



Founded 2009

## The Crankhandle

March 2025 Issue 91

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

Austin Motor Company logo and navigation links: THE ARROW | AUSTIN MOTOR COMPANY HISTORY | CONTACT

The Austin Motor Company is Back, With the All-New  
**Austin Arrow**

The advertisement features a side profile of a white Austin Arrow electric car with a red interior and red seatbelts. The car is shown against a dark background with a reflection below it. The name "Sarah" is written on the side of the car. The Austin Motor Company logo is in the top left corner, and navigation links are in the top right corner.

### An Electric A7 by Nick Winter

Eagle-eyed readers may have noticed recent newspaper articles about a brand new electric vehicle inspired by the venerable Austin 7.

A little history lesson first!

In 1994 BMW bought Rover from British Aerospace who rather oddly acquired the company in the eighties, following privatisation after the demise of the British Leyland Empire.

The Chairman of BMW at that time was Bernd Pischetsrieder, who was a cousin, once removed, of Sir Alec Issigonis, of Morris Minor and Mini fame. This connection is considered to be one of the driving factors behind the purchase.

In 2000, following a fairly turbulent few years, BMW sold off Rover and MG, but retained some of the former heritage marques, Wolseley, Riley and Morris. Indeed, previously Bernd and BMW had aspirations to relaunch some of these names.

However, in all the turmoil, the highly paid lawyers missed the most obvious name of all, i.e. Austin!

The Austin name has been secured, and a brand-new electric car, the Austin Arrow, has appeared, taking its styling cues from the Chummy and the Ulster.

On my annual trip to the Race Retro show at Stoneleigh, I found that the new company had an example of the new Austin on display.

Very smart it looked too, and they have already sold twenty at £30k each ... perhaps it is a rich man's toy?

Most of our Sevens are at least eighty years old, will the Arrow still be around in eighty years? Unlikely!

The website ([austinmotorcompany.com](http://austinmotorcompany.com)) quotes a 100 miles range, barely sufficient for a round trip from Hereford to say Silverstone or Mallory, let alone a tour around Wales! It is classed as a quadricycle, and so the speed is restricted to 60mph.

Nevertheless, they have found a marketing niche, so good luck to them.

Club nights:

The March meeting will be Charlie Miles talking about Flora Klipmann (Girl's own paper)

April will be Emma Airey talking about RH Insurance.

## Chairman's View

Firstly, thank you to all those members who attended the AGM in February, which was well supported and covered the whole agenda in about an hour. Secretary Bob Garrett has reproduced the Minutes in this edition, which I recommend you read.

The days now have more daylight, and the temperatures are rising. It was lovely to see six Austin Seven's at our recent monthly lunchtime meet at the Trumpet Inn, and a total of fifteen people in attendance. The ride in both directions was a joy, and reminded me of the events in our calendar ahead of us. 'Drive-it-Day' on the 27<sup>th</sup> of April is going to be a very interesting event organised by Carmen and Kip Waistell, so make sure it is in your diary.

I have completed my refurbishment of the hinges on both doors of the 'Buggy', and I promise to show you the results, but I can assure you that it has made the world of difference, mainly for June, who does not have to pole vault into the passenger seat anymore.

It was about the time that the HA7C was formed that I decided to restore my A7 Opal, having done very little other than proper planned maintenance and the occasional replacement like swivel pins etc, etc. So, after over 40 years of ownership, I fitted LED lamps to improve night driving. My first time driving at night with new lamps, I was 'flashed'; almost unheard of in an Austin 7! I adjusted the offending lamp the following day. Since then, I have driven home from our Hereford meetings on many occasions. Each time I do so, I am invariably dazzled by oncoming vehicles, probably due to the fact that the Austin Seven sits a little lower than my 'modern'. More recently I have thought that it is not just when I am in the 'Buggy', but also when I am in the modern. Is it my imagination that modern vehicles have much higher intensity lamps? The Road Vehicle Lighting Regulations 1989 say that headlamps... ..'should not be used so as to cause undue dazzle or discomfort to other persons using the road'. It seems to me that undue dazzle and discomfort is exactly what we experience, so intensity and adjustment are something that should be addressed. In my opinion, at least the adjustment can and should be rectified as part of the MOT. If I am alone on this, I will accept that I am just a 'grumpy old man', but I feel that many others think the same. I do not think that this is a matter for the FBHVC but has much wider implications so, who would you contact to get the ball rolling to a much higher level? If you have time, I would love to hear your views.

Enjoy your Sevenning,

Michael.

## Secretary's Corner

A good turn-out of 26 members attended a lively AGM on 25<sup>th</sup> February at the Richmond Place Club in Hereford. There were no takers for the role of Secretary. So, I will carry-on for the time being but if we manage to sell our house, the club will need someone to take over and I'm very happy to help with a smooth transition. Please make contact if you would like to give it a go.

Kip Waistell kindly offered to take-on the role of Treasurer from Julie in October and this was eagerly welcomed by the meeting.

The remainder of the Committee were re-elected en-bloc but it should be noted that the Chairman, Editor and Events Secretary – all propose to stand-down in February 2026.

The Richard Youard trophy is our only annual award. The winners for 2024 selected by the Committee were Kip & Carmen Waistell for their outstanding contribution to club matters during the year.

Happy motoring ..... Bob Garrett

## Servicing the engine-oil relief valve, Eddie Loader



If this valve is worn, it can be the cause of abnormally low oil pressure. It needs to be routinely serviced every 25,000 miles, or when the engine is rebuilt. The valve protects the oil pump by preventing the oil pressure getting too high. This occurs when the engine is cold and the oil is more viscous. The valve is located on the left side of the sump, but is obscured by the chassis rail.

To access it, first remove the large hexagon blanking nut (blue arrow).

The mechanism consists of a non-adjustable fixed-compression spring, which provides force to a ball bearing, which in turn rests in a seating which is the entrance to the return oil gallery. If the oil pump generates excessive pressure, the ball bearing overcomes the spring pressure, opening the passageway to the return oil gallery leading to the sump, thus reducing the oil pressure.



When the engine oil temperature reaches a normal working range, the viscosity drops, allowing the oil to flow more easily through the jets, which reduces the oil pressure. This in turn allows the ball bearing assisted by the spring pressure to seal off the return oil gallery.

