

THE

JANUARY
2012

Austin TEN (10-28HP)

DRIVERS' CLUB MAGAZINE



ATDC KEEPING YOU ON THE ROAD!

AUSTIN TEN DRIVERS' CLUB

Opinions expressed in the magazine are those of their authors and do not necessarily represent the views of the Committee or Club generally. The Austin Ten Drivers' Club Magazine is distributed free to all members. The Club caters for Austin motor cars of 10hp to 28hp manufactured between 1931 and 1939. Club Membership renewals are on 1st of July annually.



THE DRIVING SEAT

come forward and show the old boys what they can offer.

It is Monday the 5th December; it is very cold but sunny and makes me wish that I was out in one of my Austin's. Never mind, Brian the Editor is awaiting my report for the January 2012 magazine!

As 2012 will have arrived when you read this may I wish all members and of course, their families a very Happy and Prosperous New Year with lots of enjoyment from your Austin's.

The Spares Department and Club Shop have been very busy in the weeks leading up to Christmas/New Year and I thank them for their excellent co-operation. They do a grand job. Hope none of you were disappointed.

However with the start of the New Year, I must remind you that the Club AGM (15th April 2012) is not that far away so make a note of the date in your new diaries. Try hard to attend on the day, as your committee does need your support but more so, the Club does need new (younger?) faces to

As I am sure you are all aware, at the end of July 2011, the then Chairman, Harry Rhodes, resigned from the post and became acting Chairman for the remainder of the term. However, prior to that, I had already notified the committee that I would be standing down from committee duties at the 2012 AGM, as I would then be in my 75th year. So, the Club will be in desperate need of a Chairman and of a Regional Representative, a job which I have been involved with for a number of years.

I do so hope that some of you will see fit to come forward as volunteers. Please contact Mike, the miracle, Bevan, or indeed any other committee member if you would like to know more about what is expected / involved from you as a member of the team. If you wish to be nominated for any of the committee posts then please also contact Mike Bevan. We, your committee, look forward to hearing from you.

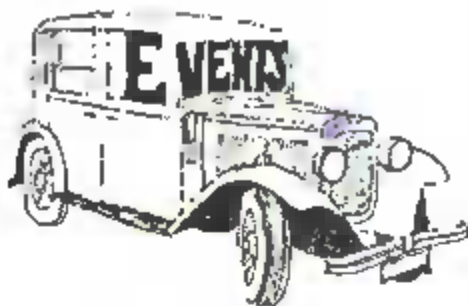
Graham Cox

SOUTH WEST LONDON MEETING - CHANGE OF VENUE

First Fridays (as previously)
New Venue - Hallford Mere Lakes & Pavillion,
Chertsey Road, Shepperton, Surrey TW17 9NN.
Contact: Andy Shaw ~~0181 606 1111~~

We had our Christmas Meal at the above venue and it was decided that we should try it out for our regular monthly meetings. Plenty of car parking space and a beautiful waterside location for when we have better weather! If you are unsure of how to find this place, just give me a call on the above number.

Andy Shaw



A short report this month as I have been beavering away at the Iver, the National, the Continental tour and other sundry items!

The Iver continues to go well now and is improving with each run out. I have been doing various tweaks with the Autovec, the timing etc and I have done about 500 miles all told. I have changed the oil and not found any nasty surprises, so I just need to get a few long journeys under my belt to build confidence in it.

I have decided to replace the garage over the winter as the one I have now is 20 years old and is showing signs of age with gaps between the wooden cladding and a few drips from the roof. I am planning to have another wooden garage and am quite taken with one from Warwick Buildings. I shall let you know how I get on, for those of you interested.

There has not been a lot of response regarding the Continental Tour I am afraid. I

needed 20 people to make it viable and have had interest expressed from 13. I thought I was going to have to cancel it, but an alternative has been suggested. I still need 20 people but the cost has been reduced to £450 per person to include ferry crossings, a cabin on the outward journey dinner, bed and breakfast for three nights and visits to a motor museum and chateau during the days. Look at the item in the magazine and hopefully more of you will be tempted. I need to know by January 12 to secure the hotel bookings.

A couple of people have expressed an interest in the event at Arras in northern France on Sunday 18 March and so that will be down to individuals to arrange as they wish. Malcolm Page is the man to contact on ~~01430 811111~~.

I have nothing definite to report on a date, organizer or location for the National as yet, although there are a couple of leads being pursued at the moment. I hope to have somewhere by the time you get this, but please contact me if you feel that you would like to have a go. You never know - you could be our salvation!

That is all for now, except to wish you all a very Happy New Year. I hope that you and your Austins have an enjoyable year and I hope to see lots of you at various events.

Tony Westhall

TOURING THE CONTINENT?

WHY NOT JOIN US FOR A WEEKEND IN FRANCE?

We offer B & B and evening meals in Northern France just 60 miles from the channel ports and can provide suggested routes through delightful countryside to the coast or country towns for touring and the enjoyment of quiet, beautiful and empty country lanes. Secure garaging and workshop available (if you breakdown we will come and get you!)

Contact Stuart (7316)

Tel: ~~01430 811111~~ (cheap rate from UK) - Email: ~~stuart@bandbnorthernfrance.com~~

www.bandbnorthernfrance.com

FROM THE BACK SEAT

Firstly, I would like to wish all members 'All the very best' together with. I hope, every success and happiness in 2012. I also hope that you all had a very happy and enjoyable Christmas.

Secondly I have received, over the months, kind comments from people regarding the magazine. I just want to say I do appreciate them and I am most grateful. However, the magazine can only be as good as the contributions I receive, so I would like to thank all of the regular contributors for their monthly pieces, as well as those members who are supplying me with their on-going experiences whilst restoring their Austins. These will be appearing in future editions of the magazine.

It feels strange to be writing this at the beginning of December, but I need to tell you that the magazine next month (February) will be the last one I am able to put together for a



few months. Audrey and I are about to take a trip to the Far East and Australia, visiting our old home in Singapore whilst we are there. During the time I am away, Malcolm Page (Membership Secretary) will be doing the job of putting the magazine together. Please keep all of your contributions coming, as you normally do, to the club's email address magazine@austintendriversclub.com.

Thank you all once again.

Brian Hirst

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REGIONAL REPORTS

PORTWAY AUSTIN GROUP REPORT...

We had some 25 members turn out on what was a foggy night for our November Club meeting and a Feely Bag competition. No it wasn't an excuse to grope the wife - as Steve said on the very rare occasion he visited a supermarket with me, when the cashier asked if he would like a bag he looked at me and said he already had one thanks!

Each of the men provided one or two rare and priceless objects (although they've probably got three more of them as spares - just in case!) from the depths of their second homes i.e. the workshop, and the girls had a rummage in the rest of the house. We had about 15 or so objects for each table. There was a distinct aroma of WD40 and grease coming from one of the tables so you couldn't mistake which one was which. When it came to the answers the chaps got quite pedantic about EXACTLY what it fitted - a 7, 10, 12 or even 16 - or the EXACT name of the tool, so extra points were awarded for anorakcysy - sorry - accuracy! The winners were Derek Sheldon and his wife Pauline - well done to them.

