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The Crankhandle

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Issue 88

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB



Car of the Month: and guess who is the driver (p21)

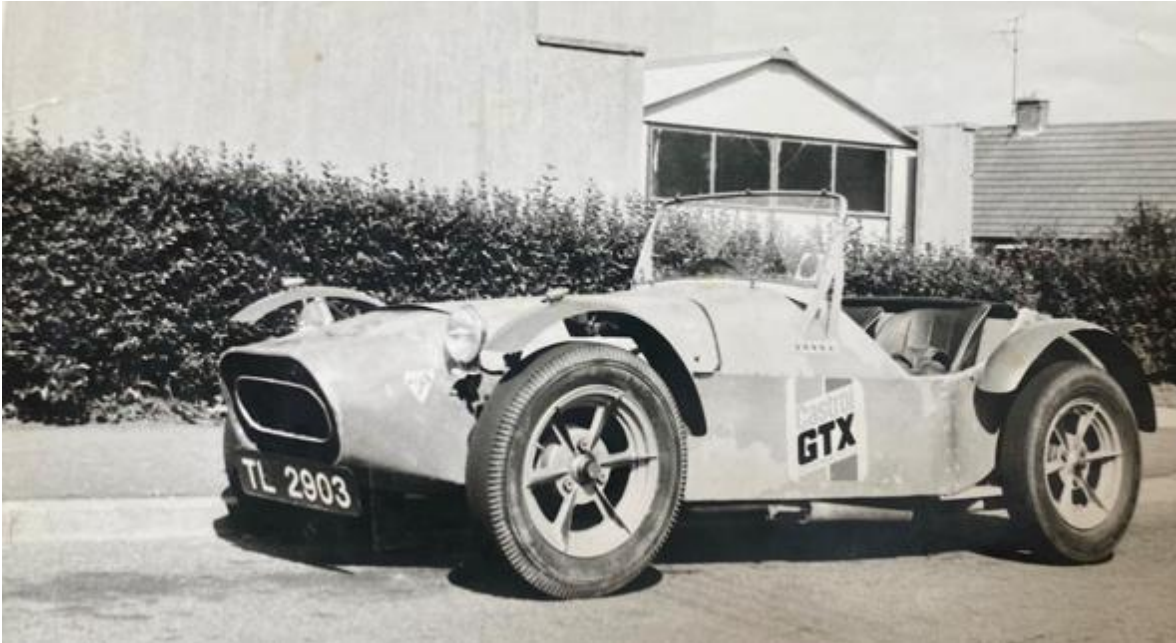
SHED NIGHT

Tue 1st Oct Riddings Farm, Bosbury HR8 1JP 6.30pm

All welcome

If in need of directions: ring Frank on 07971 820721

David Edwards' Speedex



David is presently working with Gerwyn Lloyd to retain the original registration number on his Speedex. The engine and gearbox have been removed and, with advice from Gerwyn, he will decide on how much of the original engine can be preserved.

David notes that excellent people are shortcuts to success, and joining the “HA7 massive “ certainly confirmed that philosophy. Right from the start I received nothing but support, encouragement, and more importantly advice that I could immediately act upon. Phrases like: ‘kit car’, ‘converted’, ‘self-build’, ‘special’, always have a hint of criticism attached, especially in the company of those whose club is dedicated to the preservation of a particular historic classic. Originality is almost a religious text! Not so with the HA7C, the complete reverse—intrigue, amusement and to quote Gerwyn “let’s get it on the road” or Frank : “ give me some Crankhandle copy “ or the HA7C Special Builders Section—(The Heretics) : “ Yes, but what are you going to do with it? “

The first task was to move it from its most recent barn incarceration in Wyck Rissington, a location that seemed so suitable for a 1933 relic, a hamlet that in terms of appearance has not changed since well before that date. I hitched up my newly acquired car dolly, and set forth from Ledbury to bring back the Speedex 750 to the sanctuary of a Herefordshire barn at Stretton Grandison.

The dolly is capable of moving a tank, but is somewhat out of scale, in that the Austin wheelbase is much narrower than that of the trailer, nothing fitting as it should, and the result is that the relationship between trailer and Austin had to be “adapted.” The



photographs reveal so much. The whole process of liberation took a day to complete: moving the pile of logs that blocked its exit, then dragging, pushing, and shuffling the car out of the sheep shed, and finally winching it onto the “tank transporter.” I need to point out that I was working solo throughout the day. It's a seventy mile undulating route to Stretton, and I aged by ten years in the process. I

could easily have devoted a whole article on this adventure, both to the Crankhandle, and also to the RAC ‘black-museum’ manual.

I have renovated a few auto projects, and certain incontrovertibles apply. Don't so much as lift a spanner without a plan. There is a temptation to start with the heart of the beast, the engine, to make the project come alive. I don't wish to be didactic in any way but my advice, if only to myself, is **DON'T**.

The gorgeous restored thing sits there potentially deteriorating, reminding you that there is probably at least another two years of graft on every other part of the car before all can be conjoined. My capacity for immediate recall is limited, notes, drawings and the phone camera have become my reliable assistants. I must remember the readership here. You all know these principles, and you all have your own restoration route working towards the delight of flying down the lanes, of people admiring your car poised for action at the traffic lights, and of pulling up outside any address, however grand, confident of a respectful response. Well, sometimes!!

So, following these precepts, I ignore the mechanicals, and start upon the administrative task of retaining the original registration number, which, as you know is a right old palaver. I have the original registration number, the chassis number stamped in the right place, the engine number, and they all match those on the log book. I even have the original bill of sale of forty pounds. This, however, is a “Special” created around 1954 with the 1933 car as its basis, a change nevertheless recorded in the log book. This is referred to as an added complication! The Pre-War A7 Club has the services of Peter Rowlands at its disposal, and in his capacity as an authenticator for the Austin 7, he provides a clear plan of how to retain the original reg plate, or otherwise how to gain an age-related plate, and also provides much encouragement along the way. He also recommended that for the purposes of the required photographs, I make sure the vehicle looks like a car, and not a skeletal perambulator, and that I needed to install lights, wiper and nose cone. I also received excellent advice from Nick Lettington, who is responsible for the Speedex 750 register. You have to have good people don't you?

The plan therefore: Join the Pre-War A7 club, have a qualified local club member to authenticate the car (AKA, Mr Gerwyn Lloyd), send the necessary documents and photos authenticated by Peter, pay the Pre-War Club £40, and then send it all off to DVLA, (together with their fee). Everyone needs a little sugar as they say!! I await the result, and meanwhile begin the satisfying task of opening the tomb that has been untouched for 56 years!

