



NWMMOC NEWSLETTER

December 2024

Trip to Honeystreet Mill

Words: Stephen Rogers. Photos: Bill Reed

On Thursday 31st October I met Alex and Bill at Studley Grange garden centre at 11am. After coffee we proceeded through the Wiltshire countryside to Honeystreet Mill via Avebury, West Kennet and Alton Barnes arriving at Honeystreet Mill just after mid-day.

At this location adjacent to the Kennet and Avon canal you can hire a boat for the day. There are three interesting shop's, a museum about crop circle's and a cafe serving excellent food.



After lunch we proceeded to visit a nearby very old Saxon church.

On leaving the church we met a local farmer who was admiring our morris minor's. He spoke about the crop circle's that have appeared over night on his farm. He said of 130 circle's on the farm over the year's he has never caught anyone making them, a mystery!

We made our way home, after an interesting day, via Avebury.



Outing to Atwell Wilson with Swindon C.C.C. 3rd November

Words: Bill Reed & Andrew Bracher. Photos: Bill Reed.



On Sunday the 3rd of November, Members of the Swindon Classic Car Club met up in Wroughton at the Ellendune car park for a run to the Atwell Wilson Museum near Calne. It was member Ann Marie's birthday so an excuse to celebrate.

Myself and Becca were one of the last to arrive and were greeted by a line up of Austins, Morris and other wonderful classics.

Cars left Wroughton whilst the mail van went to refuel at eye watering expense. (It does seem to go go well on "4 star").

Going through Avebury we arrived at the Atwell Wilson Museum, upon arrival we found Bill trying to fill up with cheap fuel!



We all then spent an enjoyable couple of hours looking around the exhibits including Sir Alec Issgonis' personal mini Prototype. After an absorbing couple of hours, we emerged to find that most people had moved on so we made our way back to Wroughton.

Following our visit to the Motor Museum, Alex, Steve Rogers and I, along with Swindon Classic Car Club members, were very kindly invited by Trevor and Heidi to tea at their house in Alexandra Park to celebrate Ann Marie Oram's birthday.

Trevor and Ann Marie are Austin A30 enthusiasts and it was entertaining to drive in convoy with them back through Avebury and Wroughton, up to Trevor and Heidi's house which looks out across to Barbury Castle and the Ridgeway - a fantastic view. There we were introduced to the goats, turkey and chickens before going indoors to meet the rabbits, and then enjoy tea, cheese scones and cake, made by Heidi using their own eggs.



Many thanks to John and all concerned for this outing.

New Seats for Betsy

Photos: Bruce Ephgrave

Betsy's front seats had become rather 'soggy' and not very comfortable, so Bruce sought out some replacements.

Luckily some rather nice red, leather seats were for sale in Gloucestershire and luckily Bruce was able to have them delivered!

Betsy is now looking even smarter as evidenced through these photos!



Drive on Sunday, 17th November.

Words: Clive Frost Photos: Charlie Frost, Bill Reed.

On Sunday, 17th November, the NWMMOC met up at the Hillier Garden Centre for a ride out and lunch.



It was a pleasant Autumn day, with plenty of sunshine and dry roads; ideal weather for a drive through the countryside. There was a large turnout and it was good to see so many Morrisises parked up ready for the off.

Following a cup of coffee and the distribution of the route, we set off in groups, following the instructions provided by Pam and Ash.

As there were a few single occupants, I had 3 cars following me, with Charlie as my navigator.

The instructions were clear, though I did miss one turning but realised straight away and a quick U turn got us back on route. There was also a short delay as we had to pass a group of cyclist that were spread out. This resulted in the group of 4 cars becoming split up but we soon got back together to complete the route. We had 2 deers leap through the hedge very close in front of us as we drove along one narrow lane, which was a quick test of the brakes.



The 30 mile journey took about an hour to complete, passing through a number of villages along the way and taking particular care in South Cerney due to the high incidence of pot holes!!