Towards the end of November Steve and I went to Slow on the Wold for the weekend in the 12 to watch the sections at Prescott for the final round of the VSCC muddy trial season. I'd never been to one before and despite the very thick fog first thing, it was a thoroughly enjoyable day. There were a lot of Austin 7s and even 3 Bentleys, but the highlights were Tim Kemp in an enormous Austin 20 Tourer who tackled all the sections with aplomb and Chris Williams in a Ford Model A who had rigged a sound system to a loud speaker on the bumper and did all 4 sections with 'The Dam Busters' blaring out.

- Dates for the diary:
- Sunday 8th January - Sunday lunch at The George, Verham Dean - 12.30
 - Thursday 24th January Club Night - 2011 Events Fair
 - Sunday 12th February - Sunday lunch at The George, Verham Dean 12.30
 - Tuesday 28th February Club Night - Kevin's Quiz

Sue Pocock

ANNUAL GENERAL MEETING

ADVANCE NOTICE

The 2012 AGM is to be held at The Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 9EF, on Sunday 15th April 2012.

It is timely to remind members that if there is any special business to be included on the agenda, or there are any nominations for the Management Committee, then the Admin Secretary needs to be notified.

Any proposals, notifications or nominations need to be with the Admin Secretary by the end of January 2012 to ensure that they appear in the formal business notice and are circulated to members in the usual way.

All communications to:

NORTH HAMPSHIRE AUSTIN ENTHUSIASTS' GROUP REPORT...

Each year, on the first Sunday in November, a considerable number of enthusiastic (or, some might say, stupid) individuals get up at some unearthly hour and make the trek into London's Hyde Park to act as volunteer marshals at the annual London to Brighton Veteran Car Run. Thus it was, that three of us, from the NHAEG, rose from our beds at around 3:30 a.m. on the 6th of the month (after very little sleep due to fireworks celebrations the previous evening!) and made our way into the metropolis.

The weather this year was dry and quite mild - a pleasant change - and we were all 'on station' by about 5:30 a.m. ready for the first veteran vehicles to arrive. It's a quite unnerving experience, in the dark, to hear some form of (often) single-cylindered machinery thumping down the interior road of Hyde Park, yet not be able to make out anything more than (eventually) a couple of feeble oil lamps, or candles even, stuck either side of an oddly shaped form of transport emerging out of the gloom. Even more alarming is the speed and silence of some of the unlit steam-driven specimens which can approach extremely quickly, stealthily and invisibly - rather like some of the hybrid or fully electric vehicles increasingly present in the roads nowadays.

The sight of so many truly magnificent machines gathering together in one place is one to behold and never fails to excite and educate me more on the origins and early days of motoring. The fact that the oldest vehicle taking part this year dated from 1894 (107 years old!) is a testament to how enduring some designs were, however quirky.

The first such Run was held, in 1896, to celebrate the efforts of some eminent Victorian gentlemen, who had succeeded in bringing before Parliament a series of Acts, the most recent being 'The Light Locomotives Act (1896)'. This made it legal for motor cars

to be run upon English roads as a speed not exceeding 12 mph! Wow!

This first Run, entitled 'The First Meet of the Motor Car Club', apparently attracted, according to the 1896 programme, a total of 53 entries, although, seemingly, 21 failed to put in an appearance! This year the entry list exceeded 540! How amazing is that?

29 of the 30 vehicles in our Sector (3) were duly sent off on their way without incident, shortly after 7:00 a.m., leaving just one, still motionless, back against the kerb. The single occupant appeared a bit agitated and approached me to ask, in German, whether I spoke German! Fortunately my knowledge of the language is reasonable (military service in BAOR in the sixties and later on, in civilian life, working for a while in Munich being the reason), and it seemed he was seeking a match or cigarette lighter for some unspecified reason. The vehicle being a 1900 Milwaukee steamer, I jumped to the conclusion that perhaps he needed this to relight his 'boiler'. In fact, what he wanted was to light up his 4 oil lamps - even though, by then, daylight had broken!

Another marshal was found who could satisfy this requirement but the driver, an Austrian it appeared, remained visibly upset and quite agitated explaining that his passenger/co-driver was missing, preventing him from setting off. Muttering an assortment of Germanic oaths he continued to pace around until, at last, he spotted his colleague. Urging him to get a move on, when the 'missing person' reached him he started to beat him about the ears with his hands and gloves whilst, at the same time, berating him in his native tongue, leaving little doubt as to his feelings. Attempting to get up onto the vehicle a number of times, the co-driver eventually succeeded and, with a lurch, the vehicle men shot forward, proceeding down the road but veering from kerb to kerb as the driver continued to admonish his friend

in no uncertain manner. One suspects this spectacle continued for quite a way towards Brighton! The performance reminiscent of something out of a Laurel and Hardy film caused much amusement amongst the marshals and onlookers alike.

The annual Auction, which took place on the November Club Night, resulted in the anticipated evening of unrehearsed entertainment, provided, as per usual, by our seasoned Auctioneer, in the form of Don (Breakspear), ably assisted by his nimble assistant, Colin (Greig), as porter. A wide variety of items were brought in by members in the hope of boosting the Club's finances a little by donating 10% of whatever they got for their 'goodies', to its funds. Such items ranged, eclectically, from a number of paint pots through an assortment of scarcely identified automobilia, up to a fully functional flat screen television - all items clearly unwanted or unloved by those wishing to dispose of them.

The bidding was accompanied by much impromptu comedy, provided by both the Auctioneer and Porter, over the items for sale, but the highlight probably was when, during the interval to recharge glasses, etc., Don's visit to the toilet, leaving his clip-on microphone switched on, did not go unnoticed, causing much merriment! Overall, once again, a well-attended, successful evening with total sales amounting to just over £155.00.

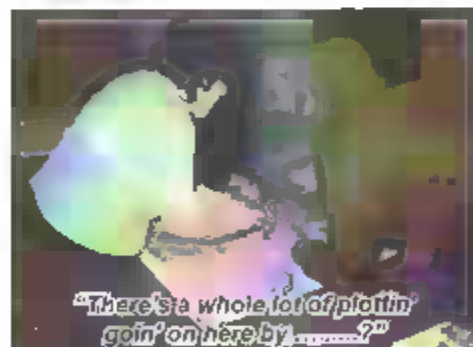
The 36th 'Nightjar' Navigational Scatter Rally took place on the evening of November 19th and attracted a total of 25 entries. This number was a little down on last year but nevertheless, a good showing and, again, reportedly much enjoyed by those who chose to forego a few hours stuck in front of the haunted fish tank watching mind-numbing reality shows or repeats. Whatever the weather and, on this occasion, it proved to be unseasonably benign, everyone seems to find the event great fun and for it to be sufficiently challenging/easy, to maintain

the interest of both those who are serious contenders for an Inter-Register award, or are entering simply for fun of it - a bit like the Great North Run or the London Marathon, one imagines. It was good to see another ATDC member, Paul (Williams), enter this year, in addition to Tony (Westhal), who is a stalwart attendee at the event. Paul drove up from Wells, Somerset, in his 1936 Austin 10 Tourer, with navigator Derek Ball, to take part. Good for him!