Gerwyn Lloyd in his mobile office

The engine crane comprised a good friend, a length of wood and rope. This is not high-end archaeology, Dr Alice Roberts! The pistons have seized, the aluminum head corroded beyond redemption, and the ancillaries all requiring much attention. I think the engine is beyond restoration and a replacement will have to be acquired.



In 1954, the style for racing was for independent front suspension, stiff back-end, twin carbs, alloy head, lowest possible frontal projection, water pump cooling, battery low slung at the back and an obsession with lightness. This formula was adhered to by most of the successful early constructors, from Chapman to Jem Marsh, and all the special builders in-between. Much has changed for many in the orbit of the 750 motor club, but initially I think i will follow the course of the original concept—there we are, back to the new original- I might call it the oxymoron.

Chairman's View.

My, it has been a busy year. Despite the sometimes *'far from summer weather'*, we have been out and about attending some most enjoyable events. We spotted club member Sergeant Bedford at Gloucester Retro on 24th August, after a very wet start when I left home at 8.00am. Coming up over Ruardean Hill in the Forest of Dean the rain was so hard that there was just the same amount of rain running down the inside of the windscreen as outside! Within ten minutes, the rain had stopped and I could see the road/river ahead. By the time I was driving into West Gate Street in Gloucester (1900 to 1950 vehicles) it was looking definitely brighter; so much so I could see David Southcott immediately behind me in his box saloon. By midday, there had only been one light shower and the enthusiastic public were there in their hundreds, creating a fun-filled atmosphere. In the afternoon the sun shone, and crowds were around each vehicle. I think that the club sail flag attracted some attention, with at least 2 people making a serious enquiry about membership. A week later, June and I took the '37 Cambridge to Dewstow Gardens at Caerwent in South Wales, to an end of season meeting of the Austin Ten Drivers Club. It was a beautiful setting, and around 40 cars were lined up in an arc in a separate area for the Club. The Publicity officer for the ATDC, Matt Coles, has graciously agreed to include the HA7C at next year's meeting, so you are welcome to bring your Seven to the event.

Austin 10 Drivers club



We are very pleased that quite a few new members have joined us in the past two or three years, and I would just like to enlighten those who do not know, what the Federation of British Historic Vehicle Clubs federation does for us. The FBHVC exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials and legislators, both in the UK and Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk. I would suggest to those who have not already done so, to look at the FBHVC website, where you will find a vast array of subjects, from dealing with the DVLA to ongoing discussions about fuel in our vehicles.



Finally, I have been privileged to have received this sign to allow me to park the 'Buggy' in its very own parking spot. I just wanted to share this with you, so that if you visit me in a 'modern' you know there is a risk of being clamped. Thank you to a member of my family for arranging this with the authorities.

Happy Sevenning, Michael Ward

Secretary's Corner

I was very moved by Jeremy's talk about his experiences in Africa at the August Club Night meeting. It just goes to show how completely different all our early life encounters can be. Although he made light of some of his experiences, the reality of the more challenging adventures left me completely astonished. A remarkably thought-provoking presentation – thank you Jeremy.

Not long ago I failed to spot a prizewinning submerged Herefordshire pothole whilst driving my 'modern' after heavy rain, and the violent impact nearly shot me out of my seat. Then, last week the car failed its MOT due to a broken rear spring. Of course, the garage advice was to replace both rear springs which probably makes sense and I ended-up with a hefty bill. About three years ago, I asked Herefordshire Council (under the Freedom of information Act, 2000) how many Qualified Chartered Civil Engineers with at least ten years post grad' highway maintenance experience were employed directly in-house by the Council. I am still waiting for an answer but I suspect the answer is 'none', which might explain the problem.

Someone recently found themselves in serious trouble for suggesting a certain public figure should be shot but I'm beginning to think that something radical is needed to resolve these cases of gross dereliction of public duty. There, I feel better now!

News from the workshop

Progress on the A7 Special has slowed-down a little, having recently acquired a rather tasty 'Rishton/Myford' bench-top milling machine (24" x 6" table) – one I have always fancied. These seldom come up for sale and when they do, they usually sell for silly money. However, this one was dismantled and supplied in five boxes of parts; not everyone's cup-of-tea, so, came at a reasonable price. Interestingly, I collected the parts from Tony Griffiths (of Lathes.com) in Derbyshire, who it transpired is the proud owner of no less than five Austin



Rishton / Myford vertical mill

Sevens - of course there was no shortage of conversation. I thoroughly enjoyed the assembly process and fortunately, there were only a very small number of missing components which were easily made. It was supplied with a new (slightly larger) motor which was a nice touch, but it meant the primary drive gear and the gearbox adapter plate both needed modifying.

Anyway, the result is a delightful and wonderfully accurate addition to the workshop.

Its first job was to mill an 'O'-ring groove in an aluminium plate to produce (hopefully) an oil-tight A7 valve chest cover.



A7 Valve chest cover

Happy motoring Bob Garrett

Most of my Austin Sevens over the years have enjoyed hydraulic brakes but by way of a change - my current Special project was initially fitted with Semi Girling cable brakes (See *Crankhandle* No 83 of November 2023). However, I recently had the opportunity to acquire a set of part-machined alloy hydraulic back plates – and just couldn't resist.

This article describes how I prepared and fitted hydraulic brakes to the A7 Special I'm building. I am not claiming 'this is how it should be done', the following notes are simply a description of what I have done - which happily seems fine. The front stub-axles and rear axle ends are all Semi-Girling pattern, and therefore are ready to accept these hydraulic backplates.

Front brakes –

Fig's 1 and 2 show the alloy backplates as received - with only the central register hole and the outer (drum-side) rim pre-machined. Elsewhere, all surfaces were as cast.



Fig 1 – Back & front, outside faces



Fig 2 – Back & front, inside faces

I started by taking a light cut over the inside of the rim of the front backplates, using the

vertical mill as shown in in Fig 3, with the plates set flat on the already machined outer (drum side) edges and the sides of the recessed boss (underneath) set at right angles to the milling table. The light outer cut would enable accurate parallel machining of the central boss when the backplates were later flipped. The inner mounting face of the recess was then machined with the plates clamped at their periphery as shown in Fig 4, removing sufficient material to ensure a clearance between the drum and backplate when finally assembled. It initially seemed difficult to assess how much material to remove until I took some careful measurements from the steel hydraulic backplates on the Chummy.



