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Austin Times

A NEWSLETTER FOR ENTHUSIASTS OF AUSTIN PRE-1955

IN THIS ISSUE

The whole team get involved in covering the 'Peking Challenge'. There may be nine million bicycles in Beijing but on this occasion there were quite a few Austins!

AIDA adds some sauce to BENT'S wise words on Austin-built Lancaster bombers.

And the editor turns up a picture of a 'vintage' truck that looks so original it's enough to make your mouth water.

NEXT ISSUE

We hope to be taking a look round the Austin Village to mark the 90th anniversary of its creation to house Longbridge workers.

AND COMING SOON

Some words on another milestone coming up this year.

So...don't miss AUSTIN TIMES - There's more on Austin than you'll find anywhere else. We have the stories the others only dream about! And, if you take it electronically it's FREE!

Lancasters flew twice as many sorties as their nearest rival for that accolade.
Photo
Lincolnshire
Aviation Heritage
Centre.



Plane Jane

MAYBE SHE didn't have quite so many bulges and curves in promising places as her American counterparts, but Jane is an essentially British idol.

She's an aeroplane. One of just 20 or so Avro Lancasters in various states of repair that survive.

She's also one of only four, and the single example in Britain, built by Austin. Longbridge were engaged on this work from May 1943 until late 1945 and this one was given the serial number NX611.



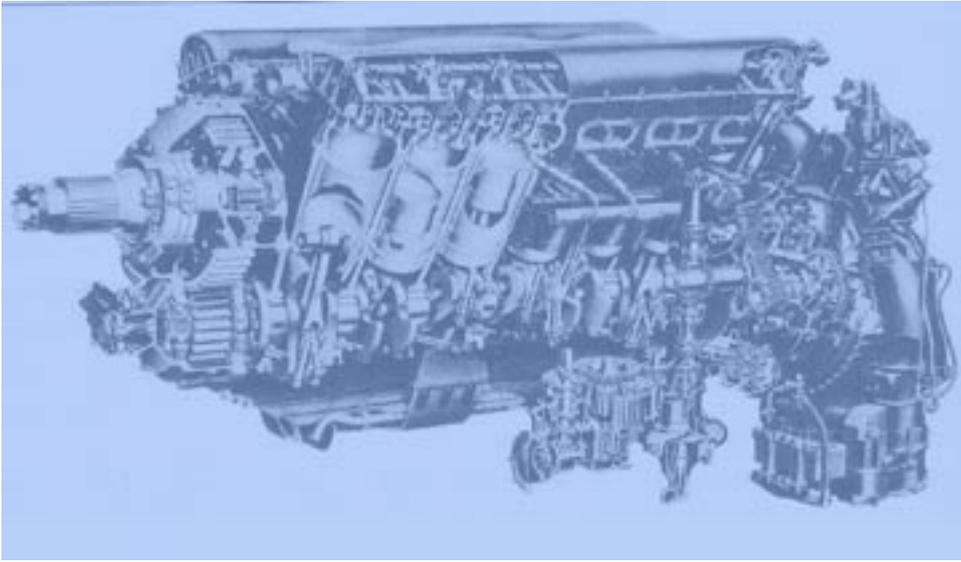
Guy Gibson led the Dambusters raid.

Like all the remaining Austin 'Lancs', Just Jane, to give her her full nose-art inscription, was destined for the Far East, but Japan surrendered too

quickly for these Mark VIIIs to get a slice of the action. Yet the importance of the type and its impact on the War is beyond question. Quite apart from the Guy Gibson-led Dambusters raid and the sinking of the German battleship *Tirpitz*, over 7000 went into regular service.

They flew 156,000 sorties – twice as many as their closest comrade the Handley Page Halifax - dropped around 600,000 tons of bombs, saw more than half their number destroyed in the air or on the ground and endure the frightening statistic that just 24 returned from one tranche of 100 missions.

by
**BENT
HORSINGTON**



Rolls-Royce's Merlin engine powered the Lancaster and, of course, other celebrated warplanes like the Hurricane. This is the XX version which would have gone into the later aeroplanes as built by Austin.

French in 1952, reputedly for the equivalent of about \$110,000 each.

