

Midlands

Austin *Seven* club

March 2012



**This is the car of "new kid on the block" Bernard Douglas.
Welcome to the club.**



March Bring and Buy

APRIL ... 1st “Austin’s To Brighton”

All Pre war Austin’s invited.

17th MA7C Cotswold Run

Fill in entry form later in mag.

25th Club Night TBA

MAY ... 27th MA7C Stanford Hall Rally

Note new time of year and fill in entry form later in mag.

Please put this new date in your diaries and **MEN**, please start to think about your cake recipe for 2012. **This raises a good sum for the club, so get baking!**

30th Club Night

JUNE ... 1st-4th Autokarna 50th Anniversary Wollaton Park.

Going to the Lake District?

We received this invitation from Edwin L Maher from the Lakeland Motor Museum
If you are going that way it is well worth a visit, I am sure Andy Lowe has been so you could talk to him.
“Thank you for the welcome extended to me on the club stand at the NEC.

Lakeland Motor museum is in the Leven valley close to the southern tip of Lake Windermere. For 2012 we are able to offer suggestions in terms of riverside cafe have a accommodation and Lake district drives. We have a large free car park and riverside café with an extensive menu.

We offer combined ticketing with Windermere Lake cruises allowing visitors to experience the excitement of the museum with spectacular Lakeland scenery. Car club members can enjoy 10% discount off normal public museum admission on presentation of their membership card.”

For more details call 015395 or email info@lakelandmotormuseum.co.uk

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These are the officers of the Club; get in touch if you have any queries.

The views expressed in articles in this newsletter do not represent the opinions of the Officers of the Club.

This was received from Hazel gore this week.

John Baker of Austin and Longbridge Federation have asked if the MA7C would like to have their Club Display and cars present at the above event at **Cofton Park on Saturday 14th April 2012** as part of the celebrations for the Austin Anniversary.

I don't know whether the MA7C are going as a Club, but it is open to anyone who wishes to take a Longbridge classic car there and so it might be a good idea to put the Press Release in the MA7C News letter. There is no booking form - just turn up on the day.

Website for Pride of Longbridge 2012 alf or ALF for press release.

ChairChat

The first day of spring is already upon us. Have you done all those little jobs on your treasure in the garage? Those little niggling jobs that will only take a minute and they

end up taking days and in a freezing cold garage to boot! Well, the proof of the pudding is in.....!!!! We now have a finishing point for the Cotswold Run, and..... surprise..... surprise..... It's the Ranch Caravan Park at Honeybourne. Very many thanks to Andy and Sheila Attridge for hosting this once again. We also have a lunch stop in Bourton-on-the-Water. It's the 'Cotswold Way,' a well established Social Club, at the Night, GL54 2AR. It claims, it is 'possibly the Best Carvery in the Cotswolds' and it's reasonably priced too. Don't forget to send off your entry form. Whilst on the subject of entries, have you sent off your entry for the National Rally at Warwick on 20th – 22nd July? I know the last date is 1st May, but I also know one man has to coordinate all our entries and he would appreciate not having them all at once and at the deadline. I am sure he thanks you for your co-operation in this task!

I have just received notice of a new event at Bath, the Bath Pageant of Motoring, on 23/24th June at Bath Racecourse. For those of you who can, have a look at www.bathpageantofmotoring.com/register or contact Peter Edwards on 01225 752025 Those who preregister have free entry for the driver, an adult passenger and two children, but on the down side Bath is still a bit of a hike from the Midlands! Have a look.

Don't forget the **Stanford Hall change of date. It's now Sunday 27th May** and a second "don't forget" here. Don't forget chaps, your entry for the Gentlemen's Cake Competition, there are only two rules for entrants: Rule 1. No help from Wags, Rule 2. Same as Rule 1. Last month, Richard Papworth from Derby gave us a very interesting talk on the life of a store detective, but sadly there were rather few members present. Thanks to Lesley Marriner for arranging this talk for us.

Wonderful News. The Club has a Secretary. New member Bob Prophet from Upton on Severn has offered (and been unanimously accepted) to be the Club Secretary. Whilst I am personally delighted to be handing over these particular reigns to Bob in the very near future, I do so with the knowledge that he has considerably more experience in similar roles. With the assistance of the former Secretary, Rick Bishop, we hope to effect a handover in the very near future. May I use this page to welcome Bob to the Club and to wish him well in his role as Secretary?

