



The Crankhandle

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

May 2026 Issue 98



Adam Oliver's Chummy at the Light Car Event in Llandrindod Wells

Now that we are already well into May, it seems that many activities have already been enjoyed and now passed. However, there are many more to come. Before this month is out, some of us will be taking up the offer of the Austin Ten Drivers Club to join them at their Spring event at the Water Works Museum on the weekend of 23rd/24th. Then, of course, we have our Club meeting on Tuesday 26th where we have called it a 'Games Evening'; all will be revealed. Then, 29th, 30th & 31st is the Stonehurst Rally in Leicestershire, organised by the Pre-War Austin Seven Club which several of our own members will be part of. Please keep an eye on the events calendar that Roland Alcock updates with both HA7C and other events that are open to us. Whatever it may be, I hope that you enjoy your 'Seven'.

Your committee met last week and were pleased to thank Brian Bedford for locating a venue for the Annual Meal. It will be at the Burghill Valley Golf Club at 2.00pm on Sunday 17th January, 2027. The Bunch of Carrots have agreed to remove the £100 charge for a room and therefore Michael Harcourt is willing to organise a mid month lunch for the 6th December.

Your committee recently met resulting in a very productive meeting. One of the points discussed was the sharing of information about our cars. Since the General Data Protection Regulation (GDPR) was introduced, when the UK initially joined Europe, it has been difficult for small organisations to share information.

Where it particularly impacts the HA7C is highlighting to each member who else in the club may own a similar model. One of the reasons why we join the club is so that we can share and gain knowledge. Currently, if you want to know who else in the club has the same model as yourself, you can contact Julie James, our membership Secretary and ask her your question whereupon she will contact a member for permission to divulge their contact details. This is the best that we can offer at the moment but it would be much more efficient and helpful if we were able to go back to the 'good old days' when we just looked at the membership list that everybody in the club had, to contact whoever we felt was the most appropriate person.

There are several actions being taken on your behalf and one is that Roland Alcock sits on the Austin Seven Clubs' Association committee and has asked for guidance and hopefully relaxation on the current practice. Another suggestion is that members details could be on the website, but password protected. This would enable each of us to have the access required. Whatever the outcome, the information will only be as good as the information that you provide Julie so, please have a look at the list recently sent to you and correct any inaccuracies. At the time of subscription renewal on the 1st of October, Julie will be relying on you to 'get it right'.

One or two people have asked if I am going to write a 'resume' of the trip to North Holland. I will endeavour to include this in the July edition of Crankhandle. But in the meantime.....

..... Enjoy your Sevenning,

Michael.

Secretary's View

Steve Earl

As the new secretary for your club, I'm happy to report that our committee meeting last week was constructive and our Club is in good shape. Of particular good news is that membership is up with a steady flow of new members. Let's all welcome those who are new and make them feel welcome as they get to know what we do as a club.

There are a number of Austin 7 clubs around the world and most of them belong to the Austin 7 Clubs' Association. The Hereford Club is a member and many of us get the Association printed magazine. Contact me if you would like to be added to the list and get a copy too. The Association have relaunched the website and I would encourage you all to take a look at the link <https://a7ca.org/>. Maybe while we are there, we can make sure our cars are correctly on the Chassis Register. It's easy to add your car or update your entry on the website.

Finally, we have our next committee meeting in November so if there is anything that you would like to have added to the agenda then please let me or another committee member know. We have committee posts still to fill so if you can spare time for 3 meetings a year and a bit of admin in between then have a chat with me or Michael Ward (Club Chairman). We are looking for a Membership Secretary, Events Coordinator and someone to learn the ropes to backup our webmaster.

Webmaster and Distribution

Roly Alcock

I keep the Events page updated and add technical articles as they come available.

As ever, I would welcome suggestions and content to place on the website. Although I am happy to continue this role it would be a good idea for someone with website experience to shadow me and take over in case of anything untoward happening to me. Volunteers please step forward.