Fifty four went to the equivalent of the Fleet Air Arm for patrol duties over the Atlantic and the balance to *Secrétariat Général à l'Aviation Civile et Commerciale* for air sea rescue.

The acquisition had been prompted three years earlier by the Treaty of Washington which urged co-operation between European countries.

At least some of the aeroplanes were modified by AV Roe before joining the

The design evolved in 1940 from the under-powered twin-engined Manchester. The Lancaster with its four Rolls-Royce Merlin motors, first flew on January 9, 1941 and began service 11 months later.

They were capable of around 287 mph and with their normal bomb load of about 18000 pounds had a range of 1660 miles. Seven airmen comprised the crew and armament was Browning machine guns shared between a front and rear turret and a third dorsal unit on the back of the fuselage.

Aircraft buffs identify 'Austins' by the 'midships' turret which is further forward than on the types built by Roe themselves, or Vickers Armstrong and Armstrong Whitworth. Also by two 0.5 calibre guns at the rear, not four 0.303.

It is the Longbridge type which starred in the 1954 film, *The Dam Busters*, starring Michael Redgrave and Richard Todd.

Lancaster production took over from that of 700 Stirling bombers at 'The Austin' and averaged about six a week. Both these types were too large to take-off from the company's own 23 acre airfield and had to be transported to what is now Birmingham airport to be finally assembled and run-up.

In all about 300 Lancasters were built at Longbridge.

Just Jane took off for the RAF base at Llan-dow in the Vale of Glamorgan in April 1945 and would have gone into store almost immediately. Like all her preserved sisters she was from contract 2827, placed in April 1945, for 150 aircraft, and was one of 59 Lancasters sold to the

French at Lann Bihoué, near Lorient, in Brittany. The work involved cutting fuselage windows, adding additional fuel tanks, providing a second control column for a co-pilot and on some, lugs for an airborne lifeboat.

Later in their lives the French transferred the Lancasters to Morocco or Nouméa on New Caledonia in the Pacific, and it is from here all the Austin survivors hail.

By 1964 the type had reached the end of its working life and, responding to an approach from the Historic Aircraft Preservation Society in Britain, the French government offered them a



Nose art became a part of RAF and USAF culture. This is the version of pin-up Just Jane that appears on the Austin-built Lancaster which resides in the UK.

NX611 was christened 'Guy Gibson' by the father of the VC flyer who, tragically, had been killed a year after the Dambusters raid.

'Lanc' delivered to Australia or New Zealand.

Just Jane was flown to Sydney, funds raised, arrangements made, and in 1965 she landed at Biggin Hill in Kent. Her fortunes from then on though were sporadic.

She was given the identity HA-P which was that of Lancaster Squadron 218, but also the initials of the society.

NX611 was also christened 'Guy Gibson' by the father of the VC flyer who, tragically, had been killed a year after the Dambusters raid.

By 1967 NX611 was the only airworthy Lancaster in the world and on a vigorous programme of demonstration fly-pasts. But the money ran out, there were faults, albeit relatively minor, to rectify, and on June 26, 1970, she was given a temporary airworthiness certificate to reach Blackpool and life in a museum.

However, the project failed and after two years exposed to salt-laden sea breezes she was auctioned to a private buyer.

Her new owner generously presented the much deteriorated Lancaster to the RAF on 10 year loan.

She was dismantled and taken to their base at Scampton and after an extensive restoration became the 'gate guardian'. A decade on, NX611's future again hung in the balance but happier times were ahead.

Living in Lincolnshire was a farming family named Panton. Harold and Fred Panton had long-craved the Lancaster as a memorial to their brother, Christopher, and to the heroism of the the RAF and Bomber Command in general. Christopher had died in a Halifax on the disastrous attempt to bomb Nuremburg in March 1944.

The Pantons bought NX611, allowing her to remain for a further five years at Scampton while they built a hangar on their land at East Kirkby, former home to 57 and 630 squadrons.

They have now established the Lincolnshire Aviation Heritage Trust and '611' has been returned to form the centerpiece in a museum of RAF artefacts, memorabilia and even buildings.

The Lancaster has been totally restored, the

reconditioning of each engine alone costing £7000 and is resplendent down to that piece of nose art – Just Jane, portraying Norman Pett's *Daily Mirror* cartoon heroine who did so much to boost servicemen's morale by regularly divesting most of her clothing.