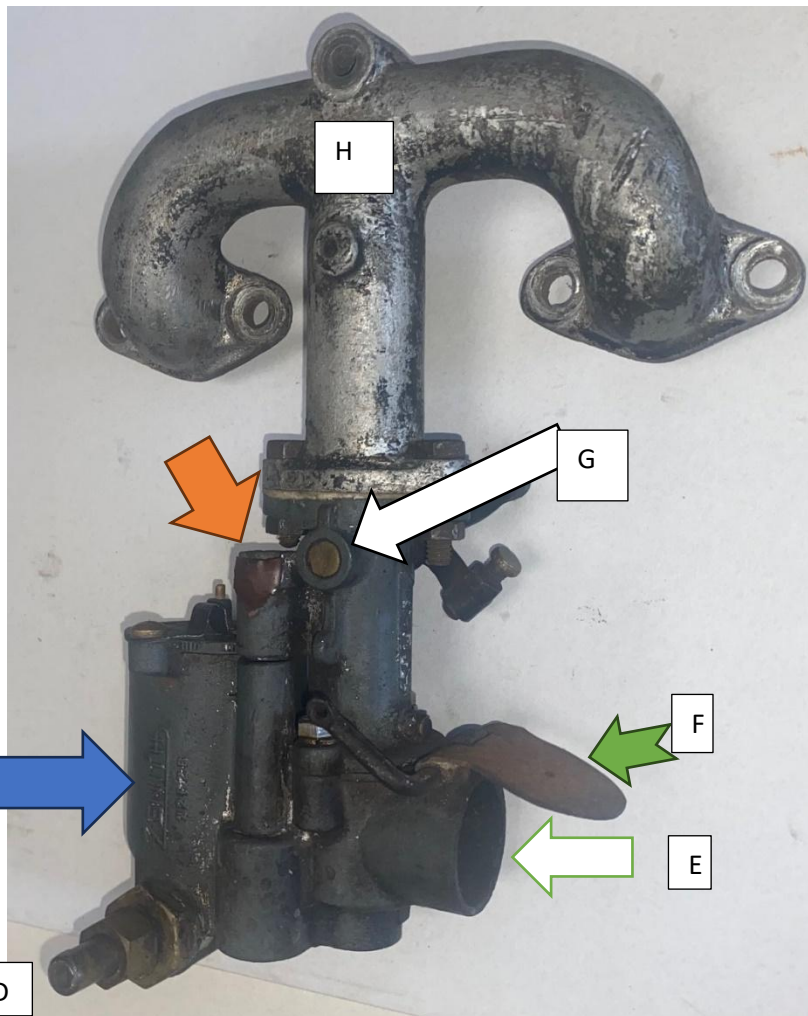
It is easy and straightforward to service the valve. The components required are a new spring, ball bearing and fibre sealing ring. All these components are readily available via the main A7 spares stockists .

If the engine operating oil pressure drops gradually with no obvious cause, then the relief-valve could be the problem, because the spring can lose its compression. Also the ball bearing can be subject to corrosion and fail to seal the return oil gallery, see photos. The oil pressure is higher in the three-bearing engine, which is due to having oil jets of a smaller internal diameter than those used in the two-bearing engine. It is now becoming normal practice when rebuilding competition engines to fit a modified oil pump, the pump body is over bored by 1/16 inch. This modification will increase the volume of lubricating oil delivered, but does not materially increase the oil pressure.

# Beginners Guide to the early Carburettor (part 1, F Sibly)

## The Float Chamber

The word carburettor comes from carburation, meaning to mix carbon with air.



There are effectively 3 chambers forming the carburettor

Blue Float **chamber**

Orange Compensating Jet **chamber**

Green Main Jet **chamber**

Other parts are:

D Petrol inlet from fuel tank or pump

E Air inlet

F Air strangler

G butterfly throttle valve spindle

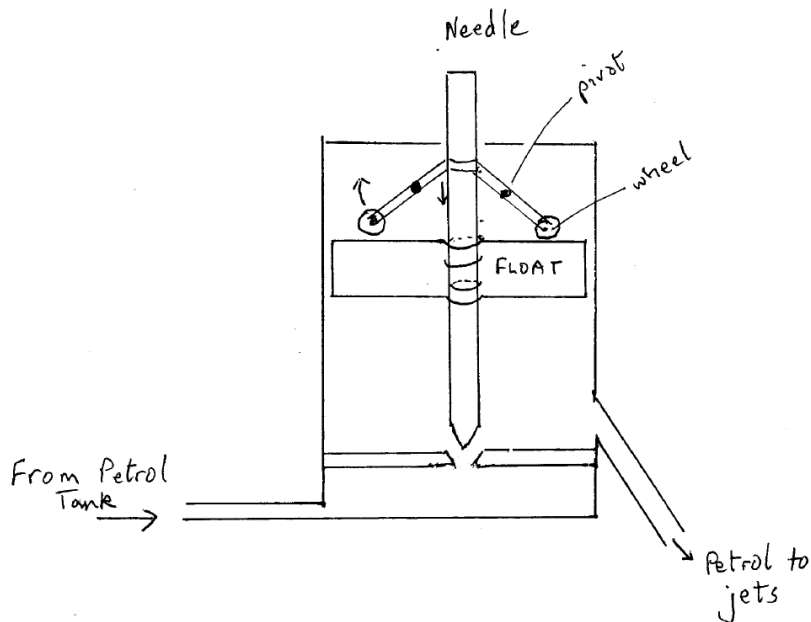
H inlet manifold (petrol air mixture goes through this to get into the inlet ports of the cylinders)

*The photo shows an updraught carburettor, as the carburettor body is underneath the engine inlet (i.e. the inlet manifold), and so the air*

*petrol mix is being sucked upwards into the engine. Other designs are down-draught and side draught.*

The first chamber that the petrol enters is the float chamber, the second and third chambers contain the jets, which mix the petrol with air.