Hopefully those of you who subscribe to The Grey Mag are receiving your issues as and when I post them out.

My 1933 RP continues to reliably and enthusiastically take me to various watering holes. Although, if it has not been used for a few weeks, it is hesitant in starting. Despite priming the SU carb it still takes five, two second bursts on the starter before it comes to life. Thereafter it is instant in starting for the rest of day and indeed the following day. A clue is that if I removed the pancake air cleaner and inject fresh fuel into the venturi it starts straight away.

2026 Hereford Austin Seven Club Events

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

Jun Mon 15th noon Noggin & Natter, The New Inn/New Strand, Eardisley, Phone
01544 327285

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

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

Aug Tue 25th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

**Sep Sun 13th – Weds 16th HA7C trip to Metropole Hotel, Llandrindod Well
Contact Frank Sibly or 07971 820 721 FULLY BOOKED!**

Sep Tue 29th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

Oct Tue 27th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

Nov Tue 24th 7.30pm HA7C Meeting Richmond Club. HR4 9JP

Jan 2027 Sun 17th 14:00 Annual Sunday Lunch Burghill Valley Golf Club HR4 7RW

2027 Jun 21/28th France Trip. Contact Kip Waistell

2027 Sep 13/16th Lanerchindda Farm in the Llandovery area contact Robert Wynell Mayo

NON HA7C Events can found on the website <http://www.ha7c.co.uk/events.html>

A7CA tell me that Howden (RH) insurance now charge for some mid-term changes, e.g.:
Policy alterations: £35. Policy cancellation: £50. Be aware!

Or the History of Bearings

The Austin 7 could not have been built if mankind had not developed bearings. The first

ones were about **10,000 years ago**, and looked like this:

image from Bradshaw Foundation



This vehicle was a roller sledge, used to transport huge stones to make burial chambers. It has “**roller bearings**” as the tree trunks roll between 2 surfaces (in this case

the ground on one side, and the goods being transported on the other). The word “bearing” comes from its role in supporting something. Without bearings, we would never have been able to develop machines, as bearings reduce friction when moving things, so that the same effort can move a heavy weight at a faster speed. In fact, bearings are so important that they have their own branch of science, called “tribology” (strictly this is the study of friction, but it comes to the same thing).

In Malta, we saw an alternative early bearing, using large stone spheres, as shown below:



The next step towards developing the Austin 7 was the invention of the **wheel**, in around **4000 BC**. This was in Mesopotamia (modern day Iraq). The ancients already had saws made out of copper, so they were able to cut wood to shape. The wheel was made out of planks, (cut along the longitudinal axis of the tree), rather than salami-like discs of a tree trunk, which were not strong enough for this purpose.



The wheel had a '**journal bearing**' (also called a plain bearing) formed where the wheel's central hole (the 'hub') rubs against the stationary axle (the 'journal') as it rotates. This bearing was lubricated with tallow, (animal fat, preserved by boiling). The wheel was held in place by an inboard flange on the axle, and an outside clip.