The other 'Austins' which survive are NX622 in Perth, Australia, NX664 at Le Bourget air museum, near Paris and NX665 in New Zealand.

'622' dates from May 1945 and followed the same flight path as 'Jane' – to Llandow, then Brittany and finally operationally, to Nouméa.

The Royal Australian Air Force Association settled on her when they were looking for a Lancaster to preserve.

On December 1, 1962, NX622 rumbled over Perth's Darling Range of mountains in the hands of Captain Henri Martini and made a slow circuit over the Perry Lakes stadium in the closing hours of that year's Commonwealth Games.

But like Jane this 'Lanc's' life was not easy from there on. She was displayed outside Perth airport until 1978 when it was decided to build a new terminal over the spot.

NX622 was partially dismantled and moved to the RAAF Aviation Heritage Museum at Bull Creek. It took another six years for undercover accommodation to be constructed for a machine as large as the Lancaster, but eventually she was brought inside and this 'Austin' Lancaster has also been restored to immaculate condition.

If Jane and NX622's preservation has been remarkable that of NX664 is nothing short of miraculous.

She left Longbridge in May 1945 and followed the familiar pattern until January 1963.

Approaching Wallis Island on the 26th of the month to airlift a sick child, she suffered a hydraulics failure and was forced down on the tiny airfield at Wallis Hihifo. The starboard side was damaged and the French authorities decided recovery of such an elderly aeroplane was not viable.

Main story continues on page five.

Approaching Wallis Island to airlift a sick child, she suffered a hydraulics failure and was forced down on the tiny airfield at Wallis Hihifo.

Pride and prejudice as Jane graces 'Austin'

by AIDA MAURICE



Courtesy *Daily Mirror*

BLANK EXPRESSIONS would almost certainly greet you on mentioning *Just Jane* to anyone who falls outside the readership profile of this newsletter.

Yet the young lady portrayed on the nose of Britain's only surviving Austin-built Lancaster bomber was decried by Churchill as Britain's secret weapon, when she eventually revealed all in her cartoon strip in 1944 the British 36th Division, advancing through Germany, is reputed to

have spurred forward six miles, and the only thing doomed British sailors on a submarine requested to die to (as it happened they were rescued) were pictures of Jane that their commanding officer had secured in the vessel's safe!

Jane was the creation of freelance cartoonist Norman Pett and launched in the *Daily Mirror* on December 5, 1932, as *Jane's Journal - or the Diary of a Bright Young Thing*. At first Pett's wife, Mary, modelled Jane, but as his subject began to divest more and more of her clothing this seemed inappropriate.

Mary was replaced by a leggy, unpretentious blonde the artist found posing nude for a life class at a Birmingham art college.

In real life she was Christabel Drewry from Eastleigh in Hampshire and a former Miss Venus of Kent.

NAKED JANE

At first Christabel *aka* Jane's exploits were fairly decorous but when war broke out she became much less modest and as a consequence found herself, semi-naked, adorning everything from Jeeps and submarines to bomber and fighter aircraft. One of the first military vehicles ashore during the Normandie landings is said to have been emblazoned with a naked Jane.

That apart she found time to assist the Establishment by appearing in educational and propaganda cartoons.

If not modest when it came to divesting her clothes, Jane was exceedingly so in real life. 'I think I boosted moral a bit' she once said, 'I was a little bit of home. The girl next door'.

She went on to make a risqué film and toured with a theatre show in similar vein until 1964, although her newspaper 'career' had ended in 1959.

Christabel was married to an RAF pilot called Arthur Leighton-Porter who must have been deemed one of the most fortunate men in Britain!

As late as the 1990s her exploits were still being revived on film and television.

She died on December 6, 2000 aged 87.



This painting by S L Woods shows the Lancaster whose identity the New Zealand restoration carries on one side of its fuselage. Here the aircraft is over Lincoln cathedral in the UK. It was lost in July 1944.

and Avro KB726 from The Canadian Warplane Heritage Museum in Hamilton, Ontario.

Just Jane though is able to run her engines and taxi. And one of these days....

From page three.

