



Founded 2009

## The Crankhandle

Jan 2025

Issue 90

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

### Ode to the Austin Seven

Saint Peter stood on duty outside the Pearly Gate,  
An Austin and a Bentley stood to hear their fate.  
“I’m bigger”, said the Bentley, “Surely for heaven due,  
Hop it, Little Austin, I’m going to head the queue”.  
“Hang on a mo.”, said Peter, “Size doesn’t matter here,  
Guts and determination are to me more dear.  
So enter, little Austin, you’ve more than proved your worth,  
Come into Heaven, my little Seven, you did your best on Earth.  
Faithful, sure and modest, you’ve always proved to be,  
A real star of a little car, you’re number One for Me”.

by Kip Waistell



*New Year's Day at the Royal Oak Much Marcle* Photo Eddie Loader

## Chairman's View

Well, we went into our Christmas/New Year season in 2024 and now emerged again with an exciting 2025 year ahead of us. As I write this, I am aware that several activities will already have taken place by the time that our esteemed Editor has published this edition of the *Crankhandle*. The first event on New Year's Day was sadly a very wet one. I always enjoy the VSCC meeting when generally, about a 100 plus vintage vehicles attend. However, about 50 assorted vehicles did turn up and all credit to their owners. My personal admiration is for members Barbara and Ray Moses for their marshalling skills and continued support. Among others were Eddie and Anne Loader who were joined for lunch at the Trumpet Inn by more HA7C members, to thaw and dry out! Still to come before the end of the month is our first monthly meet of the year at the Richmond Place Club on the 28<sup>th</sup>. Our feature that evening will be a resumé by Carmen and Kip Waistell of their adventurous Peking to Paris trips in their Austin Sevens. The Club has been invited by the Federation of British Historic Vehicles Clubs (FBHVC) to their annual conference on the 18<sup>th</sup> January for which I am proud to represent the HA7C.

I know of several members who have been fettling away in the 'Motor Home' during the first half of the winter, braving the cold and dark days. Beyond the essential maintenance, I have attended to one or two additional jobs that have shouted out for attention such as the door hinge pins on the Opal. As it is now out of warranty, I have had to attend to these myself. I am amazed that for a car approaching 90, these pins have stood the test of time so very well. This is 'work in progress' at the moment and I will be able to give you an up-date in the next edition and hope that I do not have to change them for another 90 years.

Next month, it is the Annual General Meeting of the club, which is an opportunity for every member to influence what the club does. There are several ways that you can do this, and I hope that you will. Being a member of the committee paves the way to a direct input. Discussing your thoughts with any member of the committee, is a great way to playing your part as a member. At the very least, to be present at the AGM shows that you not only have an interest, but importantly, shows support. It would be great if you would like to serve on the committee in any capacity, and all the current committee members would welcome your

interest. Please, do not hesitate to have a chat about any position, it would be great to hear your views.

For any of the events in the Club calendar this year, please keep an eye on the website. Equally, they would like to hear of any event that is suitable to be added. I wish you a very enjoyable year.

Happy Sevenning, Michael Ward.

## Secretary's Corner

Firstly, I wish all Hereford A7 Club members a very Happy New Year and many miles of enjoyable and trouble-free Austin motoring in 2025.

Not a great deal of HA7C activity to report at this time of year but can I please ask you to make every effort to attend the AGM on Tuesday 25th February 7.30 pm at the Richmond Place Club, 69-71 Edgar St, Hereford, HR4 9JP. This is your annual opportunity to raise any issues of concern relating to the running of the club and of course, all Committee positions are up-for-grabs.

I received a lovely Christmas card from Rosemary Lillico (one of our earliest members) wishing all club members an enjoyable festive season and telling us how much she enjoys reading our Newsletter 'Crankhandle'. She was sent a card from the club in response.

Finally, my thanks to Kip Waistell for continuing to arrange mid-month HA7C pub lunches throughout Herefordshire which are very popular and great fun.

Happy motoring ..... Bob Garrett

## Nibbles and skittles



A total of 31 members came to the pre-Christmas party and skittles evening at the Richmond Place Club, and the winner was new member Jane Clarke. Your editor got 0, and did not try again!

Thank you Michael Ward for arranging

## RP Electrics

In the last issue of the Crankhandle, I wrote about the peculiar electrics on my RP where once the engine was running and the dynamo was charging, it was impossible to switch off the engine, even by disconnecting the battery. Clearly the dynamo output was finding a way directly to the coil. I traced this down to work by a previous owner where a connection was run directly to the coil from the dynamo. The curious thing was that this circuit had been carefully protected by a fuse! Removal of said fuse has fixed the problem and I can now turn off the engine. When the weather gets warmer I shall dig in and remove the excess wiring and see what other wiring changes have been made.

There are other anomalies, the indicators work with the ignition off and the horn only works with the ignition on. There are two other fuses in the aftermarket fuse box to identify and an inline fuse in the dashboard loom to be figured out as well.



Out and about on Christmas Day.

I continue to update the website, distribute the Crankhandle and also the Grey Mag. Plus occasional emails to the membership. As ever, contributions for material for the web site will be gratefully received.

Roly Alcock – Webmaster and Dogsbody.