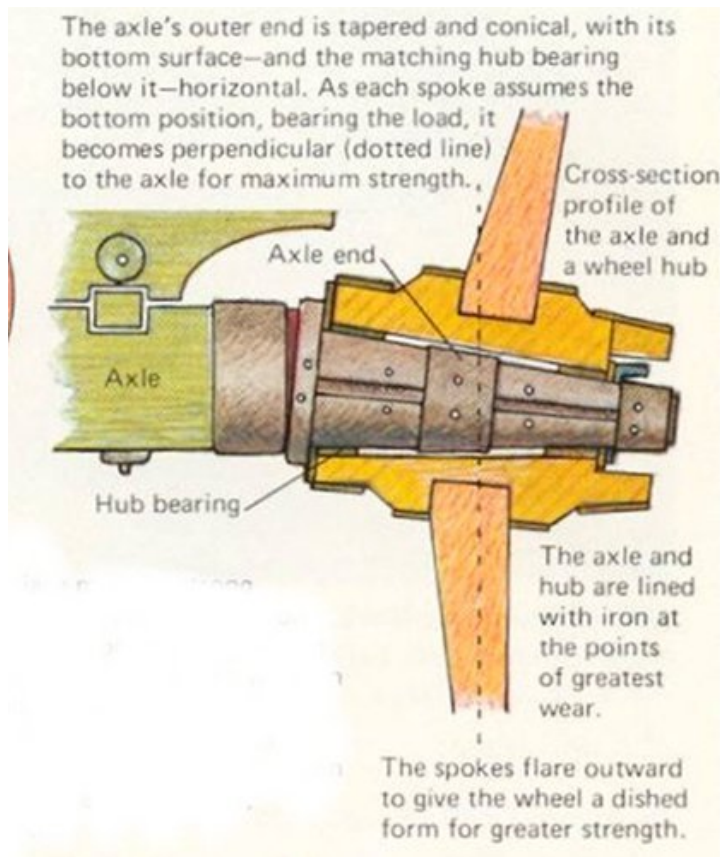
The term 'journal bearing' can also be used when the axle is rotating, and the hub (or housing) is static. The origin of the term "journal" is thought to come from the moving part which is 'travelling', i.e. making a journey relative to the bearing. Journal bearings are nearly always lubricated so that the shaft is separated from the housing by a film of grease. Without the grease the metals would quickly wear. Many modern bearings are sealed for life, rather than needing a periodic top up by grease gun.

In about 2000BC, not only was the horse domesticated, but the Ancient Turks improved the wheel by making it from spokes, which was much lighter, and therefore allowed greater speed, important in battle.

An engraving of a spoked wheel in the British Museum. 726BC. Well on the way to creating an A7.



The pinnacle of the wooden wheel and bearing technology was reached in the 1840s with the stage-coach, which could travel at average speeds of 9mph. The increase in speed was partly due to the reduced friction of the very narrow metal-clad wheels on the road, partly due to the smoother roadway provided by the toll roads, and partly due to the introduction of leaf-spring suspension of the carriage.



“Story of the Great American West. The Reader's Digest Association, Inc, 1977” Used with permission

The stage coaches had hickory axles for high wear-resistance, and the bearing surface of the static axle was slightly tapered to help keep the wheel in place. The wheels had a very large diameter (about 5') which helped on bumpy roads, but also meant that the hub (which was rotating on the static axle stub) rotated relatively slowly compared to the distance travelled. For every revolution of the wheel, the coach travelled about 15', but the bearing only travelled about 6", thus reducing the friction.

The word 'coach' comes from the name of the Hungarian village Kocs, where they were first made.



The Austin Seven Clubs' Association has asked me to inform you of their refreshed website, on A7ca.org.

To check your details on the Clubs Page, please advise Ruairidh Dunford, their secretary on secretary@a7ca.org



The 63rd National *Austin Seven* Rally



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Rally Organiser - Ian Nelson. ian.s.nelson@btinternet.com
07803 888585

From childhood I've loved heritage transport in all forms; cars, trains, lorries and traction engines. Sometime early last year I started to think that I wanted to get involved rather than just admiring cars from a distance at shows. I posted on one of the pre-war car groups on Facebook asking where a complete novice would start if they wanted to get into pre-war motoring. I knew that a good car community would be really important, and would guide my choice of car. Amongst many useful tips I was directed to the Hereford Austin 7 Club. I turned up at the Richmond Place Club early last summer to a very warm welcome. A few weeks later my daughter and I came along to the Eardisland and Pembridge club run and had a wonderful day.

We wanted to have a car for day trips and we're a family of five, so I knew that a Seven wouldn't be big enough. I needed a balance of driveability and the more upright look of the earlier cars, so settled on looking for a 10 from the mid 30s, probably a Lichfield or a Sherborne. At this point I had still never driven anything earlier than the mid 1980s. Two members invited me to drive their cars, and so I was very fortunate to try an early chrome rad 10, a Cambridge, a Ruby and a box saloon. This confirmed that my 1935/36 plan was the way to go and I started to scour adverts online and in the Austin Ten club magazine..