The float chamber is a mechanism for keeping constant the pressure of petrol feeding the jets. It does this by providing a constant height of petrol above the jets. This is achieved by a see-saw mechanism of levers (see sketch), where, as the float rises, it pushes the needle downwards and into the petrol inlet, thus stopping more petrol entering the float chamber. This in turn increases the back pressure on the petrol pump, pushing the diaphragm down against its spring, inactivating it.



If the petrol-air mixture is wrong, it can be changed in one of two ways: changing the jet, or changing the height of the float.

The easiest change to understand is that if the petrol level is too high, then the final mixture fed to the engine becomes too rich because too much petrol is being forced through the jets (and vice versa). This height can be adjusted by moving the position of the needle on the float.

The carburettor shown is a Zenith updraught 22FZ or ZFB Carburettor. It is made from MAZAK which is an alloy of magnesium, zinc aluminium and chromium, and was used because it was easy to make components with, as it could be injection moulded. This material became known as “monkey metal” as it breaks easily. It was discontinued by 1945, and Zenith (an American company) adapted one of their post-war tractor carburettors for use in the A7. There is an excellent diagram of the 22FZ Carburettor on page B-9 of the Doug Woodrow Manual

### **CORRECTION to Beginners guide to the dynamo:**

**Ray Moses comments** that when testing a dynamo, check that you are spinning it in the correct direction, as per the arrow on the casing. Join the Field and Dynamo terminals together. Check with a bulb of voltmeter between the F & D terminals and the earth

## DRIVE IT DAY    Sunday 27 April 2025



10am. Meet at The Old House, Vowchurch for coffee/tea

10.30 Depart The Old House

11.00 Arrive Clodock Mill for a private opening of the Mill

Records of a Mill here date back to 1241. Now restored and back in working order again.

12.00 Cross the road for a noggin at The Cornwall Arms. Optional visit to Clodock Church.

12.30 Leave The Cornwall Arms and drive to The Carpenter's Arms Walterstone for lunch.

Approx 2.30-3pm visit to Ty Gwyn cider Shop at Rowlestone

**Actual run not so far, but then people have to get to us, and home after lunch, so you will still have a good day out and a decent run!**

Please inform Kip if you intend to come on [kipcarwaistell@hotmail.com](mailto:kipcarwaistell@hotmail.com), and book your place at The Carpenter's Arms by ringing Sharon on 01873 890353, and mention that you are with our Club

### Webmaster (Roly Alcock)'s Spinnings:

In the last issue of the Crankhandle, I wrote about my peculiar electrics on the RP. Further electrical sagas this time. During January and February I hardly went near the car as the weather was so unsociable. Finally at the end of February the weather cheered up and Freya dog and myself ventured out in the car. I took a trip out to the Swan in Birlingham and *en-route* the car was behaving quite enthusiastically. So, once the engine was warmed up, I

put on extra speed to about Warp Speed One or just under the speed of sound - 48 mph. All was going so well until even in the bright sunshine I could see the ignition warning light had come on – arrggh! I definitely had no charge. I arrived at the pub and opened the bonnet and prodded the one dynamo brush I could see, impotently. I left the car to stew in its own miserable failure while I went and had a pint.



On the way home, I regarded the warning light balefully looking at me and thought, let's go to Warp Speed One again. Having achieved said speed the light went out and ever since then car has continued to charge OK. I shall wait until it next fails and then take the dynamo out for a proper look. As the dynamo has been converted to 12v I am not sure what has been modified.

Now that the weather is warming up, I must find a light

suitable for the rear number plate, as it does not have one. I am sure I must have something which will do the job in stock. It is just a question of where in the garage do I look. 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.

## On the subject of buying cars at low prices: Roly Alcock

In 1971 I went off, with a pal, to buy a cheap car that we could leave on a friendly pub car park, keep it MOT'd so that if we had a breakdown or accident we had a car that we could use straight away. The car in question was a very tired Riley RMA which needed the clutch repairing. The asking price was £1:10/- .

We gazed at this weary car, walked around it and pronounced that the tyres were not very good. Ten shillings was knocked off the price and we got it for £1. It was pressed into service on occasion. I was the last to use it before it was laid up for about ten years. The engine was so worn that oil in liquid and burnt form emanated everywhere, including through the holes in the floor of the cabin, filling the inside of the car with dense smoke. Kill or cure: I tried Piston Seal, and not unreasonably it died, with bits of broken piston rings being ejected through the exhaust port.



When the Riley was finally sold, we achieved £120 for it. The only complaint from the new owner a few weeks later was about a missing hubcap. That had come off at speed, and flew into a wheat field never to be seen again.

## Tip on distributor and dynamo removal: Roly Alcock

With the distributor cap removed I photograph directly downwards to the distributor. Not only is the rotor arm position noted, but the orientation of the distributor body is also recorded. It makes reassembly so much easier to line up distributor and rotor arm exactly as it was before removal. I also place the engine at tdc, so that if the crankshaft has to be turned, at least it can be put back to TDC before refitting. Mobile phone cameras are a wonderful engineer's notebook!

## More Odes to the A7: Rosemary Lillico

I can't tell you how pleased I was to read Kip Waistell's "ode to the Austin 7". It reminded me of a similar Ode that I wrote for Derek Choppen about his Ruby, after he took me as a passenger to Bourton on the Water with the Club in 2009. It was an absolutely wonderful day out:

Bowling along in my old Austin seven  
Wherever the journey, it's just like Heaven.  
A Ruby is the model, and ruby is the colour.  
I've named her Dorothy in memory of Mother.  
She is temperamental, of that there's no doubt,  
But she always behaves when I'm taking her out.  
Wherever we travel, be it far or quite near,  
Dorothy's special, close to my heart, right here.  
She's getting on now, but with some TLC  
The road beckons invitingly, for Dorothy and me.

On the way home from Bourton on the Water, I said to Derek that my Dad would love to see me here. With that, Derek opened the sunroof, looked up and said to me "Say Hello to him then", which I did. That night in bed I could hardly sleep for the thoughts of that wonderful day going round in my head.

As a child my Dad had an Austin 7, Number UY6426, and I loved that little car. Dad drove it to work, but sometimes he flooded her, and would have to go on his bike instead. I would wait until she had cleared away, then drive her round the fields with my little brother

in the back, (while my Mum worked away in the fields). I would be around 10 years old at that time. When it was time for Dad to come home, I would drive her up to the road to meet him, saying "I got her going Dad".