# Are your sparks where you really want them?

*From the North Hants Austin Enthusiasts Group, Andy Seager*

As a 'go-to' person for car electrics I have witnessed many issues that could have been avoided with a few minutes of care and maintenance. In some cases the owner of the car has narrowly missed a fire – or worse I've been presented with the aftermath of one, which results in wholesale replacement of large sections of the car's wiring at some considerable and mostly avoidable expense. There's no 'black magic' to car electrics and some simple observations and remedial work can make all the difference to reliability and the avoidance of sometimes catastrophic outcomes.

Winter is a good time to think about your car electrics, you have some downtime in which to execute some remedial work. Old cars shake and vibrate, which often leads to chafing and sometimes complete failure of old wires and suspect joints. Continuous temperature changes under the bonnet conspire to harden insulation, which cracks and allows the ingress of moisture. Our cars tend to issue oil into areas that can affect the electrical integrity of joints – much of this can be attended to before it results in a long wait on the roadside for the inevitable recovery ride home!

Here are few things you can easily take a look at and remediate where necessary.

- 1) **Battery leads:** are they in good condition and free from obvious signs of chafing on the insulation? Are they connected to the battery nicely without corrosion or that horrible white fluffy deposit? Are there any visible signs of stray strands that need to be tidied? If you've lost a few strands – re-make the connection, or buy a new lead!

Is the earth connection to the chassis clean and well made? Is the engine properly earthed? It's surprising how many poor starting cars can be remedied with a new earth strap, easily fitted between a bell-housing stud and the chassis (or body in the case of a monocoque)

- 2) **Wire integrity:** Any hard and cracked insulation is a failure waiting to happen, any wires that look suspect should be replaced – don't take chances or wind tape around them, that is not a solution! Take a look at places where wires go through bodywork, drillings in the chassis, headlight bowls etc. Can you see any missing grommets or signs of chafing? Deal with it now and not on the side of the road! Thin pieces of rubber can be folded around wires and slid into exit holes then held in place with a cable tie – there's often no need to disconnect anything to get a grommet over the wires.

Are there any joints that have been made to extend wires or make connections to additional components? Are the joints secure and well-insulated? Twisting wires together and winding

tape around them is a big no-no! Crimped joints are also not ideal because of vibration and continuous temperature fluctuations. Soldering and heat shrink sleeve is a permanent and robust solution – someone you know has a soldering iron!

If you have any wires that are just wound around screw terminals – fit a proper ring terminal, it takes a few minutes and reduces the risk of connections failing while the car is running. Check the fuse box and make sure that there is no corrosion or heavy tarnishing around the fuse clips – a little bit of WD40 can work wonders (but don't drown it!)

Are there any tight wires? Always ensure there's some slack and that wires are not pulled around sharp corners or edges – if it's not long enough, replace it or extend it properly with a soldering iron and some heat shrink! Look at screw terminal joints and make sure there are no stray strands – if you've lost strands re-terminate, don't just cut them off!



3) **Your dynamo:** (make sure the car is switched off) – don't be scared to remove the dust band and take a look inside. Take time to look at the internal connections to each of the brushes – if you see insulation problems or suspect connections deal with them – or seek advice from a specialist.

Make sure the brushes are not worn right down or that any of them have worn unevenly, and that they are free to move in their guides against the retaining spring pressure – a seized or tight brush will result in a charging failure.

Take a look at the commutator, you'll see a series of copper segments interspersed with insulating material, the gaps between the copper segments should be free from copper particles and carbon dust (that will have worn off the brushes) – if it looks clogged carefully scrape out the junk with a small jeweller's screwdriver or pointed (but not sharp) tool, go easy and try not to scratch the commutator surface. Make sure any debris that comes out is not left in the dynamo.

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If there is any oil or grease covering the armature and/or the brushes remove the dynamo from the car and carefully clean it with clean rag and white spirit or methylated spirit – DON'T use thinners or any other solvent.

If you're not comfortable with doing the work but the dynamo is a mess inside have an experienced person take a look for you, most dynamo failures result from maintenance neglect – do it now, not when you want to be out in the sun with the roof open!

**4) Coil and Distributor:** Check that any connections to both the coil and the distributor are sound – again soldering is better than crimping. Distributor wires are very prone to hardening because of engine heat – if the wires feel rigid or look cracked replace them now! If you've used the live terminal on the coil for a supply to another ignition-switched component – then think about how that switched supply might be tidied up. Having multiple connections on the coil is not good practice especially because that circuit is often not fused.

**5) Non-fused consumers:** It's a dangerous game to play! Often old cars are 'upgraded' with such things as spotlights, cigarette lighter sockets and electric cooling fans – MAKE SURE these are all fused with the right value, any electrical breakdown could cause a short to earth, which unfused will probably result in a fire. If necessary, fit an auxiliary fuse box. Tapping off an existing circuit with a high fuse value does not protect your car!

**6) Lamps:** Remove lenses and inspect bulb sockets – sort out any corrosion or heavy tarnishing. Make sure the light unit is not wet or damp, and that it is properly earthed. On vintage cars it's not good practice to rely on the mechanical connection between the light unit and the body of the car because any corrosion will increase the resistance of the path to earth. Where possible run an earth wire from the light unit to the chassis and make sure you have a sound paint-free connection.