In the autumn I saw a 1936 12/6 Ascot on Facebook, from an Austin Ten club member. It hadn't been driven much for three years, but seemed in generally good condition, with room for improvement. I took a trip up to see it in Staffordshire in early December 2025. Having negotiated a good price I asked some club members for advice about transport and Frank generously offered to come and collect it with his trailer. In the lovely, bright days we had between Christmas and New Year Frank and I had a grand day out and brought my 12 back to Hereford.

Some parts of the car have turned out better and some worse than expected. Having driven happily onto the trailer and for a short first drive the day we collected it, I then had some problems with cutting out which means I'm not confident taking it out yet. I'm learning rapidly. I've done my first oil change, serviced the carburettor, replaced a damaged fan and sorted some loose lighting connections. It is now idling smoothly but not getting enough fuel under load, so the next job is to clean the fuel lines and service the fuel pump, then I think it will be back on the road. Cosmetically I have fed the leather with neatsfoot oil and need to work out what to do with some areas where the headlining has been damp in the past. The paintwork has come up beautifully with a gentle wax. As spring arrives I'm hoping that I can get the last jobs done successfully and get out on the road.



I would like to put on record what a great club this is, with friendly and generous members, and look forward to many happy years of Austin driving to come.

Light Car Event at Llandridnod Wells

Adam Oliver

The Light Car and Edwardian Section (LCES) of the Vintage Sports Car Club (VSCC) Welsh event is an annual gathering of pre-1930 light cars in mainly original form, i.e unmodified from how they were when new. (the VSCC define a light car as " unmodified vintage light car claiming less than 30 b.h.p. and not exceeding 1500cc").

The VSCC Light Car Section was formed in 1951 and the Welsh rally has been an annual event since 1971. For some years it has been centred in Llandrindod Wells at the Metropole Hotel. Usually around 150 vintage light and Edwardian cars attend the event with a tour organised on the Saturday and a trial on Sunday. This year's event also had driving tests arranged for the willing on Friday.

The event is a relaxed affair with little fuss and regulations. It's all about enjoying the cars and the people who own them. This year's tour was titled "Tour of the Dams" and included the Elan valley, Cwmystwyth mines, Nantymochdam, and a lunch stop in Machynlleth. During the afternoon we passed the remains of the Dylife mining village (which in the 1800s had a larger population than Aberystwth). Next was Hafren forest and the Clywedog dam, then Llanidloes, before heading back to Llandrindod for a well-deserved pint of ale in the Arvon Ale House (highly recommended). An excellent and sometimes challenging route with beautiful views and very changeable weather conditions. At one point we had horizontal hail stones blowing into the car, with Vicky ducking down, enabling me to fully share the experience! We also enjoyed some rain and spells of sunshine. Truly four seasons in one day. It was wonderful to see all the daffodils out everywhere, so it felt like spring most of the time.

Saturday evening is the LCES gala dinner at the Metropole hotel. A chance to catch up with friends and celebrate those receiving awards (maybe next year!).

Sunday was an early start ready for the trial (and the clocks went forward, so it was even earlier). Basically, it's old cars trying to climb muddy hills and a great deal of fun. Folks don't seem to take the trial as seriously as they do the more challenging VSCC trials events, so it's a relaxed affair with lots of laughs and a great atmosphere. The marshals and spectators give lots of encouragement and we stumbled up the hills at a modest pace. We cleared (made it to the top of the section) only one hill this year, but in our little Chummy that's quite an achievement.

Driving to the event and home again from Ludlow makes it feel an expedition. It's an event we hope to attend annually. Three years only thus far...some folks have attended since the first in 1971. It was nice to see many youngsters enjoying the event, so let's hope there's a good supply of crazy people to keep this excellent event going long into the future.





