Austin clutch had engaged smoothly and added "the car is built for steady economical running rather than for speed or brilliance".



These changes did not appear on the open cars, which no longer included the Ripley sports, until 1938 when the Cambridge and the Conway cabriolet gained an aluminium cylinder head on the engine and a higher compression ratio.

## AUSTIN HISTORY

### Queries of The Month from Andy Ranson

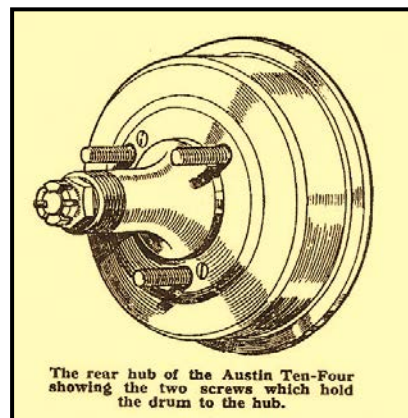
These question and answer articles originally appeared in "The Austin Magazine & Advocate" during the 1930s and 1940s. This month's selection is: No 460 Brake Squeak – Austin Ten, appeared in the Jan 1933 edition and No 484 Warming Up – Austin Light Twelve – Six, appeared in the April 1933 edition.

#### No 460 Brake Squeak - Austin Ten

**Q.** *I find that although the braking on the car is excellent – in fact the best I have experienced – there is a tendency at times for the brakes to emit a slight shriek when applied. Is this common on the Ten-Four, or can I cure the tendency?*

**A.** The Ten-Four brakes are usually as quiet as they are effective. Possibly a slight amount of dirt in the drums may be causing the noise from the brakes on your car, which can be cured by cleaning the braking surface. In any event, the application of a slight trace of light oil to the braking surface inside the drum will usually be effective.

It is a fairly simple matter to remove the drums to give access to the linings. It is held to the hub by two screws, and when they are removed, the drum will come clear, providing, of course, the brakes are not on. The braking surface inside the drum, as well as the brake shoes, will then be accessible.



(Although this advice was given by Austin in 1933 and it may have cured the noise, I am sure that lightly oiling the braking surfaces would have degraded the braking performance. An unusual recommendation!)

#### No 484 Warming Up – Austin Light Twelve-Six

**Q.** *I have always been under the impression that it is bad practice to speed up the engine immediately after it had started, as, with the oil still cold and thick it might strain the pressure gauge or some part of the system, due to the high pressure generated.*

*Recently, however, I was informed that it is desirable to speed up the engine to ensure that lubricant is splashed quickly onto the cylinder walls from which it might have drained while the car was standing. Which practice is correct? I shall be glad of your advice.*

**A.** In this case, as in so many things, we can only counsel moderation. Whilst it is desirable to minimise the extra oil pressure which is created when the oil is cold and thick, it is also essential to ensure that oil is splashed onto those surfaces which rely on lubrication by this means. Naturally, lubrication of the cylinder bores is particularly essential when starting, as the bores then have least lubricant and even such as there is may have been partially washed by petrol if the air-strangler has been used in excess.

Actually, however, you need not concern yourself about ensuring the correct running speed for warming up, as the fast running position for the air-strangler (i.e., reached by turning it anti-clockwise into the stop when letting the control knob back) provides the best r.p.m. for this purpose.



All you have to guard against is speeding the engine up unduly by the accelerator when it is still cold. Naturally, in cold weather, the grade of lubricant you use will affect this question, which as all a matter of oil pressure. When using Mobiloil AF, Castrol AA or Shell Triple, as recommended for cold weather, warming up calls for less care in respect of engine speed.

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



Showing the fast engine running position of the strangler control on the Twelve-Six.

## Past Press

An advertisement from December 1933 for Austin 7 parts.

Post extra 6d.

**CONNECTING ROD Complete** 12/6

**Nickel Chrome Steel CRANKSHAFTS** 73/6

**BRAKES.**

Brake linings depressed with rivets. Oct. 1926/30 per set of four, 2/3. 1925/Sept. 1926, per set of four, 2/6. 1931/2, per set of eight, 4/6. Postage 4d.

Brake Cables.—Front .. 2/6. Rear .. 2/- Postage 6d.

**GASKETS**

Cylinderhead .. each 1/6  
Cylinderbase .. each 2d.  
Sump plate (cork) each 6d.  
Manifold .. each 4d.  
Complete set for de-carbonizing .. (boxed) 2/9 Postage 4d. extra.

**BATTERIES**

For the winter months a good battery is essential for quick and easy starting.

6-volt. 45 amp. .. 14/-  
6-volt. 60 amp .. 21/-  
Carriage 2/-. Fully guaranteed

**WHEELS.**

14/6 each.  
Carriage 1/9.

**TYRES.**

Goodyear All-weather Heavy-duty Clearance—  
26 x 3'50 .. .. 15/6  
27 x 4'00 .. .. 19/6  
Pathfinder—  
26 x 3'50 .. .. 14/6  
27 x 4'00 .. .. 17/-  
Tubes 4/- Carriage 1/-

**ACTIVE SERVICE FOR AUSTIN SEVENS**

Hemmings' cylinder grinding is of Superlative Precision as a result of years of experience, coupled with continuous research into materials and manufacturing technique. Brochure "Service with Efficiency and Economy" free.

