



## The Crankhandle

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

March 2026

Issue 97



Chummy Ladies' Austin 7 in Brittany, September 2025, with silly hat

## Chairman 's View

I am pleased to report that the club has had another full year of interesting activities. In addition to well attended club runs, there have been numerous attendances at fares, fetes, shows, hill climbs and charity events around the region. The mid-monthly lunchtime meetings have shown great popularity, kindly organised by Carmen and Kip Waistell. We have continued our close association with neighbouring Austin Seven clubs such as the South Wales club, which has prompted early discussions for joint Austin Seven holidays for 2026 and in the future. I am also delighted to report of the success of the 'themed' Club evenings here at the Richmond Place Club, which have provided interesting speakers. Additionally, the ever-popular Shed Nights at Riddings Farm provided by Frank Sibly and Eddie Loader remain the envy of other Austin Seven clubs. During the past year, Jan and Pat Caine have again organised two successful Steak and Bowls evenings with the year ending with the very well supported Skittles and Nibbles Night, the use of the Skittle Alley being generously donated to us by the Richmond Place Club management.

I must also mention how gratifying it is to see the continuing popularity of the 'Crankhandle', which is often commented upon by our distant readers. Frank Sibly has carried out an outstanding job, producing the Crankhandle to a very high standard.

This report gives me great pleasure, and largely is only made possible by you, the membership. So, my sincere thanks for your involvement and support and finally a huge 'thank you' to a wonderful hard-working committee.

Michael Ward.

## Secretary's Corner

I'm Steve Earl, the club's new Secretary. Having never been a club secretary I will no doubt need some guidance, but would like to thank Bob Garrett for offering to smooth the transition. I would also like to thank Bob for the outstanding job he has done over the last few years as club secretary.

My family has always had old cars. and in 2022 we bought a Ruby for my son Sydney and myself to restore. Syd was 13 years old at the time. The project was completed in a year, and we joined the Austin 7 Club of London as we lived in Kent at the time. We moved to Herefordshire in August last year, and in October we drove the Ruby here from Kent. Take a look at our video record of the journey in this link <https://youtu.be/fA4qDzgayuM> , and follow our channel for future adventures.

The Hereford Austin 7 Club is a member of the Austin 7 Clubs Association. I am the

Publicity Officer for the Association and I am keen to promote A7CA's encouragement of youngsters to own an Austin 7, and for youngsters to join the A7 clubs. After all, our clubs and cars will only survive if the next generation become interested. We can all have an impact on this aim by showing and using our cars as much as possible. Every conversation we have about our cars could lead to new club member or Austin 7 owner.

Finally I would like to encourage all our members to request a copy of the Austin 7 Clubs' Association Magazine know as the 'Grey Mag'. There is currently a charge of £13 per year for this quarterly magazine. Roly Alcock distributes them for HA7C, so contact Roly to add this great value benefit to your club membership.

Steve Earl

## The Editor

I am your new editor, and I hope you will bear with me while I find my feet. It will be difficult taking over from the talented Frank Sibly, but he has assured me of his guidance, as has Roly. In the meantime, please send me any photos, write-ups, or information you would like included, and I will do my best to oblige.

I thought this month we might look at wheels and potholes, given the proliferation of the latter.

Email address: [newsletter@ha7c.co.uk](mailto:newsletter@ha7c.co.uk)

Annie Peake

## Awards

### Richard Youard Award February 2026



Jeremy and Tessa  
Plummer

### Roly Alcock Award February 2026



Julia James

## 2026 Hereford Austin Seven Club Events

Key to Texts:-**BOLD=HA7C EVENTS** :*ITALIC=Events Organised by Others*:  
BLUE=click contact: Red=New Event

**Note that "Events organised by others" are listed separately after our club events.**

**March** Tue 31st 7.30pm HA7C Meeting Richmond Club. HR4 9JP

**April** Thu 9th noon Noggin & Natter Undercroft Pub, Llanthony Priory  
Monmouthshire Food order Email: <mailto:llanthonyprioryltd@outlook.com>