In the early 1990s I had a mad urge to own a A7 special, and after checking all the adverts I purchased a Stiletto A6 special, which was sold as an uncompleted restoration .

The main outstanding work was a problem with the engine continually overheating, which I rectified by fitting an auxiliary water pump driven by the Camshaft pulley. The car had no weather equipment, so I made a hood frame and had it professionally trimmed. Finally the car had no spare wheel or any means of mounting it to the bodywork. The rear of the car required reinforcing to carry the weight of the mounting bracket and spare wheel.

After completing all the work, I found that it was incredibly difficult to enter the drivers position, so reluctantly I sold the special to a more athletic owner.

Llanthony Priory Visit

Kip Waistell

On Thursday 9th April, eight hardy souls and five Austins braved the windswept Gospel Pass to reach Llanthony Abbey for a most enjoyable lunch where jolly monks would have cavorted 500 years ago. Four naughty drivers booked but did not arrive so I felt obliged to make a compensation payment of £20 to the pub Do please ensure you tell the venue if you book, but then for whatever reason change your mind.



Drive It Day 27th April 2026

Kip Waistell

We were blessed with sunny weather and made our way to Westonbury Water Gardens near Pembridge for coffee and cake, then a walk around the five acre site. Among the “follies”, the huge water-powered cuckoo clock was the outstanding feature, and someone must have liver problems after consuming enough wine to provide 5,000 wine bottles for the “bottle grotto”.

Then to The Burton Hotel in nearby Kington for lunch, followed by a private tour of Hergest Court. This magnificent thirteenth century house stands proudly on its hilltop, a

true feast of medieval history. It has connections to Welsh lords, Agincourt, Wars of the Roses, Chaucer, a beheading, and a ghostly black dog which inspired "The Hound of the Baskervilles". The Court is also a repository of famous medieval documents known as The Red Book of Hergest- the most important manuscript of medieval times entirely in the Welsh language.

We are lucky to have such wonderful places to visit.



Bluebells at Bosbury

Annie Peake

Sunday April 26th. It was a good Austin turnout on a wonderful sunny afternoon to walk the bluebell woods at Bosbury House. Add in a lovely garden, a great afternoon tea and dog show, and it was another gentle and delightful annual event. (We entered our dog in the prettiest dog class, and the one the judge would like most to take home. Sadly no luck there, but Jet did win a prize in the “old dog” event!)



Kip's Noggin and Natter Lunch The Roadmaker Inn, Gorsley.

Roly Alcock

!6 members turned out, three Austin Sevens, an Austin Ten and my MGB GT. I very much enjoyed the venue, the staff were friendly, the prices reasonable, and the drink very quaffable. The pub was also easy to find.



Chummy Ladies in Beverley

Annie Peake

The annual Chummy Ladies trips just get better. There were ever more Chummies this year, 17 or 18 plus an interloping Frazer Nash, driven by Jane Arnold Forster: at least 36 women all heading to the same place. My long suffering navigator Jane Sale and I stopped at Scrooby near Doncaster for the night with Liz and Dougal Cawley (he of Longstone Tyres).

It seems that Scrooby has about 350 houses, but over 30 vintage cars, much of it down to the influence of Ann Robbins, who welcomed a lot of us for supper, and billeted us around the village.

The following morning a lot of Chummies set off for Beverley, with my ace navigator Jane leading about 5 cars. We crossed the Humber Bridge in completely calm conditions. Liz Cawley had marked up OS maps and once we were on rural lanes my heart lifted to spot a Road Closure sign. (Earlier readers might recall that road closures don't apply to Chummy Ladies). This was another chance to test our rule. This one was a doddle, the Balfour Beatty clan laughed and immediately lifted the cones for our party of 4 cars.

Once at the lovely Beverly Arms hotel in the centre of the town, I hoped to collapse with a cup of tea and enjoy our

surroundings, but our instructions were to meet at the Laurels Vineyard for a 5pm tour followed by a tasting and supper in their bottling room.