The "Heald" precision cylinder grinder illustrated above is one of a battery of similar machines giving a 24 hourly service.

**CYLINDER REGRINDING**

Including diecast Air Board Specification alloy pistons complete with rings and gudgeon pins.

Austin Seven .. 42/-      Triumph Seven .. 60/-  
Morris Minor .. 50/-      Singer Junior .. 65/-  
M.G. Midget .. 50/-      Ford Eight .. 65/-  
Other makes, quotation on request.

**CRANKSHAFT GRINDING**

Precision ground for 7/6 per journal on "Landis" machines. Signed guarantee with every job.

Our 1934 Spares Catalogue "Active Service for Austin Seven" containing hints and tips, free for asking.

**IMPORTANT.** Satisfaction guaranteed or money refunded. Everything brand new.

Radiator hose top .. .. .	11d.
Radiator hose bottom .. .. .	8d.
Radiator caps .. .. .	1/6
Fan belts .. .. .	9d.

Starter rings, 17/6
Starting handle, 4/6
Clutch rings, 2/6
Clutch springs 2d.

**ACCESSORIES** Each

Dial oil gauge .. .. . 12/6  
3/6 allowed for button gauge, fitted three minutes.  
Ash Trays, "Bakelite," nickel or chromium interior 1/11  
Lifting jacks with handles .. .. . 3/11

**STEERING** Each

Steering knuckle pins .. .. . 1/9  
Steering knuckle pin bushes .. .. . 8d.  
Tie rod pins .. .. . 3d.  
Tie rod pin bushes .. .. . 9d.

**REAR AXLE**

Crown wheel and bevel pinion shafts .. .. Pair 49/6  
Each .. .. . 11/6  
Axle shaft ball bearing assemblies .. .. . 10/3  
Axle felt washers .. .. . 3d.  
Flexible couplings, chrome leather .. .. . 3/6

Postage extra.

Valves, best quality .. .. . Each 1/3  
Valve guides .. .. . 9d.  
Valve Springs, Terry Aero 4d.  
Valve Lifters, best quality 1/9

Alloy die-cast pistons complete with rings and gudgeon pins. 21/-  
Per set of four .. .. . 21/-  
Piston rings .. Each 6d.  
Scraper rings .. .. . 9d.  
Gudgeon pins .. .. . 9d.

**SPORTS MUDGUARDS**

Fronts to turn with wheels, 45/- per pair. Rear to match 27/6 per pair.

**J. HEMMINGS & SONS (Dept. L5), HALE, LIVERPOOL** 'Phone—Hale 30 **TRADE SUPPLIED**

Andy Ranson

## JULIE'S FINAL QUIZ – A CAPITAL ONE

**All answers are capital cities from around the world. Good luck. Email [julie.els@tiscali.co.uk](mailto:julie.els@tiscali.co.uk) or hand your answers to Denise at the October Club Night**

1. A posh sponge (8)
2. To mould an oak or elm perhaps (8)
3. Is this spiritual music? (5)
4. Little Elizabeth has been good (6)
5. A place for a tricky card game (10)
6. Extinct mother bird (6)
7. Catch a breeze (8)
8. Turn around more (4)
9. Royal weight (8)
10. Sounds like equal treatment to me (5)
11. French King in harbour with Marie (4,5)
12. Type of paper (6)
13. Twisting on your own (4)
14. Latest little cheese and meat shop (3,5)
15. Marine mammal initially in West Australia (6)
16. Citroen van without the go (6)
17. Film clip of Montgomery (10)
18. Did Rosberg scorch through? (7)
19. Could you secure a ship here? (6)
20. Better known as Peter Falk? (7)
21. Bono's band in the atlas (6)
22. Exploding male bird (7)
23. Father's carrying container (7)
24. A small city cloak (4,4)
25. To see armed conflict (6)
26. Boots for Duke in toilet water (9)

NAME:



## READERS WRITE TO AUNT BRASSICA...



*Dear 'Goosebumps'*

*Looking at your holiday snap,  
I was quite shocked by your  
disregard for your personal  
safety.*

*Leaving aside the strange men in mackintosh's looking  
on (and heaven knows what they were, or weren't,  
wearing under them) your car is facing the wrong way!*

*In the event of the tide coming in suddenly, or worse, you  
fall asleep to find that the tide has actually come in, it will  
prove impossible to tow you off the beach.*

*My advice is to find an altogether quieter beach and to park at  
right angles to the shoreline. This is perfectly illustrated by  
the nice front cover of the recent 'The Light Car' magazine  
summer edition. Please do be more careful, my girl, and  
maybe take a holiday in glorious June.*

*Yours,*

*Aunt Brassica*

*Dear Aunt Brassica,*

*I have just returned from my annual  
week's holiday in Devon. The weather  
was truly awful, being especially cold  
and not suitable for bathing. In fact, as  
my photograph shows, I spent most days  
on the beach sitting in the car.*

*I don't want to repeat this experience  
again, so do you have any advice.*

*Yours, Goosebumps from Guildford*