Dad would sometimes drive us all to our old home in Wales. When it came to "Black Rock", we would all have to get out and walk, getting in again to drive over Rumney Common.

In 1951, Dad drove us all the way from Preston Wynne, near Hereford, to London, to see the Festival of Britain and especially the Skylon which was made in Hereford by Painter Bros, and my Dad and Grandfather had worked on it.

What a journey that was. But that's another story!

I would like to thank everyone at the club for all the lifts and making me so welcome. Unfortunately, my poor health has prevented me from attending meetings, but I can assure you that I am with you all in spirit, and wish you all Happy Motoring.

## **International Dynamo Problem    Eddie Loader**

An A7 owner in Jersey contacted Eddie with a problem with his Ulster recreation. It has a dynamo, which has been re-built for 12V by removing the third brush and had an Accuspark electronic DK4A 'lookeelikey' distributor, and is negative earth.

The problem is that wiring of the replacement distributor baseplate occasionally burns out, which usually involves a tow rope and scorn from his wife. He has a traditional voltage regulator in the car. He thought the dynamo was simply throwing out too much power if the revs were high. He tried a balancer, but without success. Accuspark tried to help. He asks is the only solution just to be lighter with his right foot?

Eddie replied:

I think your problem is that the dynamo output is too high for the electronic distributor.

Over the years I have carried out several successful 6 to 12v conversions by removing the 3<sup>rd</sup> brush, and then earthing the redundant brush lead. This conversion will always result in the dynamo generating a very high voltage output, which has to be controlled by a compensating voltage regulator, which can be adjusted by altering the gap in the points.

I suggest that you adjust the dynamo output to a maximum of 8-10 amps, corrected for the ambient temperature in the engine compartment. It is expensive to have a voltage regulator converted, so I use a Morris Minor regulator, which is easily available.

Finally, I personally dislike electronic distributors and prefer to use the standard Lucas version (e.g. a distributor reconditioned by the Distributor Doctor).

## Kip's Thursday Lunches

A convivial lunch was held at The Skirrid, Llanvihangel Crucorney on Thursday 6<sup>th</sup> February. Excellent value and copious food.

Next ones are at noon on:

**April 10:** Pandy, Dorstone Ring 01981 550273

**May 8<sup>th</sup>:** The Alma Inn, Linton, Ross on Wye, phone 01989 720355



March 13 2025, HA7C at the Trumpet

**Deadline for next issue: 20<sup>th</sup> May**

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

B R I T A I N ' S . D E P E N D A B L E . C A R

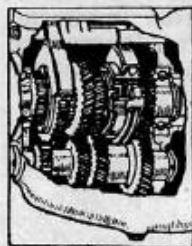
# FOR THE NEW MOTORIST—

## *The SEVEN—now easier to drive than ever*

Now, the man or woman who contemplates taking up motoring need have no qualms at all about being able to drive an Austin Seven. Easy as this dependable car was to drive before, it is now yet more simple. Synchromesh gears, standard on every model in the Austin range, have removed the

chief difficulty of gear-changing. There is no clashing of the gears, and double de-clutching is not necessary. This advancement is but one of many features of the latest Austin Seven. Below are described other refinements to be found in the most famous and dependable of all light cars.

### SYNCHROMESH GEARS:

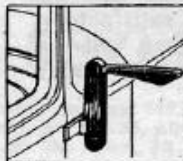


Owing to the efficiency of the manufacturing policy of the Austin Motor Company, it has been found possible to include Syn-

chromesh Gears as standard on all Seven models—without any material advance in price of the cars themselves. These gears—thoroughly tested and proved lastingly dependable—in conjunction with other features here described, emphasise the value of the Austin as the finest motoring investment in the car world to-day

### DIRECTION INDICATORS:

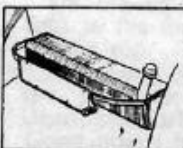
Another step forward in making the Austin one of the safest and simplest cars to drive. The



indicators, one on each side of the car, are operated by a switch on the instrument board, and are electrically illuminated.

### REAR PETROL TANK:

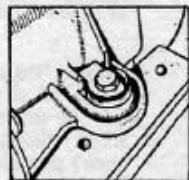
The 5-gallon petrol tank is now located at the rear of the Seven chassis



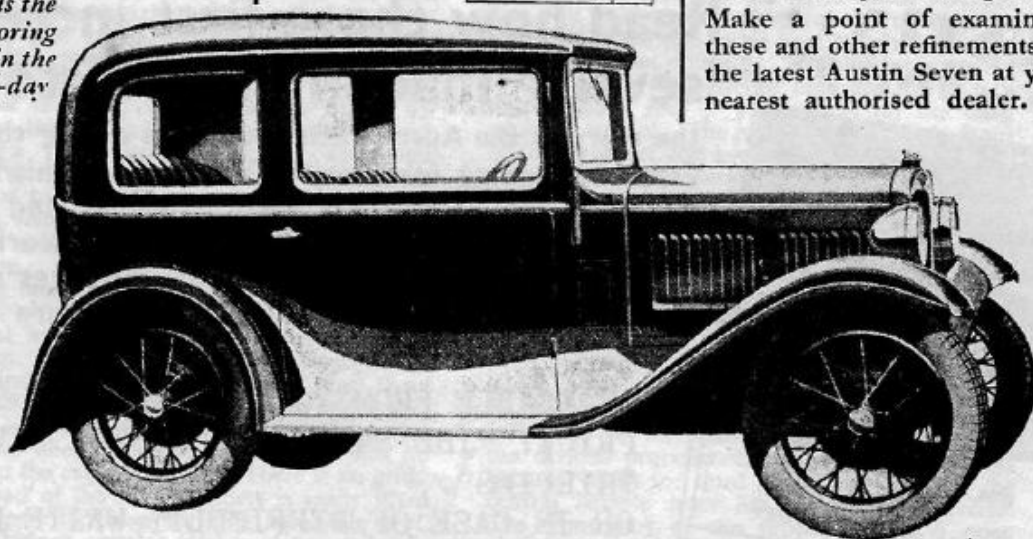
and a petrol pump feed is employed. A contents gauge is included on the instrument board which registers the amount of fuel carried.