That's all folks. ATB. Brem



IT's time to clear out ***your*** spares department/garage, make a few pounds for you and the club and let someone else store sundry, rusty bits.

**It's the Automotive Bring and Buy
On Wednesday, 27th March at the Old Silhillians**

Auctioneer: Arnold Crowe (No 220/240v equipment please)

.....

FOR SALE

Car trailer made by "SHIRE TRAILERS" 10ft by 5ft inside runners.
Single axle, braked, jockey wheel, galvanised , rear loading supports
and ramps. Good tyres. Just needs some TLC.

£ 450 OVNO Tel Keith Marriner 07961323304, 01455636926

It's great to get something from a new member and I was so thrilled I had to put the photo on the front! Here is the rest of the article from Bernard.

Unfortunately I was unable to make this any bigger and so this is just as I received it. Ed

Hello to all MA7C club members My Name is Bernard Douglas and live in Earlswood Solihull I suppose that I'm possibly your latest member or pretty close to it.

Without giving out any secrets I am what they call long in the tooth, but having said that I am still working for a living, so spare time is a hard to come by.

I am a MG man with a 1950's MGTD which I restored (Nut and Bolt up, it had been in a chicken Barn for thirty years) Any way I digress, I went down to Surrey with the intention and pockets full of cash (the wife is not to know about the cash thing) to buy a 1940's MGTC But was unable to close a deal, sitting in the corner of a stable, was what I thought was two weeping eyes, on closer inspection I find those eyes were not eyes but two head lamps (still with a tear in them though) I was so touched by the sad vision looking at me, I developed love at first sight, something inside went twang. Looking at the guy I was going to buy the MG off I said I'll take that, I think he was more taken back more than me. So cash changed hands. We pulled it out into the day light, talk about impulse buying I just could not believe it, and it was lovely. I thought my MGTD was small this was miniscule in comparison. I said to the Guy does it start, he said it used to but the battery is duff. I asked him what I had actually bought he said it's a 1936 Austin 7 Opel, Anyway I got it trailered home, gave it a bit of a polish new battery and after a bit of persuading I coaxed her into life, I took her to a local garage and put it on the ramp she didn't look too bad at all, I am now fully hooked by this little car, I intend to run her for this season then take her off the road and strip right down and do a nut and bolt restoration .

I am having difficulty in obtaining all the relative information to enable me to take on the restoration programme I think I must of paid to date nearly £100.00 on manuals and other literature which to say at best is flimsy.

I am sure my MG is now developing tears in it eyes as this love affair with my A7 gets stronger as the days go by, but I will need advice which I am sure that club members will be able to help me with and look forward to seeing them at our monthly meets. I am trying to think of a suitable name for the new lady in my life any suggestions welcome. I enclose a photo.

Bernard



MA7C COTSWOLD RUN

On Sunday 15th April 2012

A picturesque run around the Vale and Cotswolds with a lunch stop at the
'Cotswold Way', The Naight, Bourton on the Water.
GL54 2AR

Start: North Cotswold Hunt Kennels Car Park, Kennel Lane, Broadway.
WR12 7DP

(Kennel Lane is a small alley, on the South side of the High Street, between Lloyds TSB and Blandford Books and opposite
Averys Tea Shop and the Lygon Arms Hotel)

By kind permission of Mr N.Peel MFH

At 10.00am prompt

Finish: The Ranch Caravan Park, Honeybourne. WR11 7PR

By kind permission of Mr and Mrs Andy Attridge

Routes will be charged at £2.00 at 'signing on' to defray club costs for recce and print

Car Entry Form

MA7C COTSWOLD RUN

Start: 10.00am. Sunday 15th April 2012 at the North Cotswold Hunt Kennels,
Kennel Lane, Broadway. WR12 7DP

Finish: The Ranch Caravan Park, Honeybourne

Name:

Address:

.....

Post Code: Tel:

Vehicle Reg: Model:

Pub Lunch / Picnic - Please circle your choice

Return to: R.Bremner-Smith. Tanglewood, Cleeve Prior, Evesham. WR11 8JY

DASHING TO DO MORE WORK ON THE BIG 7 THE DASHBOARD

Yet again what I think will be a reasonably quick job turns out to be full of trials. The dashboard and instrument binnacle was removed to give a rat's nest of horrors. On further inspection the problems were evident, water had got down the back of the instruments and done much damage as well as some very cagy handed repairs.



