

Austin Times

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A NEWSLETTER FOR ENTHUSIASTS OF AUSTIN PRE-1955

GREETINGS

First off, let me wish all our loyal readers health and happiness in 2006 and thank you for your continuing support.

Many of you may feel that this year cannot be as exciting on the Austin front as was 2005 when the centenary of the founding of the company was celebrated.

However, remember that it was not until 1906 that the first car was constructed and our good friends in New Zealand see 2006 as the year in which to celebrate the Austin centenary.

Hopefully we will be hearing about their activities.

Meantime, away we go with an issue that should have plenty to interest enthusiasts for Austin commercial vehicles with some other topics thrown in.

Nice as an ice

the editor looks at some of the Austins that may have served us a seaside cornet



Ever elegant the FX3 taxi takes on yet another guise as an ice cream van. Coachwork is by prestigious Hooper but how we wish they'd parked the other wiper correctly!

Among the sights and sounds of seaside summers the ice cream van must rank as one of the most common, and indeed popular.

It is not surprising, therefore, that one of the most common and popular makes of vehicle should see service as what was termed in the vending trade as a 'mobile'.

Walls were the principal devotees of Austin in this field and enthusiasts for the marque will find much of interest in a new book on the somewhat obscure subject of the celebrated company's 'flotilla'.

Published by **Nostalgia Road** in their **Famous Fleets** series the authors, Allan Earnshaw, David Hayward and Chris Stevens, begin with a summary of the firm's 220-year history that began with meat products long before ice cream came on the scene in the '20s, at first to offset the seasonal nature of the pork trade.

The first wheeled Walls vehicles were 'Wallsie Trikes' or 'Stop Me and Buy One' tricycles replenished on their rounds by Ford Model T or A vans, and it was not until 1947 that Austin made its début.

**THE ONLY
NEWSLETTER
THAT COVERS
ALL LONGBRIDGE
TOPICS**



A70 Hampshire was not cheap but represented another mouth watering recipe from limousine builders Hooper. How the vehicles arrived at their London works is not certain but it was probably as a chassis/cab as there were both shooting brake and pick-up versions of the Hampshire.

By then the cycle fleet, which had been dispersed 'for the national good' during the War and served with the Post Office, Women's Voluntary Service and even the Royal Navy was being reconstituted. But far more importantly, Walls were looking for a motorized 'mobile'. A pre-war Twelve was tried but soon evoked the familiar cry of under-powered and insufficiently robust.

However, the firm did not give up on Longbridge and turned to the A70 Hampshire with its strong and reliable 2.2 litre overhead valve engine.

Austin fought back with innovative 'Three Way' van

In what form the Hampshires were delivered is not clear but one would guess as a chassis/cab. What is known is that they went to prestigious coachbuilder Hooper who must have been glad of the business as the traditional bespoke carriage trade fell away in the post-war era.

The Hooper-built Hampshires were a costly option and some sources suggest each would have slurped up a four figure sum from Walls's cash box. Nonetheless they went back for more Austins and the Hereford successor and smaller A40 were all soon to appear in the fleet.

Also on the payroll was a handsome Hooper bodied van on the FX3 taxi. Walls ran at least 90 of these, 30 of which worked Manchester

with the balance distributed between London, Birmingham, Glasgow and Bristol.

However, as any London 'cabby' would have revealed, the petrol engined FX3 was a thirsty beast and laden with its Hooper body and ice cream vending equipment, tyre wear was an issue also.

Austin's profile at Walls was lowered in 1950 when the company started to buy large numbers of the Morris Commercial J Type 10 cwt chassis.

The model, which had a chassis price of £220, had been announced at the 1948 Commercial vehicle Motor Show in London and was in production by the summer of '49.

Hooper retained a share of the coachbuilding work on the 'J' but Wadham Stringer, Morrison and Scott were other names in the frame.

Austin fought back though with their innovative 25 cwt K8 or 'Three-Way' van that had entered production in 1947. This had doors in the sides as well as at the rear and relied on the trusted 2,199 cc engine that had powered the A70s and the petrol taxi.