Ivor Prentice tells me:- The Llanthony valley road closure due to a land slip just out of Cwmyoy. The road is officially closed indefinitely. Locals are however going through against Council instructions, by moving and replacing barriers. Llanthony can be safely and legally accessed via the Gospel Pass

Wed 15th 6.30pm HA7C Bowling Night The Grove, Leominster. HR6 0LE Pat  
Caine: 07966387815

Sun 26th National Drive it Day Westonbury Water Gardens, near Pembridge  
mailto: [kipcarwaistell@hotmail.com](mailto:kipcarwaistell@hotmail.com)

Tue 28th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

### May

Thu 7th noon Noggin & Natter, The Roadmaker Inn, Gorsley  
Phone 01989 720352

Mon 15<sup>th</sup> The New Inn/New Strand, Eardisley, Phone 01544 327285

Tue 26th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

### June

Tue 30th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

**July** Tue 28th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

Sep Sun 13<sup>th</sup> – Weds 16<sup>th</sup> HA7C trip to Metropole Hotel, Llandrindod Well **FULLY BOOKED**

2027 Jun 21/28<sup>th</sup> France Trip. Contact Kip Waistell <mailto:kipcarwaistell@hotmail.com>

2027 Sep 13/16<sup>th</sup> Lanerchindda Farm in the Llandovery area contact Robert Wynell Mayo  
<mailto:rob.w-m@hotmail.co.uk>

## **NON HA7C Events**

### **April**

6<sup>th</sup> Coleford

<https://colefordcarnivaloftransport.co.uk/>

12<sup>th</sup> 10am Pre War Car Gathering Hammerwich. claxonhoard@gmail.com  
to 4pm Burntwood Rd. WS70JQ call- 07850799791

19<sup>th</sup> 3 counties showground Malvern <https://classicshows.org/events/festival-of-transport-autojumble-19-april-2026>

Sun 26<sup>th</sup> Bosbury Bluebell walk at Bosbury House Farm, Bosbury near Ledbury HR8 1JZ from 2-5 p.m

### **May**

9<sup>th</sup>/10<sup>th</sup> 9am Classic/Vintage cars Book ASAP. To book go to .....  
Ludlow Spring Festival 2026 <https://www.ludlowspringfestival.co.uk/>

Sun 24<sup>th</sup> ATDC Invitation: Waterworks Museum, Hereford  
<https://forms.gle/bbQvcnVma9jqZ39>

Contact Matt Coles :- <mailto:publicity@austintendriversclub.com>

24<sup>th</sup>-25 May Eastnor Steam fair <https://eastnorcastle.com/whats-on/eastnor-steam-vintage/>

### **June**

6<sup>th</sup> Gwatkins Cider Golden valley show [www.vintageandcountryfair.co.uk/tickets](http://www.vintageandcountryfair.co.uk/tickets)

13/14<sup>th</sup> South Wales A7 Club Rally. Bryngarw Country Park Bridgend CF32 8UU contact Peter Hales on <mailto:swa7csecretary@gmail.com>

20<sup>th</sup>-21<sup>st</sup> <https://avoncroft.org.uk/product/firing-up-for-fathers-day-weekend-20-21-june>

27<sup>th</sup>-28<sup>th</sup> National A7 Rally Beaulieu <https://pwa7c.co.uk/event/national-austin-seven-rally-2026>

The plan with the engine is to install it set about 2 to 3 inches back from the original position and this will probably mean lifting it (the engine) slightly to ensure the gearbox doesn't clash with the cross member. It will also mean making new engine mounting positions. The image below of the car I am trying to replicate shows the relative position of the engine, steering box etc. The steering box will be in a raised position and set at a shallow rake.



So new engine mounts were made up to match those in this image and tacked into place for now as its quite likely I may find that I have to move them!!

In order to position the engine slightly further back it is necessary to either raise the engine or modify the cross member to ensure the gearbox does not foul said cross member. I chose to do a bit of both as I wasn't keen on cutting a big chunk out of the cross member. In order to decide where and how much metal needed to be removed I made a timber section of the engine and box and placed this on the new engine mounts, after a bit of back and forth I decided about  $\frac{3}{8}$ th of an inch only needed removing. I have since noted that the Ruby chassis has this 'dent' in the cross member also!