The ignition switch was not the correct one which should have been a Lucas PLC6 but was something or other which came from a 1950' Land Rover. The ammeter was missing and the oil pressure gauge and petrol gauge as rusty as can be. The dashboard itself had numerous holes drilled in it for various aftermarket bits. The repair started by stripping back the paint and rust and the etching the metal clean. The metal was skimmed with filler, then rubbed down and sprayed with filler primer. The instrument binnacle was then given several coats of black paint until a good finish was achieved.

Newer instruments were sourced from a variety of places including auto jumble and ebay, these were then cleaned using very mild detergent as any aggressive cleaners remove the markings as tests on the old ones revealed. All the housings were cleaned and repainted as necessary. The chrome bezels responded to a light touch from a brillo pad, the speedometer was checked using a rechargeable electric drill and was quite amused to find that my drill does 34 MPH!!

A newer PLC6 switch was sourced and was fitted to complete the job. The results are below.

J R.



Meet the member this month is Cyril Johnson

I joined the MA7C in 1973 having owned various Austin Sevens for many years. I brought a 1932 RN Saloon in a poor condition and after using it for some months undertook a full body off restoration. All preparation, dismantling and eventual reassembly was undertaken by myself but spraying of the body was dealt with by the late Pete Blackburn from whom I had purchased the car.

Lots of rallies and events were attended including a trip through central London to relations in Sussex. In 1989 I joined a 750 Motor Club tour visiting Brussels, Amsterdam, Cologne, Luxemburg and Paris all in 6 days.

In 1992 another trip with the 750 visited 7 countries in 2 weeks getting as far as Interlaken in Switzerland and climbing the Klausen Pass, which took over an hour in 1st gear at 12mph.

This finished memorably as we boarded the Calais ferry in a bad summer storm and were on the ferry for 9 hours including 1 visit into Dover harbour but were unable to dock and joined convoys going up and down the Channel for hours waiting for the storm to subside.

Fresh from this adventure I thought it would be nice to have an open 2 Seater and brought the remains of a Super Accessories Special, a chassis, engine, gearbox and axles. I commenced by pulling apart the remains of the body and copying the woodwork in new American ash, extending the cockpit by 4 ½ inches so that I might stand a chance of fitting into it. Much square steel tube was added to strengthen the door less body and this was then skilfully panelled professionally.

Over a period a new engine, rear engine and 15" wheels together with a vast number of other components were sourced at MA7C auctions, Beaulieu Auto-jumble and from various helpful club members.

By 1995 the vehicle was on the road and within 2 weeks a tour of Normandy and Brittany went well. Another trip was made via the ferry to Northern Spain and the Basque Region.

1997 was a circular tour of France right down to the Med.

2002 another 750MC trip all the way to Berlin and down through East Germany to Eisanach where the Dixi (BMW) Seven was built. In between times, local rallies and events were attended including the very successful Yorkshire Experience based around Harrogate.

2007 was a very nice trip to Alsace and then the Black Forest.

The Dutch Windmill Run was the event for 2008, which ended in a burnt out dynamo and 300 miles to get home with an electric fuel pump draining the battery. All auxiliaries like the wipers and indicators were disconnected and the car kept going all the way home.

2010 included a further trip to take part in the Yorkshire Experience.

2012 is a planned European tour to Interlaken again with the 750 Motor Club.

A very successful little car with a standard engine, four speed box, a boxed in Ruby chassis and Girling brakes, twin leaf front springs (no axle beam) which has given many miles of enjoyable touring.

Thanks Cyril you have certainly got around!

Its Stanford time again!!



MA7C Stanford Hall Rally on Sunday 27th May 2012

Stanford Hall, Lutterworth, Leicestershire. LE17 6DH *

is situated off the B5414, 2 miles from the A5, 6 miles NE of Rugby, near junctions 18 and 20 on the M1 and junction 1 on the M6. (*For those with Sat Nav)

All Austin 7s will be most welcome. The Rally will open at 11.00am and presentation of the trophies will take place at 4.00pm. There will be a trophy, as usual, for the best cake cooked by a gentleman. Rule 1: No assistance from Wags!

Entrants will need to pay the 'grounds only' fee to Stanford Hall on arrival at the gate. The Hall and Tea rooms will be open on the day. Feel free to bring a picnic. The Hall is NOT open to the Public on this day.