### RUBBER ENGINE - MOUNTING:

Another refinement is the manner in which the engine is now mounted on the Seven chassis. From the sketch it can be seen that the rubber mountings act as buffers between the engine and frame itself, thus preventing vibration being transmitted to body and occupants.



Make a point of examining these and other refinements on the latest Austin Seven at your nearest authorised dealer.



YOU BUY A CAR — BUT YOU INVEST IN AN

# AUSTIN

PRICES AT WORKS: Seven from £105 to £152. Ten-Four from £152 to £215. Light Twelve-Six from £200 to £305. Triplex glass throughout and Dunlop tyres.

Read the AUSTIN MAGAZINE: 4d. every month.

The Austin Motor Co. Ltd., Birmingham and 479 Oxford St., London. London Service Depots: 12, 16 & 20 h.p. Holland Park, W.11. 7 & 10 h.p. North Row, W.1

## Richard Youard Prize



Carmen and Kip Waistell were honoured by being awarded the Richard Youard Trophy, particularly in consideration of the work done in arranging the Thursday Pub meets.

The HA7C is very grateful to **Derek Choppen** for supplying and paying for the model, and for Karen Judge, of **Gaynan's Jewellers** Ledbury, for the engraving.



## FOR SALE, 1937 AUSTIN 7 RUBY SALOON,

The reason for sale is I am reducing my collection. The car is in excellent condition, Grey over Black, new clutch fitted last year (2024) starts on the button, buff log book, lots of paper work including all parts purchased for the restoration and all the bits I have purchased since buying the car in 2010. TAX and MOT exempt. **£7,500** ono.

Brian Bedford on 01432 820004 or 07974 069430 anytime



## Tail lights

A Hereford A7 Club Member goes to a night-club; the bouncer stops him. "No tie, no entry." He walks back to his car to find a tie. All he found were his jump leads so he puts them around his neck like a tie and goes back and says "How's this?" The bouncer says

"I'll let you in, but don't start anything"



**The 62nd National  
Austin Seven  
Rally**

**Beaulieu - Sunday 29th June 2025**

The largest annual gathering of Austin Seven enthusiasts, vehicles and trade suppliers.

Special Displays:  
**Sports & Racing A7s**  
**Boat-Tail Tourers**

Entry forms will be on website in mid-March 2025  
[www.pwa7c.co.uk](http://www.pwa7c.co.uk)



Rally Organiser - Ian Nelson. [ian.s.nelson@btinternet.com](mailto:ian.s.nelson@btinternet.com)  
07803 888585

## Beaulieu 2025 A7 rally

For the first time in many years, Graham Baldock is minded to go to this Rally at the end of June. However never having it done this before, he asks if anyone else is going so he can link up and share accommodation etc?? [gbaldock120@gmail.com](mailto:gbaldock120@gmail.com)  
07792 130488

## 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>
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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

<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.

## Austin 7 Clubs Association (A7CA) News:

A7AC Needs:

- i). **Webmaster,**
- ii) **Insurance Liaison Officer**
- iii) **Treasurer**

### WEBMASTER NEEDED BY A7AC

#### Background:

*The Austin Seven Clubs Association website was created by the Association IT Consultant using WordPress in 2015 and provides a convenient source of information about Austin Seven Clubs, their location and contact details, access to the Register of Surviving Austin Sevens maintained by the Association, about the cars and Member Club events.*

*There are separate linked websites for the Association's Archive materials not at present maintained by the **Webmaster** who is concerned only with maintaining the main website.*

*The **Webmaster** should:*

*Take instructions from and report to the Association Committee.*

*Liaise with the other Officers of the Association and Member Clubs to ensure published information is up to date and accurate.*

*Update content of web pages as necessary.*

*Respond promptly to enquiries submitted through the website contact links, directly where possible or by forwarding to other Officers with better knowledge.*

*Modify menu and page structure, format and overall layout and design in conjunction with the Association IT Consultant.*

*Have a working knowledge of WordPress.*

*A working knowledge of HTML could be an advantage since WordPress WYSIWIG editor created layouts are not always quite what one expected.*

#### Footnote:

*Use of a content management system such as WordPress may be overkill for a website where content is almost static. After 10 years use, a general overhaul of layout and design might be undertaken in conjunction with the Association IT consultant.*



## A7AC Insurance Liaison Officer required

The position of A7CA **Insurance Liaison** Officer (ILO) will become vacant from April 2025.

This is an important role that involves speaking and meeting with **Insurance** Companies on behalf of the member Clubs.

David Mawby has worked for a number of years in this role but cannot continue past our next AGM due to work commitments. We are very grateful for the time he has given this to date.

If you feel that you could undertake such a role and would like more details, please contact the A7CA Secretary on [secretary@a7ca.org](mailto:secretary@a7ca.org) or 01419428037.

## A7AC Treasurer required:

This Officer position will become vacant from April 2025 and is offered with a handover period to share the ropes and ensure transition is smooth.

Officers are elected annually at the A7CA AGM with a term limit of 3 years, this can be extended by a further 3 years but not further. We hope this information encourages people to apply.

### **The role includes:**

Paying invoices for Magazine print, layout and postage, quarterly. Raising invoices to member Clubs annually, reporting to Member Clubs at their Quarterly Committee meetings and paying insurance, IT and mailing expenses as and when required.

Some experience of finance, book keeping and online banking would be useful but not essential.

All interested parties should contact the Secretary on: [secretary@a7ca.org](mailto:secretary@a7ca.org)

# Insurance for Young Drivers, negotiated by A7AC

**RH** will consider insuring drivers once they qualify for warranted accompanied driving – this means that once you get your full driving licence you can be considered for a policy where your parent or the owner is inside the car with you.

**RH** will also consider insuring you to drive an Austin Seven unaccompanied if:

- You have 1 full year of clean insurance
- Experience of driving an Austin Seven accompanied
- Have experience of driving Austin Sevens at car events such as Driving Tests, Trials and Track Days

**RH** will consider insuring you to drive an Austin Seven in your own right if:

- You are 21 or over.
- Drivers younger than 21 may be considered depending on individual merit. Have a conversation with the **RH** team.
- You have a full clean licence.
- You have a clean insurance history.