Fig 3 - A light cut on the inside of the rim



Fig 4 - Truing-up the inner face of the recess

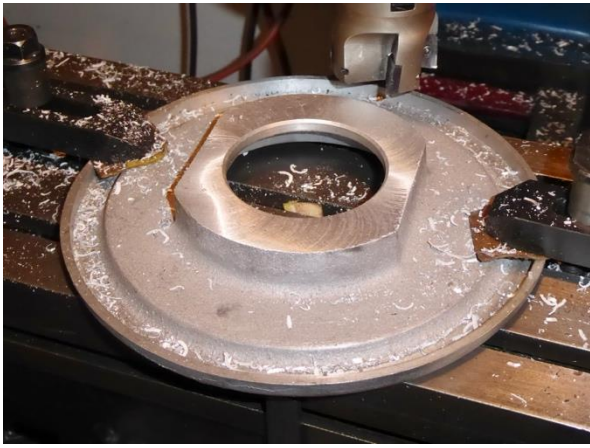


Fig 5 Skimming the outer boss face



Fig 6 Cylinder positions marked-out

The outer surfaces of the recesses were then skimmed as shown in Fig 5, then offered-up to a hub to mark the position of the wheel stud holes - which were then

drilled and lightly spot-faced. Next, the provided paper template was used to establish the positions of the cut-outs and securing holes for the hydraulic cylinders. Photo 6 shows the cylinder apertures milled-out prior to filing the corners square. It was necessary to take great care that the cylinders were positioned to give the correct 'twin leading shoe' arrangement, noting that the off-side and near-side backplates were a mirror image of one another.

The cylinders, brake shoes, return springs, adjusters, shrouds and bee-hive springs were all as fitted to early Morris Minor 7" brakes, and most items were obtained new from a Morris Minor specialist. The remainder were found in my spares box. A trial assembly showed that the outer flat sides of each central boss needed some material removed to better accommodate the shoe return springs.

A final assembly was then completed as shown in Fig's 7 and 8 using short lengths of 3/4" PVC tube to space the shoes from the backplates at the beehive spring positions and keep the linings exactly square to the brake drum friction surface. Split-pins were then hooked onto the beehive springs, pulled through 1/8" diameter holes drilled in the backplates and turned-over to give a light tension in each spring. A 1/4" hole was then drilled in each drum to access the adjusters, whose two locations were marked on the periphery of each backplate, to assist location when later adjusting the brakes.



Fig 7 Inside view of assembled backplate



Fig 8 Complete front backplates

Rear brakes – Machining the rear brake backplate bosses required a similar approach to the fronts but two key

differences were the need to accommodate the sliding action of the single hydraulic cylinder and the need for a suitable hard-wearing pad to support the 'pivot' end of the brake shoes.

The required cylinder aperture was marked-out using the provided template and each rear back-plate cut as appropriate. The plates were then thinned to the provided dimensions at each end of the cylinder, allowing it to slide smoothly, ensuring the shoes would exert equal pressure on the drum.

It would be poor practice to let the shoes pivot directly onto aluminium. So, the cast shoe pivot upstands on each rear backplate were milled to accept a close fitting mild steel grooved block. The pivot blocks were held in position by high strength Loctite and a 5BA setscrew as shown in Fig 9.



Fig 9 - MS rear brake shoe pivots

The 5/16" BSF setscrews securing the backplates to the axle needed their heads turned-down (thinned) and the spot-faces deepened, to clear the backs of the hubs. Although the bolting face was reduced to about 3/16", this was not a concern - because the highest operational load on the mounting bolts under heavy braking is in shear, thus easily accommodated.

The cylinder, adjuster, mask, shoes and springs were assembled as shown in Fig 10. However, when the inner hub, seal and bearing were slid into position as Fig 11, there was a minor clash between the outer edge of the wheel stud fixing plates and the thin pressed steel top cylinder shroud.



Fig 10 - Rear brakes assembled



Fig 11 - Inner hub in position

the wheel stud mounting plates, taking care to keep clear of the holding rivets.

After lightly greasing

the moving parts, the rear brakes were assembled much as described earlier for the fronts.

Brake pedal and master cylinder –

(See fig's 12, 13, 14 and 15). The steering box had previously been mounted on a 1.3" wide, 21° aluminium wedge, to ensure the bottom of the 13" steering wheel was around 11.5"

above the cockpit floor. The wedge was drilled horizontally to accept a longer brake pedal pivot pin and a bracket was fabricated in 3 mm mild steel which bolted to the top and side of the chassis rail with six ¼" BSF machine screws, nuts and locking washers. The bracket was designed to hold the ¾" bore Girling master cylinder aligned fore & aft - parallel to the centreline of the car and with a 3.5" lever arm from the pivot pin centreline. An original A7 brake pedal lever was straightened (cherry red heat) and a mild steel block drilled & reamed 5/16" (for a HSS clevis pin) screwed and bronze welded onto its trailing edge. Then, an adjustable forked push rod was machined to suit. These dimensions having been found to work well on a previous A7 Special albeit requiring a fairly firm pedal effort.

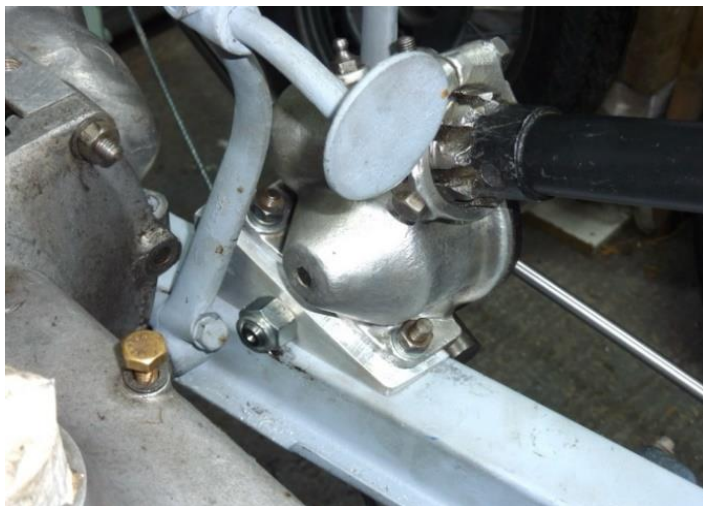


Fig 12 - 21° steering box wedge



Fig 13 - Footbrake pivot pins (top as machined, bottom standard A7)

The master cylinder bracket seems sufficiently rigid, however, it can easily be strengthened if necessary at a later stage by adding connecting brackets to the tubular steel body frame.