**7) Peace of mind:** It's never a good idea to leave old cars unattended with the battery connected, old wires and old consumers with aged insulators break down and/or get damp, you can never be 100% sure that when you walk away from the car something is not waiting to fail. Fit a battery isolator and switch it off when you leave the car. Battery isolators come in all shapes and sizes, some fit directly to the battery terminal and take minutes to fit – a few minutes work might save you much heartache!

A few simple tricks and a couple of hours will pay dividends! As an old instructor once told me

*'when trying to resolve an electrical problem, use your eyes and your nose first, 90% of problems can be resolved without the need of flashy test kit'* and he was right!



## Kip's Thursdays

Thursday 12th December was at The Cottage of Content at Carey, a wonderful pub once you have managed to find it. 15 of us settled down to good food and company, with just one Austin- that of Ray and Barbara Moses- in attendance, braving a cold and soggy day.



January Club Lunch was at The Black Swan, Much Dewchurch with 12 members and two cars in attendance.

Next lunches will be at **The Skirrid**, Llanvihangel Crucorney (01873 8980258) on Thursday 6<sup>th</sup> February 7 ( a week earlier than usual because a few of us will be away on the 13th) then March lunch will be on the 13<sup>th</sup> at **The Trumpet**, Trumpet (01531 826490)- please book direct with the Pub mentioning the Club."



## Fan belt Pulleys Frank Sibly & Eddie Loader

My 1927 Chummy was running well, but I wanted to improve it! The starting handle keeps slipping off the starting dog when attempting to hand-crank it. Guided by the HA7C technical advisor, I took out the starting dog. The dog was re-profiled, and at the same time the engine was found to be slightly angled away from the centre line, so this was corrected by loosening the 4 bolts holding the engine to the chassis, and gently levering it with a length of wood. The bolts were tightened up, but I found that the front offside bolt had been loose all along, being very inaccessible, although the car had functioned fine with just 3 bolts holding the engine to the chassis. I started up the engine, but it gave a mysterious noise. After looking at it for a while, I could see that the fanbelt was climbing over the front lip of the bottom pulley. In fact the old fanbelt was frayed on this side, and inspection of



the pulleys (which are soft aluminium in the Chummy) showed that the front lips of both top and bottom pulleys were worn.

*Left: Bottom fanbelt pulley, with its front to the left. The front lip is very worn and narrow, and the groove is flat instead of being crowned. The original shape of the pulley groove was convex, as this is a drum-style pulley. A flat belt climbs up to the top of the crown, and this design helps keep it centred (I can't explain why this happens!). From 1936 A7 pulleys were made from steel, as by then it had been found that the aluminium ones wore too quickly*

To get the bottom pulley off requires jacking the engine up to clear the front chassis member.

*Engine jacked up from chassis, so that lower fanbelt pulley (blue arrow) can be pulled off forwards, clearing the front of the chassis (red arrow).*