It was thus much more powerful and lively



The K8 was Austin's 25 cwt 'commercial'. It was innovative, with doors on either side and at the back, and lively. Walls capitalized on the former features by devising an ingenious sales point the main points of which were later adopted for the much larger coach-based sales and information vehicle.

than the three-speed Morris Commercial whose engine was barely of 1500 cc and when bodied by Hooper the K8 was a much fancier vehicle.

The rear portion was partitioned off as a cold store accessible through the back door. The left side opening gave access for the salesman and the right was fitted with stable type doors that could be folded back to provide a canopy, sales stand and advertising panels.

In addition to being used as a 'mobile' the K8 was employed on meat

product deliveries but policy changes after the merger of Austin and Morris in 1952, resulted in a tendency to badge light commercials as Morris, the untimely demise of the novel 'Three Way' van in 1954 and, of course, a diminishing presence with Walls.

Larger Austins also served the company but by far the most interesting was a unique sales and information unit on the coach chassis.

It is not certain precisely which model formed the basis because, as regular readers will know, the Longbridge public service vehicle nomenclature is a little confusing, however it is likely it was a CXD of about 1950 with the Perkins P6 diesel engine option.

It arose as Walls prevaricated as to whether continuing to sell from mobiles was worthwhile.

However, in those far simpler days in post-war Britain, buying a girl an ice cream was perceived as the way to impress her, and huge sales at dance halls, theatres, open air shows and other special events were being recorded. This convinced management that travelling outlets were still viable and Hooper set to work on the Austin coach chassis.

A variation of the K8's stable doors were cribbed for the rear. When opened a set of collapsible steps descended to give access to

an open space at the rear of the vehicle where chairs for customers or staff could be placed.

When the unit was *en route* to a venue the same area was used to 'park' Wallsie Trikes which would be stocked from insulated cabinets towards the front of the Austin and on either

side of a wide central gangway.

Both the ice cream and meat products divisions of the company, which did not split until 1955, made use of the 'CX'.

Despite the style and elegance of the immediate post-war Walls



Austins it has to be said that the company had a preference for Bedfords. The Nostalgia Road book reveals that OWs started to enter the fleet in 1945 and 'would do the work of three Fordsons and were heaven to work on'!

K, M, O and OSS models followed between 1947 and '50. But the launch of the S-Type or 'Big Bedford' at the 1950 Commercial Show prompted a cut back in the Longbridge intake.

Jack Sharpe was on Wall's maintenance team at the time and is quoted as saying:

'I was greatly impressed with the new "Big Bedford", a five ton model, with a very modern bulbous cab. The chief engineer liked them from the word go, and we placed orders for our 1951 deliveries with Luton, cutting back on some of the orders that were intended to go to Austin.

'The eight ton S-Type tractor units with Scammell coupling looked so much better equipped, and these proved ideal for the long runs to Edinburgh and Manchester.

'We really loved those big Bedford petrol engines, with their American designed blocks. When coupled to a Bedford gearbox you could hear them coming back into the garage from a quarter of a mile away'.

All that said the Austin Loadstars that were bought in the early 1950s, with their Hooper

delivery van bodies, were extremely attractive vehicles and, outside Walls, at any rate, were generally well thought of, and given they were conceding nearly a litre to the Bedford, excellent performers.

Of the major British ice cream manufacturers it was not only Walls who had an alliance with Austin. Joseph Lyons, famous for their cakes and catering as well as ice cream, were very much trend setters in terms of motor transport. As early as 1908 they were advertising for a 'pioneer motor salesman'. Whether he was to pioneer motoring or selling is not clear, but the car was a Lacre!

Around this time the company also experimented with Renaults – most popular

- Guys, Buicks, Vulcans and, much earlier than Walls, the ubiquitous Ford Model T. As heavier vehicles were needed solid tyred Shelvoke and Drewery lorries came on the scene along with Albions, Bedfords, AECs (the Monarch model) and Scammells.

Servicing, repair and body building were carried out in Lyons own workshops or by the garage, Normand, who had premises in the road of that name in Fulham, London.