Winners of Class 1 (Pre-War) were Nigel Coulter, in his 1925 Humber 12/25, with Mark Wright as navigator. Nigel's been entering the event for 36 years though so he probably has the general hang of it by now! Congratulations to both of them on this performance!

Let's hope Paul (above) will have set an example this year and we shall see more ATDC members having a go in 2012 and beyond.

Make a note of the date next year, Saturday 17th November!



By the time this report gets into print Christmas, New Year and most of what the festive season entails will have been and gone. May we, in the NHAEG, hope that everyone had a wonderful time and suggest that some serious winter-time festling might now be in order to prepare ancient transport for yet another season of 'real' motoring. "You can depend on an Austin" - but you do need to keep up with the TLC!

Trevor Edwards

NORTH LONDON GROUP REPORT..

NOVEMBER CLUB NIGHT

The last club night of the year and we were able to meet in the function room once again after it had undergone a much needed make-over! Also there was a very good turn out of members with 23 of us assembled ready for the evening's visiting speaker, Peter Field of the Kings Langley history society

Unfortunately, however, Peter was unable to present his scheduled talk on the development of Hemel Hempstead but he did entertain us with two splendid films from the British Transport archive. The first, a black & white film dating from the 60s, followed the exploits of a recovery team struggling to extract a steam hauled goods train stuck in massive snow drifts in County Durham during the terrible winter of 1953. Even the snow plough had to be hand dug out at one stage. Although eventually freed from the drifts, the goods loco had frozen up and the crew were forced to take the rather drastic step of burning paraffin soaked rags around the running gear to enable it to be hauled out.

The second film was familiar to a few of the assembled company probably because we had been around when some of the historical shots included in the film had been taken! It was of course John Bejeman's 'Metroland', following the development of the Metropolitan line from Baker Street station in London out to the countryside of Hertfordshire and Buckinghamshire. It brought back memories for quite a few of the assembled company; who knows, those of us who live along the line may even have featured in it! A very enjoyable evening - thanks Peter for the show

That's all for this year but do remember our New Year drive on 8 January, starting at 11 am from the Royal Oak, Chipperfield; in fact be early as I understand the new landlady will be serving coffee from about 10.30. All welcome, details from Keith on 01442 833617. Happy New Year to one and all and good Austin motoring in 2012.

Peter Watson

WHATS ON GUIDE

DO CHECK WITH THE ORGANISERS BEFORE SETTING OUT ON YOUR JOURNEY!

8th January

NORTH LONDON AUSTINS NEW YEAR RUN

Starting at the Royal Oak, Chipperfield.
All are welcome

Russell Groom - ~~01442 833617~~

11th - 12th February 2012

MURDER MYSTERY WEEKEND

Banbury, Oxfordshire

Harry Rhodes - 01295 265610

1st April

AUSTIN RUN TO BRIGHTON

Open to all Austins

Bob Cross - ~~01442 833617~~

Email: ~~bob.cross@nlg.austins.org.uk~~

15th April

CLUB AGM

Heritage Motor Centre, Gaydon, Warwickshire.

22nd April

FBHVC DRIVE IT DAY

21st - 22nd April

BRISTOL CLASSIC CAR SHOW

Royal Bath & West Showground, Shepton Mallet
See separate advert in magazine.

22nd April

BRIMAR VINTAGE & CLASSIC CAR RUN

Gathering at 10am at Sander's Garden World
Mary & Brian Curtis - ~~01442 833617~~

6th - 10th June

CONTINENTAL TOUR IN FRANCE

Tony Westhall - 01420 87450

29th June - 1st July

SUMMER EVENT IN HOLLAND, VINKEVEEN

Jody Kaldenberg - ~~01442 833617~~

REPORTS ON EVENTS



LONGBRIDGE EX-EMPLOYEES REUNION - 30TH NOVEMBER 2011



David Kear brought along part of his extensive 'The Austin and Longbridge Through Time' memorabilia collection, featuring such wonderful items as a 1926 Austin police wooden truncheon. His archive spans over 100 years of the plant and is still growing. "There's been lots of interest from visitors. People are so enthusiastic about it all. My ambition is to win the lottery so I can buy somewhere to put it all on display" Needless to say, David went away with a few more Longbridge-related MG brochures to add to his stock

On November 30th, 2011 it was a privilege to be invited to display some items of Austin literature and memorabilia from my collection which is called "The Austin & Longbridge Through Time Collection" at MG, Motor UK Birmingham where they were holding an open day reunion for ex-employees; it was held at what is now the MG6 showroom building in Lowhill Lane Longbridge. You may know this building by its more familiar name "The Elephant House" The Elephant House was built at Longbridge and opened as a commercial vehicle showroom on the 8th April 1966

Besides me, others who were putting on displays were John Baker, who runs the excellent Austin Memories website, and

chairman of the (ALF) Austin & Longbridge Federation, the Austin Ex-Apprentices Association and two of the MG car clubs. We were to be at Longbridge at 9 am to set up for a 10 am opening. The day was to be quite a long one as the close was scheduled for 8pm. I think we were all thinking about what response this open day would generate. The response and turnout was excellent with a





constant flow of ex-employees, which kept everyone busy throughout the whole day. Various talks took place during the day. Neil Wedgbury gave a talk on the Tunnels under Longbridge. John Baker on the early Austin years. Colin Corke, vicar of Longbridge and co author of "Making Cars at Longbridge"

were even wearing the watches that they were presented with for their long service. In all a good day was enjoyed by all and forging links with what is now MG UK can only be good for the future

David Keav

I am grateful to Dave Richards the editor of 'Classic Car Weekly' for giving me permission to use these photographs. They were taken by Classic car Weekly's Editor-at-Large Richard Gunn. I recognise that Harley from somewhere! Brian

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NIGHTJAR NAVIGATIONAL SCATTER RALLY

19th November

Despite comprehensive publicity in the club magazine, only 2 club eligible cars took part in the Nightjar Rally. The weather was as good as it could be for November, with clear sky and no frost. I managed to persuade my friends Paul and Lucy Williams to have a go in their Ten Ooen Road Tourer. New to navigational events, they were happy for me to be their navigator and we made our way up from Somerset Wiltshire on a sunny Saturday afternoon to the Hampshire town of Hook for the gathering of a wide range of pre-war cars all belonging to the Inter-Register Club. A total of 16 pre-war cars took part, plus 8 modern cars competing in a separate class.