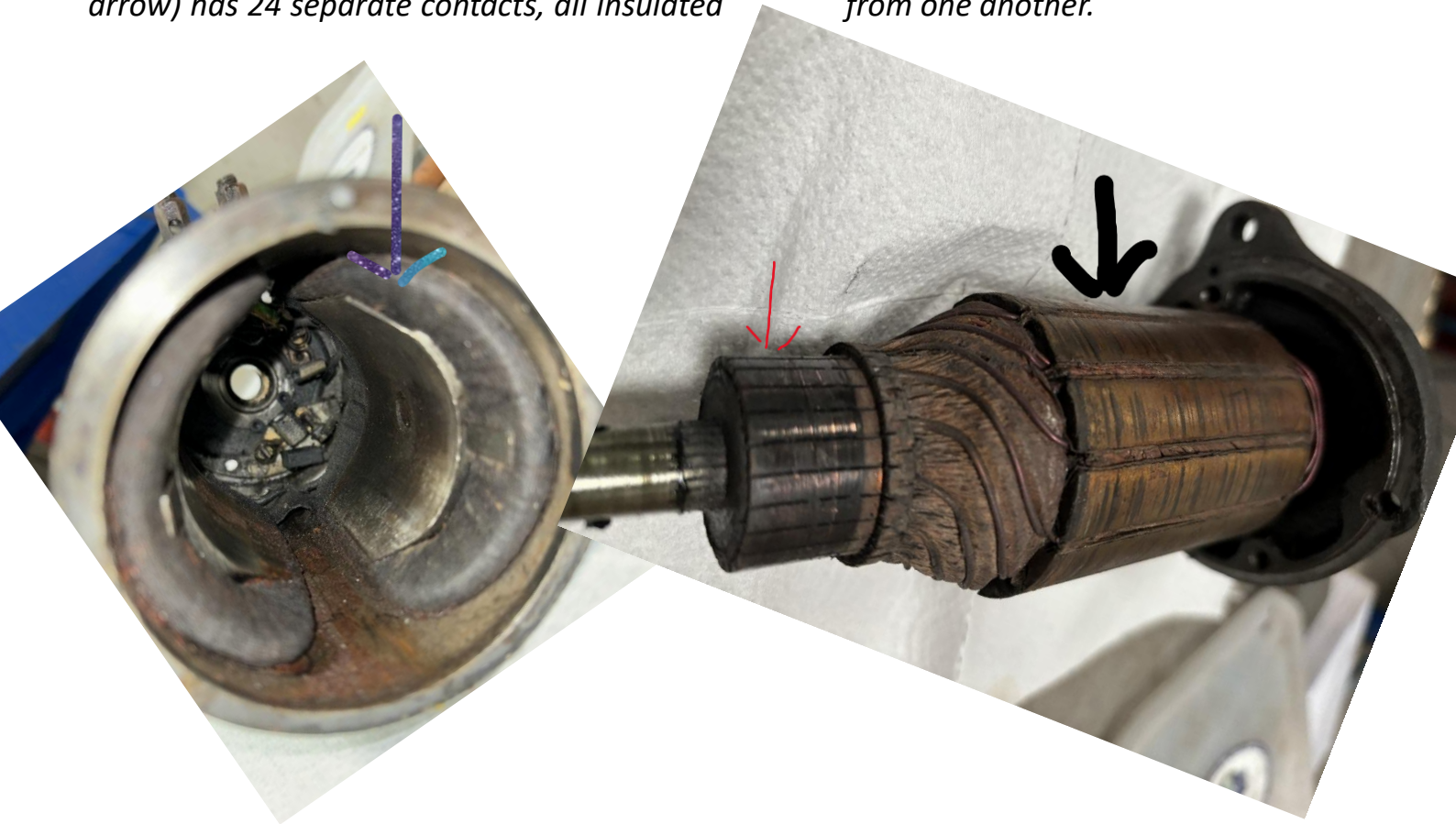


Austin Reproduction parts [austinrepro.com](http://austinrepro.com) can supply a new starting dog, and both pulleys, for £137.

## Beginner's guide to the Dynamo Frank Sibly

I was so enthused by Eddie's shed night that I took apart my dynamo, which consists of a central spindle, driven by the engine. Around this spindle ("rotor") are 12 tightly packed longitudinally coiled wires, each one insulated from the other, and which together make up the armature. Each end of a wire is brought out to an individual insulated contact on the rotor, called the commutator, and each end is 180° from the other wire end.

*On right is armature or rotor (black arrow), which rotates inside the stationary casing, which is on the left. Inside the casing is the field coil or "stator" (purple arrow). Commutator (red arrow) has 24 separate contacts, all insulated from one another.*



As the armature rotates within the magnetic field, a current is induced to flow through its wires. This current changes direction each 180° of rotation of the armature coil, as the rotation takes it from the North to the South pole of the static magnetic field. This is alternating current (a.c.), and is converted to direct current (d.c.) by the **commutator**. The live and earth brushes for the commutator are at 180° to each other, and when an armature wire is in its negative half, the commutator segment is touching the negative brush and vice versa. These two main brushes on the commutator are the live one, which is connected to the D (dynamo) terminal, and the other brush is earthed to the dynamo casing, and thus via the chassis back to the battery earth.

## Dynamo Controls:

**At low engine revs** a mechanism is needed to stop the dynamo taking current from the battery. When the dynamo output is less than the battery voltage, the current will flow from the battery to the dynamo, rather than vice versa. The dynamo will then work as an electric motor, and will use up the charge in the battery.

The **cut-out** located on the bulkhead prevents this

This is an automatic switch, which at low revs keeps the contacts open by means of a spring, thus breaking the circuit between dynamo and battery. When the dynamo voltage is high enough it operates a solenoid that closes the contacts, making the circuit between the dynamo and the battery.

**At high engine revs**, a mechanism is needed to prevent the dynamo output becoming too high and damaging the battery. The **third-brush** prevents this:

The magnetic coil has a live supply from the commutator, but is earthed by the third brush (white arrow) which is a few degrees away from the main earth. Thus it has a voltage slightly higher than the earth, and this increases as the dynamo output increases with higher revs. As a result of the increased earth voltage, the voltage across the magnetic field coil diminishes, and this therefore reduces the dynamo output.

*Partly dismantled Lucas C35M (1936 on) dynamo. Brush Inspection portals seen near top of photo (purple and white arrows). The 3<sup>rd</sup> brush (white arrow) is in the RH portal and can be moved. The portal for the earth brush is not visible here as it is behind the dynamo. The very top of the photo is for the distributor drive (red arrow). At bottom is the arrow (green arrow) showing direction of rotation.*

**Dynamo output can be increased** by moving the third brush downwards, i.e. closer to the earth brush, and thus increasing the voltage across the field coil. This uses more of the engine's power, and if you exceed about 8amps the dynamo will get too hot.

**Resetting the residual magnetic field of the dynamo.** Whenever a dynamo is taken out, eg to renew the brushes, it is best to reset its magnetic field to match that of the car by:

- i) ensure the car is out of gear



- ii) switch on ignition
- iii) remove cut-out cover to expose cut out points
- iv) carefully, using your fingertip, close the points several times in quick succession,
- v) when you close the points, there should be a bluish spark, showing that the electrical circuit is being reversed.
- vi) Ensure the cutout points return to the open position afterwards, otherwise the dynamo will burn out
- vii) Remember to turn off the ignition.



*Note the distributor is attached to the dynamo. This is not for electrical reasons, but mechanical, as the distributor is driven by the same engine feed as the dynamo. The brush inspection portals have their cover (blue arrow) in place (RH end of dynamo)*

**Bench testing a dynamo** can be done by turning it using a mains electric drill (a battery drill is not fast enough) connected to the dynamo drive shaft nut by a socket. A 24V bulb attached by wires to the output terminal and the earth will light up if the dynamo is charging.