One thing I have done is produce a working drawing to assist me with the bodywork as eyeballing it didn't seem like a good idea. This drawing has been revised many, many times so far. But has allowed some key dimensions to be arrived at and a lot of them to be changed!!

With the engine position sorted I could think about where the bulkhead would sit and decided to start work on the floor pan, bulk head etc.

All of these inner sections are made from 2mm aluminium and bending this proved to be a challenge for my metal bender – so I beefed it up a bit and also used a section of a large RSJ (steel beam) as an anvil to hammer flanges on etc.

The result has been a lot of work on the floor pan and rear boot area as well as the bulk head, all of which is held together currently with a lot of ‘Cleco’ fasteners, but will all be bonded and rivetted together finally.

It needs a fair bit of finishing work to be done before I can rivet it together, and I want to fit the engine and box before then if I can, so that the cut out needed in the bulkhead for the gearbox can be created.

I made the panels by drawing them out to full size on sheets of paper using dimensions from my drawing, then scribing these onto the aluminium sheets. I’ve used a variety of cutting methods to get the sheets to the right size/shape including aircraft snips, jigsaw and guillotine.

Drawing out the panels has been time consuming, however worthwhile as panels go together better when they are the right size I’ve found!!

Alongside doing the floor pan, I have sourced a new front for the engine to replace the ‘cone’ as I won’t be having a starting handle. (Thank you Ruairidh Dunford).



I have also made up a bracket for the steering box and cleaned and reassembled the box its self. I am still not sure the bracket is correct so it may need modifying. (As it has turned out the bracket is not right at all. A new one has been made.)

A second hand distributor has been purchased and a new cap as the one that came with it had seen better days. I tested the starter motor and this amazed me by spinning like new! The dynamo has been stripped and I am now wondering whether to go for a 12V system or stick with the 6V. I still need to test the dynamo.

Work did slow down during September '25 whilst I finished another smaller project for my grand children – a mini Monoposto with a 50 cc engine.



I have also made a plywood buck for the rear of the car which I want to have a 'boat tail' appearance rather than the squat tail end of the car I am copying. This was done using dimensions from my drawing again. I am now trying to make a framework based on this buck to allow me to have an opening section in the boat tail for luggage/spare wheel. This has complicated things somewhat, however after a lot of trial and error I have finally made a frame work which will work for me.

so to be continued.....

There is so much to do on this project and if anyone is interested I am putting a series of videos on YouTube the link is [https://youtu.be/qttZcTvorO8?si=POuMLk\\_KUwrxTV3C](https://youtu.be/qttZcTvorO8?si=POuMLk_KUwrxTV3C) for Part 1. There are 9 videos so far.

## Potholes and You

## Kip Waistell

We are all plagued by potholes and know the damage they can do to our cars, and Herefordshire seems to have the worst examples in the country.

Hereford Council is obliged under the Highways Act 1980 to maintain our public roads, and failing that, may be liable to you for pothole damage to your vehicle. The Council must be proved to be negligent, which means showing that the pothole caused damage (not difficult if it DID damage your car), and that the Council failed to inspect/repair it properly. As a defence, the Council can claim that they have taken reasonable steps by way of having a reasonable system of inspection and repair, so you need to prove this is not the case. It can be done. Some years ago, I claimed against this Council and its contractors at the time, for damage to two wheels and tyres after driving into two large potholes at night. The judge, with no evidence to justify what he said, declared that the Council were not liable because the potholes must have got bigger between the date of their last inspection and my accident. There was no evidence for this. However, on a technicality, I succeeded and obtained full damages! So you really do have to prove the Council know the pothole is there and how bad it is... and that you can now do quite easily because there is a specific website on Herefordshire.gov.uk which allows you to report potholes- provided the site is working, which

at times it is not. On that website you can see how many other reports have been made, so it becomes clear to what extent the Council knows of the existence of any given pothole.

I have used Freedom of Information requests to try and fathom out what is the Council's system for finding out about potholes, grading them in severity, measuring the time for getting repairs done, and to what specification. However, the responses I have received are unclear and confusing. My view is that no clear and efficient system exists.