We were car number 13, not a promising start! At our appointed time of 17.32 we were given our instructions – a list of grid references to plot on the specified OS map. There were a total of 6 manned and 6 unmanned checkpoints, but we should visit no more than 9. This meant we had to decide on a route linking ones which were easiest to get to, whilst minimising the risk of being late at the finish. Total time allowed was 4.5 hours, with penalties for every minute late.

The unmanned checkpoints just needed us to find the name of a bird (not as easy as it sounds in the dark!). Scores for the manned points varied with difficulty, as a marshal gave us a sheet of clues to save when we arrived at the checkpoint, and some were really hard to solve. A compass was needed for most of these, as we were required to measure out distances along tracks in woods and common-land, with several changes of direction thrown in to make it harder. If we found the right place, again a bird's name on a post should be evident. Before the event all three of us had measured our paces, but when it came to put this into practice, my mental arithmetic sometimes let me down –

at 12 paces to 10 metres how many paces is required to go 309 metres?

At one location we got totally disorientated in some woods trying to get back to the car-park, but we were saved by a nearby firework display giving us a bearing. Luckily I heard a familiar sound of an elderly car engine giving us the direction of the car-park as we got nearer. Needless to say we got no bonus points for being early back to the marshal! We also had an unexpected visit to the centre of Aldershot, due to my not spotting that the road we wanted was actually above us on a flyover. Driving past pubs populated by raucous squaddies late on a Saturday night was not the most pleasant experience.

We managed to visit 4 unmanned checkpoints, but only found the bird name at 3 of them, and at 2 of the manned checkpoints we did not attempt the puzzle, so that we could get back within our target time. Quite a bit of strategy involved in this event!

At one manned control there was a soup kitchen, greatly appreciated by all competitors, especially those running with hood down (or in one case, no hood at all). We got back in time, quite relieved, and awaited the declaration of results, scoffing the greatly appreciated fish and chips, which had been pre-ordered.

The number 13 was in evidence once more as we were placed 13th equal, not quite last, but we were in it more for the experience than any attempt at winning. However we were 2nd placed Austin, being beaten by seasoned campaigners Tony & Pat Westhall in their 12/6 Ascot. They were placed 10th.

At 11.30 pm we were ready for the long haul back to Wiltshire, but mild panic set in when we found the local petrol stations closed.

With 2 gallons left we set off on a tour of Basingstoke, and were fortunate to find an all-night forecourt at Morrisons.

Annoyingly the mist, which had been floating around us during the event, transformed into quite thick fog, which resulted in our speed even on main roads to be quite limited. Further into the journey the windscreen wipers failed so for much of the trip manual operation by me from the passenger seat

was required to clear the constant moisture. Altogether quite a driving challenge. All credit to Paul for coping with poor visibility all the way home across Salisbury Plain.

Many thanks to Trevor Edwards of the North Hants Austin Enthusiasts Group and his team for organising yet another excellent event, their 36th. I'll certainly be back for the 37th.

Derek Ball

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THE FOOTMAN JAMES

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Continental Tour 2012

If you were tempted by the idea of the Continental Tour for 2012 but thought that it was too long and expensive, look again!

The revised tour is shorter and cheaper. It runs from Wednesday 6th June through till Sunday 10th June. The cost will be £450 per person. This will include an inside double cabin (£10 extra for an outside cabin) for the night crossing from Portsmouth to St. Malo, 3 nights stay in a 3* hotel near Rennes to include dinner bed and breakfast and visits each day with the driving being mainly on the wonderfully empty French secondary roads. The daily distances would be in the region of 100 miles with basic directions, allowing you to stop and explore should you wish to do so. The itinerary is as follows:

Wednesday 6th June

- 7.00pm Check in at Portsmouth for Brittany Ferries
- 8.15pm Depart Portsmouth sailing to St Malo

Thursday 7th June

- 8.15am Ferry arrives St Malo
- Approx. 10.00am Stop for Coffee and Brews at a lovely chateau
- 4.30pm Expected arrival at: Ar Mlin Hotel in Chateaubourg. There is secure parking at the hotel
- 7.30 pm Dinner at hotel.

Friday 8th June

- 9.00am Depart hotel for drive to Loheac.
- 11.00am Arrive at Le Manoir de l'Automobile Loheac. This is a superb motor museum with plenty to see and do. Even those not obsessed with cars will find things to interest them!
- 7.30pm Dinner at hotel.

Saturday 9th June

- 9.00am Depart hotel for day in Josselin.
- 12.00 Visit to Château de Josselin and its accompanying town. This is a beautiful chateau and medieval town with lovely cafes for lunch. A wonderful place to lose yourself in for a few hours.
- 7.30pm Dinner at hotel.

Sunday 10th June

- 9.00am Check out of hotel and drive to Caen.
- 4.00pm Check in at Caen-Coustreham ferry terminal. This is a fairly long drive but there are plenty of places to stop off and see on the way.
- 5.30pm Ferry leaves for Portsmouth.
- 10.15pm Ferry arrives at Portsmouth.

I hope that more of you will be tempted by this revised tour. If you would like more information, please give me a call on **01253 872222** quickly. I do need to know numbers by 12th January in order to confirm the bookings made. A deposit of £100 per person will be needed.

Tony Westhall

STEERING WHEEL RESTORATION



About us:

At Steering Wheel Restoration we not only specialise in repairing steering wheels for a multitude of different vehicles, cars, trucks, buses, tractors, planes, boats from the turn

of the previous century to date. We also mould and reproduce exact replicas of original unavailable steering wheels. We work in wood, celluloid, bakelite, steel and aluminium. Our aim is to repair or reproduce your steering wheel in a way that is fitting for the age of the vehicle and your requirements.

We particularly specialise in the 1930's period when most steering wheels were covered in celluloid over steel or aluminium frames. Many of the wheels made during this time were Blumets for which we have moulds and jigs to reproduce the detail of the original celluloid coverings. We can finish the steering wheels in black, colour, marble, clear or even recover in leather.

Austin 10:

The Austin 10 steering wheel was typical of the late 30's with an aluminium boss and a hollow steel rim which has finger grips pressed into the inner edge and covered in a black celluloid coating. The restoration of this wheel involves stripping all the original celluloid and preparing the frame to accept a new coating. We do not use celluloid as there are now more modern plastics which are not as volatile to use, but create the same period look without the associated drawbacks.

The wheel we restored recently was in very good order considering it is 70+ years old, only the covering was peeling. It was not distorted or rusty!

We recently received an Austin 8 steering wheel (a smaller version of the Austin 10 wheel) with an exceptional rusty rim, we were able to cut off the old rim and cast a new rim from our own moulds, something we routinely do to restore the wheel to working order.

We have a website that we are continually updating with repaired steering wheels, www.steeringwheelrestoration.com. Put your model into the search box and see if it comes up. If it does not we will make sure we add your wheel once we have restored it! We aim to put a photograph of every wheel we restore on the site.

