



Dear Members,

Coronavirus

Following the Government's advice about limiting social contact etc by the over-70's and vulnerable people due to Coronavirus, future Club activities have been cancelled, although some other events still being held. See below.

Inter-Register Events

Each year there is normally a full programme of events which are organised by different motor clubs, and these are collectively known as 'Inter-Register' events. Due to the current restrictions, the usual format has had to be changed and instead 'virtual rallies' have begun to take their place. Some Regions introduced 'virtual rallies' on Drive it Day in April, and such events are becoming much more common now.

On Sunday 5th July the Cheltenham club organised a 'Virtual Navigational Scatter Rally'. There were 8 clubs that took part and these included the ATDC, Riley, MGCC, PWA7C, STD, Jowett, Humber and MAFC. The ATDC team of 3 cars included Richard Long and his navigator Peter Christie, Andy Ranson and his wife Do, and Trevor Edwards and his wife Jean. Richard and Peter were the most successful pair and came 1st overall. Together with the results from the other two cars in the team, the ATDC were given the Inter Register Clubs' Team award. Congratulations to all those who represented the ATDC, in particular to Richard and Peter, this is possibly the first time that our Club has achieved such success in a very long time.

This year's 'Nightjar' Inter-Register event is being held on Saturday 21st November and will be another 'virtual rally' this time organised on behalf of the ATDC by the North Hants Austin Enthusiasts Group. Further details of this event will be published soon.

Any gear you like (or perhaps don't!) by Trevor E

Some time ago, (last Summer in fact), whilst grandchildren were making one of their periodic visits, an oft-stated request was made, (readily supported by their father), to be taken for a spin in 'Clarissa', the much-loved Austin Ten Colwyn. The day was warm, 'Clarissa' had been running well and so off we went, hood down, bowling along a few quiet local roads.

Initially all went smoothly until suddenly, when attempting to pull away from a junction the vehicle began acting very bizarrely! Having engaged first gear, it alarmingly started moving in reverse! Some animated gear engagement exercises then ensued during which

2nd, 3rd and 4th gears were occasionally recognised although not necessarily being associated with respective gear lever position! All this did not appear to have been apparent to or worthy of any comment by the young passengers - or, indeed, their father - all of whom seemingly appeared unconcerned and to consider it all part of an overall pre-war motoring experience.

Whilst trying to display and maintain an air of composure and not without a considerable amount of trial and error, accompanied by a fair degree of gear-crunching, 2nd gear was eventually found and helpfully retained. We then proceeded to make steady, albeit rather slow progress back home, explaining away the unnaturally sedate speed by suggesting it offered a far better opportunity to observe and appreciate the pleasant scenery - although I don't think anyone was fully convinced of this. Mercifully the incident occurred just a couple of miles or so from home so no-one was greatly inconvenienced or distressed (apart from me perhaps) and quite importantly it proved unnecessary to call a breakdown service, something which it has been, on one or two past occasions, as some members may recall.

Having got everyone safely home again the immediate question arising was what to do about the offending gearbox. Very fortuitously, during conversation with one of our distant but helpful members, (heading up the 'Dorset branch of the NHAEG'), it was mentioned that he had an ex-Cambridge gearbox which just 'might' fit. A few measurements and photo images having been taken and compared, it was agreed that this could indeed be the case and subsequently it was brought up from the West Country and work carried out to replace the capricious gearbox. All that was in 2019 and only now, some 14 months or so later, August 2020, have I actually got around to investigating the cause of malfunction in the original box. Such tardiness has been due only partly to the fact that, in the interim, there hasn't been any real pressure or urgency to do so, but also that I have generally fought shy of needlessly playing with such boxes of tricks.

Nevertheless, there's a first time for everything and the 'nettle has now been firmly grasped'. The box is now in pieces in the garage undergoing thorough inspection. Thus far, the only discovery causing slightly raised eyebrows is some minor disintegration of metal around the periphery of the shoulder of a phosphor bronze bush located on the static layshaft, which is considered *might* be responsible. Current thinking being that the gear selection difficulty *may* have been caused by a small piece of this bushing somehow interfering with gear selection, or a selector fork 'jumping' out of its slot, although that seems quite unlikely. The search for the *actual* cause of the unusual behaviour and its elimination therefore currently continues.

Any thoughts or suggestions are most welcome! Meanwhile - watch this space!



Box of bits



The 'disintegrating' layshaft bush

Saved by 1/2d – by Andy Ranson

Just over a year ago I purchased Dave Butcher's 1933 Chrome Rad Austin 10. This Austin had been in Dave's family for a very long time, it was his Grandads every day car until one day it was finally retired to the family garage. There it remained, with the garage roof eventually collapsing onto it, eventually Dave's dad finally rescued it for a restoration project.



Dave's dad did an amazing body off, nut and bolt, restoration, the workmanship is superb. The attention to detail is very apparent, even the left-hand threaded clevis items on the brake rods have been painted red to indicate what they are.

When I collected the Austin from Dave, he pointed out a core plug on the left side rear of the cylinder head, it is a pre-decimal half penny. At some time in the past Dave's dad had used this coin. At 1" diameter the coin is the perfect size and being copper will never corrode (unlike modern "copper" coins). Please see the attached photo for details.

Dave asked me if I intended to replace it with the correct core plug, but we both agreed it forms part of the history of the car and should remain as it is.

So, if anyone in the club has some old half pennies, put a few in your toolbox, you never know when you may need one.

WEST GREEN HOUSE

Classic Car Show

Sunday September 20th 11am

This day we welcome all the classic car enthusiasts to display their beautiful cars in front of West Green House and we invite you to see this display of loved and treasured cars.

We serve an all-day breakfast and welcome you into the Autumn garden to have Teas or Lunch in our Tea Room. But then you may prefer to bring a picnic and listen to the Swing music played where the cars are on display. There is an Award for both the best and most popular car in the show!

If the British weather is disappointing and we are forced to reschedule, please put aside September 27th

Entrance to car show and garden £10, children £5

[BOOK ONLINE HERE](#)

Please [download our 'Car Show' Leaflet](#) here and call us on 01252 844611 for more information.



Celebrating Classic Cars...on display, on sale and on the silver screen!

After a long, hard Summer, we're delighted to finally bring Classic Car lovers safely together for an exciting and innovative new event. The Classic Car Drive In Weekend, which takes place from 18th-20th September, brings two worlds together to celebrate Classic moving vehicles.

Set within the grounds at Bicester Heritage, the home of Historic Motoring, the organisers of The London Classic Car Show have created a socially distanced, Covid-compliant outdoor event that celebrates Classic Cars in all their glory.

The Classic Car Drive In Weekend features an homage to some of the most iconic and classic car movies at the very first Drive In dedicated to cars! Films on offer include cult classics *The Italian Job* and *Days of Thunder*, Racing Legends on the big screen *Senna* and *Rush*; along with power fuelled blockbusters *Baby Driver*, *Le Mans 66*, *Gone in 60 Seconds* and *Fast & Furious 7 amongst others*.

The Classic Car Drive In Weekend is truly a celebration of everything Classic, with more than 500 cars on display, over 25 of the UK's leading Car Clubs, top dealers, a live auction courtesy of Bonhams MPH, Classic Car Parades and track demonstrations along with a host of car-related traders and retailers.

So, whether you're a collector, in the market for a new classic car, a movie buff or a classic car enthusiast, what better way to spend the weekend?

Simply Drive In, park up and enjoy!

Click [here](#) to purchase your tickets today and to see a full schedule of films if you have any queries regarding the event please email info@theclassiccarshowuk.com or call 03300 555 750.

Stay safe
NHAEG Committee