**Note:** If you are thinking of purchasing an Austin Seven now to drive when you're aged 21+, **RH** advise speaking to them before you make the purchase.

**RH** tell us that the following things are very desirable:

- You have been brought up around and have experience of Austin Sevens.
- Your family has some history of insuring Austin Sevens with **RH**.
- You own a modern car with your own insurance policy.

**What RH cannot do:**

- Insure learner drivers on vehicles which are pre-1970.
- Insure everyone who applies – but following the above advice will give you a better chance of being considered for insurance.

In addition, due to **RH** being part of the Howden Insurance group, they can also give you advice regarding young driver insurance for your everyday car whilst you're learning to drive or once you've just passed your test.

**RH** Specialist Car Insurance: <https://www.rhspecialistinsurance.co.uk> 0333 043 3911

# Have your say in the crucial National Historic Vehicle Survey

The Federation of British Historic Vehicle Clubs is launching its major five-yearly research to the entire road transport heritage community.

The research covers three key areas, with appropriate questions for each

- Clubs/Museums
- Individual enthusiasts
- Trade/suppliers

Please participate in the crucial National Historic Vehicle Survey and keep transport heritage on our roads.

The survey takes around 10 minutes to complete and is best done in 'one sitting'

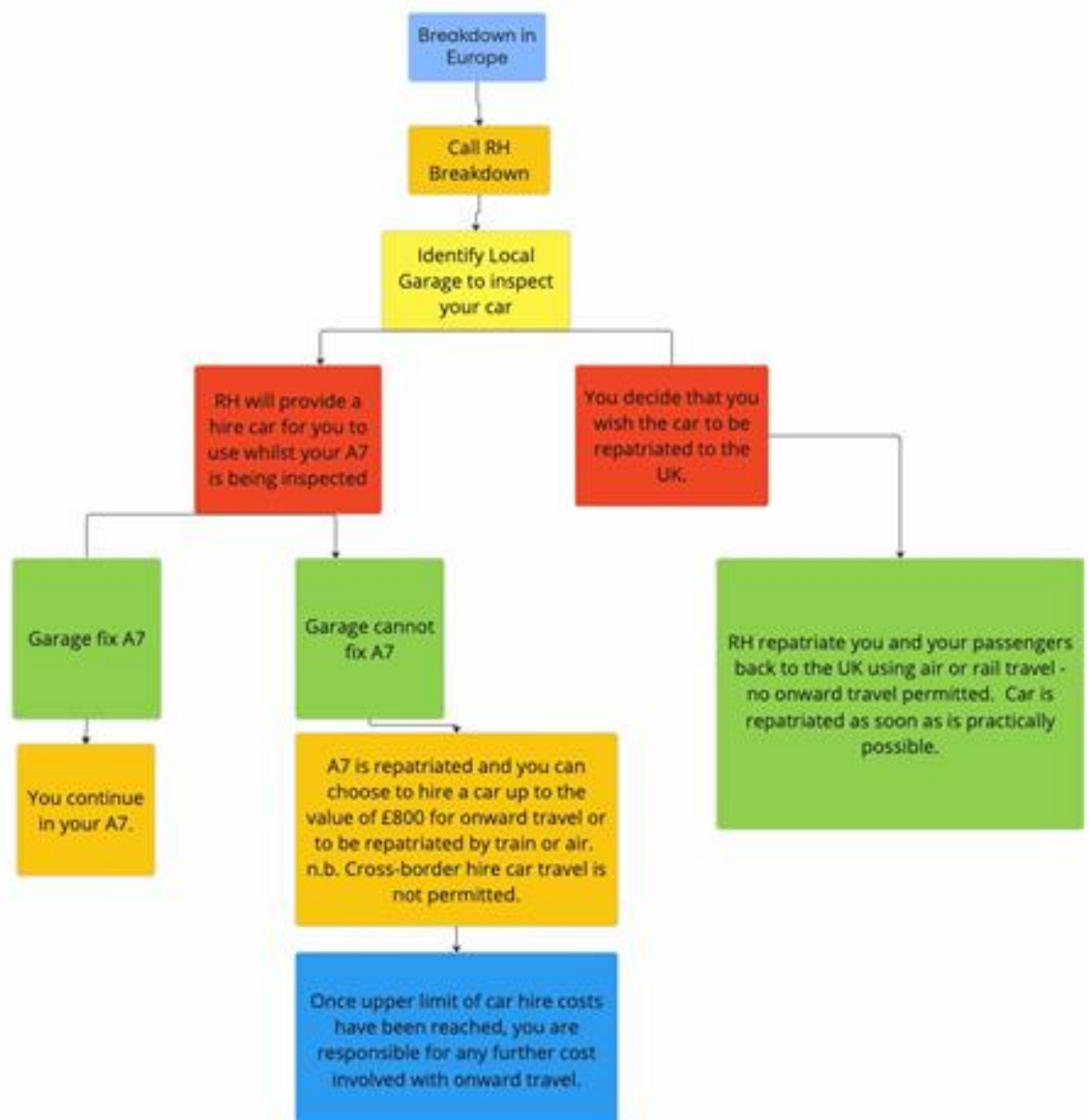
<https://fbhvc.co.uk/survey>

### Advice to members about RH European Breakdown Recovery Scheme.

A7CA representatives recently met with RH Specialist Insurance to discuss the types of breakdown cover they offer for clients travelling in Europe.

RH use DAS and ERS to oversee the recovery service in mainland Europe and you can choose the service you wish to take out, during your renewal conversation with RH .

During our meeting with RH it became clear that they consider ERS suits the needs of Austin Seven owners better. If using ERS, there are several procedures and choices to be made which are illustrated in the flow chart below<sup>1</sup>.



n.b. RH are at pains to stress that each case is treated individually according to circumstance.

## Minutes of the AGM held Tuesday 25th February 2025

From 7.30 pm at the Richmond Club, Edgar street, Hereford HR4 9JP

A total of 26 Members were present.

**1 Apologies for Absence:** were received from: Roly Alcock, David Fowler & Jane Turner, Derek & Pam Choppen, Chris & Jane Clarke, Malcolm & Jenny Lyon, Michael & Gill Harcourt and Tim Bradley.