We pride ourselves on offering a quick turnaround service at a reasonable price: we will endeavour to work to your timescales so that you are without your wheel for as short a time as possible. Prices range from £150 to £500 typical Austin Ten type £150 to £250.



1. HISTORIC VEHICLE MOT EXEMPTION REVIEW

The FBHVC has reported in recent Newsletters, the possibility of exempting certain groups of vehicles from the requirement to have an annual MoT. It has been under discussion since the end of 2010, with the expectation that there would be a consultation on the subject towards the end of this year.

The consultation was published at the beginning of November with the proposal that all pre-1960 vehicles should be excluded from MoT testing - this goes beyond the possible exemptions that had been mentioned in the FBHVC Newsletter. They are seeking members opinions before responding, but time is short and the only practical way to get sufficient feedback to enable us to gauge members' views is by means of an on-line survey, which will be on our website www.fbhvc.co.uk from early December to mid-January 2012.

We urge members to read the whole consultation on the DfT website www.dft.gov.uk/consultations/dft-2011-27 as it is not possible to reproduce the entire text

THE PROPOSALS FOR CONSULTATION

Option 0 Make no change

Option 1 Exempt all pre-1960 manufactured vehicles from the statutory MoT test.

Option 2 Exempt all pre-1945 manufactured vehicles from the statutory MoT test, but continue to demand that 1945-1969 vehicles are tested (unless already exempt).

Option 3 Exempt all pre-1920 manufactured vehicles from the statutory MoT test, but continue to demand that 1920-1959 vehicles are tested (unless already exempt).

2. RAISING THE SPEED LIMIT ON MOTORWAYS FROM 70 TO 80MPH

This has been mentioned in the press but has not yet reached the consultation stage. Owners of slow vehicles are reminded that the Drivers Code, available on the FBHVC website, gives advice on best practice, and recommends that excessively slow vehicles should not normally use the motorway system

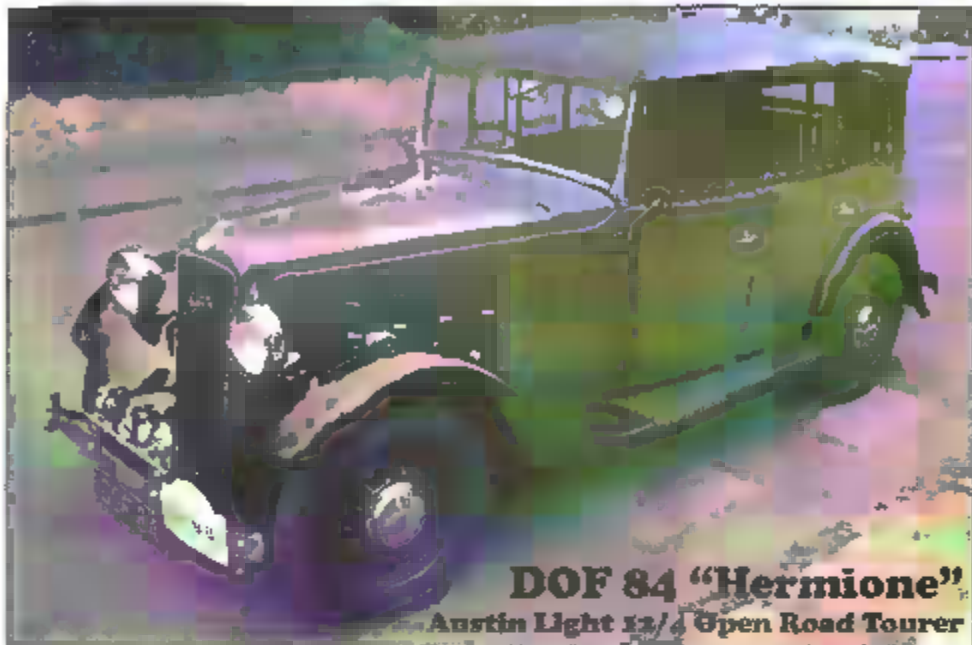
3. DVLA INTRODUCED THE NEW RED V5C IN AUGUST 2010

If there was a change made in the vehicle record, either for the vehicle or the keeper, a red front V5C was issued. From September 2011, when a vehicle is taxed or SORNed, DVLA will send the registered keeper the new red front V5C, if they have not already been issued with one

A DVLA leaflet, called 'Your New, Red Front V5C (INS215)', states: 'We (DVLA) will issue a new red front V5C for all vehicles by November 2012'. Although this is true for taxed and SORNed vehicles, DVLA have indicated that this is not the case for pre-SORN vehicles. A pre-SORN vehicle is one that was last taxed before 31 January 1998. Keepers of these vehicles also do not receive the renewal reminder for a tax disc or SORN (V11).

After November 2012, DVLA have indicated that they will be reviewing the pre-SORN records, to establish how best to issue red front V5Cs free of charge and will keep the FBHVC informed about how the 'mop up' exercise will happen. If you wish to apply for a red front V5C before the free one arrives, you are likely to be charged £25. The DVLA recommendation is that registered keepers of pre-SORN vehicle do nothing at this stage.

Arthur Pemberton



DOF 84 "Hermione"
Austin Light 12/4 Open Road Tourer

I acquired "Hermione" in 1967. At the time I had a 1947 Morris 8 Series E and for the life of me I cannot remember how I found out about my Austin. There had been no advert

She was built in 1936 but not apparently registered for another 12 months, eventually taking to the road in May 1937. My belief is that she sat in the showroom at Chambers Garage in Billesley Lane, Moseley, Birmingham for all that time, until Mrs White decided to buy her. She was her first true owner, I am the second.

Chambers was a general garage business but also ran Austin 12 saloons as taxis and, perhaps, the tourer was bought as something of a novelty, but proved difficult to sell?

When I first went to see the car she was in a ramshackle old shed at the bottom of an overgrown garden in Moseley. I fell for her immediately and, after acquiring two new batteries from Smallbones, she started readily enough and was soon moved to where I was then living. To be honest I only used the car

on a regular basis for 3 - 4 years after that. She was sold up some time after Angela and I got married. In that time, however we made some fairly long trips including the North of England and the West of Ireland. While in Ireland she was pressed into service as a wedding car for a neighbouring farmer's daughter. Her father was planning to deliver his daughter to the church in his beaten up and very old Ford Escort, which was in fact typical of many of the old cars running around Ireland at that time. The bride was delighted, her father had no option! She also attended a second wedding, ours, and we "went away" in her after the reception, although I have barely forgiven the guest who daubed the usual slogan on the boot lid in tennis shoe whitener. It was there for years!

One bonus of finding out about Chambers was that even in 1967 they had a loft full of spares for 12's which they allowed me access to! Sadly the business has since closed.

