



Club Meetings

8th Sept – @ New Inn. 8pm but please arrive earlier if you wish to have a meal.

NHAEG events - Club runs

31st Aug – road run starting at the New Inn about 10:45 and returning for lunch. If you wish to join contact Andrew Barker at: barkerhammer@hotmail.co.uk or (07793) 677197.
(Note if there is insufficient interest this will be re scheduled for 21st Sept.)

10th Sept – road run to Hayling Island. If you wish to join, please contact Alan Pickett at: a.pickett1946@gmail.com or tel: 07802357555. The starting point will be the Haskins Garden centre on the A325, GU10 4LD, leaving about 10:30.

Public Car Shows

Sept 6th/7th – Beaulieu Auto jumble

Sept 21st - West Green House. Please contact Trevor M for details.

Christmas Lunch

This is to remind members that the balance £29.50 for the Christmas lunch is now due.

Please ensure that payment is made by the **Sunday 7th Sept.**

The preferred method of payment to the **NHAEG** account is by bank transfer:

Sort code 09-01-54, **Account** 8006 6086, **Reference:** Surname & Xmas

Please also email nhaegmembership@gmail.com to confirm you have paid by bank transfer, this will ensure you are on distribution list for future updates and enable the number of guests to be monitored.

Committee Vacancy

Andrew B has said that he wishes to hand over the role of Treasurer at the end of the year. The committee is therefore looking for a volunteer to take over from Andrew. This role is not onerous and should only take a few hours per month. If you would like further details please form an orderly queue and contact Andrew at the next club meeting.

Swallowfield Show – 25th Aug

NHAEG turned out in force on the 24th & 25th August at the Swallowfield county fair. Approximately 7 cars came along each day and members enjoyed the summer sunshine. This is one of the largest events in the area and provided a range of attractions including steam traction engines, tractors, classic cars, music, dog shows, crafts etc. One notable attraction was members working on Peter B's car which unfortunately had to be towed home !





Lady Drivers

Who was the first lady driver? That accolade, it is generally agreed, goes to Bertha Benz, born in 1839 and wife of Karl Benz, who in 1886 manufactured the first proper motor car.

Bertha was a woman of independent means, having inherited substantial funds from her family. She had such faith in her husband's invention that she financed his efforts to produce a motor car that was reliable.



By 1888, Karl had made the Mk III version of his "Benz Patent-Motorwagen", but was still unsure if it was reliable enough to cover long distances. Bertha, however, had more faith in the vehicle and without her husband knowing, she drove the car 66 miles from Mannheim to Pforheim, following cart tracks. What's more, she took their two teenage sons with her too !

The journey was not without incident. For a start, the car had no fuel tank and ran on the 4.5 litre fuel bowl on the carburettor. She had to find petroleum spirit, which was then only available from chemists' shops, along the way. This she managed to do and also cleaned a blocked fuel line with her hat pin and used her garter as insulation material.

The engine was cooled by an evaporative system, which meant that they had to top up with water at each stop along the way. The car had two gears, but was not powerful enough to make some of the inclines, which meant that sons Richard and Eugene had to alight and push up the steeper slopes. Also, the car's wooden brakes started to fail, but undaunted, Bertha found a cobbler and had him make some leather brake pads. A blacksmith was also pressed into service to repair a broken chain.

Bertha reached Pforheim after dark and notified Karl of her arrival by telegram. She drove the car back to Mannheim a few days later. It was Bertha's successful journey that convinced Karl Benz to pursue his aim to construct viable motor cars.

Although Benz's cars used a petrol engine of his own design, another German Inventor, Gottlieb Daimler had quite Independently manufactured a 2 cycle petrol engine in 1885 and his first car in 1886. The two men did not know each other at that time and it was not until after Daimler's death in 1900 that after many years of co-operation that their two companies joined to become Daimler Benz in 1926.

Emil Jellinek was an Austrian business man and a pioneer motorist at the end of the 19 century. He contacted Daimler, was granted a sales concession, and by 1900 had sold 34 of their cars in the French Riviera. When a new model was introduced in 1900, they named it Daimler-Mercedes, after Jellinek's 11-year old daughter Mercedes - which led to the birth of the Mercedes car brand.

As regards Lady Drivers in the U.K., firm evidence from the very earliest years of motoring is sketchy at best, partly because driving licences and tests were not compulsory until 1935. However, it is generally accepted that the first British lady to drive and own her own car was actress Minnie Palmer, who in 1897 had a French Rougemont automobile.

Before we move on to look at Pioneer Lady drivers in Motor Sport, I thought it worthwhile to see some images closer to home in connection to Early M.G.s. The wife one of our antipodean owners of an 18/80 has some family history in respect of pioneer lady drivers. Lynley Partridge has visited several motor sport and EMGS gatherings in the U.K. with her husband Peter, and is well known to many of our members.

Peter Partridge, from Perth, Western Australia, has for many years owned the 1928 Mk I 18/80, chassis number 6268, which remains one of the very few 18/80s still to be restored to a drivable condition. It's a very early example and several components bear 'EX' prefix part numbers.

It began life as a 2-door Fabric Saloon and was exported to Perth in about 1930, where the local M.G. and Morris dealers, Comet Motors, sold it as a new car. It seems that the 2-door Fabric Saloon body was not included in the sale and a new tourer body was manufactured by a local coach-builder.

It was not unknown at that time, for bodywork to be discarded en-route to Australia, because there was an embargo at the time on the Import of complete, (i.e. ready bodied), motor cars. This embargo was designed to improve the Australian coach-building Industry. A car imported with no coachwork attached was exempt from the embargo.

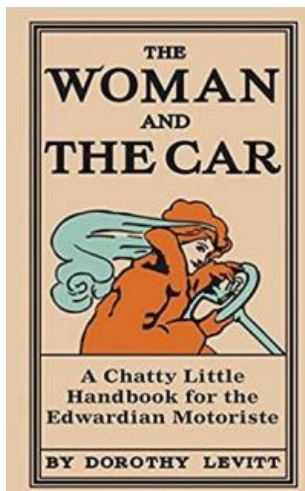
The Australian Holden company was a harness maker at that time, but they were persuaded by car dealers to begin the manufacture of car bodies, and by 1924 Holden had become the sole body builders for America General Motors cars in Australia, and then became a subsidiary of G.M. in 1931.

The new open body was made for the 18/80 by a local coach-builder, was not very attractive - looking a bit like an over-size 4-seater M.G. TD. In any case, by the time Peter Partridge acquired the car, the body had been removed and did service as a chicken shed on a farm.

Moving back to lady drivers in the U.K., Dorothy Levitt, (born 1882, died 1922), was the first British female racing driver, holder of the world's first water speed record, the women's world land speed record and was an author too.



Dorothy was a pioneer of women's independence and taught Queen Alexandra and the Royal Princesses how to drive. In 1905 she established the record for the longest drive achieved by a lady driver when she drove a De Dion Bouton from London to Liverpool and back over two days. The press called her "The Fastest Girl on Earth' and "The Champion Lady Motorist of the World'.



.She wrote a book called "The Woman and the Car: A Chatty Little Handbook for all Women who Motor or who Want to Motor'.

She recommended that women should carry a little handheld mirror, so that they may see behind when driving thus inventing the rear-view mirror long before they became available in 1914.

She also advised women travelling alone to carry a handgun. Her recommendation was an automatic Colt .45, as in her opinion its relative lack of recoil made it particularly Suitable for ladies!