We had barely swallowed the lasagne before there was a rush to the exit at 7.45 to catch the remaining light.

The final suggestion for the day was for a drink at the White Horse in town. It was



so dingy I thought it was shut (Monday night after all), but it is in fact lit by gas light, and true to its 17th century history. Small rooms, open fires, wooden floors, hard furniture, no carpets and a notice, should you be able to read it, saying there is no wifi, and no photography or phones were allowed.



The following morning was a tour of Beverley Minster, both downstairs, and up in the tower for those not scared of heights. Our guide on the ground floor was the rector, charismatic and very well informed. The church has the feel and size of a cathedral but is in fact just a parish church run by the rector and two vergers.

A quick fettle of the car and the purchase of a scratch picnic followed, and we were off on the highlighted route, hoping to identify some of the spots where David Hockney set up his easel. We joined another 12 Chummies for a picnic en route, then to a stunning modern stained glass window by Tom Denny in Millington Church, and a

baffling monolith at Rudston Church. Paella and an indoor treasure hunt at our hosts' house on the edge of Beverley ended the day. The inspired and delicious paella was put together by our spanner men, Charles Gillet and Steve Smith.

The spanner men's car duties weren't onerous this time, the main casualty being some dirty petrol in Ann Robbins' car which had to be trailered off but quickly rectified.

The final day was a trip to the seaside at Bridlington, taking in the extraordinarily beautiful Hockney countryside. Bridlington did not appeal but was memorable for me because the lifeboat cannot launch straight into the sea. It is towed along the esplanade until the slipway is found, adding about 20 minutes to launch time.

Most other drivers had watched the weather forecast closely but CJ and 2 other cars didn't want to miss the Carnaby Temple before heading back. This bizarre folly was built in 1770 by Sir George Strickland supposedly to be able to view his turkeys, newly acquired from South America.

Access was very rough and through a modern pig unit with 3 large dead pigs on the ground, a bit grisly. Naturally we misjudged the weather, and a combination of painful hail and rain saw us soaked very quickly.

We had a final supper at the Italian restaurant at the old train station, with limericks to write and A7 car parts to identify, carefully sewn into bags. I of course

didn't win the prize for the latter, but we did better on the limerick.

This was quite some trip. East Yorkshire is one of the most enchanting places I have visited, but I needed a long liedown when eventually we returned to Herefordshire.



With Apologies to David Hockney!

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Direct Earth To Starter Motor

David Whetton

At the recent Technical Torque evening club night, Phil Whitter suggested that starting would be much easier when having an earth cable directly from the battery to the starter motor, instead of the current having to fight its way through bodywork and chassis. The very next weekend saw me on the case as the Box is always very sluggish to turn over and starting takes an age, draining the battery to nearly zero.

I had an old pair of jump leads with a chunky-enough inner cable, about 8mm diameter, making the whole outer diameter about 10mm, so the black one was donated to the cause. The only other components needed are two Battery Lead

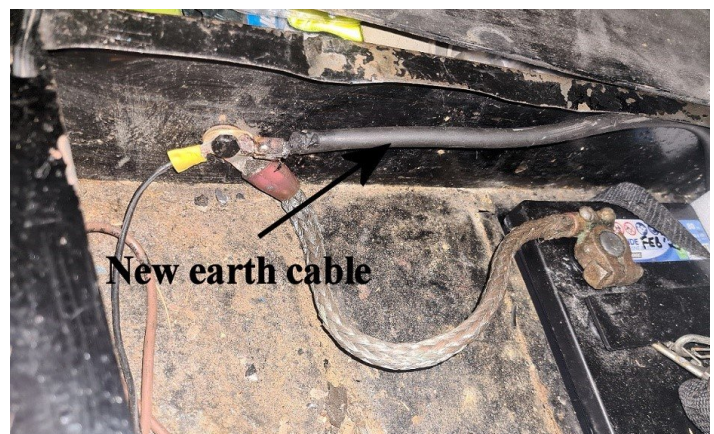
Connectors
10mm Heavy Duty from Halfords and/or Motobitz and a couple of 10mm grommets.