Hydraulic pipework –

The rigid ‘plumbing’ was formed using 3/16" dia ‘Kunifer’ (copper/nickel) pipework which is cheap and fairly easy to bend to shape by hand around simple grooved formers turned-up in



Fig 14 - Brake pedal and master cylinder

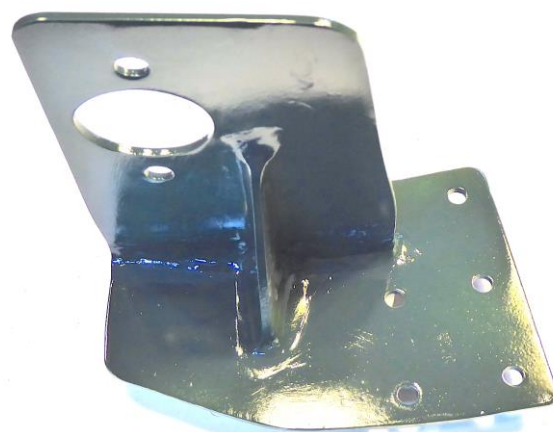


Fig 15 - Master cylinder chassis bracket

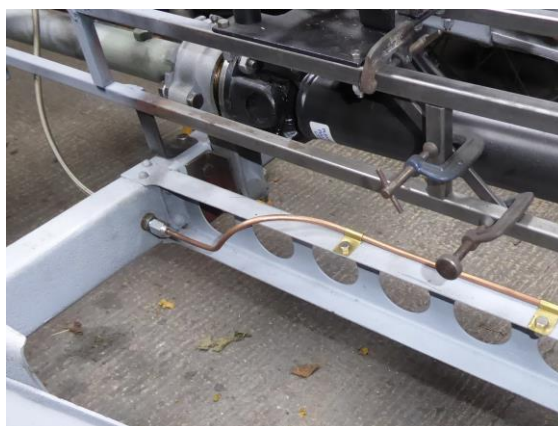
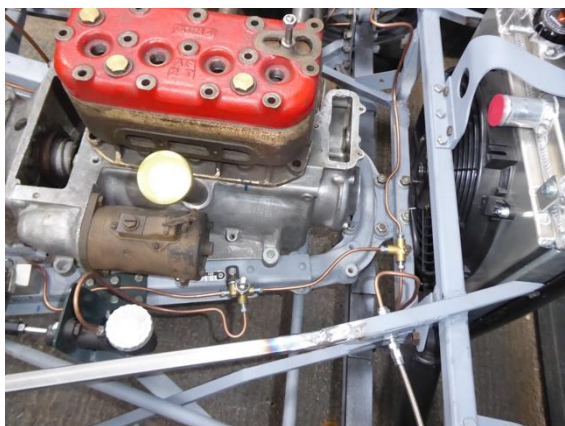
the lathe - all neatly attached to the A7 chassis with home-made brass 'P' clips and 2BA setscrews.

The pipe ends (single and double SAE flares) were prepared using a simple spanner operated press tool that works remarkably well if a little grease is applied to the business-end before forming. It is also important to slide the end fittings onto the tube before forming the second flare. A mistake you only make once!

Routing the bridge pipes on the front backplates was slightly tricky, but a safe arrangement was eventually discovered that would avoid the pipes being damaged on full lock whilst positioning the bleed nipples in a favourable and accessible position.

Having been quoted nearly £150 for three ready-made, rather splendid ¼" OD stainless steel braided flexible hoses to my specified lengths, I decided to have a go myself. A length of flexible pipe and the six end fittings were obtained for around £40. Carefully following the remarkably clear instructions proved unexpectedly straightforward and particularly rewarding - I just hope everything stays connected when I jump on the brakes.

One or two photo's of the hydraulic pipework in position on the chassis –



Finally, a classic Mini handbrake (£15) was bolted to the transmission tunnel sub-frame to operate the rear cylinder levers via shortened Morris Minor rear brake cables. Job done!

The VSCC (Vintage Sports Car Club) is celebrating its 90th anniversary this year, and a week's worth of activities were planned. This was for a 60/70 mile tour from Stratford race course.

My navigator this time was my sister Sue, who lives in Kenya. Her map expertise is not quite Jane Sale's, and she prefers signposts at junctions, rather than my carefully prepared OS maps, (paper maps in Kenya don't really exist and, where they do, the roads have altered, thanks to recent Chinese investment on infrastructure). No worries then!



I am starting to be less worried about a long drive and we arrived at the racecourse after about 2 hours from home. There we found 70 vintage cars, of various marques, queuing up for the sole scrutineer. I'm not quite sure why we needed scrutineering, given that all the vehicles had to be roadworthy, and we weren't competing. However, we eventually got our Bonhams stickers, and could leave at intervals. We teamed up with another couple of Chummies, but Alison Smith's standard Chummy (Bo) was clearly having a bad hair day, as it wouldn't leave the racecourse.

Cue sensible problem-solving from both Alison and her navigator Becky Parkin, which included changing the spark plugs, checking for a flat battery and for fuel starvation. That covered most bases. (I have Eddie Loader's warning ringing in my ears about running out of petrol on another occasion, so I am quite sensitive to it nowadays...).

Ann Robinson and Gilly Howe-Orchard had put together a wonderful route. (We of course opted for only part of it, preferring to stop for coffee and breakdowns, and you might recall that Chummy Ladies don't stick to the rules anyway).

We agreed to meet Alison and Becky at Charlecote Manor, when they got the car going. Fortunately, their friend Jim Bayliss was quickly on hand at the racecourse, to confirm their diagnoses and tweak a few things; so they weren't far behind us on the road. I'm afraid to say that our cultural education did not include a grown-up tour around the NT's Charlecote Manor, rather a trip to the garden centre next door for coffee.

Sue and I stayed with Becky and Alison all day, if only for moral support, as their car kept stopping. Neither of them were fazed by this, but they did need a tow from the owner of our lunch stop, Richard Gray.



Lunch was a picnic at Blackberry Farm, a secluded spot on a hill north of Shipston-on-Stour. We were the last to arrive, Alison's car needing another rescue up the narrow hill not far from the farm. The car was in a difficult position where the road edge crumbled over a steep drop. Sue and I found

owner Richard Gray, and he was delighted. "This is fantastic, and my first rescue today. Where are they?" His John Deere was soon heading off, and the Chummy towed into his immaculate garage for inspection and charging. Us girls were quite redundant, so we took out our picnic baskets and sat in the sun next to Richard's slightly falling-down living van.



Coffin collection

Gilly said we should not miss Richard's coffins, and we asked her to repeat it several times before we understood. Most of us are far too squeamish to discuss death, but Richard loves it and gave us our own private tour of his coffin collection in a large barn. There were 6 or more coffins to look at, 2 Aztec style in papier mache, one green and one red (which will be his). One was a flat pack in cardboard boxes from Amazon, another in wicker, one in wool with no structure other than timber handles for carrying, and a further two, one screen printed with lavender plants and

the other with a Lichtenstein type pop-art. There was also a small, shallow woollen one for the family pet.