**2 Minutes of the previous AGM** held Tuesday 27th February 2024 were published in the March 2024 *Crankhandle* and circulated with the Agenda for this AGM. The Secretary received no comments regarding accuracy.

**3 Matters Arising.** There were no other matters arising during the meeting. So, acceptance of the February 2024 AGM Minutes was proposed by Kip Waistell and seconded by Brian Bedford. The Chairman (Michael Ward) therefore signed and dated a copy of the previous Minutes as a true record for the Secretary to keep on file.

### **4 Chairman's Report.**

Michael Ward reported:

- He was pleased that our 15<sup>th</sup> Anniversary year proved to be a busy and successful one. In addition to our Sunday 'Club Runs', monthly lunchtime meets were generously organised by Carmen and Kip Waistell in different pubs around the County. We had Bowling evenings and Club evenings that were mostly supplemented by talks on a wide range of subjects that proved informative and entertaining. The 15<sup>th</sup> anniversary picnic at Weir Gardens in July and the 'Skittles & Nibbles' event at the Richmond Place Club in November which 33 members attended, both attracted a lot of interest and were great fun. My thanks go to all those members involved, enabling these happy occasions to have taken place
- To give even greater opportunities to our membership, members supported other clubs and charity events during the year such as the TOTIE week in June attended by five cars from this club, the Family Day at Highnam at which 340 vintage and classic vehicles were present and best car in show was won by Robert Wynnell-Mayow, Hill Climb events and a charity day at White Birch Manor
- 'Shed Nights' have continued at Riddings Farm, the home of Sue and Frank Sibly, presented by our own Technical guru, Eddie Loader. Our thanks to all of them for enabling this popular club activity to continue
- The club has hard working and conscientious committee members who have given their time to ensure that we remain a 'friendly' club that enables all of us to enjoy our motoring hobby. My sincere thanks to them and to you all, for your support. Thank you

There were no questions or observations from the meeting.

### **5 Secretary's Report**

Bob Garrett mentioned the following:

- To ensure the smooth continued running of the Hereford A7 Club - your Committee held three meetings during 2024, each lasting around three hours. He thanked the other Committee members for the time they have spent on the club's behalf and their much appreciated input
- There are no significant Committee decisions to report during the past 12 months, only one or two minor tweaks made to the Constitution in May 2024, to update and clarify Roly's Committee responsibilities
- The current version of the Club's Constitution is 'Version 7'. A splendidly comprehensive document for a small club such as ours. An up-to-date copy is available for inspection at this AGM and copies can be emailed to enthusiastic members upon request
- Many of you will be aware that Heather and I are planning to move house this year, which means it is unlikely I will be able to continue as Secretary. It would therefore be logical for this AGM to elect a replacement. I have

now muddled-along as your Secretary for over six years, so, it's probably time for a change. Of course, I will happily provide any help required to ensure a smooth hand-over

- Sadly, I have to give advance warning that three Committee members plan to step-down at the 2026 AGM. The Chairman (Michael Ward), the joint Events Secretaries (Pat Caine and Jan Haywood) and the Newsletter Editor (Frank Sibly). In addition, Julie James (Treasurer) wishes to stand-down by this coming October.. I believe both the Committee and the membership need to consider searching for replacements without delay
  - I'll leave the details for others to report - but it seems to me the club is in excellent shape, with a very healthy bank balance, a fairly stable membership of around 50 primary memberships and altogether a really lovely group of people. Last year, we managed three A7 runs, two 'shed nights', a skittles night, a picnic, a Christmas lunch and a 'bowling evening'. Also, three extremely interesting and entertaining Club Night talks by Tim Bradley, Jeremy Plummer and Kip Waistell. All very much enjoyed and appreciated. Thanks also to Kip for masterminding a number of very popular, mid-month, pub lunch outings.
  - Finally, I would like to say three 'thankyous' on behalf of the club .....
- Frank & Sue for their shed night hospitality
  - Derek for supplying the 'Richard Youard' award trophy without charge
  - Karen (of Gaynans in Ledbury) for providing the engraved name-plates, again free-of-charge as a gift to the club

There were no questions or observations from the meeting.

## **6 Treasurer and Membership Secretary's Report**

### ***Accounts:***

Julie James circulated the 2023-24 HA7C Accounts prior to the meeting and highlighted the following:

- At the start of the accounting period (1<sup>st</sup> Oct 2023) the club had a balance of £962 together with other material assets giving a net worth of £1,647
- During the reporting year (1<sup>st</sup> Oct 2023 to 30<sup>th</sup> Sept 2024) the club had an income of £898 and an expenditure of £805. Julie outlined some key components
- At the end of the accounting period (30<sup>th</sup> Sept 2024) the club had a balance of £1,057 and a total worth including assets of £1,774 (up from £1,647 the previous year)

Julie informed the Meeting that the Bank had recently introduced an annual fee (and other charges for transactions) that amount to approximately £50 per year. She has explored other banking options but it seems such charges are now commonplace. Julie reported that the Committee had agreed we would stay with the Bank for the time being (and accept the new charges) but keep the situation under review.

Julie invited questions on the Accounts and Tess Plummer asked what 'asset depreciation' meant in the Accounts. Several Committee members explained that the original cost of our assets (Sail flags, projector, badges etc) is reduced each year (typically between 5 to 15%) to better reflect their current value. This does not affect our cash position, simply the estimate of Net Club Worth.

There were no further questions. So, acceptance of the accounts was proposed by Gerwyn Lloyd and seconded by Annie Peake.

### **Membership:**

Julie reported that during the past 12 months we have lost & gained a small number of members but at the time of the meeting, we have:

- 50 Primary (paid-up) memberships
- 4 Life/honorary members
- 41 partners etc
- Giving a total of 95 voting members

Julie also reported that we currently have 13 'A7CA Grey mag' subscribers.

She also mentioned that at the next membership renewal (October 2025), she planned to collect information about each member's Austin Seven (or the oldest or most interesting car for those fortunate enough to own several Sevens).