Then in 1921 Normand became a Lyons subsidiary and by the mid 30s had moved to premises covering three acres in Abbey Road, Park Royal. It is conceivable this was the old Sizaire-Berwick factory that had had strong links to Austin. And it certainly must have been close.

The chilly business of baking

Austins were never a dominant force in the Lyons fleet but the wholesale bakery business used Tens both before and after the war as salesmen's cars and delivery vans.

Austin Times has been able to trace, thanks to the assistance of Lyons historian, PETER BIRD, the son of one of the 'reps' and his recollections of his father's Austin appear below.

And if you want to read about the Austins and all the other makes in the Walls fleet the book described is volume eight in Nostalgia Road's Famous Fleets series and they are at Units 5-8, Chancel Place, Shap Road Industrial Estate, Kendal, Cumbria LA9 6NZ 01539 738832. Please mention *Austin Times*.

'Austin Tens were in use until at least 1950', says the son of salesman Sheryn. 'I can still remember the registration of my father's - DXW 246.'

'They had very distinctive wing mirrors and the half moon split rear window. Unlike the tea

Classic art

VINTAGE/CLASSIC Car Portraits has recently been launched by David Arbus, a fine artist with a substantial reputation for architectural studies, and his partner, Louise Ventura.

They are anxious to make contact with owners of vintage and classic cars to add as many



illustrations as possible to their portfolio.

Each painting is available for purchase by the vehicle's owner, of course, but may also be offered to clients requiring a bespoke greeting card or items of stationery. But one-off commissions for portraits of particular cars for you to offer as retirement presents or other gifts are equally welcome.

If you want more information you can contact Louise on

venturadesign@hotmail.co.uk ring her on

01227 459575 or view some of the pictures on

www.luluventura.com. If all else fails, we have a few brochures in the '*Times*' office.

division the bakery cars did not carry AA membership and in the South Wales territory at least, would call out the Normand mechanic, based in Cardiff, if there was a problem.

'The Austins did not have heaters and my father would take a stone hot water bottle with him on his travels which he kept on his lap and periodically filled up at cafes etc. Also in winter in the ice and snow it was sometimes necessary to go up hills in reverse as the low ratio gave better traction.

'The cars were not insured to take passengers so it was not possible to take ones family in them. During the war though the insurance formalities were relaxed.

'The Austins were replaced every two years and the "old" ones went back to Normand who sold them on after refurbishment.

'The wholesale bakery division's Austin Ten eight hundredweight vans were bought through Normand who built the bodies and painted the sides with ads'.



Austin Ten was the choice of the Lyons Bakery sales team before and after WWII.



The Austin Loadstar was one of the most handsome middle weights of the early 1950s. But it was never as popular as some of its competitors.

Garage staff found them heavier and more strenuous to work on than, for example, the raucous Commer TS and in service, Walls, for one, preferred the Bedford.

Inset is an FE articulated unit of circa 1955 but Longbridge never did make significant inroads into the heavier end of haulage for Walls.

This is a Morrison Electricar 'mobile' and is included, quite apart from the fact that it is a pretty little vehicle, because Austin had an interest in the company.

They bought into Crompton Parkinson in November 1946 to form Austin-Crompton Parkinson Electric Vehicles Limited and from January 1948 commercials like this were sold through Austin dealers.

The most widespread use was for early morning milk rounds where silence was of some importance, but among other things they brought the bread and were even used on coal delivery by the National Coal Board.





Stamp of an Austin but not necessarily as we know them

Continuing this month's theme of Austin 'commercials' it seems appropriate to start an article on stamps from around the world that celebrate Austin with one depicting a truck. The 20c value in a Kyrgyzstan series on vehicles shows a vintage Sixteen. Almost certainly originally a saloon car, the image also looks as if it emanates from an event in the UK.

Austin enthusiast Bryan Norfolk has broken new ground in the movement in recent years with his books on postage stamps and other material depicting Austins.

In the past we have written about his coverage of stamps that portray the Seven, but in 2005, to coincide with the centenary celebrations he cast his net further afield and came up with a new volume based on stamps that simply rejoice in Austin.