Richard can't understand why we don't talk about dying, as it is part of life – he has already marked out his field for green burials. The assembled company were both flabbergasted and intrigued at the same time, but I noticed that no one fled, and my sister was especially forthcoming; her husband had died the year before and she had quite a lot to contribute.

The Chummy Ladies were the last to leave by a long chalk, and by this time Alison's car had been charged. We were ready for our final destination, the cricket pitch in Chipping Campden for a match between the VSCC and the home team. I'm not sure who beat who, but Alison's



daughter certainly gave the home team something to think about.

Lygon Arms, Broadway

By this time Sue and I were ready to find our room at the Bantam Tea Rooms in Chipping Campden. The following morning involved a leisurely drive home, via Broadway. I couldn't but ask the manager of the Lygon Arms if we could park at the front of his rather grand hotel; there was nowhere else that I could see. He let us do so very generously, even commenting that it might be good for photos and publicity. Who can resist an Austin 7, I say?

Roly Alcock and the Distributor



The new (to me) RP continues to settle down. Recently I took a look at the distributor. It had a Magneton distributor made in Czechoslovakia. I suspected its advance curve was not suitable for the car, as it has very little power at lower revs, and then at higher revs the power would suddenly kick in. This made sedate climbing up hills



somewhat fraught. Adjusting the manual advance retard could help, but would lead to the engine running rough with noise, or with even less power, unless one constantly fiddled with the steering wheel control.

I had a Lucas distributor which had been re-bushed (quite some time ago) and needed dismantling and lubricating before I could fit it. The engine started straightaway, and my strobe light confirmed that the timing was in the right area. I took it for a road test, and my initial feeling was of exuberation at low speed torque now being available as I ascended the hill from where I live. This feeling was closely followed by a sinking feeling in the pit of my stomach as the car phattered to a halt. I looked under the bonnet expecting to see a wire off or something. A passing Austin Heavy 12 stopped to give assistance, but I was able to send it on its way as I was so close to home. The electrics were fine. Thinking about it, the car had not cut out, but misfired to a halt. Surely it could not have run out of petrol? I had a gallon can of fuel with me, so I put that in,

and the car started. I drove around the block without problem. Once back home, I dipped the tank, to find it was brimming full.

I cleaned out the carb (SU), and fuel pump which was full of debris, and thought that was the issue. A few days later I started the car, and it ran out of fuel before I have even tried to leave the garage. Fuel pump or fuel line I thought. As I had the correct type of refurbished Type U pump (by Tony Leslie of Holmsdale Sevens), I used that, and blew the fuel line back to the tank. The car works perfectly now.

The **Citroen TA** continued to delight, but the very heavy steering at slow speed played havoc with my shoulders. So back to auction at Brightwells it went. It has now been sold to a French chap who is taking it back to France.

I have no immediate plans to replace it but may be tempted by an early 2CV. In the meantime, my brand new Citroen C3 enjoys being parked in the garage next to the Austin.

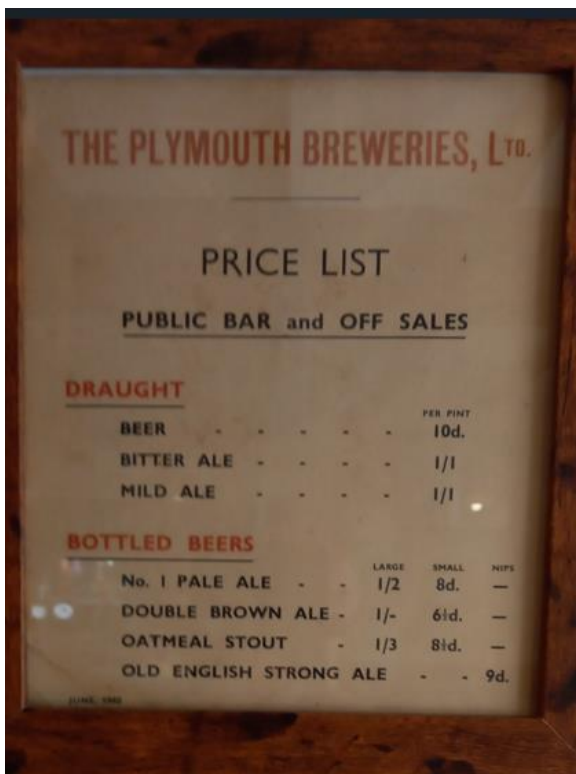
Chairman's Run

On a glorious Sunday in early August, the Chairman prepared a meandering journey for nine Austin 7s, one Austin 10, and a Jaguar XJS



We met at the Black Swan pub at Much Dewchurch. It looks quite unprepossessing from the outside, but inside it is fabulous, being 600 years old, with a staircase winding up round the main chimney, and a priest's hiding hole.

Sign inside the Black Swan at Much Dewchurch



Jules got to the start from Bodenham, but was not confident that she could go on the run, because the ammeter showed no charge, and the oil pressure was high. These problems delighted those amongst us with a mechanical inclination, and all was put right. Eddie and Gerwyn removed the cut-out cover, and



Juls revved the engine, at which point the cut-out points closed. This showed that the dynamo was producing a charging current, but not enough to show on the dashboard ammeter.

HA7C in action, doing some roadside repairs

The run was about 25 miles We wound through wonderful South Herefordshire countryside, and the highlight was the

rood screen at St Margaret's. The Church features in Simon Jenkins' England's 100 best Churches, and John Betjeman eulogised about it. The rood screen dates from c.1520, and was lucky to survive Henry V111's order to destroy such things.

Lunch was at the Dog at Ewyas Harold, again 500 years old. Ewyas Harold is blessed with 2 pubs, although the population is only 900. Thank you to Michael for such a good trip, with so much history.



Deadline for next issue: 20th Nov

Please do send in contributions! Email editor@ha7c.co.uk Or post to Frank Sibly, Kyrle House Practice, 4 Kyrle St, Hereford HR1 2EU

Just a paragraph about an A7, and a photo will give other members a lot of interest.