Our roads are dreadful. Ditches are re-dug and the outfill dumped onto the road preventing water from getting into the ditch. Gullies are blocked. Verges are left too high to permit water to flow into ditches or lower land to the side. Repairs are done badly, often with no "seal" between old tarmac and repair, so water can ingress and cause damage. Sometimes new tarmac is put down, only for it to be dug up again by utility companies.... There seems to be no efficient system of inspection, repair, and checking that repairs have been done properly so as not to waste money. Even new, or relatively new, resurfacing breaks up- see the road at Peterchurch, or between Kingstone and Clehonger.

If you wish to see our roads improved, then I would ask you to please (a) use the Council website to report potholes (b) badger your MP and local Councillor (c) consider making a claim for any damage to your vehicle – I should be happy to assist at no cost. Such claims fall within the jurisdiction of what is called "Small Claims" where the winning party is very



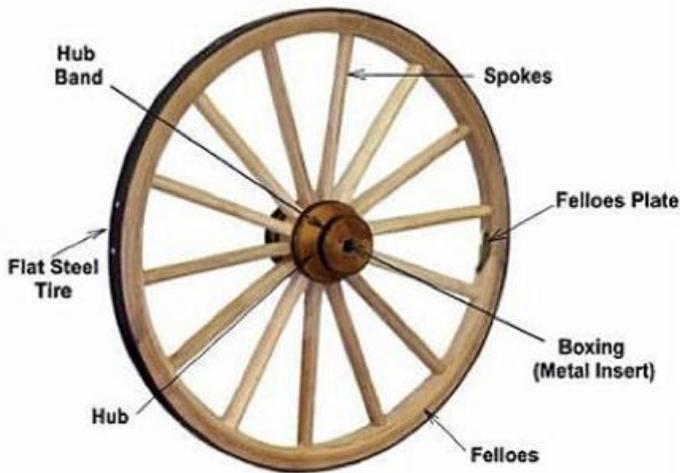
rarely awarded costs against the loser. Hereford Council uses expensive lawyers costing them about £300 an hour, so it does not pay the Council to dispute a claim when it cannot recover costs if it wins. Financially, it pays them to settle- though who ever heard of a Council taking a responsible financial view, for after all it is your money they are playing with!

To make a claim, go to [https://my.herefordshire.gov.uk/service/Highways\\_Incident\\_claim](https://my.herefordshire.gov.uk/service/Highways_Incident_claim)

Or phone 01432 – 261800.

The Council needs proof: photos/video, location (exact road name or nearest landmark), details (date, time and weather conditions), witness statement if possible. Report it ASAP.

## Why are they called Tyres



*A steel-rimmed wagon wheel.*

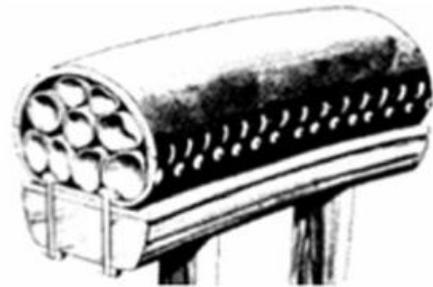
The first tyres were iron or steel bands which were used on the outer perimeters of wagon wheels in order to tie the wooden rims and spokes in position. Hence the name : Tie-ers because they tied things together. In the mid-1880s when the use of rubber (latex) was developed, the idea of making tyres from something softer than iron seemed to be a good idea.

The next development was a solid rubber tyre. The drawback was that because the rubber compound supported the load, it wore out very

quickly. In 1845 R.W.Thompson invented and patented the pneumatic tyre, realising that the air in the tubes would cushion the shocks from the road.



*The next development – a solid rubber tyre.*



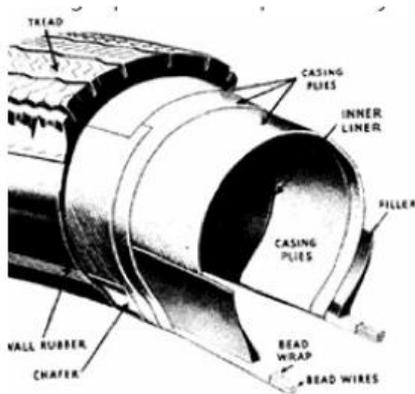
Thompson's design featured several thin air tubes inside a leather cover so that several punctures could be borne before the tyre deflated. A clever design which never caught on because the solid rubber tyre remained the market leader for many years.