NX664 deteriorated into scrap condition over the next 22 years until members of the *Ailes Anciennes – Le Bourget* mounted a rescue plan. The aircraft was dismantled and returned to France where a total rebuild is taking place to enable this Lancaster to take its rightful place in the museum.

Final survivor is NX665 which has been the subject of an amazing 40- year preservation and restoration programme.

Configured in a September 1944 form she is now credited as being the most authentic specimen in the world.

Given to New Zealand by the French government in 1964 as a tribute to the contribution made by aviators from that country in WWII, NX665 stood outside the Museum of Transport and Technology at Western Springs, Auckland.

She had been looked after by volunteers, but in 1987, under the auspices of the RAF Bomber Command Association (New Zealand), serious refurbishment started.

Fifteen years later the grand old warbird was passed back into the care of the museum with an intriguing dual identity. On the one side she bears the AA-O identity of Lancaster ND752 which served with what was widely regarded as a New Zealanders' unit. On the other flank are the SR-V markings of aircraft PB457 from 101 Squadron RAF which also contained many 'Kiwis'.

It is pleasing all these 'Austins of the air' are in, or approaching, immaculate condition.

Unfortunately none can fly. That distinction rests with PA474 the Vickers Armstrong built example of the Battle of Britain Memorial Flight

AIRCRAFT ACTIVITY AT LONGBRIDGE FOR WORLD WAR II

Fairey Battle single engined light bombers made between 1936 and 1940

Stirling four engined bombers made between 1940 and 1943 around 700 produced

Lancaster four engined bombers made between 1943 and 1945 over 300 produced

Hurricane MkII fighters made for the North African campaign of 1943

Horsa glider fuselages made between 1941 and 1944 used on D-Day and at Arnhem

Parts for Miles Master trainers

Mosquito and Hurricane air frames made

Spitfires flown in for repair and reconditioning.

Altogether 3000 aeroplanes were built at Longbridge, part of the 12% of total aircraft production from shadow factories. This output contained about half the bombers supplied to the RAF.



Sunny day for *équipe* Austin

Following in the family wheeltracks. Fourteen-year-old Vince takes the Donaz 'Ulster' up Chanteloup and demonstrates the evergreen appeal of the Seven.

CHANTELOUP-LES-VIGNES, the evocative hillclimb that takes place each June, just to the north of Paris, lived up to expectations and even managed to find hot sunshine in an otherwise dismal summer.

The event, which lays claim to being the oldest event of its type in the world, is rapidly becoming a minor European classic and this year attracted no fewer than 17 participants from the UK in an impressive variety of cars.

Austin interest focused on the home grown Donaz family, who, as usual turned out with their representative *équipe* of immaculate yet purposeful 'Ulster' and equally impeccably presented single-seater.

It was splendid to see so many of the family having a go with the cars. Benjamin scooted the 'Ulster' to the top with customary brio in the morning while *papa* persuaded an ascent out of the racer which doesn't yet quite have the 'go' you might wish.

Benjamin tried the same car in the afternoon while younger (much) brother Vince, at just 14, took the 'Ulster' up, closely supervised by father but clearly showing Donaz panache.

All this, of course, would make toes curl at the MSA, but one is inclined to say *c'est la vie*

and rejoice in the informality that makes this such a magnificent gathering.

Making their debut from the UK were Robert and Fenella Leigh who come from Cambridge but have a base in France.

Their version of the 'Ulster' features a glass fibre body from Chris Gould and other 'mods' to facilitate it being a practical and well-campaigned road car.

These include rebuilt engine incorporating Phoenix crank and driving through a close ratio, three-speed gearbox. Other under-bonnet goodies are an electric fan and 12 volt electrics for tastefully up-graded headlamps that sit on substantial tie-bars neatly encasing the wiring.

A neat and confident climb by Robert bore witness to the success of the formula and intelligent development of a Seven to meet personal need.

AÏDA MAURICE



The Leigh 'Ulster' on its way...

A peek at the Peking-Paris



The Sixteen (inset) was found in Torquay and had been restored to concours standards. Some of the modifications made for the Peking-Paris rally can be seen in the picture on the left, including the revised wipers and driving mirrors.

It's 100 years since the French newspaper, *Le Matin*, organised a trek by motor car from Peking to Paris.