Not surprisingly many of the issues in this book depict the Seven, but Bryan has managed to find many new items.

Two aspects are immediately striking. First the diversity of nations that want to pay tribute to Austin, and second, how careless many of them are in their research! It certainly can't be as when the editor worked for the British Post Office and the mere omission of a row of serrations from a sheet of 'five-pennies' or a slight variation in hue sent the value to philatelists soaring.

But this can make for endless intrigue hearthside on those long winter evenings, or, at your club night, if you take a copy of this book along.

For example, the Marshall Islands have much to offer. We begin by wondering what is going on in the scene illustrated. The date for the Austin - 1943 - can't be correct as by then this style had long since passed out of production. So either there's a transposition in the caption - 1934 would be about right for the car shown as

Precisely what is depicted here is something of a mystery. The Austin is captioned 1943 but no model of this type existed at that time so one could conclude the occasion is 1943.

The car could be an Eighteen or Twenty of circa 1934 (so perhaps the description is a simple misprint!). The headlights tend to suggest a Twenty as although very similar from the front the Eighteen usually had a rather less opulent type of light than this illustration suggests.

by **BENT HORSINGTON**

the centrepiece - or 1943 is the date of the event. Ho-hmm!

The Austin itself could be a Sixteen (Hertford, York or Chalfont) but more likely a government or ambassadorial Eighteen (again Hertford, York or Chalfont as there was an engine option on these models) or a Twenty Mayfair. A clue as to exactly which, could be the headlamps as the Mayfair usually had a slightly more opulent type that seem to be fitted to this car.

Bryan, works alphabetically and there's even fun on the first page when he visits the Ascension Islands and finds a 'Ten Four' which, whatever else it might be, is certainly not that!

The prescribed date of 1930 pre-dates that model by two years and there never was a two door tourer! Ho-hmm! It's more likely a Seven with a radiator that could well be BSA.

Grunay do little better with their selection which, perhaps predictably, includes a 1922



'Top Hat' saloon but also an Austin Eight and a four-door A30.

It's a shame both are so badly drawn.

Among the many other Austins you can spot along the way are the A90 Atlantic, A90 Westminster, Princess and, although out of our period the 1800 'Land Crab'.

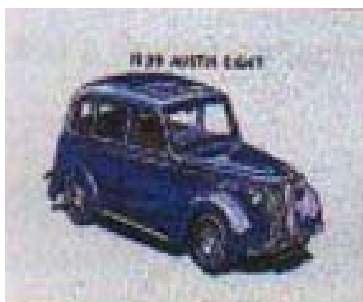
One of the real treats in the book though is a superb UK set from 1982 to celebrate both the 60th anniversary of the Seven and great British motor cars.

This one will bring back memories for many with its superb line drawing of a short wheelbase saloon placed above a colour illustration of a Metro on, appropriately, the lowest denomination of 15½p.

Bryan also reminds us of the special frank for the first

day cover – '60th anniversary Austin 7
13 October 1982 Brooklands Weybridge
Surrey' – and on a rather sobering note,
of the wording on the display card: 'Today,
although incorporated into the huge
Leyland organization, Austin remains one
of Britain's most popular marques'!

**If you want this or Bryan's other books
contact him on
bryan.norfolk@btopenworld.com**



Grunay's Austin Eight and four-door A30 - draughtsmanship is poor.

Interest in Austins is broad. A number of you have expressed your passion for the 'K9' military vehicle and in the winter 2003 issue of Windscreen, the excellent journal of the Military Vehicle Trust, there appeared what is probably the definitive article on this one ton, 4 x 4, general service truck.

The editor of that magazine, ANDY JONES and the author of this all-embracing article, JOHN MASTRANGELO, have very kindly given Austin Times permission to summarize it for general consumption.

Was this Katy's proud successor?