Second Thursday Lunchtime Meets



August: Arranging a Lunch should surely be a simple business? Don't you believe it! The venue was to be The New Inn at Pembridge, but just a week beforehand, we had a call to say a funeral party would have to take preference. Everyone notified of a change to The Alma at Linton. Phone call to say kitchen would be closed. Everyone notified of change to Gwatkins Red Cow. Phone call to say restaurant would be closed, as music festival next day. Everyone notified of change to The Nag's Head at Peterchurch- another phone call- surely not another cancellation!?! It was just the wonderful landlady, Karen, asking how many would be coming. I said 8-10. In the event, 16 turned up but that did not faze Karen at all, who served us a wonderful lunch, with (for several of us) Knickerbocker Glories to revive childhood memories. An

excellent gathering at a Pub which always seems to be open and obliging.



September Thursday 5th September saw a jolly bunch partake of an excellent lunch at The Alma Inn, Linton. Inclement weather prevented no more than two of our cars braving the elements.



Ed: I tried AI to identify this car, and it came up with 93% certainty of it being a Rolls Royce.

Next Lunches:

Thurs 10th Oct New Inn Pembridge, noon. Phone 01544 388 427. Please be sure to ring them in good time, and say you are with the Austin group. Carmen and I will be lemur hunting in Madagascar, so won't be there.

Thurs Nov 14th noon, at Gwatkin Red Cow, Bacton. Phone 01981 551 144

BIRTH OF A PASSION by Kip Waistell



I was always happy in a vehicle. At least photos at the time show that. First one was a very comfy pram, followed by a wonderful pedal car that I failed to control in our entrance hall, and went crashing down the entrance steps of the house, to end up severely cut and scarred.

My parents were not interested in cars at all – a car was regarded as something to get you from A to B, to be kept as clean as possible, and never to be driven down a narrow country lane where the paintwork might get scratched. So, it was not from them that I gained my love of cars. One thing I did learn from my father though, when we broke down in the Sierra Leone jungle in about 1950, in a Morris Minor. The cause was fuel vaporisation, and Father's cure was to pee on the carburettor, no other liquid being to hand.



Perhaps my enthusiasm came from my maternal grandfather. He had a beautiful grey early 1950's Alvis, with which he and I would chase express steam trains up the Great North Road (A1) from Retford, Nottinghamshire, reach a particular bridge over the railway before the train, stop the car, jump out and lean over into the smoke. There was also a road near my grandfather's house, long, straight, and humpy, called the Switchback. It was along that

road that, sitting on my grandfather's knee aged eight, I first drove at 100 miles per hour (well, probably just hands on the wheel). Recently we have been able to acquire a car of similar model (*see above*), but it has yet to exceed 60mph!

Not many mechanical adventures then until the age of 17, when I took a holiday job in a local garage. My previous summer jobs had been managing a chicken farm, picking mushrooms, helping on a pig farm, working with a builder, and making bits for nuclear submarines! At the garage I mainly serving petrol, but was on hand to help with servicing. It was great fun, although a long day, 8-5, and a wage of just £7 a week for 40 hours...plus occasional tips of coppers from customers. Break times were spent in a room sitting on old leather sofas with the stuffing coming out, drinking scalding tea from chipped and oil-stained enamel mugs.

Three other occasions stand out in my memory. The first was jacking up a Jaguar in the wrong place, and the jack collapsing. Then a chap pulled into the forecourt and asked for 5 gallons of Esso Golden. He was driving some sort of Ford, and as I could not find any petrol filler cap, I asked where it was. The response was “unscrew the rear light”. Well, the first one would not budge, but the other unscrewed easily, so in went the hose, followed by 5 gallons. He paid, and left. Next day, I was called to the Manager’s Office. “Kip, do you remember giving a man in a Ford 5 gallons of Esso Golden yesterday?”. “Yes”. “You unscrewed the wrong light, and poured five gallons over the shopping in his boot!” On the last occasion, I remember a small scruffy lorry pulling in for fuel, and a couple of gypsies alighted. They pointed to a particular pump, and told me I should put in x gallons of that, which I did, and they then departed. Perhaps ten minutes later, I noticed a black cloud coming down the road, which pulled into the forecourt, and from the smoke emerged the lorry and two enraged gypsies, who got hold of me and asked in a very forceful manner what the I had put into their vehicle. I pointed to the pump they had indicated, and either it was diesel, when it should have been petrol - or the other way round...certainly not my fault, but it taught me the difference between the fuels! **TO BE CONTINUED...**

Membership

We give a warm welcome to the following new Members to the Club who have joined this year:

| | |
|---|--|
| Adam & Vicky Oliver (Ludlow) | 1928 Chummy |
| David & Diane Edwards (Ledbury) | 1933 Special |
| Nick Winter (Bromesberrow) | 1934 Box Salon |
| Robert Bogie & Harriet Nuttall (Ledbury) | 1937 Ruby |
| David Craig (Malvern) | 1936 Ulster (Replica) |
| John & Angelia Cruse (Westbury-on-Severn) | 1936 Mk 2 Pearl |
| Chris & Jane Clarke (Ross) | No Austin currently (maybe a little gentle persuasion required? 😊) |

There are two additional outstanding Member Applications in the pipeline, awaiting on their details!

Should any member ever want to discuss car issues with other members, let me know, I will get permission from that member to give out their contact details! This conforms with GDPR (General Data Protection Regulation).

| | |
|------------------|--|
| Honorary Members | 4 |
| Paid up Members | 52 (including 16 Grey Mag subscribers) |
| Family Members | 39 |
| Total | 95 |

Treasurer

Seasonally quiet regarding incoming/outgoing payments, this will change after Oct 1st the start of our new financial year. My email has been sent out to all Members requesting they do not pay their subscriptions until **after October 1st, no later than the 30th November**, which is the cut off for current Members to rejoin.

As a reminder the yearly subscription is still £10, this includes partners and family members under the age of 25 yrs and reside at home, an additional £13 required for Grey Mag subscribers.

| | | |
|----------------------|------------|-------------------------|
| | £ | |
| Subscriptions | 520 | |
| Grey Mag Subs | 208 | (16 Subscribers) |
| Total | 728 | |

Total held in Club account currently stands at £1081.65

Club Regalia

Available at most monthly meetings from the Treasurer

Windscreen Stickers £ 2.00



**Sew-on Embroidered badge: no longer available,
But could be ordered if enough interest.**



Radiator Badge £20



Lapel Pin Badge £2



All Available from Membership Secretary, at monthly meetings

HA7C Committee contact details

| | | | | |
|----------------------|-----------------------|---------------|---------------|--|
| Chairman | Michael Ward | 01600 890 902 | 0739 539 936 | chairman@ha7c.co.uk |
| Secretary | Bob Garrett | 01497 831 310 | 07900 496 073 | secretary@ha7c.co.uk |
| Membership/Treasurer | Julia James | 01568 797 959 | 07748 613 110 | membership@ha7c.co.uk |
| Events Co-ordinator | Pat Caine/Jan Haywood | | 07966 387 815 | events@ha7c.co.uk |
| Technical Advisor | Eddie Loader | 01432 356 841 | 07817 361 921 | technical@ha7c.co.uk |
| Editor | Frank Sibly | 01531 640406 | 07971 820 721 | editor@ha7c.co.uk |
| Webmaster | Roly Alcock | | 07730 557 952 | webmaster@ha7c.co.uk |