And it's 50 since Longbridge publicist, Alan Hess, and five companions set out to drive three Austin Sixteens to seven European capitals in seven days.

At face value the two happenings seem unconnected. And so they would be had a BS1 series Austin Sixteen not been one of the participants in a re-enactment of the 1907 event.

YSY 485 was a 1948 example of Austin's first overhead valve production car and their immediate post-War flagship. It was taken on the 8000-mile adventure by John Vincent and his father-in-law, Edwin Hammond, who is a classic rallying enthusiast and actually owns the Sixteen.

The idea dates right back to Edwin's youth when his father bought another example (HON 211) as the family car. It's initiation was a trip from the Midlands to Nice. The following year a touring holiday that centred on Davos in Switzerland, where a friend was in a sanatorium, was undertaken.

After crossing France and reaching their objective by way of Basle and Zurich the Sixteen crossed the Fluela and Maloja passes to reach Como, skirted Milan and went via autostrada to beyond Turin then over the Alps Maritime to Nice. A further squirmish into Switzerland followed to skim the shores of Lake Geneva before the return through France to catch the boat

home from Boulogne.

The faultless running of the Austin on this 1949 adven-

ture so impressed Edwin that he was determined to retrace the route 50 years on. 'YSY' was acquired in February 1999 from a vendor in Torquay. It had been the subject of a concours standard restoration and after a little additional fettling Edwin and his wife Carolyn set out on a re-run of that long-past holiday.

Again the Sixteen behaved impeccably but in the intervening years has had a quiet life apart from storming the Wrynose and Hardnott Passes in the English Lake District. This was another re-enactment. Edwin's father had been persuaded, as fathers are, to do the stunt back in the 50s!

The recollection of one fine car and first hand testimony from another, persuaded Edwin, who now lives in Switzerland, that the model would take the Peking-Paris Challenge in its stride, so plans



Norway on the 1947 Hess run.



The first race was intended to prove the practicality of the motor car. It was won by the Italian, Prince Scipione Borghese on an Itala. In second place was an adventurer named Charles Goddard (above) driving a Dutch Spyker.

two examples of that prestigious marque the de Dion.

Over the years there have been various re-enactments to varying degrees of historical accuracy. The most recent was in 2005 with vehicles similar to the originals plus a replica Contal. A further re-run is planned for 2010.

To prepare their car for the 2007 event Edwin and John fitted the substantial front bumper and additional protection for the radiator, visible in the first picture.

The road springs were up-rated which had the added benefit of raising the body slightly. A roll cage was constructed, the seats

were laid.

The original event was intended to prove the practicality and reliability of the motor car, which, although not exactly in its infancy, was outside the experience of the majority.

Forty entrants were posted but in the end only five cars came to the start. There were no maps for much of the way, no roads for part of it and certainly no back-up facilities.



Camels were sent out from Peking to establish petrol dumps along the course and the organisers had very cunningly devised a route that followed a telegraph line, thus a journalist allocated to each car was able to regularly file a story.

The challenge was won by an Italian Prince called Scipione Borghese on a 35/45 Itala accompanied by Luigi Barzini. For their trouble they received a magnum of Mumm champagne although Barzini was to reap the rewards of a book about the adventure.

Second place went to Charles Goddard and his Dutch Spyker. According to a rather colourful story, he was an impoverished fairground worker and learned about the run from a page of *Le Matin* he found blowing along a Paris street. He had never been in a motor car, but managed to borrow one, then beg enough fuel to make the trip.

The other cars were a Contal cyclecar and

changed and running boards removed, while detailed 'improvements' included changes to the windscreen wipers and fitting additional mirrors.

The rear of the crankshaft was also modified to accept an Austin Healey oil seal in the belief that the Sixteen's standard arrangement would let oil onto the clutch.

The rally started in sweltering heat from near The Great Wall of China on May 27. The temperatures prompted some early retirements amongst the 128 starters although, predictably, left the Austin unconcerned.

It took the participants two days to reach the edge of Mongolia and about nine to cross the country. It is about six times the size of France with virtually no proper roads. The crews were accommodated on their overnight stops in the local style of round tent called a yurt.