In the late 1700s, Charles Mackintosh was experimenting with natural latex – the white stuff that comes from rubber trees. His interest was mainly to produce a waterproof fabric, and many years later raincoats were to become known as Mackintoshes. Natural latex became brittle when cold and sticky when hot, but in 1839 Charles Goodyear discovered that if sulphur was

added to liquid latex, then the product became much stronger and very stable. He called this process 'Vulcanizing' and before long the improved rubber was used for cushioning bicycle and carriage tyres.

In 1888, John Boyd Dunlop sought to make his son's bicycle more comfortable and he unwittingly re-invented the pneumatic tyre, not realising that R.W. Thompson had patented the concept back in 1845. A lengthy battle ensued and Dunlop won by far the greater market share for pneumatic tyres. and became generally known as the inventor thereof.

Then in 1891 the Michelin brothers invented the first detachable bicycle tyre, featuring a separate inner tube and making puncture repairs easy for the first time. In 1895 the introduction of first Michelin car tyres made all others obsolete almost over night.



A set of Thompson's tyres were fitted to an English brougham carriage and ran for 1200 miles, but the cost of the rubber for the inner tubes was so high that the tyres could not be made profitably.

Thompson abandoned pneumatic tyre manufacture, so wheeled road-going vehicles continued to run on solid rubber tyres.

It was not until the popularity of bicycles increased in the 1880s that interest in pneumatic tyres was revived. In 1888, John Boyd Dunlop, who was a Scottish veterinary surgeon living in Ireland, was watching his son struggling to pedal his new bicycle over the cobbles on its solid rubber tyres, when the thought struck him that a pneumatic tyre would be much more effective.



*Brougham carriage.*



*Dunlop Junior on his bicycle.*

Dunlop constructed a pneumatic tyre for his son's cycle, patented the system and began commercial production in 1890 with the Belfast manufacturing company which developed into the Dunlop Company.

Dunlop later discovered, and acknowledged, that the pneumatic tyre had been patented in 1842 by Robert Thompson, but by then Dunlop had become an established manufacturer of bicycle tyres. It took a further seven years before the Michelin brothers became the first to use pneumatic tyres

on an automobile, but they did not prove durable enough. It was only after Philip Strauss invented a combination tyre with an air-filled inner tube that pneumatic tyres could be used on automobiles with success.

John Boyd Dunlop retired from the Dunlop business in 1895, by which time the firm was world renown for its bicycle tyres. He sold his shares for £3,000,000 in 1896, long before his company began making tyres for motor cars and the firm was in the hands of other entrepreneurs. He died at his home in Dublin in 1921, aged 81. The firm expanded into the manufacture of many products other than tyres, including garden hose, golf balls, wellington boots, etc., all under the Dunlop banner.