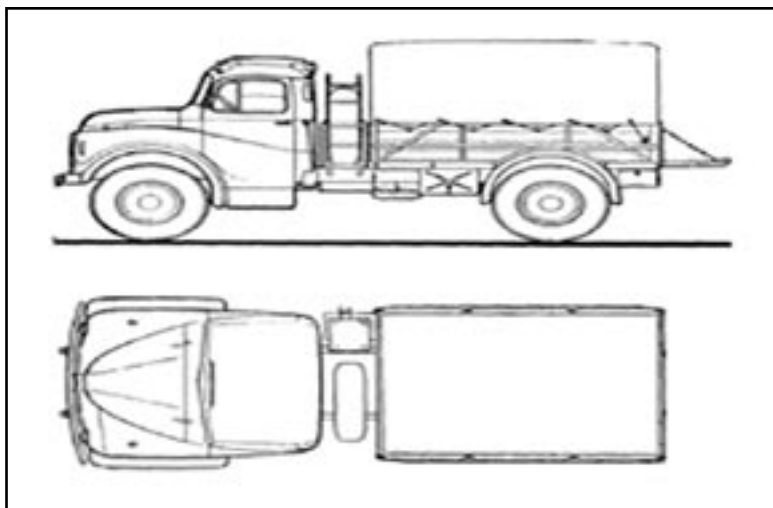
To be precise, what we loosely refer to simply as 'the K9' was the K9WD FV 16000 series purchased after World War II under a series of contracts placed during the early to mid 1950s. A non-military version was available from 1953.

The Services model saw duty with the Army and RAF from 1951 until as late as 1980 when some of the 'signals vans' were still in the hands of the 'Territorials', and others were in storage depots.

None were bought by the Royal Navy and there is no evidence any were even used by the Senior Service. However, the Royal Marines operated 'K9s', but because their personnel often served with army units these, along with their Champs, Land Rovers, Bedford RLs

etcetera, would have carried army registrations.

The K9 is based on the chassis and cab of the standard Austin Loadstar commercial vehicle and it may not be generally known that Loadstars themselves played a military role. An





Civilian type Loadstars worked with both the Army and Air Ministry. Five tonners on the high street, they were rated at three for the military.

initial contract was placed for 85 to be delivered in March, 1950, this first batch being classified for a one ton payload by the War Office.

Civilian type five tonners, but rated three in this context, followed in 1951 and 52 and totalled 745 with fixed sides and a tilt cover, and 1406 dropsides. They went to both the Army and Air Ministry for use at depots and non-combatative units and it was specified ordnance was only to be carried in the open dropside type.

It was the Loadstar engine, of course, which appeared in the 'K9' – the familiar petrol, overhead valve, 3,995 cc six cylinder developing 92 bhp at 3000 revs. But to create the revised model, rifle clips, a gun ring in the roof, and larger tyres (9.00 x 20) – single all round – were fitted. There was a transfer box to take the drive to the front axle, but even so, the off-road capability was very limited.

Over the years various other modifications took place. These included stoplights, and a convoy lamp and plate. Then came manually raised indicator arms and 'NATO' trailer socket, while some 'K9s' used by the BAOR (British Army of the Rhine) got electrically operated trafficators.

RAF vehicles differed from their sisters in having no convoy light, a civilian pattern number plate lamp, stoplights from new and semaphore indicators in the panel behind the cab doors.

Apart from their built-in equipment 'K9s' were supplied with

a pick and shovel, cans for fuel, lubricating oil and water, an inspection lamp and a fire extinguisher. There was also a tube to allow the engine driven compressor to be used to pump up the tyres *a la* the Wartime Austin K2.

Three types of cab appeared, the differences being detail changes to the scuttle (no waist level louvers on early examples, for instance), floor and rear panels. Some interiors carried a control board to connect a 24 volt dynamo, and designs prior to body number 1586 had a fixed two-pane windscreen, whereas on later production it was hinged. Finally, in 1957, the platform for the gunner who would have emerged through a circular hole in the roof and attached his weapon to the gun ring, was deleted. The reason quoted was 'increased use of jets'!

Some 'K9s' were supplied as a cab and bare chassis to be fitted with van bodies or a water tank (remember the Dinky model) built by outside coachbuilders.