At this stage the Sixteen's position was consistently in the lower 20s overall and about eighth



Spring breakages were a problem for Sixteen. Here a repair is being undertaken in a local workshop.



The Sixteen makes it to Moscow.

in class (pre-1961 Classic). It then had the dubious advantage of being supplied with 80 octane fuel, a blend it would have been familiar with in post-War Britain.

A timed stage was not particularly to its liking though, and contact with a rock was provisionally diagnosed as having bent a rear brake rod to add to minor electrical and fuel supply problems.

Arrival in Novosibirsk in Russia for a rest day enabled the car to be worked on by local mechanics.



The problem with the Sixteen's brakes was found to have been caused by the petrol tank shield – fitted for the rally, of course – having moved and damaged the mechanism.

During the brake repairs a rear spring was also found broken and temporarily rectified. It was one of several the terrain was to destroy. Three of the shock absorbers had also suffered badly.

Further into Russia a potentially catastrophic attempt was made at a more permanent spring repair, the mechanic igniting the fuel tank so badly that another had to be fitted. This itself was ruptured two days later but fixed by wooden bung.

There was no hope though for the starter motor, whose solenoid was on the blink, or the fuel pump, and replacements had to be shipped from the UK.

The swap took place at Yekaterinburg placing the Sixteen in good stead for the longest run to date – 688 kilometres from Perm to Kazan.

Heading out of Russia the Austin's transmission began to whine. The roads, however, were improving, but that brought with it more timed stages with long sections of upwards of 400 kilometres to reach France then strike through that country to reach the finish in the heart of the capital.

And reach the Place Vendome on June 30 the Sixteen certainly did; one of 105 finishers 24th overall and ninth in class, thus registering a tremendous achievement in Austin history.

The success of YSY 485 should be particularly pleasing for Austin enthusiasts because the BS1 Sixteen is one of the most overlooked and under-rated Longbridge models.

The performance of the cars for Alan Hess, in what was the severest winter anyone could remember, is now largely forgotten and the fact that the millionth Austin was a Sixteen would not be known to many. To put the type in the limelight is fitting. It underpins the quality, reliability and enduring nature of the cars that once made Austin so famous.

The Vincent/Hammond Sixteen though was not the only Austin on the rally...so read on.

An overview of the finish in Place Vendome with (inset) the greeting posted on the Austin Counties Car Club's website, the organisation that caters for the post-War Sixteen.



Just like old times for Seven adventurers



The Austin Seven, which used to virtually make a habit of going round the world and here there an everywhere under the most appalling conditions, was out in force for this Peking-Paris.

Chummy owners Kip and Carmen Waistell had been planning the adventure for four years and decided to use the authentic 1907 route via Lake Baikal and Irkutsk and set out ahead of the 'official' rally.

However, all their planning could have come to nought as Kip explains: 'We left Peking on May 14 and within two days I was nearly killed when being towed by our Chinese guide. I had a problem with a duff distributor. He had no brake lights. I had to swerve to avoid him. The rope got round the wheels and I was pulled onto two in front of a lorry but managed to steer clear!'

The first problem of any consequence Kip and Carmen encountered was in the Gobi Desert when the car developed a noise they thought was from the clutch.

The engine was removed in Ulaan Baatar to investigate, but to no avail so the Waistells decided to split with fellow Austin Chummy adventurers, Sebastian Welch and Annabel Jones who went through Mongolia.

Said Kip: 'Their car was quicker than ours and going better, so we agreed to meet in Novozibirsk thinking the Irkutsk route would be easier.

'All Russian roads are bad and "potholey" but north of Irkutsk we had 200 particularly difficult miles - a lot of it dirt, mud, sand and stones. Far worse than anything we experienced in the Gobi.

'However, it was still fun and along the way we were invited to a Russian wedding where I played the pipes and we stayed with the local police chief for the night'.

Kip and Carmen were re-united with their friends in Novozibirsk and the two Austins then travelled together as far as Moscow. Another adventure en route was to stay with a Russian family, a visit described by Kip.



The Seven brought smiles wherever it went. As here, with Kip and some local well-wishers!



Bet ours is faster than yours. The Annabel Jones/Sebastian Welch trials Chummy during one of the numerous interesting encounters along the way. Incidentally, the gentleman in the middle is masked against the sand and not for any other reason!