**The difference between a magneto and a dynamo** is that the former uses a permanent magnet, whereas the latter uses an electro-magnet coil powered by the dynamo itself.

The early cars needed a magneto as well as a dynamo, and the magneto was used to generate the high voltage spark, as the coil had not yet been developed.

## Tail-Lights



My driving instructor told me to pull over somewhere safe. After several minutes he asked me why I hadn't pulled over.

I said 'we're still in Hereford'

A recent Hereford A7 Club study has found that ladies who carry a little extra weight live longer than any husbands who dare mention it

## Power

The Ed read on Classic and Sports Car Website that the A7 engine underwent steady improvement throughout its period of production, boosting power in standard form by 65%. The original 696cc engine produced 10.5bhp, but the capacity was increased to 747cc the following year. The power of the last cars was 17bhp. About 12,000 (4%) A7s remain in existence, of the 290,000 manufactured. The 0-50mph time was given as 55 seconds.

## Deadline for next issue: 20<sup>th</sup> March

**Please do send in contributions!** [editor@ha7c.co.uk](mailto:editor@ha7c.co.uk)

Ideal article length is up to 700 words, preferably with 2 photos.

Longer articles also very welcome, especially if divided up into sections

**Please email me to let me know what articles you would like in future**

## **Wanted – Editor for Austin 7 Clubs Association Magazine (the Grey Mag)**

This highly rewarding role will become vacant in December 2025. Working alongside the current Editor prior to this will be a huge benefit to a smooth handover.

The role is a 3 year term limit, with an option to renew for a maximum of a further 3 years after that.

### **Job Specification for the editor of the A7CA magazine.**

The Association magazine is a quarterly publication of 48 pages A5 format.

#### **It is the editors job to:-**

Receive articles, letters, photographs etc. (copy) from authors.

Cajole potential authors to submit copy.

Edit submissions for length, grammar and spelling.

Chose running order and appearance, write contents list and editorial.

Transfer completed copy to the page artist (The editor will need a reimbursable Dropbox account).

Liaise with the page artist regarding final appearance and content.

Read and correct page artist's proof and printer's run copy.

Attend and report to the A7CA quarterly committee.

#### **The editor should be:-**

Relatively computer literate.

Have reasonable spelling, grammar and word smithing ability.

Able to communicate well with people.

#### **The editor need NOT have:-**

A special computer (current editor uses an iPad).

Have a special email account ([editor@a7ca.org](mailto:editor@a7ca.org) is provided by the Association)

Does not need to travel (all communication is on line).

To page edit or organise the layout of the magazine. (The A7CA employs a page artist).

Is not directly involved with advertising (The A7CA has an advertising officer)

Please direct all interested parties to the A7CA Secretary on: [secretary@a7ca.org](mailto:secretary@a7ca.org)

## Beyond Pre-War Prescott!



If you enjoyed Pre-War Prescott, you are going to LOVE what we are planning for next year. No more MSUK licenses. No more endless queues to sign on. No more frustrating faff and fuss.

### Welcome!

So here is where we are right now with our plans for our 2025 Summer Rally.

I have been working with the wonderful folk who organize the Bromyard Speed Festival (BSF) for the last few months to craft a plan for a three-day rally weekend based in the Bromyard, Herefordshire area, with our traditional scenic runs, vintage picnic and navigation rallies on Friday and Saturday, a major social occasion on Saturday evening and a brand new and exciting closed road non-competitive hill climb on Sunday. BSF will take the lead in organizing the Sunday hill climb, while we will put on the Friday and Saturday runs, resulting in a fabulous three day celebration of motoring and hill climbing.

We have been waiting for the conclusion of a series of meetings with Herefordshire County Council. The topic of these meetings has been the closing of a Herefordshire public road on Sunday 27<sup>th</sup> July for the purposes of a hill climb.

I have test driven the hill in question several times and it is almost exactly one mile in length. The hill itself consists of ten bends of various tightness, a healthy but not too steep rise in elevation and certainly has the potential to be a better climb than any other I know of. Even in the modern it was exhilarating, so it promises to be a tremendous climb for our sort of cars – regardless of their horsepower or lack thereof!

There are a great many other aspects that are under discussion, including catering, entertainment, trade stands, RAF Memorial Flight air support, public engagement, historic car demonstration runs, bike runs and much, much more, but now that we finally have the eagerly-anticipated green light from the authorities, it will be all systems go in the coming weeks to launch into detailed planning and open entries for the weekend.

But first ...

## **Invitation to Register your Interest**

BSF relayed this to me last night:

“We intend to ask our mailing list to register interest on Monday. Please do similarly, before we hold a directors’ meeting next week to review the results.”

The climb is bound to be over-subscribed, so we will be putting in place a joint club entry selection process. It is expected that every entrant will be allocated two climbs. (The Register will give hill climb priority to members and our PWP friends entering the Friday and/or Saturday tours or navigation rally.)