When I sat back and assessed the condition of the car I decided that the paintwork and

the hood needed attention. The paintwork was re-sprayed by McClarens Motor Bodies in Selly Park. No body parts were removed for this exercise of course but to my then untutored eye she looked lovely. Imagine my surprise when, whilst attending S.E.Davis's open day two years ago a chap came up to me and asked, "Was this car ever in Selly Park at all?". She had been of course and this "chap" had been a young apprentice at McClarens at that time. He remembered working on the car and even remembered my late father who parked his firm's delivery van there!

The hood was also in need of refurbishment and again on Messrs Smallbone's recommendation I took the car to Car Needs and Accessories in Winsor Green, where the hood was renewed and I also, foolishly, allowed the proprietor, Mr Walden, to make a tonneau cover - very non original of course. I also got a hood bag into the bargain. The car was later parked outside the Stone P.H. in Northfield when someone pinched the tonneau, I am sure it made a wonderful ground sheet for a tent, it was so big. [Northfield hasn't changed much since!]

When I discovered this I went home very early in the evening in high dudgeon, only to receive a call from a chum who had a spare ticket to a dinner and dance in Southall. "Did I want to go?" he asked "Might as well" said and later that night I met Angela. The rest is history. Triumph out of adversity you might say? I got the lot for £30 and still have the hood bag, and Angela, of course!

At that time the car was used daily in all weather conditions. I have a fond memory of driving out one cold winter's evening and crossing a main road, hood up, side screen open as usual, and a gritting lorry coming the other way. Now in those days I wasn't a mechanical spreader with a spinning plate, it was a bloke in the back of the lorry shovelling the grit with a very big shovel. (elf and safety?) I got a shovel full straight through the open window and right into my lap! - But I had no trouble with ice for the rest of the winter!

The years that followed saw Hermione in my brother in law's garage, where I suspect that my nephews and nieces got great fun out of her and, latterly, in my mother's garage.



Marriage, four children, a business and such like prevented use of the car for far too many years, although I never relinquished the friendship that I struck up with the Smallbone brothers. By an odd quirk Philip's sons were at St Thomas Aquinas School at the same time as two of our boys and they remain great friends.

When it was time to get back on the road it was to the Smallbones that I turned for help. The two brothers were now running the business themselves after the death of their father and I knew that they did not have the room to do much themselves. I hoped that they would know someone who did. Their first and immediate suggestion was "Bob Bickley".

Bob ran a small garage business behind the library in Selly Oak and what he didn't know about ZCV's wasn't worth writing down. He is also an Austin fanatic. He readily agreed to have a look at the car and so, one Saturday several years ago now, Hermione was

hauled up on the back of a recovery vehicle and we set off for Selly Oak. Think Bob also fell for the car straightaway and we soon had her running again. Bob then agreed to allow me to keep the car in a large workshop that he no longer used, except for the storage of a few ZCV skeletons. This allowed me to plan larger projects and eventually all four wings were removed and repainted and the chrome was refurbished.

Bob subsequently retired and so I had to relinquish the workshop but along with his wife Norma, we remain great friends and I acknowledge the debt of gratitude I owe him for all his help, which continues to this day.

The Smallbone brothers also told me about the ATDC. Again it has been a privilege for Angela and I to become part of the Worcestershire Group. You will have read our reports from time to time.

Richard & Angela Gilkes





Dear Brian.....

Follow club members and readers may like to know of the existence of Cheney Racing, a motorcycle specialist with skills and access to parts for classic motorcycles. Knowing that many of our Austin community also succumb to the allure of old motorcycles, this company may be of some interest. They can be found at www.cheneyracing.co.uk and telephoned on 07789 170587. The company is located near Petersfield in Hampshire. Among much else they hand built frames and can provide renovation services on most makes of motorcycles. Perhaps they have that special part or the skill to help get someone back on their trusty steed!

Andy Szegez

Dear Brian.....

I thoroughly enjoyed Rick Walker's well-written and lighthearted article on 'The Rope Trick' in a club magazine that just seems to get better and better.

However, if it were not November's issue I would have guessed it might be April's, and very respectfully suggest that, while deserving an award from the Magic Circle, Rick's rope trick made no, or only a very small contribution to freeing his Ten's cylinder head! More likely success was the cumulative effect of all the other procedures.

Come on...the skipping rope was three-feet long, it's very approximately a foot along the head from number one to number four plug hole. The plug recesses and their threads consume another two inches or so, and although a Ten's pistons come practically to the top of the cylinders at ldc, there's still the depth of the combustion chamber to negotiate not to mention the magical trick of feeding (coiling?) what's left of the rope

down the cylinders. Then, of course, the soft, pliable rope would have to be compressed to an almost solid state before any 'push' on the underside of the head could be achieved. I'm sceptical!

What's particularly interesting is why the cylinder head was stuck to this extent. Side valve Austins with iron heads don't, in my experience, suffer this malaise to any great degree.

By the way, suspending cars from garage rafters by their cylinder heads has a ring-inducing parallel in Bentley Mark VI folklore. Here the head is of alloy and the block of iron, the two reacting together to resist separation. A more elegant ploy than the 'hoist trick' is to grind an old junior hacksaw blade so it can be worked down the stud holes and around the base of the studs. Possibly a thought for Rick?

Martyn Nutland

MURDER MYSTERY WEEKEND

11TH - 12TH FEBRUARY 2012

If you would like to take part in this two day event, with tea on arrival Saturday, followed by cocktails, dinner, a bit of serious sleuthing, & bed, then breakfast and a country run ending in lunch on Sunday. Don't leave it until last minute as we must confirm the event.

Contact Harry or Connie on ~~01234 567890~~

In October, I received the following email from club member Brian Austin on the subject of 'Club Membership and Constitution'. I forwarded the email to Mike Bevan, for it to be put before the committee members to discuss it at their next meeting and formulate a response. Brian's original email and the committee's reply are below - Brian.

Dear Brian.....

At the Club AGM in April, there was a good deal of concern that significantly increased subscriptions might result in reduced membership numbers.

Now that the renewal deadline (1st July) is in the distant past, I think it would be interesting to know if those concerns were justified. Is it possible to make a comparison between membership numbers a year ago and now? If so, for general interest, could figures be published in the magazine?

In the meantime I have noticed that the number of new members joining our ranks since April seems if anything, to be on the increase when compared with a year ago.

Another issue discussed at the AGM was regarding the availability to members of the

club constitution. I have been a member of the club for over three years, and do not recall any other reference to the constitution in that time. I certainly have never received a copy. I accept that the club may wish to avoid the cost of circulating to all members, but could interested members be advised where they might obtain a copy of the document should they wish to view it? Perhaps the club should make a start to rectify the situation by at least including a copy in the pack received by new members. I would be interested to hear the views of the club on this matter.

Thanks for a great magazine, Brian, I always look forward to it arriving.