After a bit of thinking I decided to run the cable from the top set screw holding the starter motor to the crankcase and, to save the new cable sticking up, fitted it vertically downwards between the crankcase and starter motor, under the body. The cable enters at floor-pan level at the corner beside the gearbox cover, along the floor on the driver's side and through a hole into the compartment under the driver's seat, finishing at the bolt attaching the main earth strap to the body. There is a gap all the way down between the edge of the floor pan and the gearbox cover, but I was worried the sharpish edge of the panel may eventually cut through the cable, so I opted to drill a hole with a

grommet instead.

For the 10mm grommets I needed to drill 13mm holes. It was also emphasised that one needs to solder on the ring connectors to the cable but this causes a strategic problem when fitting the cable because the large connectors obviously won't go through the grommet holes if fitted on the bench – one, yes, but not both. I decided to solder on the first connector on the bench away from the engine and fit it to the starter motor without cutting the cable to length, then run the cable through the



newly drilled holes and grommets to its destination under the driver's seat. One can then finally cut the cable to length in situ without fear of it being too short. To solder on the final connector, I used a smallish slab of thick, bare metal on which to rest the cable and connector and to protect the surrounding bodywork from the blowtorch flame.



On its first test the engine started first time without any pumping or grinding; but just to do a 'proper job' I cleaned the commutator ring by poking my finger, covered in a clean cloth soaked in methylated spirit, through the open bit of the starter motor and spun it over without the ignition on (don't try this at

home – use a lollypop stick instead) and cleaned underneath the battery terminals. It has made such a difference to trouble-free starting with little expense or time and only a brief visit underneath the car.

With thanks to Devon Austin Seven Club and David Whetton

FOR SALE

1927 Austin 7 Chummy

Fully restored and rebuilt in New Zealand and exported to the UK in 2014. Standard engine, gearbox and differential. 12 volt electrics with indicators and LED head lights. Magneto ignition. Zenith updraught carburettor. Original dished steering wheel. Calorimeter. Hood and Tonneau cover. VSCC Buff form £13,500 ono. David Hunt 07855 300815



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Vintage Brotherhood by Harry Charnock 1902-1959

We are the Vintage Brotherhood, our cars are very old,
Each thing sits in its proper place and we sit in the cold,
Conducting our machinery behind an aero screen,
While little boys cry "Racer" and the moderns wax obscene.

Our cars may make more noise than theirs, they may not go as fast,
They've no push-button radio, but heavens how they last;
These then our loved and trusted friends, of more than human worth,
For craftsmanship and character, the greatest things on earth.

The Aston is a gentleman, this no one will deny,
His copious oil is ever cool, his well-cut gears are high;
He shares, with lean Lagonda, that secret of the past,
Of how to wear a cycle wing, and how to make it last.

The Bentley is a jovial chap, his lines are sleek and pleasant,
He trumpets gaily down the roads, a two-ton adolescent;
But when at rest, his water-pump weeps hot nostalgic tears,
Remembering the glories of those green and bygone years.

The Talbot's an eccentric type, tied up in metric thread,
You take her body off before you can detach her head,
And if you wish to drop the sump, rear axle first remove;
Oh, how the Talboteers must work if they would gain her love.

Patrician Thirty Ninety-Eight, all lesser types atop,
No doubt because he's never known just how and when to stop,
The Austin Seven ever making modern motors mad.

The Frazer Nash who strews our roads with little bits of chains,
Old Bullnose and Two Lunger, those maids of work for all,
The Riley, Leaf and Lamda – their charms shall never pall.

We are the Vintage Brotherhood, our cars are hell to run,
The moderns get the spares they need, but we get all the fun,
No hydromatic nonsense, no bulbous tin for us-

And if you break a crankshaft, you can always take a bus.

Deadline for next issue: 13th July 2026

Please do send in contributions 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

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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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