Journey's end was the Sun Inn in Lydiard Millicent for lunch. The food was very good and given such a large group, all dishes were hot and the food well cooked. I did succumb to the temptation of the dessert menu and had an apple crumble. This, on top of a plate full of roast beef and vegetables, proved to be very filling and a nap of the sofa was necessary once we got home.



All in all, a great get together and a good catch up with other members of the club. Our thanks to Pam and Ash for organising the event and taking the time to compile a detailed and easy to follow route.

Car Maintenance

Words: Clive Frost

I recently applied “Lanoguard” as an underseal on Penny, my 62 year old Traveller. Having given the underside a clean with a jet wash, I noticed some areas where the previous underseal was thin or non existent. A friend at work who has recently restored a Land Rover Defender recommended “Lanoguard” so I thought I'd give it a go. It is applied as a spray and comes in a 2 litre bottle with a spray nozzle. I jacked up one side of the car, removed the wheels and applied, then did the same on the other side. It was easy to apply and 2 litres is ample for a Morris. I've got about 1/2 a litre left.

Be sure to wear a face mask and keep the area ventilated as the spray is a fine mist. Also have something under the car to catch any drips. I applied the spray liberally so there were lots of drips! I used a large bit of cardboard. It takes up to 24 hours for “Lanoguard” to dry and the manufacturer recommends applying annually. It is clear when dry.

“Lanoguard” is quite expensive when compared with other products available and the kit I got also included a tin of grease, <https://www.lanoguard.co.uk/products/lanoguard-vehicle-underbody-and-chassis-care-kit>. If it keeps the rust at bay, it's money well spent though. What do you use to underseal your Morris Minor?

How did you learn to drive?

Words: Pam Holmes Photos: Martin Howard

I passed my “driving test” on second attempt, in January 1972 having had lessons through two driving schools with practice time in an Austin Cambridge with my dad

in the passenger seat. I later sat in the passenger seat as my mother learnt to drive and realised how frightening that experience can be!

At the Sun Inn after the Branch Drive, Martin Howard told me about his foray into a charity shop where he found a copy of "The Austin Seven Book". Back in the 1930's, The Austin Seven Book seems to have been a 'self-help' manual for learning to drive! Here are a few pages from the book, which may be of interest.

V.—LEARNING TO DRIVE

While it is easy enough to learn to drive the Austin Seven, one *has* to learn ; and one's first efforts in that direction are fraught with some pleasurable, but nervous, anxiety. It is right that they should be. Learn slowly, and in conditions free from avoidable risks.

Nobody is qualified to drive in dense traffic until he has had from 150 to 200 miles' experience on open roads. Your control must be automatic ; your habits must be formed ; if you have to *think* how to act, you may hit something before you have made up your mind. Learn therefore on an open road.

And let the road be as level and as straight as possible. It is traffic, twists, and hills that bother the beginner. Do not unnecessarily complicate your first efforts.

I write on the assumption that you have never driven any car. If you have, you will need very little practice to become *au fait* with the Austin Seven. If you have not, it will be best to have a few lessons from somebody who is experienced in driving—preferably from somebody who can drive an Austin Seven. Said "somebody" will show you how to carry out the instructions that follow ; further, you get into tight corners (though there is no reason why you should do so), he will get you out of them.

See first that the supplies of water, petrol, and oil are as they should be, and that the petrol is turned on.

Have the front wheels pointing straight in the direction in which you mean to start ; then you won't have to concern yourself with steering for the first few moments of movement. (Don't, however, straighten the front wheels by turning them, with the car at rest, by means of the steering-wheel ; for that strains things badly. Pull them straight by tugging direct on one front wheel).

See that the hand-brake lever is right back, and that the gear lever is in neutral position—free to wobble centrally.

Set the gas (or throttle) lever—on steering-wheel—so that it stands about $\frac{1}{8}$ -inch above its stop (S) on the control bracket (BM128)—the round plate. Set the ignition

MANAGEMENT OF THE GEARS.

Engagement of any gear, in any circumstances ought to be made without the slightest clashing of teeth, and can be. Grating ought to get on your nerves; anyway, it is mechanically bad. The secret of avoiding it lies in deliberate, light operation. Take time, and be gentle; finger your gear lever; don't grapple with it.