Brian Austin
(8920)



FOR THOSE WITH ACCESS TO THE INTERNET HERE ARE ADDRESSES OF SOME INTERESTING WEBSITES

USUAL DISCLAIMER AND NO GUARANTEE AS TO ACCURACY OF INFORMATION OFFERED



Our Club	www.austintenddriversclub.com
Alan Milbank	www.anothersetofwheels.co.uk
Austins and Longbridge	www.austinmemories.com
Austin Club Holland	www.austin-club.nl
Berkshire/North Hampshire Centre	www.nhaag.org.uk
Brian Peace's Restoration Site	www.austin10.co.uk
Classic Cars of Hampshire	www.austinclassiccars.co.uk
Darren Bingham - For anything made of wood	chamonemf@hotmail.com
David James	nt.pfweb.me.com/davejames
David Wilkes	www.david-wilkes.co.uk
Isle of Wight Austins	www.brmbrm.com/ow/austins
Jim Butterworth	www.watche.dolphins.bt-internet.co.uk/myaustin.htm
Lincolnshire Vintage Vehicle Society Limited	www.lvvs.org.uk
Neville Grunwald - Restoration of my Cambridge	www.ouraustn10.co.uk
New Zealand 12/4 web site	www.vintageaustin.co.nz
Pre-War Austin Seven Club - Lines Group	www.lincs7.co.uk
Red Cross Directory	www.oldcarservice.co.uk
Scottish Austin Group	www.scottishvintageaustinenthusiastsclub.co.uk
The Austin 7 Clubs Association	www.a7ca.org
The Federation of British Historic Vehicle Clubs	www.fbhvc.co.uk
The Transport Trust	www.transporttrust.com
Travor & Kim Lund - Champagne Cars Limited	www.champagne-cars.co.uk
Vintage Austin Wedding Cars	www.pelynt-wedding-cars.co.uk
Vintage Austin Register [VAR]	www.vintage-austin.co.uk

IF YOU FIND ANY KEYS DOWN PLEASE LET ME KNOW AT - magazine@austintenddriversclub.com

Dear Brian.....

OPEN REPLY TO BRIAN AUSTIN

You have raised a couple of issues that I am sure will be of interest to other members.

Club Membership Numbers

The most recent figures available are for November. To make a like-for-like comparison I have used the figures for November 2010.

The total numbers of members at 27-11-2011 was 1328 plus 302 joint, total 1630.

The figures for 23-11-2010 were 1434 plus 329 joint, total 1763. A reduction of 106 households receiving the Magazine and 133 members including 27 joint.

This is a 7.5% reduction. In his letter to the magazine published in June, Trevor Edwards correctly quoted me as saying at the AGM that I had taken into account a potential loss of members in the range 10% to 15%. So, I am pleased that the numbers are better than I predicted. I believe this can be attributed to what ATDC provides to its members including car insurance scheme, club spares, active regional groups, and a quality monthly magazine.

As to an apparent increase in the number of new members, I think you may be right. A quick look through the list of new members in the magazine from June to November this year shows over 56 entirely new members and 17 rejoined after a break. The same period last year shows 49 new members and 6 rejoined after a break. Not very scientific I know - and if I missed a page it would account for the difference.

Club Constitution

The Club is run by members for its members. If this is to work properly members need to know the whys and wherefores of how the

Club is run, either so they can be involved in running it or so they can hold to account those who do.

Since 1981 the ATDC has been a company limited by guarantee and this protects those who run the Club and all Club members from what otherwise could be unlimited liabilities arising from our activities. The Club Constitution consists of the "Articles of Association" and the "Memorandum of Association" which define what we do and how we must do it under the Companies Acts - six and a half pages of small type. It is this bulk, and the postage costs, that discourage us from sending it out to all new members. Plus, frankly, it is a bit of a heavy read!

Because the members of the Club are also the members of the company they are entitled to receive a copy of the Articles and Memorandum - and the Club is entitled to make a charge for this to cover its costs. But these days most people prefer email and it can be sent in pdf format, which is easily printed.

In addition to the Articles and Memorandum there is also a set of Standing Orders for the Committee, published in the January 2001 magazine but last revised in November 2005. Also Terms of Reference for each of the officers on the committee - currently being updated. These are rich text format but I can convert to pdf if required.

Any one wanting copies of any of the above email ~~XXXXXXXXXXXX~~. For post enquiries a large SAE please: send it to my address shown in the magazine.

Peter Whaney J813

Secretary ATDC (Company Secretary)

Email all your letters to - magazine@austintendriversclub.com

A SUMMER OF "JUST JOBS"

My Cambridge 'Lottie' is in pretty good shape but as ever there is a list of little jobs that need doing, you know the ones you look at and say "I will do it one day"

My list was not very long and the jobs were those that when done would add the feel good factor to running the car.

The most important one was the Starter. The starter has had a minor problem for a while. On the very odd occasion pressing the starter button resulted in just an ominous "click" and occasionally it spun up but did not engage, the later usually when very cold.

One very rainy summer morning in July I decided not to torture Lottie in this weather and to take the Starter motor off and check it out for any defects. The first problem of not engaging was soon apparent. The bendix had been lubricated sometime in the distant past with an oil which had gone sticky and probably picked up road dust and grit which was obviously more viscous when cold hence it being worse when cold. A good wash with paraffin followed with a light flush with petrol and when dry the bendix helix dusted with graphite powder. The solenoid was dismantled and the fixed copper contacts were found eroded on one half and corroded on the other. The moving contact was also corroded. See Pic.1. These were all cleaned up and put back together, the moving contact was adjusted to give good contact pressure. The commutator was black with oxidised oil and carbon dust but was otherwise in good condition and did not need

skimming. I put it the lathe spun it up and cleaned using a piece of scotchbrite. See Pic 2. The brushes, tails and springs were all in good order. The starter motor now in "kit form" Pic.3 was carefully put back together and back onto Lottie. It worked fine without any problems the rest of the summer.

Next was the instruments, the ammeter had always shown a charge when off and the faces were a bit grubby. The clock didn't work very well it ran when it felt like it.

I took the right hand cluster out onto the bench and carefully opened it up. The ammeter pointer was adjusted to read centre zero and the faces of the all 3 were cleaned up using a mild solution of distilled water and washing up liquid and cotton buds, drying them off after cleaning. I used water rather than any kind of solvent as the makeup of the dial and ink was unknown. The speedometer was next removed and carefully dismantled after removing the clock movement. The speedometer movement and the clock movement, see Pic 4 were taken to our local Horologist who cleaned both in an ultrasonic bath and the clock movement was lubricated. The speedo face was cleaned as above and the whole lot put back together and back into Lottie. The clock runs fine now for 7 to 8 days. I am gradually adjusting it at the moment it loses 10 mins. in a week.

The next "Just Job" to be tackled was the steering wheel. This still had its original celluloid coating. This coating was missing in places and loose in others. The thick coating around



▲ PIC 1

▼ PIC 2





the hub was cracked. Restoring this is obviously a specialist task and luckily for me a specialist company very experienced in this type of restoration work had a business only ten minutes away (<http://www.steeringwheelrestoration.com/>). My wheel was entrusted to their care on a Tuesday

morning and it was promised back so I could use the car for the weekend. Got a phone call Thursday afternoon to tell me that I could collect my wheel Friday morning. See article on page 14 in this magazine from this company.