Autojumble stalls need to be pre-booked using the form below and enclosing a fee of £10.00.

Please bring your own table.

.....

ENTRY FORM Stanford Hall Rally - 27th May 2012

Name:..... A7 Model:.....

Address:..... Reg No:.....

..... Year:.....

..... Tel:.....

I will / will not be bringing an autojumble stall. (Delete as applicable and enclose the fee)

ALL ENTRANTS DO SO AT THEIR OWN RISK AND MUST HAVE CURRENT ROAD TAX, MOT &

INSURANCE ON THEIR VEHICLE

Please return this form a.s.a.p to:

R.Bremner-Smith, Tanglewood, Cleeve Prior, Evesham, Worcs. WR11 8JY

Would 2011 winners please return their trophies by 25th April, Club Night

New MOT regs 2010/48 from Andy Ratheram

Most of us are aware by now that there have been changes to the MOT scheme, there has been a lot of misinformation and speculation in magazines and in the press, but what are the changes? And will they affect the vehicles we own? Not perhaps in the main, as a lot of the new items will only apply to vehicles registered from specific dates, but others will.

So what has happened so far and why? Well European Directive 2010/48 makes all countries in the EEC apply a minimum of testable items in the P.T.I (Periodic Test Inspection, that's what they call it - we call it an MOT) So where Great Britain did not test these items, we had to bring them into our test, and bring them in by January 1st 2012, what would have happened if we hadn't? Well then Europe could enforce "Infraction Procedures" against us, sounds painful, I know, it doesn't mean they will come round and kneecap us, but what it would involve is the payment of millions of Euros, to the EEC, the Government was not prepared to pay this, and so told DFT and VOSA that the new regulations would be implemented, in full and in time

The new items come in two parts, first are new reasons for rejection against items already testable, in other words, the tester already tests that item, there are now extra reasons for failure, these items came in from January 1st 2012, so they are testable now and if they do not meet the required standard, they fail. A good example is suspension and steering gaiters or boots, the joints that these cover are already testable, so a new reason for rejection has simply been added, split, insecure or missing so as to allow the ingress of dirt or water. Secondly there are totally new items to the test, these the tester will test, BUT they will not be fail able items till the spring, good example, is engine mountings, they are a totally new testable item, so although they appear in the manual now, they cannot be failed even if they do not meet the required standard until the spring, specific date yet to be announced

What has come into the manual then, well too many to list here, but I can say that every section of the manual has had changes incorporated in it, that being so, are you aware that the MOT Inspection Manual, is now available on line? Free to view, and if you wish download, just type into your preferred search engine

www.vosa.gov.uk/manuals-and-guides

that will take you straight there, click on the contents page and you can then view the entire manual section by section, so back to the question of what's new in the manual, well, wherever you see a thick black line against a section of the text, that's a change in the manual, this is a totally new manual, from Jan 1st this year so all the changes to testable items and the new items for test can be found and studied to your hearts content. On line you can also view the MOT testing Guide; this covers the background to the scheme, and may be of interest.

You also need to be aware that the manual is a living breathing thing that can and does change with legislation, and the changing car park, so while you can download it, don't forget it may have changed the next time you want to consult it, probably better to add it as a favourite, (or if your old like me, get the lad to add it!!) and then its always going to be up to date

One other thing, most of you were hopefully aware of and put your point of view to the DFT consultation on age of vehicles tested (Pre 1960 -1945 -1920) that finished in January, there are other consultations coming up which may affect the MOT scheme, and as we all drive cars of various ages they will affect all of us, why no add www.dft.gov.uk/consultations as a favourite as well, then you are always up to date with what is being proposed



The Heritage Motor Centre is running short of exhibition space and we have 100 cars in storage that we'd love to put on public display, but can't! So, with help from the Heritage Lottery Fund, we are planning a new Museum Collections Centre building to showcase these cars.

You can get involved

We're looking for people who can give some spare time to help with our new project. There is work to do straight away, for example collecting data about the stored cars. Then there'll be an opportunity to become a volunteer tour guide looking after the cars and visitors, once the new building is open.

If you have an interest in motor cars, the motor industry or just want a project for your spare time, we'd love to hear from you.

No previous experience needed!