HA7C website

<https://www.ha7c.co.uk>

Herefordshire Austin Sevens Forum

<https://www.facebook.com/groups/357904524672062>

Some other useful resources on the Internet

| | |
|---|---|
| Austin Seven Friends | http://www.austinsevenfriends.co.uk/ |
| Austin Seven Clubs Association | https://www.facebook.com/thea7ca/ |
| The Federation of British Historical Vehicle Clubs | http://www.fbhvc.co.uk/ |
| Austin Seven Group on FB | https://www.facebook.com/groups/8069487412 |
| Cornwall Austin Seven Club | http://www.austin7.org/ |
| Bristol Austin Seven Club | http://www.ba7c.org/ |
| Dorset Austin Seven Club | http://www.da7c.co.uk/ |
| South Wales Austin Seven Club | http://southwalesaustinsevenclub.com/ |
| Red Cross Directory of Parts, Products and Services | http://oldcarservices.co.uk/ |

Please note that the views expressed in this newsletter are those of the writers and not necessarily those of the Editor or the Hereford Austin Seven Club. Whilst every effort is made to ensure the accuracy of technical advice and information, the Club and its officers accept no liability for loss, damage or injury from persons acting upon the advice or information given in this publication.

HA7C Committee Meeting, 19.9.2024

1 Those present:

Michael Ward - Chairman
Julie James - Treasurer and Membership Sec
Pat Caine and Jan Haywood - Events

Roly Alcock - Webmaster
Bob Garrett - Secretary and Dep' Chair
Eddie Loader - Technical Advisor

Apologies – Frank Sibly – Newsletter Editor

2 Minutes of previous meeting - held on 21st May 2024

The Committee unanimously approved Version 2 of the previous Minutes incorporating all comments received as circulated prior to the meeting. A 'hard' copy of the approved Minutes was signed by Michael (Chairman) as a true record for the Secretary to keep on file.

3 Matters arising –

The Secretary referred to the ten actions contained in the previous Minutes and it was unanimously agreed that they had either been completed or were covered by this meeting's agenda with the exception of his response to an FBHVC survey. The Secretary apologised and explained that by the time he addressed the issue - the closing date for submissions had passed.

4 Chairman & Secretary –

Chairman:

- Michael informed the meeting that for the benefit of new members, he had described the function of the FBHVC as part of his 'Chairman's Chat' in the forthcoming *Crankhandle*
- He also explained that there would not be a 2025 HA7C Calendar due to a lack of suitable material being submitted by members. He proposes to try again for 2026
- Michael invited Committee comments on recent talks to members at club nights. The consensus was that most talks had been welcome & interesting and to aim for talks on a broad range of subjects every other month would be ideal. It was also agreed that any fees or expenses involved, should in future be agreed prior to the event. Pat added that the Teme Valley Vintage Club had recently had an absorbing presentation on bee-keeping but otherwise they also found it difficult to recruit interesting speakers
- Michael reported that he is in the process of lining-up the following for future Club Nights –
 - Kip Waistell – Repeat talk on his and Carmen's - Peking to Paris trip in A7s
 - David Edwards – Rebuilding his A7
 - Tim Bradley – A collection of various A7 films and photo's (perhaps November 2024)
 - Skittles night where we bring our own nibbles
- Michael reported that he had heard nothing regarding taking an A7 to show sixth forms, which might now be a non-starter
- Jan suggested sending a flyer to members asking them to dig-out suitable calendar photographs and suggest ideas for Club Night talks

Secretary:

- The Secretary informed the Meeting that Webmaster and A7CA matters are now combined under Agenda item 5 to ensure Roly's reports and key interests are covered early in the meeting

5 Webmaster and A7CA matters -

Roly pre-circulated the following notes –

- Website visits continue much the same as before, including many visits to the Technical articles
- One technical problem has been encountered. To prevent spammers, there is a restriction of 100 emails an hour being sent by normal email services through our ISP. If this limit is exceeded the email account is locked. This has happened before and indeed has happened a couple of weeks ago when the Events team emailed the membership twice within the same hour. This time I was able to contact support and apologise profusely and even tell them what the fix was that they used the last time it happened

- I continue to attend A7CA committee meetings. I am delighted to say that they are always completed in under one hour! Probably because the committee all provide written reports beforehand. It remains a mystery why HA7C meetings trundle on for so long
- Howard Wright's scanning project appears to have woken-up again, it remains to be seen if I am of any use at all to him
- Sixteen copies The Grey Mag continue to be distributed but am ordering seventeen copies in case of new members joining
- A PDF version of the Events calendar continues to be emailed out to the membership on the 1st of the month
- *Crankhandle* is emailed out to the membership on publication date. I ensure Derek Choppen has received it so that he can send out hard copy to the Luddites

Roly suggested that for the benefit of new members, it might be a good idea to always include full names after articles in *Crankhandle*. This was widely agreed by the meeting. For similar reasons, Julie wondered if the Committee members could usefully wear name badges on Club Nights and similar events. This was also supported and Michael agreed to bring some material to the next Club Night.

Roly's note was discussed and the Secretary said he was sorry to hear Roly was unhappy with the length of our meetings. The Secretary pointed-out that HA7C Committee meetings hardly demand the ruthless efficiency of a top 100 Company main board committee and for some - it was a gentle social gathering that included a pleasant lunch. The Secretary informed the meeting that he had moved the Webmaster's report and A7CA matters to item five on the Agenda to ensure Roly's input was covered.

Austin Seven Clubs Association (A7CA) -

- The Cornwall A7 Club proposal for the A7CA to allocate £250 from Association reserves to obtain professional services concerning an HMRC query was discussed. Unfortunately, full details of this matter were not available to the meeting so it was agreed the Secretary would write to the A7CA Sec' (Ruairidh Dunford) to say 'the HA7C is happy to vote in favour of the proposal so long as Ruairidh himself thinks it's a good idea'.
- Michael reminded the meeting of the A7CA's request for club members to send-in technical articles for the Grey Mag and his several items of subsequent correspondence. This request was discussed and the consensus was –
 - The Grey mag in recent times concentrates largely on history and racing and contains precious little exciting technical material
 - We (and several other clubs) have a wealth of really interesting technical material on our websites that could make the Grey Mag much more interesting, especially to anyone who is uncomfortable using the web
- It was unanimously agreed that Michael would let Howard Wright (grey mag. Editor) have the references of a selection of the better technical articles on our website and request that the Hereford A7 Club be attributed should he decide to publish

The Chairman thanked Roly for his report and contribution.