In changing from a lower to a higher gear, be particularly deliberate. In changing from a higher to a lower gear, do not be quite so deliberate, and *keep the accelerator well down*—much farther down, and for a longer time, than you will think necessary. Only experience can tell you how far and for how long; but assume from the first that the engine must be really well accelerated.

Think. If you have been running on top gear, your engine has been making 4·9 revolutions to every turn of the road wheels. If you now want to change down to second gear, the engine will have to make 9 revolutions to every turn of the road wheels; this means that it must run nearly twice as fast as before if the new gear engagement is to be smooth; and *that* means a lot of acceleration. Further, in changing down from second to first, you have again almost to double your engine speed (from 9 to 16 revolutions for each turn of the road wheels).

What I have just said is not strictly true, because your road speed will probably be reduced somewhat by an up-hill gradient during a change down; but even allowing for that, your acceleration must be considerable.

DOUBLE DECLUTCHING.

In my earlier hints on gear changing, I advocated double declutching. In description, this practice seems complicated, but is simplicity itself if a habit is made of it. Essentially, it consists in throwing the clutch out twice in each gear change—once before the gear lever is moved, and once when it is in neutral.

In changing down, this practice is essential; in changing up, it is desirable. Let us first consider why it is essential in changing down:

It is because, when the clutch is let in, with the gear in neutral, and with the accelerator down, the new gear on the lay-shaft in the gear box is made to speed up, so that

Slow down well at corners, a good time before you come to them. Never take a corner blind: sound the horn, and go slowly round. Left-hand corners are easier than right-hand turns; the camber helps you round. Never cut right-hand corners; if you do, you will be on the wrong side of the road—and on the wrong side of the law, if there is a smash. If a corner is likely to necessitate change of gear, make the change before you come to the corner.

Give way to traffic approaching you uphill, or you may force an unwelcome gear change for the oncoming driver.

Keep as much as possible to the crown of the road—especially in mud. So shall you avoid skids. Skids mostly come from sudden change of direction or rough braking at speed. Driving on the throttle is particularly necessary in grease. If your back wheels skid do not try to check the slither by braking, but (leaving the brakes alone) turn the steering-wheel in the direction in which the back wheels are skidding; i.e., make the front wheels turn into the skid.

Limit the speed of your car to 20-25 miles an hour for the first 400-500 miles of its life. It will thus get properly "run-in." It is the early mileage that tells most on the life of a car. Do not run on either a higher or lower gear than is appropriate to the circumstances; but when in doubt, change down.

"Free-Wheeling."—Do not run down a long hill with the clutch out and the ignition switched off. Keep the engine running and the clutch in. A lot of friction is otherwise caused, which will, in the long run, do harm.

Carrying a Third Party.—If you carry a third occupant in the back compartment, you will find that the car runs best if he (or she) sits on the off side. Otherwise, the weight of the passenger tends to drag the car down towards the left-hand side of the road, and keeps a continuous pull on the steering.

Give and watch for the necessary hand signals, and know them. Scrupulously obey police directions, and keep your eyes open for white arrows and lines on the road.

In case of accident, keep cool. If you have done the right thing you can afford to. If you have done the wrong you can't afford not to. Take notes on the spot of all the

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North Wilts Branch Events, MMOC Area 4 Events and other events.

Please refer to the North Wilts Branch website.

<http://www.northwiltsmmoc.co.uk/styled-18/index.html>

Thanks & final notes

From: Pam Holmes

I would like to thank those people who have taken the time to contribute to this Branch Newsletter by sending me short reports and/or photos:

Stephen Rogers
Ash Holmes
Bill Reed
Cliver Frost
Charlie Frost
Andrew Bracher
Bruce Ephgrave
Martin Howard

Finally, as this will be the last Branch Newsletter before the Christmas holiday, I would like to wish everyone a healthy, peaceful and happy time.

Hoping to see everyone at the Christmas Picnic on 15th December, also at the Sunday lunch on 12th January 2025! Please advise Gill Waters if you are planning to attend either or both of these events.