How

Check the role profiles

Download or fill-in an online application form

www.heritage-motor-centre.co.uk

or ring to request information by post

Contact us

volunteers@heritage-motor-centre.co.uk

or ring for an informal chat on 01926 645027

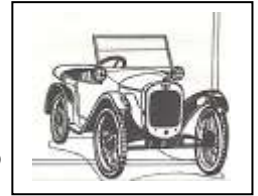
A bit of a trip down memory lane for some of us.

Did you know..... The MA7C cast car badge was designed by the then Secretary Terry McGrath and a lino cut made then the Chairman Pete Blackburn cast them. Do you have one?

The Chummy which is still on many club items was Sketched by Robin Boyce.

Was it Neil Bateman`s Chummy?

I remember getting the first T shirts printed with this Chummy on. ED



WINDING UP THE NEXT PART OF THE BIG 7 RESTORATION GET A HANDLE ON THINGS

Well, back to grumpy old man pet hate subject “The cost of re-chroming.” Being a Yorkshire man I am naturally careful with the money but re-chroming costs make you reach for the heart pills!! You may have been in the same situation, what do you do with your door handles? The base metal on many is mazzac which is then chromed; all seem to go the same way – pitted and dull.



I have been assured that they can be returned to new but at a cost. I thought that £125. 00 per set was not unreasonable. In fact the chrome palter thought this was very unreasonable because that was the cost per handle.

After much chuntering I have found that Paul Beck can supply a set of exterior replica handles for about £120.00 the interior window winders and door lock pulls are of the same scalloped design but to the best of my knowledge no one reproduces these. I contacted Richard from Classic Chrome Solutions and discussed the problem, after some convincing he said if I were to produce a good pattern he would do a trial for me.

I took the above examples and made them into patterns by sanding, filling and painting them. Richard took a rubber mould and then a wax pattern. This was duly turned into a high quality brass part which was polished and chrome plated. I think the results speak for themselves. In the high speed world of car restoration this process took about four months and so the completion date for my project keeps going backwards!!

More from John Richardson



Workshop Terminology

Anyone who ever worked in a shop, even a little bit, will relate to these ...

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench, at the speed of light. Also, it removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh-- ...'

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: Electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2x4: Used for levering an automobile upward off a trapped hydraulic jack handle.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use. One of the best examples of false advertising in naming a product to entice buyers.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminium sheets into smaller pieces that more easily fit into the trash can after you cut on the wrong side of the line.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN ½x24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes but only while in use.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMMIT' at the top of your lungs. It is also, most often, the next tool that you will need.

The following article is reproduced courtesy of the DA7C

TIP OF THE MONTH— Winter Charging

Q: I was very interested in your seasonable and helpful article on "The Car in Winter." There is just one further point on which you may like to help me. I want to know how I can tell when the battery on my Seven is properly charged. I always keep the switch at the "Full Charge" position and hope for the best, and the supply has always been adequate to the demands on the battery. Is this practice likely to result in over-charging, and if so, will this prove detrimental?

A: The amount of charge a battery requires is naturally determined by the calls on its current. To verify if your battery is being overcharged remove each cell cap while the engine is running at a speed sufficient for the dynamo to operate, and then observe if the electrolyte is in a state of slight effervescence and giving off bubbles of gas. Use an electric torch if a light is necessary for this examination, as the gas might ignite or explode if a naked light is used. As the density of the electrolyte varies directly with the state of charge, the condition of the battery can be more positively determined with the aid of a hydrometer, an instrument for measuring the specific gravity of the electrolyte, which can be purchased for a few shillings from any garage. The specific gravity of the electrolyte when the battery is fully charged should be about 1.28 to 1.300 as indicated by the immersion of the hydrometer float in the electrolyte, drawn into the hydrometer. When fully discharged the hydrometer will indicate a specific gravity of about 1.115. It should be remembered, however, that these readings are subject to the electrolyte mixture being correct. If the level of the electrolyte has not been topped up to its proper level with distilled water (i.e., up to the tops of the separators) its specific gravity will be high, giving an optimistic indication of the state of charge. On the other hand, if at any time the acid has been spilled and replaced with distilled water, the electrolyte will be weak, and a correspondingly low specific gravity reading will be given. When gassing through over-charging takes place, topping up will be more frequently required, and acid fumes may pass out of the vents and attack surrounding objects. Usually these are not serious effects and overcharging is not so harmful as the effects of persistent lack of charge, but you should be able to judge to what extent the "Full Charge" switch position should be employed to keep the battery in good condition without undue over-charging.

From the Austin Magazine Feb 1936.