**So please, if you think you might be interested in entering the Sunday hill climb, e-mail me back at [vintageminor@gmail.com](mailto:vintageminor@gmail.com) – without delay – so we can start working on hill opening times, the number of climbs we can plan for, etc.**

### **Pre-War Kyre Park**

Our Rally will be known as Pre-War Kyre Park, because our Rally HQ for the weekend will be the glorious Kyre Park, Worcestershire, between Bromyard and Tenbury Wells. Kyre Park House is a 14<sup>th</sup> century mansion with 18<sup>th</sup> century additions which is privately owned by Tzaraine Gwyn-Jones and sits in an extensive park, laid out by Capability Brown in the 1700’s and includes five ornamental lakes, cascades, bridges and follies, an ancient ruin and a Norman dovecote.

The house and gardens were comprehensively restored by Tzaraine’s late husband Tim who died in 2021 and she continues to live in the house. We visited the gardens on our Saturday Scenic Tour in July this year which is where I met Tzaraine, who enthusiastically invited the Register to base our rally at her home next year. (Tzaraine is no stranger to fine cars, owning a particularly potent Aston Martin.)

Unlike Pre-War Ludlow this year, there will be plenty of space to park our cars, park trailers, camp over the weekend, etc. and Tzaraine will throw open her house to us for accommodation which will include eight gorgeously appointed period bedrooms, a two-bedroom apartment, common room and kitchen.

There will be additional rally accommodation at the nearby Rowden Abbey, a unique and historic Herefordshire country manor house. Owned by Ernie Warrender and set among 30 acres of private countryside with a medieval lake, woodland and a river walk, we will book the house and ten bedrooms for the Register *en block*. And of course there is a wide range of additional accommodation options in the area. Full details of what is available and how to book will be circulated as soon as arrangements can be finalized.



## For Sale

### Austin Seven **Ruby Mk 2** for sale in South Wales



“Lady” is a 1937 Austin 7 Ruby, Mk 2. She was restored by her previous owner circa 2010. Due to his untimely passing he was unable to fully complete the restoration, which was extensive in the body department, but less so mechanically. She lay dormant in various dry garage locations until the present ownership in March 2020. Recommissioning for road use required overhaul of brakes, steering, prop shaft, electrics, rear dampers, front axle kingpins, and front dampers. This work was done during the COVID restrictions of 2020 and later. Photographs of the ‘restoration’ show an originally blue body over black wings. She now sports black on black, with red upholstery. This substantial improvement to her appearance was topped with new or re-chromed fittings. The road wheels run true on the appropriate ‘Armstrong’ 4.00 x 17” tyres. A new clutch gives good bite, and the refined brakes offer the best stopping achievable. The sliding roof has been rebuilt, and is fully functional. Running lights have been converted to LEDs, which make for good warning to other road users, and draw a fraction of the amps incandescent bulbs would draw, with the ammeter showing charge with all lights on. Indicator bulbs are still of the incandescent design, but an electronic flasher unit allows for change to leds if required in the future. A warning pilot light and buzzer warn of the flasher being on. The trafficators are still ‘wired in’ but due to lack of use cannot be relied on. Benefitting from the re-upholstered interior, good running gear, effective brakes, and steering she is now a pleasure to look at, and to drive. Regrettably no documentation, or knowledge of Lady’s history was passed to the present owner, due to her previous owner’s demise, and the communication difficulties with his widow that arose during the covid restrictions.

She now has to find a new home due to shortage of storage space as a result off new projects.

Priced at £5,500 ovno. Digital photos available.

Contact Dave (text in first instance please) : 07866 288 202

# HAMMERWICH

Pre-war Car Gathering

6 April 2025

10am to 4pm

The third Hammerwich Klaxon Hoard gathering, only open to veteran, vintage and pre-war post-vintage cars.

It is free to attend but you will need to register by phone, email, through the Facebook Group by scanning the QR Code or searching for 'Hammerwich Pre-war Car Gathering'.

The event will be raising money through voluntary donations to the Burntwood Lions.



Hammerwich Cricket Club  
Burntwood Road  
Hammerwich  
Burntwood  
WS7 0JQ

You can contact us by email at  
[klaxonhoard@gmail.com](mailto:klaxonhoard@gmail.com) or on  
07850 799791



This event is 20 miles North of Birmingham

## 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**



## **HA7C Committee contact details**

Chairman	Michael Ward	01600 890 902	07939 539 926	<a href="mailto:chairman@ha7c.co.uk">chairman@ha7c.co.uk</a>
Secretary	Bob Garrett	01497 831 310	07900 496 073	<a href="mailto:secretary@ha7c.co.uk">secretary@ha7c.co.uk</a>
Membership/Treasurer	Julia James	01568 797 959	07748 613 110	<a href="mailto:membership@ha7c.co.uk">membership@ha7c.co.uk</a>
Events Co-ordinator	Pat Caine/Jan Haywood		07966 387 815	<a href="mailto:events@ha7c.co.uk">events@ha7c.co.uk</a>
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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	<a href="http://www.austinsevenfriends.co.uk/">http://www.austinsevenfriends.co.uk/</a>
Austin Seven Clubs Association	<a href="https://www.facebook.com/thea7ca/">https://www.facebook.com/thea7ca/</a>
The Federation of British Historical Vehicle Clubs	<a href="http://www.fbhvc.co.uk/">http://www.fbhvc.co.uk/</a>
Austin Seven Group on FB	<a href="https://www.facebook.com/groups/8069487412">https://www.facebook.com/groups/8069487412</a>
Cornwall Austin Seven Club	<a href="http://www.austin7.org/">http://www.austin7.org/</a>
Bristol Austin Seven Club	<a href="http://www.ba7c.org/">http://www.ba7c.org/</a>
Dorset Austin Seven Club	<a href="http://www.da7c.co.uk/">http://www.da7c.co.uk/</a>
South Wales Austin Seven Club	<a href="http://southwalesaustinsevenclub.com/">http://southwalesaustinsevenclub.com/</a>
Red Cross Directory of Parts, Products and Services	<a href="http://oldcarservices.co.uk/">http://oldcarservices.co.uk/</a>

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.