'Within minutes they insisted we split into "boys and girls" for a naked sauna. Very friendly very quickly, but not quite the thing for reserved English!'

Outside Omsk the suspected clutch problem re-emerged and Kip found a bus depot about to close for the weekend but where they volunteered to take a look. The source of all the noise turned out to be a transmission shaft joint that had filled with sand despite copious greasing and was almost entirely worn away.



The mechanics spent two hours machining new parts, fitted them free and saw the couple safely on their way.

This was just one example of the generosity and welcome experienced by this team at least.

'Several times the local police offered us safe garaging at the station or ferried us to and from our hotel,' says Kip. 'We were guided in and out of the cities by obliging motorists and once, when I was looking for a shop that sold jacks and asked directions, the chap just gave me the one from his car.'

'The Russians were delightful and we could have just stayed at the roadside all day having photos taken. Instead we accepted that at meal times we would be inundated with

people asking questions and on the two occasions we had minor troubles, *en route* cars would stop and help. Lovely people.'

Eventually the Waistells went on ahead of the 'official rally' and arrived in Paris three days before it.

Concludes Kip: 'We are very proud we completed the trip. For over 4000 miles we were entirely on our own, me with little mechanical knowledge and relying on the good nature of the locals. Bar for Carmen driving the car out of a couple of areas of soft sand with me pushing I drove the whole way – 10-12 hours a day. So I can really claim I have driven from Peking to Paris!'

VSCC stalwart Annabel Jones, who was travelling in fellow member Sebastian Welch's trials Chummy, had this to say: 'There were low points including attacks by huge and silent Siberian mosquitoes; desert storms which blew away my tent and sandblasted car and equipment; and Russian potholes one of which sent us airborne, breaking the windscreen frame and glass on landing.

'We had to drive with the split windscreen open wide when it rained, turning my skin to leather and the maps to *papier mâché*.

'The constant vibration over poor roads caused everything to work loose and a few areas will now need attention. A week from Paris the starter motor stopped working so we resorted to "bump starting".'

'By Europe we were using back axle oil at the rate of a pint every 100 miles. But to everyone's



Obligatory Parisian back-drop fro Chummy, Sebastian and Annabel.

surprise we only had one puncture and returned with our collection of spares intact.

'Overall the car did superbly, proving the right choice for the journey - a testament to Herbert Austin and British engineering.'

Annabel and Sebastian arrived in Paris on June 30, the day of the official finish.

Both Kip and Carmen and Annabel and Sebastian have invited well-wishers to show their support by donating to Unicef. The two couples have already raised their target of £10000 but you can still contribute to the charity which helps children in 156 countries survive and thrive. Ironically some of the money raised will be spent on mosquito nets!

The text of this article was written by BENT HORSINGTON, AIDA MAURICE and the editor. The first three pictures in the Austin Seven section are by KIP WAISTELL, his copyright and reproduced with his generous consent. The one featuring the Eiffel Tower is from ANNABEL JONES'S website.

Don't forget that popular annual, the *Swiss Classic British Car Meeting* is on October 6 at Morges, beside Lake Geneva.

Now in its 16th spectacular year it attracts well over 1000 cars and bikes from all over Europe and around 25000 onlookers who, along with the participants, enjoy the experience free.

This year the featured marque is TVR presented with the attendance of both the company founder and the present owner.

So although it's not an Austin 'do' as such, organiser Keith Wynn is an enthusiast for our marque with a superb Ascot. More info on www.british-cars.ch or contact Keith on british-cars@iprolink.ch

TAILPIECE



This magnificent Austin Sixteen flatbed truck was pictured by the Rev Ted Spiller, an Austin Seven enthusiast, at the Newby Hall Car Show in North Yorkshire.

The vehicle is presented in a form that many of us remember from the 60s and 70s and is absolutely superb as a consequence. We have no specific information about it so if anyone out there wants to tell us more we'd be delighted to hear from you.

Thanks to Ted, whose car won a prize at the show, for taking the picture.

No 'restoration' of the Sixteen please!

If you want to comment on a story or any of the topics in this or other issues of *Austin Times* we are always delighted to hear from you at the address below.

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