Julie invited questions and:

- Brian Bedford asked if she encountered difficulty obtaining member's subscriptions and whether a Direct Debit or Standing-Order facility might help. Julie said she had little difficulty obtaining payments and general discussion concluded that the provision of DD and/or SO facilities present their own administration complications for both the Club and its Members
- Heather Garrett suggested that the Club might like to fund a tasty buffet at a pre-Christmas (perhaps skittles?) evening. Brian Bedford added that the Richmond Club would be pleased to provide us with such a buffet. It was also suggested that the Club might consider providing something similar at the next AGM. These suggestions were widely supported by the Meeting and the Committee agreed to carry them forward.

The Chairman thanked Julie for her Accounts and Membership reports.

### **7. Events Co-ordinator's Report**

Jan reported that she felt things were going to plan and thanked Members for keeping her informed about events. She also reminded the Meeting that she & Pat wished to stand-down at the next AGM in February 2026 after three years as Events Coordinators.

Pat informed the meeting that Jan does most of the work.

The Chairman thanked Pat & Jan for their considerable efforts

The Chairman also recorded his thanks to Roly for circulating details of events at the beginning of each month and regularly uploading updates to the Events Diary on the website.

## 8 Newsletter Editor's Report

Frank thanked all those who have contributed articles and photographs for the newsletter during the past year and encouraged Members to carry-on producing material.

He informed the meeting that at next year's AGM (February 2026) he wishes to step-down after what will be three years and 18 Newsletter issues as Editor. Frank also encouraged the ladies of the Club to consider taking-up the role of Editor having noticed that numerous other clubs have lady Editors.

The Chairman thanked Frank for his report and input.

## 9 Webmaster's Report

Roly apologised for his AGM absence at this year's AGM, explaining that he is no longer comfortable driving at night.

He has been carrying out the webmaster role for 5 years and feels it is important for the membership to provide him with fresh material, although sadly this is not always the case. However, the technical section continues to grow with material that has been generated by HA7C members and published in the *Crankhandle*.

The website domain is working well and also gives the club its own range of @ha7c.co.uk email addresses for committee members.

The most popular pages in January, were technical and events, including 118 downloads from the technical pages.

Month	Unique visitors	total visits	Pages	Hits
Jan 2025	484	727	1,101	5,273

Roly encourages members to regularly visit the HA7C Website, to see the wealth of material including previous editions of the *Crankhandle*. Members should contact him for the username and password to gain access if needed. The reason for the security, is to comply with GDPR privacy laws covering people who are no longer members of the club. However the last 12 months of newsletters are freely available to download, so that prospective new members can see what we are getting up to.

The website events page is kept updated as soon as fresh data are received from Pat and Jan.

Roly distributes the events list for Pat and Jan in PDF format by email to all members on the 1st of each month. PDF (portable document format) is far easier for all members to read regardless of which device or operating system they use.



He also distributes the *Crankhandle* on behalf of the Editor, occasional emails on behalf of the Committee and distributes (and posts) the A7CA Grey Mag to those members who subscribe.

Finally, Roly is happy to remain on the committee and take care of the website and its content and also manage the domain and email service. Of course if any member feels that they would like to take on these roles, by all means talk to him. It would be a good idea for someone with technical IT knowledge to have a look at what he does and how he does it, in case for whatever reason he is ever unable to continue in this role.

The Secretary offered to relay any questions to Roly and attach his response to the Minutes. Happily, there were no such questions.

The Chairman thanked Roly for his comprehensive report.

## **10 Technical Advisor's Report**

Eddie, unfortunately was unable to attend the meeting but it was noted that:

- He provided two 'Shed Nights' during 2024
- Shed-Nights had been well attended
- He continues to provide technical help and advice, even to non-members

The Chairman recorded his thanks to Eddie.

**11 Election of Officers to the Committee.** The Secretary reminded the meeting that the AGM was the membership's opportunity to influence the management of the club. However, he had received no contenders for Committee positions.

Michael (Chairman) reminded the Meeting that the position of Secretary needed to be filled and volunteers were invited. Unfortunately, nobody was forthcoming. So, Bob Garrett agreed to carry-on until he moves home at which point the Club will need a new Secretary.

The Chairman also invited volunteers to take-up the position of Treasurer from this coming October. Kip Waistell sportingly agreed to take-up the position of Treasurer in October so-long as the Membership element is removed. Kip's appointment to take-over as Treasurer in October on these terms was proposed by Frank Sibly and seconded by Jan Haywood.

The Secretary informed the meeting that the remaining Committee members had indicated they were content to continue in post for the next year although the positions of Chairman, Events Secretary and Newsletter Editor were all up for grabs at the 2026 AGM.

Re-election 'en-bloc' of the remaining Committee was unanimously approved by the Meeting.

**12 Constitution:** The Secretary reported that the Committee had a responsibility to keep the Club Constitution up-to-date and wished to make the meeting aware of the following change that appears in the current Version 7.

- Clarifying the Webmaster role and adding specific duties relating to the circulation of information

The Secretary also mentioned that a current copy of the HA7C Constitution (V 7) was on the table, in case anyone was keen to have a look at the end of the meeting. He also said the Constitution was available on the Club Website and he would be happy to email a copy to any interested members.

**13 The Richard Youard Award.** The Secretary reminded the meeting that the Richard Youard trophy was our annual award for an exceptional contribution to the club during the previous year. He again mentioned that the recipient for 2024 had been selected by the Committee and was pleased to announce that Kip & Carmen Waistell were the winners for their outstanding contribution to club matters during the past year.

The Chairman presented the award to Kip & Carmen.

#### **14 Any Other Business.**

The Chairman 'opened the floor' to any matters of other business relating specifically to AGM matters:

- Carmen Waistell suggested the annual membership fee be increased to £15. However, following wide discussion it was agreed to leave the subscription at the current £10 per year because we already have a very satisfactory cash/bank balance of over £1,000 and struggle to find other things that the club needs

**15 Date of next Annual General Meeting.** The date of the next AGM will be Tuesday 24th February 2026 - KO @7.30 pm – at the Richmond Club

There being no further business, the Chairman thanked everyone for attending and closed the meeting at 8.36 pm.

We invite Any comments on the accuracy of the minutes from anyone present at the meeting