**With thanks to C Keevil of North Hampshire Austin Enthusiasts' Group**

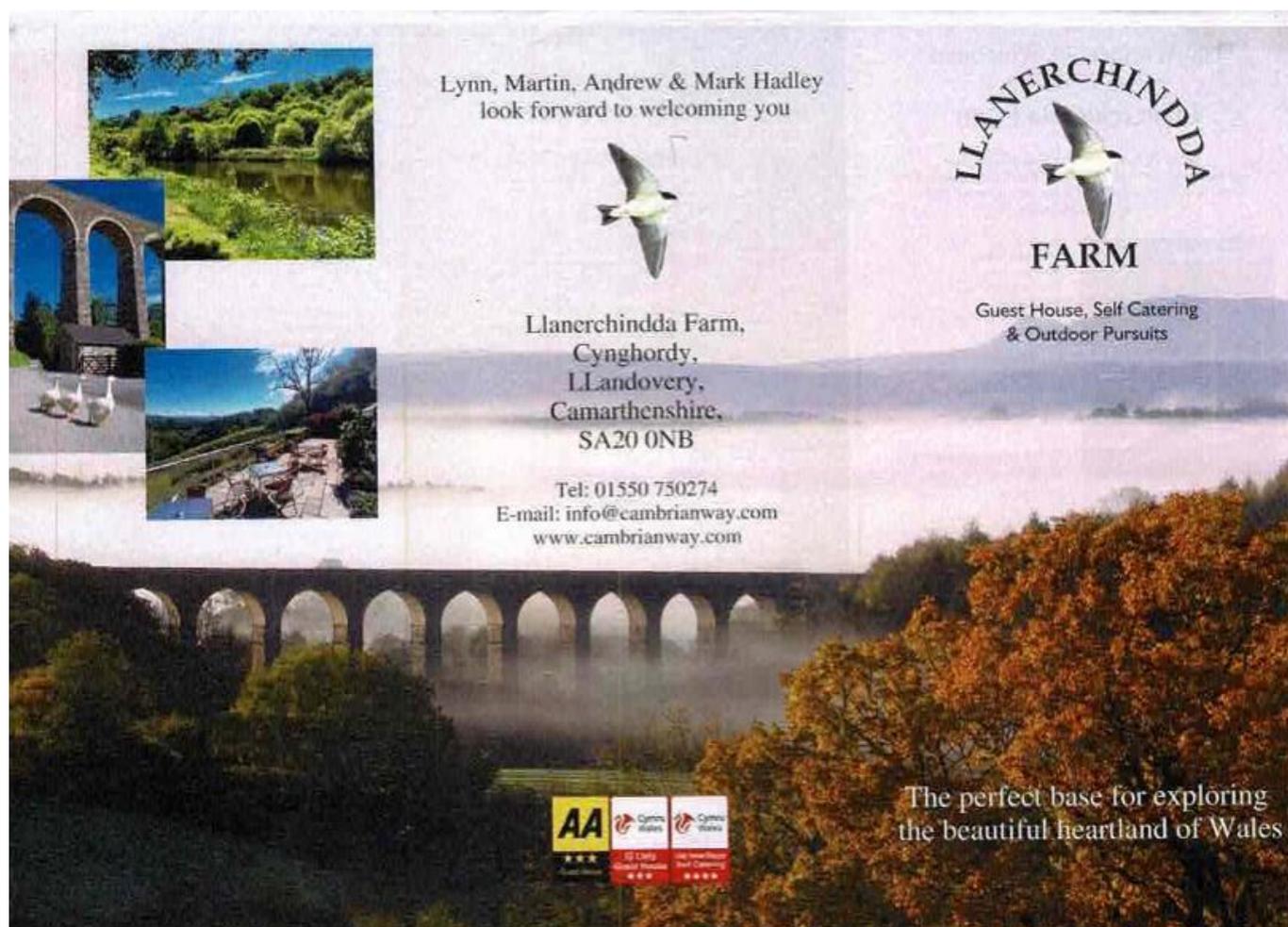
## HA7C Welsh Holiday, Sept 2027 Book Early!! Robert Mayow

Robert has been in touch to suggest the HA7 club book as soon as possible. They are used to hosting Landrovers, Ferraris and all vintage cars. Close to Llandovery, it is the perfect spot to explore that part of Wales.

Because 2026 is fully booked. Robert has selected

September 13 – 16<sup>th</sup> 2027.

Robert says these 2027 dates won't last long, so book asap. The cost for a car tour in 2026 is £375.00 pp for 3 nights, to include dinner, B and B plus afternoon tea each day, and includes all tours and road books.



Lynn, Martin, Andrew & Mark Hadley  
look forward to welcoming you

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& Outdoor Pursuits

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Cynghordy,  
Llandovery,  
Camarthenshire,  
SA20 0NB

Tel: 01550 750274  
E-mail: [info@cambrianway.com](mailto:info@cambrianway.com)  
[www.cambrianway.com](http://www.cambrianway.com)

The perfect base for exploring  
the beautiful heartland of Wales

AA Cambrian Wales Cambrian Wales  
5 Stars 5 Stars 5 Stars

## Early notice of the South Wales A7 Club Rally

To be held at Bryngarw Country Park Bridgend CF32 8UU. All welcome

On 13th 14th of June.