Even the standard bodies though displayed immense variety. The most basic 'K9' is probably the Cargo FV 16001 which was designed to carry a section of soldiers and their kit. It was basically a fixed sided lorry with canvas tilt, but featured on the left side a holder for two jerry-cans, bracket for a gallon oil can and a tool and chain box.

On the opposite side there was a much larger locker for another chain and a holder for a single jerrycan. A second tool box was placed next



Classic form of the 'K9'. This is an FV 16001 'Cargo' designed to carry a section of soldiers and their kit. As the years went by they got various adornments to suit them for a wide variety of roles in many different arenas.



This is a conversion to what was known as FFR or Fitted For Radio. The make-overs followed the introduction of new equipment in 1955. Formerly these 'K9s' designation would have included FFW - Fitted For Wireless.

to the spare wheel which lived behind the cab on the left side.

Typically these vehicles served with the 3rd Royal Tank Regiment but turned up in Hong Kong with the 40th Infantry Division.

The RAF version of this 'K9' had a single jerry-can carrier and a chain box fitted on both sides beneath the body floor, while the spare wheel bracket supported a one gallon oil can with a large tool box to its right.

We often think of these Austins as wireless vehicles and this is justified.

Cargo/FFW FV 16002 is the somewhat lengthy code which described the standard 'K9' truck just discussed when 'fitted for wireless' (FFW). This meant it would have tables, chairs, battery carriers and have its engine electrics screened to prevent radio interference.

But in 1955 there were developments on the communications front when a new range of radio stations called 'Larkspur' was introduced. This led to the FFR (fitted for radio) 'K9' with a mast on the body side, brackets for the aerial tuning unit (left front wing top) and various other supports and leads.



Much loved by Dinky enthusiasts - the water tanker. The 200 gallon tank body was contracted out to a specialist in Durham and the model coded FV 16009.

The complete station could be quickly transferred into any FFR lorry regardless of make or size, something not possible with the earlier 'made to measure' design. Among the units that would have adopted these vehicles was the 39th Independent Infantry Brigade in Kenya.

Much 'fine tuning' to the layout of this model took place. For example, the Royal Marine Commandos whose 3rd Brigade had them in Libya in 1960, fitted a large box for a spare wireless battery, chain locker and oil can holder on the left side.

Vans were mentioned briefly earlier and these are another permutation on the wireless/radio vehicle theme. These were officially described as Radio Station Van FV 16003 and also as 'Wireless Light'. The insulated accommodation contained the sort of fittings we have already seen and there was a selection of the usual boxes and can-holders along the outside. These vehicles were upgraded as communications technology developed.

There was also an exclusively RAF version, its body interchangeable with the Bedford KC

Typically they would have been seen in the mid-50s with the 1st Corps Signal Regiment BAOR.

Also in Germany, around the same time, we may have come across, with the 11th Armoured Division Signal Regiment BAOR, Radio Repair Van FV 16004, or, in Austria, with the Vienna Signal Troop, the Signal Van version. These were the same as 16003 only fitted out for the roles described.

There was also an exclusively RAF version, its body interchangeable with the Bedford KC chassis and known as RAF Signal Body Type E. It was used as a mobile, single channel, very low power, transmitting and receiving station.

The 200 gallon water tanker was coded FV 16009 and had a proprietary body built in Durham. The RAF took the first of these, the Army preferring the Morris MRA1 for this duty. However, they subsequently adopted the Austin and it worked for regiments like the 4th Battalion 'Wiltshires', 129th Wessex Infantry Brigade and 43rd Infantry Division.

We have only to recall the heroic wartime deeds of the Austin K2 to appreciate to what extent the Longbridge product did its stuff as an ambulance. But perhaps the 'K9' was not as worthy a successor as it might have been.

Again the RAF were the first to adopt the type. With softened rear suspension and space for four stretchers, it was intended for crash rescue.

Although a large ambulance by civilian standards, there was little room for medical personnel to attend to casualties and, unlike the K2, not the convenience of a communicating door between cab and patient accommodation. Even so, there was no appreciable gap between these latter two, and normally the spare wheel had to be carried at an angle under the left side chassis rail.