# Summary of Committee Meeting held 14 Jan 2025

## 1 Those present:

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

Roly Alcock – Webmaster  
Bob Garrett – Secretary and Dep' Chairman

**Apologies** – Frank Sibly – Newsletter Editor and Eddie Loader – Technical Advisor

## 2 Minutes of previous meeting - held on 19<sup>th</sup> September 2024

The Committee unanimously approved Version 2 of the previous Minutes incorporating all comments received as briefly outlined by the Secretary. 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 quickly ran-through the fourteen actions contained in the previous Minutes and it was unanimously agreed that they had all been completed.

## 4 Chairman & Secretary –

Chairman:

- Michael informed the meeting that he will represent the Hereford A7 Club at the FBHVC (Federation of British Historic Vehicle Clubs) conference on Saturday 18<sup>th</sup> January and asked if there was anything the Committee would like him to raise.  
Roly said it might be useful to mention the article in Practical Classics (March 2025) suggesting **that traffic cameras throughout the UK would soon use AI software to capture drivers who are not wearing seat belts. In particular (and worryingly), owners of early exempt cars (not originally fitted with seat belts) would be left to appeal any such summons.** The Committee agreed it could hardly be described as any form of '*intelligence*' if the software was unable to relate a car's registration to its age and thus prevent unnecessary harassment and costs to anyone driving without a seatbelt whilst perfectly within the law. It was unanimously agreed that Michael would put-forward this HA7C view at the forthcoming FBHVC conference.

Secretary:

- The Secretary informed the Meeting that he was proposing to move and if/when his house sells, it was unlikely he would be able to continue as Secretary. He therefore suggested it might be appropriate for the Club to seek a new Secretary at the forthcoming AGM. This was discussed and it was agreed that a new Secretary would be sought as suggested
- The meeting was also reminded that Michael (Chairman), Julie (Treasurer and Membership Secretary) also Pat & Jan (Joint Events Coordinators) all proposed to step-down at next years AGM in February 2026
- It was noted that all Committee retirees were happy to cooperate with a period of hand-over overlap

## 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. It has been updated to reflect the year 2025
- Somebody (I cannot remember who) raised the issue of what happens to the website and email service if I am unexpectedly unable to maintain it (run over by a trolley bus or whatever). Full technical details including passwords and logins are held by the Secretary. It is not expected that the secretary is able to use this data, but that he/she will find a technically sound person who can use this information and that person can continue to look after the website and email service. If the technical details change for any reason, password changes and so on, the Secretary will be given the replacement data. If there are any other suggestions about recovering control of the website and email systems please let me know
- I was thinking that it would be helpful that when reminders are sent out about membership renewal, that full details of how to renew, are sent out each time. How much, bank details, membership number and so on. I am surprised at the number of members who are unable to look back at past emails or newsletters to discover this information and find they have to re-request this information
- Could **the membership spread sheet include an extra column to show what model car the member has**, if they have multiple cars then just show the rarest one. This would be so helpful to the committee when a member with a certain model of car is looking for advice and help
- I continue to attend the A7CA committee meetings but have resigned from the 'scanning' Committee
- The Grey Mag continues to be distributed. 13 copies, but am ordering 15 copies in case of new members joining
- 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 and I ensure Derek Choppen has received it so that he can send out hard copy to the Luddites
- Finally, the Chairman proposed HA7C responses to six A7CA questions for Roly to report to their next meeting

The above points were discussed. It was noted/agreed that .....

1. Julie had already updated her Membership Application form to collect appropriate car ownership information
2. Julie would seek to update all membership information when convenient via a reminder in *Crankhandle*
3. **Members seeking to make contact with owners of similar model A7s should first make contact with a Committee member who will then check the other owner is happy to be contacted before forwarding their details.** Two recent and successful examples of this process were discussed
4. The meeting noted Roly's arrangements with the Secretary for continuing website maintenance and disaster recovery should Roly become unavailable. Roly provides the Sec' with up-to-date details of logins and passwords that a computer literate individual could use. It was agreed that the Sec' would mention this at the forthcoming AGM to see if such an individual (member, partner, child or grandchild) could be identified
5. Roly to present the Chairman's proposed six responses to the A7CA meeting later on 14<sup>th</sup> Jan i.e.....
  - Suggest place Stanley Edge Memorial stone where public can see it, perhaps at Lord Austin's office at Gaydon
  - Approve £60 Bank charge
  - Accept Ulster Club
  - Approve Chris Dickenson as Events Coordinator
  - Approve charges for advertising
  - Approve appointment of Assistant Editor

The Chairman thanked Roly for his report and contribution.

## 6 Finance, Membership and regalia matters -

Julie pre-circulated the following notes .....