For an application form please contact Peter Hales on [swa7csecretary@gmail.com](mailto:swa7csecretary@gmail.com)

On Tuesday 10th we attended Mike Tebbett's funeral at Colwall in the Pearl Cabriolet. Mike, who may be known to some members, founded the Mulliner Register as well as many other things. He was also the person who discovered our Pearl in a barn, in a scruffy and non-running state. The lady owner kept bees, and also gave talks on bee keeping. She had used it to tow a small trailer to transport her bee-keeping equipment.

Despite the terrible weather and poor road conditions, as usual the Pearl gave us forty-odd miles of trouble-free motoring.

The following Thursday, on our way to Kip's lunchtime gathering at the Alma Inn, 2-3 miles with Barbara driving this time, we had to travel up the dreaded B4221 with all its potholes, some of which were unavoidable. As we turned down the lane towards Linton, I noticed a funny noise that appeared to be from the transmission.

When we turned into the pub car park we hit a huge water filled pothole and heard a loud crash, caused by a back wheel falling off. Thanks to the efforts of several club members we were able to physically lift the car onto a scissor jack, which lifted it enough for me to put a screw jack under the back axle, thus giving enough clearance to put the wheel back on. One wheel nut was found lying on the ground. We tried to reuse it but it had no thread left in it. The others had disappeared. By borrowing nuts off other wheels we managed to fix the wheel back on, enabling us to clear the car park entrance and park the car.



After the usual delicious lunch, David Southcott kindly took us home and armed with a bag full of wheel nuts we returned to the pub in Barbara's modern, fitted the nuts and drove home. The car suffered slight damage to the rear wing. I have since fitted new wheel nuts all round and strongly advise all members to check the quality of the threads in their wheel nuts.

As Roly said at the time, we have now joined the Lost Wheel Club.

## INSURANCE MATTERS - USE OF A VEHICLE FOR COMMUTING

An A7CA club's member raised a query about the use of a classic vehicle for commuting to a usual place of employment. Their policy, with an unnamed broker, was with ERS underwriting and had covered them for this activity in previous years, but at the latest renewal they found wording that specifically excluded such use. In order to have it added there would be an additional charge of around 10%.

Although their policy was not through RH Specialist Insurance, and RH cannot comment on non-RH business, Emma Airey from RH was kind enough to provide some guidance.

Commuting is not included on a Social, Domestic and Pleasure Use policy through RH. If it is required then RH is able to have it added, usually at no additional cost.

If you have a policy that covers Business Use it will allow commuting to one place of work and visits to clients at multiple locations.

The case highlights the need to always carefully check policy wording at every renewal, for as the member said, "Had I not spotted this change I would be inappropriately insured."

*Nick Salmon      Interim A7CA Insurance Liaison Officer.*

## HA7C TRIP TO France      June 2027      Kip Waistell

The trip is based on the supposition that the **Grand Prix de Bressuire** takes place on the weekend of **26/27 June**. It could be a week earlier. The final date will be known by this September.

I suggest taking modern cars, to enable more to be done in less time, and having no worry about breakdowns, so that we can just enjoy each other's company.

Anyone wishing to come should make their own reservation for the ferry and hotels. I will book the Restaurant on the Thursday evening, but for which I will have to take a deposit of £30 a head, refundable only if I do not have to pay it to the Restaurant in the event of a no-show.

I will help anyone to make their booking.

MONDAY 21 June. Catch afternoon ferry from Portsmouth, arrive Caen about 9.30pm French time. Drive 30 miles to stay at IBIS HOTEL in Falaise.

TUESDAY 22 June. Drive 140 miles to an IBIS Hotel (detail to be confirmed) in SAUMUR on the Loire. Other than as below, you organise where you eat yourselves.

WEDNESDAY 23 June. Visit the Saumur TANK MUSEUM. Possibility of also visiting the underground village of Rochmenier, or Fontevraud Abbey, or Breze Chateau

THURSDAY 24 June 40 mile drive to Azay-le-Rideau to visit:

MUSEUM OF MAURICE DUFRESNE. This is absolutely wonderful with displays of old machines, old vehicles, agricultural equipment, weaponry, a guillotine, etc.