There were hybrids in the 'K9' family and some were curious beasts

Some (Ambulance FV 16005) were transferred to the Army in 1957 and the units with whom they served included the 31st Field Ambulance RAMC, 5th Infantry Brigade Group and the 2nd Infantry Division BAOR.

Inevitably there were hybrids in the 'K9' family and some are curious beasts. There are references to a 6 x4 cargo carrying version and also to an 'airportable' example – presumably one which could be parachuted from an aeroplane - and yet a third allusion to a wheeled, self-propelled chassis.

The first two are feasible and we are reminded of the Austin K6, which was a 6x4 with only a three ton payload and often fitted out for communications activity. But certainly the 'self-propelled' version is a mystery.

There have also been one-off conversions to standard vehicles. A unique FFW appears in the listings for 1957 with a one ton capacity winch. This could have been a prototype for a model which was never produced or it might have been a Royal Electrical and Mechanical Engineers (REME) 'in-house' adaptation.

The other 'specials' are almost entirely for communication applications and appeared in



Shades of the Wartime Austin K2 or Katy ambulance. But the 'K9' was not as good a vehicle in this role.

the 1960s when the 'K9s' career was fairly well advanced. However, some did find uses carrying test equipment for guided missiles and even as a photographic laboratory.

When it comes to disposals, the Loadstars with which we started our story, lasted into the mid-60s and although some 'K9s' were still doing a useful job in the 1980s they were being shed in moderate numbers by the end of the 60s. Yet sufficient remained for them still to be passing out of the Regular Army a decade later.

All round a creditable performance from what, it could be said, was the last vehicle from Longbridge to have a significant presence in the British armed forces.

If you have any information about 'K9s' *Windscreen* would be delighted to here from you. Contact them at andyjones@mvt.org.uk or, of course via *Austin Times* at the addresses listed in this issue.



Of manageable size 'K9s' are popular with enthusiasts. This one was spotted in Hertfordshire in private ownership. Photo Gerard Ferris military observer extraordinaire!

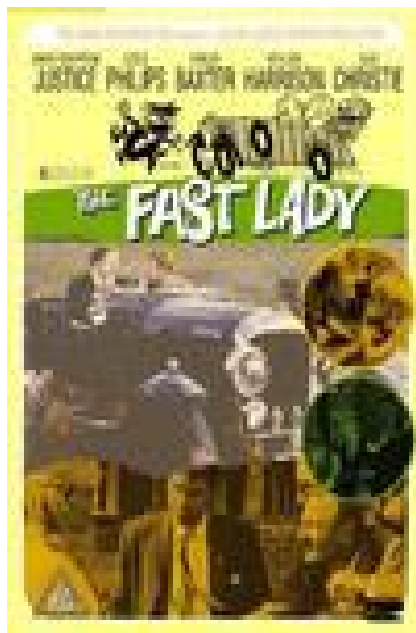
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First call for 2006 Chanteloup

Continued from previous page



Fast Lady followed in the wheeltracks of Genevieve.

Austins on the silver screen. The American Austin had a rather unfortunate showing in the 1931 film version of Mark Twain's book *A Connecticut Yankee in King Arthur's Court*. While even more way-out is a feast of 1940s Sixteen taxis in the 1991 Spanish tragedy *Lovers*.

We need your stories on all aspects of Austin NOW. Contact details in the panel below.

NEXT YEAR'S hillclimb at **Chanteloup-les-Vignes** takes place on 10/11 June and marks the 108th anniversary of the world's first event of this type.

Format is as usual with a road run and lunch on Saturday, but of particular interest is that that evening's dinner will be staged at *l'Esturgeon* in Poissy where the very first repast was held in 1898.

Hill climb on the Sunday with three 'gos' for all.

Contact Alain Radigue now:

Tel 00 33 (0)1 39 70 55 41

Fax 00 33 (0)1 39 27 05 57

Mobile 00 33 (0)6 77 03 64 07

e-mail alain-radigue@wanadoo.fr



An Austin makes an assault on the Chanteloup hill.