**Membership** for 2023-24 was quite buoyant .. 14 new members (9 paid up, 5 guests) final figure stood at 97, 53 paid up Members, 4 Honorary Members, 40 partners/family members. 16 Members requested and paid for Grey Mag. A membership list 2023/24 was Pre-circulated.

Year 24/25 to date - No new Members but early days. However, 4 have not renewed from last year.

**Finances** remained fairly static for 2023-24

*Income* £898, *Expenditure* £805 and cash held @ 30<sup>th</sup> September 2024 £1037. Julie circulated accounts spreadsheet giving full details.

The only piece of major news for 2024-25 is that RH Insurance kindly donated £200 towards the Christmas Lunch.

Bank balance currently stands at £1,705.65

Due to Lloyds Bank changing their policy to commence charging Non-Profit making Clubs on the 14<sup>th</sup> January 2025, I have been looking into other financial establishments that might offer a free service.

As a result, a suggestion was made the Coop Bank could be a possibility! I started completing the Coop Bank online Application form, at that point it appeared promising, no charges etc. Having chatted to Frank, David and Eddie at the 1<sup>st</sup> Jan lunch, it became evident as there is no Coop Bank in Hereford, a Post Office would most likely be point of contact!

I was having difficulty getting beyond a certain point in the application, after asking for assistance, I eventually got a response from an email, saying 'yes' they would help with the Clubs application, but we needed to registered with Company's House...nothing is simple today.

Can I suggest for the time being ,we stick with the devil we know for this year, keep an eye on the costs, and make a decision at a later date?

Looking at the details from Lloyds in more depth, I don't think it will be as bad as first appears, certainly no worse than other establishments! The Banks I have investigated, all seem to be jumping on the band wagon and charging non-profit making Clubs.

The above points were discussed. It was noted/agreed that .....

- We would continue with Lloyds Bank and accept the Annual charge of £51
- Julie would encourage Members to pay subscriptions by BACS rather than cheques
- Julie would report total bank charges in 2025-26 Accounts
- The Meeting encouraged Julie to claim all her reasonable costs & expenses
- The Club acknowledged the kind Donation of £200 from RH Insurance towards the Christmas Lunch
- The current bank balance was becoming rather high at £1,705

The Chairman thanked Julie for her input.

## 7 Events –

- An Events Schedule was pre-circulated to the Meeting and Roly continues to send-out an update to all members on the first of each month. He also updates the Website upon receipt of any updates
- Pat & Jan acknowledged Roly's continued assistance
- Michael provided Pat & Jan with a VSCC schedule of events to help prevent any clashes between their local events and ours
- The Secretary to check that Tim Bradley is still happy to organise our **Drive-it-Day outing on 27<sup>th</sup> April**
- It was agreed that all Drive-it-Day participants would be encouraged to obtain their own rally plates in aid of the Childline charity. The Secretary to provide an article for the March Crankhandle
- Pat and Jan intend to step down from the events coordination Committee role at the 2026 AGM but are happy to work alongside anyone prepared to take-on this role say from the Autumn
- January Club Night – A talk by Kip about his Peking to Paris trips in Austin Sevens. February Club Night is our AGM. March – possibly a Charlie Miles talk, Michael to speak to Charlie. April – possibly a talk by Emma Airey of RH Insurance, Michael to check with Michael Harcourt

## 8 Newsletter –

Frank (Editor) was unable to attend the meeting but asked the Committee to discuss future preferred content for the Newsletter.

The Meeting agreed .....

- It would be good to continue including technical articles because this distinguishes the Hereford Club newsletter from many of the other A7 Club offerings
- A good healthy mix of different topics can help make the newsletter interesting
- Seasonal articles are always welcome such as pre Winter suggestions and Spring cobweb removal
- Also, a good idea to encourage Members to utilise the free 'for sale and wanted' facility

## 9 Technical Advisor's matters –

Eddie was unable to attend the Meeting but reported that he continues to respond to Technical A7 queries and intends to conduct two Shed-Nights at Frank's farm this year. Dates and topics to be announced.

## 10 2025 AGM –

The AGM will be held on the 25<sup>th</sup> February Club Night at the Richmond Place Club Starting at 7.30 pm.

The Committee agreed by majority vote, the recipient of the 2024 'Richard Youard' Award and the Secretary agreed to obtain a trophy and arrange its inscription

## **11 AOB –**

There were no items of other business.

**12 Next meeting –** Day 19<sup>th</sup> May 2025 KO 12.00 Noon at the Pilgrim Hotel, Much Birch.

There being no further business, the Chairman closed the meeting at 2.30 pm.

### ***Summary of agreed Actions arising from the meeting -***

1. MW - To put-forward the HA7C view at the forthcoming FBHVC conference that AI should be able to distinguish cars that are exempt from the need to wear seat belts before issuing a summons
2. BG – Attempt to find a computer literate individual at the Feb 2025 AGM to maintain the club website should Roly become unavailable
3. BG - Provide an article for the March Crankhandle encouraging Drive-it-Day participants to obtain their own rally plates in aid of the Childline charity
4. BG - To check that Tim Bradley is still happy to organise our Drive-it-Day outing on 27<sup>th</sup> April
5. MW - Michael to speak to Charlie Miles re March Club Night talk and to Michael Harcourt re a possible talk by Emma Airey of RH Insurance in April
6. BG – Obtain a Richard Youard Award trophy and arrange its inscription