Malcolm Page



A7 + (2x10) = Brittany

At a meeting of the South West Region of the A.T.D.C. I foolishly said I may not have been present as I had considered going on a trip with a group of prewar Austins that were presently in the Loire. It was immediately suggested a club holiday to France should be organised and that I was the ideal candidate!

Ferry timetables and accommodation were researched and bookings made, by now, for just three cars a 7 + (2 x 10) would go to Brittany. We all had to discard several safety items, and purchase new ones with the appropriate E.U. markings, as required by the French law. Some further requirements were disregarded as inappropriate to our vehicles. So it was that on September 13th Paul and Lucy left Wells at 11am, Ian and Dinah left Minehead at 11:30am and Tony and Teresa left Barnstaple at noon. Meeting at pre-arranged locations and stopping for refreshments we arrived in Plymouth well before dark and had a leisurely dinner before proceeding to the ferry terminal for the 11pm departure.

Having changed to continental time meant we arrived in Roscoff at dawn and breakfast was sought while light improved. A circuitous route was devised using minor roads, taking in a contemporarily designed, newly opened, bridge at La Fau and lunch overlooking the beach at Morgat. In this gentle way we enjoyably used the time before our accommodation was available at the Manoir du Hilguy about 10kms from Quimper.

The following day we joined a group led by the head gardener on a tour of the grounds. One other day was occupied without the cars when we all used the local bus for a day in Quimper. The remaining days were spent driving, both individually and together, to places of interest covering various distances from 50 to 150 km. These included the menhirs at Cameret sur mer and, on a western peninsula, Point du Raz and Point du Van. The GR 34 long distance path runs along the whole of the rugged Brittany coast so the many visits to coastal villages and long sweeping sandy beaches often included walks. These walks, we convinced ourselves



offset the large fresh seafood lunches and copious quantities of cider we enjoyed.

Whenever we stopped, great interest was shown in our cars and we saw no cars of a similar age, in fact probably non older than the Renault 4's and very occasional Citroen 2CV's. We apparently missed a morning "old car" meetrally at Lesconil as, being unaware of it, we only arrived in the afternoon when the weather improved.

The return was again by a circuitous route via Leonran and Madaix with a late afternoon arrival in Roscoff. With a successful and enjoyable trip behind us a leisurely and very relaxed dinner was enjoyed as we reflected on what we had done and achieved. Now just the short journey in the dark to the ferry. In fact just time to misread the direction signs and enter the terminal the wrong way!! That sorted we boarded the ferry and with an MGB and TR4a were put on the lorry deck

from which we were the first vehicles to be disembarked next morning.

Being back to U K time meant it was light at 06.30am and to avoid the imminent increase in traffic in Plymouth breakfast was only taken, after about an hours drive, close to Oakhampton. From here we all departed separately as Ian and Dinah took a very rural, more direct route over Exmoor rather than accompanying Paul and Lucy as far as Taunton. The roads are narrower and more crowded here, there is less use of horns accompanied by frantic waving and smiling faces, but when we stopped a more discreet gentle interest in our car.

Individual mileages ranged from about 400 to 650miles and both the owners and cars proved reliable and adequate for the task.

Ian Hempsall



NEW GROUP FORMING IN

Wiltshire

At the end of my article entitled "Bertie's Blog" in the October magazine that featured my latest Cambridge GV 6835, I proposed forming a Wiltshire Group. I am delighted to report that following a combination of members contacting me, phone calls and letters to Wiltshire based Austineers led to a very successful initial meeting at Woodborough Garden Centre near Pewsey on Sunday November 27th.

Ten members some with their families arrived, many with their Austins too. We managed to form a good display of our cars and the inevitable exchange of views took place. The weather was sunny but cool in the wind so we all repaired to the excellent café at the Garden Centre where we commandeered a large table. I thanked everyone for attending and proposed that we meet again on SUNDAY JANUARY 29th 2012 in Devizes from around 1pm to further decide the direction, activities and venues within the county for future assemblies needed to stimulate ongoing interest.

I will be delighted to hear from other members in the county and further afield and hope they too can join us at the end of January. Do contact me for the actual Devizes venue which has yet to be arranged.

Regarding 'Bertie', he is now being used almost daily (now that I have retired and have lost the company car) becoming a



regular sight on local roads in the area. His engine has (I think) seen better days but whilst he instantly starts, has good oil pressure and excellent electrics I am taking my late father's sage advice 'if I ain't broke, don't fix it'. My original Cambridge FUV 561, which has been off the road for some years, has now been moved to allow me (and anyone else who can help please) get her on the road again. Bertie is in our garage at home, so can be used on a daily basis without having to travel from one side of the town to the other to get him. Looking forward to seeing members and friends on Sunday January 29th 2012.

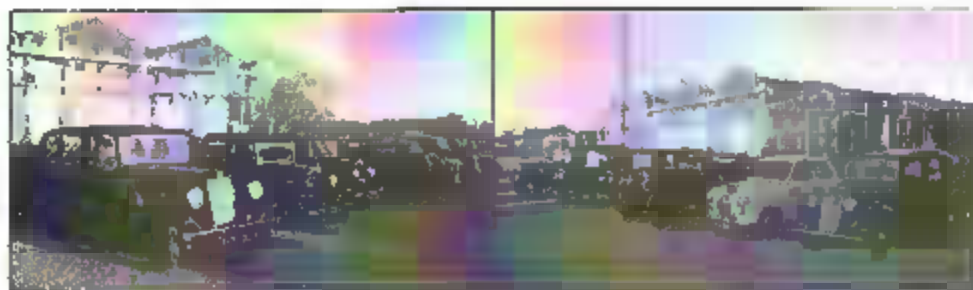
Peter Martin (154)

Tel: ~~01264 811111~~

Email: ~~pmartin@wiltshireaustins.co.uk~~

I am sure we all wish Peter and all those involved in this new group every success.

Brian





SPARES



Well happy New Year everyone. It is hard to believe that it has now been a year since we took on the spares operation again for the Club. It has been a very busy year down here in Gosport, with new computer systems to get to grips with, new ordering systems as well as many other behind

the spares tasks which are needed to keep the spares running. Not forgetting of course the processing of all your orders to help keep you on the road.

We would just like to say a big thank you to all the members who have ordered from us and supported the Club spares over the last year and for all the nice letters and cards that

we have received from you. Your support is important. We would also like to thank our support team on the committee and of course John Holloway, who all work very hard behind the scenes to help keep things running smoothly.

As you know we have been closed over the Christmas period not only to enjoy the festive season but to undertake the stock take and end of year accounts.

We will open again on Tuesday 3rd January 2012.

However, please note that we will not be available on the 10th, 11th and 12th January but after this normal service will resume. So let's make this year as good as the last.

Samantha & Bill Billingham

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Happy New Year