Thursday evening, have a meal 10 miles away in the underground

LES CATHEDRALES LA SAULAIE, where the speciality is a local dish called Fouée.

A stunning location. £30 deposit a head payable, which should just about cover the cost of the meal.

FRIDAY – CHOICE-

(1) Catch ferry home or do your own thing for a few more days

OR

(2) Come to the GRAND PRIX DE BRESSUIRE. I will give you details of the local Tourist Office through which you book your accommodation.

FRIDAY night go to CINESCENIE (Carmen and I have gone there about 18 times now), the outstanding late-night show (10.45 pm- 0.15am) at the Castle of PUY DU FOU. Seats cost about £48 a head. This is ¾ hour away from Bressuire.

Tickets go like hot cakes and can be very difficult to obtain. I have a contact at Bressuire Tourist Office who can take reservations from 1st October, but if you leave it till November, seats will probably have all gone. Go for “Gold Seats” in the middle of the Grandstand and about half way up, for best views.

SATURDAY racing on the old street circuit starts 2pm and continues till about 11pm. SUNDAY racing all day till 6pm. This is an event I have attended and raced at for some 17 years now, and will be racing my Riley in 2027.

MONDAY 28<sup>th</sup> June Return home or continue elsewhere.

RESERVATIONS : I should like to have names by the end of this year at the very latest, plus £30 a head deposit for the Cathedrales meal.

However, **if you wish to go on to the Grand Prix de Bressuire, I must have names by early September latest**, so that I can then get in touch with my ticket agent for those wanting tickets for Cinescenie, and get accommodation suggestions for you. The Grand Prix de Bressuire is now very popular, rooms go quickly. Have a look on You Tube for films of racing.

## Eddie Loader's RP Saloon



**Edwin Loader**

14 Jan 2019 · 🧑



This is a photo of my 1934 AUSTIN RP receiving the most original unrestricted cars first prize , when the car was unearthed after 30yrs stored a lock up two small trees had to be felled before the door could be forced open , the paintwork was all most non existent , I regularly used the car keeping the rust at bay by applying a mixture of oil and diesel



I sold this wonderfully original RP saloon in about 2009. I was forced to part with it because the original paintwork had disappeared, forcing me to protect the bodywork with oil.

This was successful in keeping the rust at bay, but my wife Anne was giving me a right earful, because the oil dirtied her clothes, so it was a toss up between the car or Anne going and Anne won!

My original Austin 7 was a pleasure to drive with totally original interior, even the Moseley float-on air cushions reinflated !

## Humble Hint

During your annual service, it is a good idea to check the nut tightness on the cotter's that secure the two Swivel (King) Pins. Failure to do so could result in elongated (Oval) holes in the axle. *Mech.*

**For Sale**

## **1930 Austin 7 Gordon England Cup**



A truly beautiful car in excellent condition. Burgundy fabric over ash frame and plywood panels, aluminium bonnet with leather strap, black paintwork and leather seats. 747 cc engine, 6 volt electrics. The late 20th century coachwork replicates the famous Gordon England sports car. All major components (engine, gearbox, back axle etc.) are original. Has VSCC buff form. Comes with tonneau, spare set of wheels and tyres and Gordon England bodywork plaques.

The car is garaged near Abergavenny. I am selling because I seldom use it since moving house. I hope that a new owner will have as much fun from the car as I have had in the past. OIRO £13,000

[bob.barber@btinternet.com](mailto:bob.barber@btinternet.com)

07776 122 576



## When cars had both the GPS and the Sound System in the boot.

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

### **Please do send in contributions**

[newsletter@ha7c.co.uk](mailto:newsletter@ha7c.co.uk) or by post to Westhill House, Ledbury HR8 1JF.

Ideal article length is up to 700 words, preferably with at least 2 photos or illustrations. Longer articles also very welcome, especially if they can be divided into parts for subsequent newsletters

Short notes, say 150 words, also popular. Please keep writing!

## 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>
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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/>

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