6 Finance, Membership and regalia matters -

Julie pre-circulated a number of papers relating to Accounts and Membership etc

- a) Finance** – Seasonally quiet regarding income and outgoings but this will change on the 1st October. I shall send out my usual email informing members NOT to pay before 1st October!

| | £ |
|-----------------------|----------|
| Subscriptions to date | 520.00 |
| Grey Mag Subs | 208.00 |
| Total | 728.00 |

Total held in our account currently stands at £1,081.65

b) Membership –

Membership has been fairly steady, recently however, Michael introduced two possible interested parties. I am glad to say Chris and Jane Clarke joined immediately, so quick in fact, I didn't have time to say their subscriptions were not due until 1st October '25, as they joined so late they will not pay again until then. For information Michael, I didn't hear back from your son in law!

Throughout the year we had 12 new members/family join. Adam/Vicky Oliver, David/Diane Edwards, Nick Winter, Robert Bogie/Harriet Nuttall, David Craig, John/Angela Cruse and Chris/Jane Clarke.

Current membership breakdown is -

Honorary Members..... 4

Paid up Members.....52 (including 16 Grey Mag subscribers)

Numbers of family.....39

Total 95

c) Regalia –

- Only a small number of regalia items sold to date this year but this might increase with the recent new members
- No fabric badges left in stock, so, Julie agreed to write to Frank and ask him to remove this item from the advertisement in *Crankhandle*

The Treasurer's reports were discussed and the Chairman thanked Julie for her input.

7 Events –

- Pat & Jan agreed to add the Autumn Amble on Sunday 20th October to the Events Schedule. Bob G will supply further details in the form of a 'flyer' as soon as possible
- The Secretary had pre circulated information received from the Fat Lamb in Cumbria. The possibility of a repeat visit in 2025 was discussed but needs someone to organise it. It was agreed that the Secretary would seek interest at the forthcoming club night
- During the meeting, Pat arranged a ten-pin bowling night at the usual venue for Wednesday 16th October. Bowling at 7.00pm, dining at 8.00 pm and the venue requires £5 per head deposit a week in advance. Final total cost of steak and bowling £13.99 per head. Pat to promote this at the forthcoming club night

8 Newsletter –

Frank (Editor) was unable to attend the meeting but submitted the following:

- Please could those who would like to contribute to the next issue of *Crankhandle* do so before Sunday 22nd September
- Could V2 of the minutes of the Committee meeting be sent through, so that they can be included please? In response, the Secretary undertook to issue Draft V1 of this meeting's Minutes within 24 hours and Committee Members agreed to respond with their comments very quickly. This would enable an agreed set of Minutes to be sent to Frank in-time for inclusion in the imminent issue of *Crankhandle*
- Several Committee members suggested that some *Crankhandle* articles seem a bit long-winded. Pat suggested that Frank might consider splitting-up some submissions. It was agreed the final decision rests with Frank (as Editor)
- The Secretary informed the meeting that the FBHVC had written to encourage us to reproduce in our Newsletter - whatever material we choose from their publication 'Historic'. It was agreed the Secretary would inform Frank.

The meeting unanimously agreed to thank Frank for his considerable editorial efforts.

The meeting undertook to provide a quick turnaround of comments on Draft V1 of these Minutes to enable the Secretary to let Frank have a version in-time for him to include in the imminent *Crankhandle*.

9 Technical Advisor's matters –

Eddie reported -

- An apology for the lack of recent Shed Nights but family health problems had necessarily taken priority
- A 'Shed night' has been arranged for Tuesday 1st October 2024 at Frank and Sue's farm; starting at the slightly earlier time of 1830 hrs. The subject will be Austin Seven electrical matters
- He continues to receive information requests from outside our club. He recently had an enquiry about battery polarity to which he kindly responded
- He had recently taken issue with the A7CA because they had reproduced a number of his early technical articles without permission and with the Author's name missing. They responded by saying that unless he had included a disclaimer in his original article – then it was 'open season' and he no-longer had ownership of the material. This was discussed and it was agreed that whilst this might be the strict legal position, they were certainly not being courteous

10 A7CA Update –

Covered earlier in Agenda Item 5.

11 AOB –

1. Julie asked what personal details of new members can legally be circulated to members. After some discussion, it was agreed that Name and approximate location (e.g. Leominster) would be allowed

12 Next meeting – Tuesday 14th January 2025 KO 12.00 Noon at the Pilgrim Hotel, Much Birch.

There being no further business, the Chairman closed the meeting at 2.00 pm.

Summary of agreed Actions arising from the meeting -

- 1) BG – Ensure future Committee Meeting Agendas have Webmaster and A7CA matters combined under item 5 to ensure Roly's reports and key interests are covered early in the meeting
- 2) FS – To include full names with articles in *Crankhandle*
- 3) MW/JJ – To consider name badges for Committee members on Club Nights and similar events
- 4) BG - To write to the A7CA Sec' (Ruairidh Dunford) to say 'the HA7C is happy to vote in favour of the proposal (to support the Cornwall suggested allocation of £250 from Association reserves to obtain professional services concerning an HMRC query) so long as Ruairidh himself thinks it's a good idea'
- 5) MW – To let Howard Wright have the references of a selection of the more interesting technical articles on our website and request that the Hereford A7 Club be attributed should he decide to publish
- 6) JJ - To write to Frank and ask him to remove fabric badges from the advertisement in *Crankhandle*
- 7) PC & JH – To add the Autumn Amble on Sunday 20th October to the Events Schedule
- 8) BG - Supply further details of Autumn Amble in the form of a 'flyer' as soon as possible
- 9) BG - Seek interest re possible visit to the Fat Lamb (Cumbria) at the forthcoming club night
- 10) PC - To promote the 16th October steak & Bowl at the forthcoming club night
- 11) All – Anyone wishing to contribute to the next issue of *Crankhandle* -to do so before Sunday 22nd September
- 12) BG - Issue Draft V1 of this meeting's Minutes within 24 hours
- 13) All – Comment on V1 as quickly as possible
- 14) BG – To inform Frank that the FBHVC have written to encourage us to reproduce in our Newsletter - whatever material we choose from their publication 'Historic'