

# *The Crankhandle*

## NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB May, 2012.

Greetings all *Seveneers*,

As I write this edition of your newsletter, it is 25 degrees C and hopefully, summer has come. However, the temperature at the sharp end of the quill is considerably higher than that as I am rushing to meet my deadline of delivering your Newsletter by the May meeting. May is always a very busy month for me as I am off most weeks inspecting Caravan Sites; the past week being Northamptonshire and Oxfordshire. This inevitably means no progress at all on the Opal of late, but the bonus of the wet April meant more time could be spent and the restoration of the chassis is virtually complete.

The arrangements for the 90<sup>th</sup>. Celebration of the Austin Seven at Warwick School continue. We are very grateful for Pat Cain's dedication to keep us informed. Jan and Pat, together with Gill and Michael Harcourt, attended the AGM of the Austin Seven Club's Association on behalf of the HA7C on 14<sup>th</sup>. April last, when there was lengthy discussion on this premier event. Since then, Pat has liaised with the organisers to ensure that we are part of 'it'. Our chairman is organising a Club banner so that the HA7C can be easily recognised at the event. For further information, please contact Pat who's details are at the back of the Newsletter.

Many members have enjoyed the events listed by Michael Harcourt in the last Newsletter. Although Coleford Carnival of transport was very wet on Easter Monday, it was still an interesting and enjoyable day. The Border counties Show at Monmouth was also very enjoyable and several members went on either the Saturday or the Sunday. The highlight for me in the last two months was definitely The Three Castles run on the FBHVC 'Drive It Day', Sunday 24<sup>th</sup>. April. Gill and Michael Harcourt did an excellent job of researching the route and a full and interesting report by Bob Garrett can be seen inside this Issue. In fact, those that were lucky enough to attend enjoyed it so much that Gill and Michael were inspired to research the next major run, The Three Pubs Run, on Sunday 17<sup>th</sup>. June. If you have not already got this in your diary, then it comes highly recommended to do so. Give Gill or Michael a ring to find out more, I am definitely down for it.

As you will recall, I am still the temporary Newsletter Editor, keeping things ticking over. Nevertheless, there is no reason why we should not move each issue forward a little more, therefore I am suggesting a few additions. I would like to hear from more members with something of interest to tell other members; a full article on a major restoration or maybe a simple tip of just two or three lines. Do you have some surplus clutter to get rid of, whether automotive or otherwise? You could advertise free and it could appear under the heading of *Marketplace*. If you are like me and realise that we are privileged to be surrounded by fellow members with a vast knowledge of the Austin Seven, only to willing to help with information, you may feel that your own knowledge is insignificant. Please do not. If you think that you have a little tip that would help others, then let me know your *Humble Hint* and I will publish it. You never know, maybe nobody had thought of it before!

I hope that you enjoy the many activities listed in the HA7C Events Diary this year. It is not practicable to attend everything, but I hope to see you on our own **Club** events. Above all, enjoy your Austin Seven.

Keep those Seven wheels turning and enjoy the issue.

Mike.

## **Comments from the Shed.**

Hi to one and all, considering the topic for the May meeting, I hope this article is of interest:-

Mr Penrite. (John Lewis Dymond 1931-2006)

John Dymond was born in London on March 30th 1931, he was evacuated to Luton during WW2 being educated at Luton Grammar School. At the age of 16 he started a seven year apprenticeship with Vauxhall Motors, completing a Mechanical Engineering degree at night school. At this time he was a draughtsman specialising in gearboxes.

He then moved to work for BP in Australia becoming Technical Service Manager in Melbourne, marrying his Margaret they brought up family of nine children.

Ten years later saw a move to Lubrizol becoming manager, this American company marketed lubrication additives. This was when he met Les Marcoles the surviving brother of the founders of Penrite Oil, the two formed the company in 1926.

Les Marcoles was looking for somebody to take over the business. In 1979 John Dymond became sole owner and manager of Penrite.

Under his management Penrite became a very successful specialist lubrication company, being very enthusiastic about Vintage and Historic cars and motor racing John was a major sponsor in both the UK and Australia of many motoring events.

Stuart.

## **Pat Ford 1932 – 2012**

**Pat died recently after a long and uncomplaining fight against prostate cancer.**

**Most club members will know Pat and his chrome radiator Opal (reg No AVP 888), he was an enthusiastic club member who attended most of the organised runs; during these runs he was always on hand to help anyone with problems.**

**Pat was born near Alton in Hampshire, he was one of three brothers and three sisters, on leaving school he worked as an apprentice at the Coopers Filters factory, but unfortunately had to finish after only a few months because of adverse reactions to production oils and solvents.**

**He next worked on a local farm where he quickly developed the skills of an agricultural engineer. In 1949 Pat first owned an Austin 7, some six months before he was legally old enough to drive!, thus starting a long association with the Austin 7 movement.**

**Pat had a brilliant engineers mind and developed innovations and solutions years before they came into common use.**

**After leaving farm work he moved to South Wales, where he rebuilt a derelict cottage from a bare shell, doing all the work himself.**

**Pat's work output was prodigious, in the last ten years he built from the bare chassis, three Austin 7 vans, three Austin 7 Opals, two Ulster replicas and restored for his own use an R.P. saloon, besides of course taking on other peoples car problems and sorting them out. In between this, he earned extra money constructing car trailers, which he always boasted consisted of 90% recycled materials, - twelve months before he died he made his last trailer – number 380.**

**Pat was a close friend; and we talked each day, usually the same subjects ie: Austin 7's, farming and motor sport.**

Some of his innovations from the 1950's are now in common use ie: large engine valves, double valve springs, gas flowed combustion chambers, 12 volt conversions, adjustable castor angle, he even developed a compensator braking system for the Austin 7 coupled brake cars.

His last project shortly before he died was to fit a fully compensated actuating beam to the Bowdenex braking system.

Pat was one of life's gentlemen, always ready with helping hands and words of advise, I am sure he will be missed by many members and I am proud to have been his friend in the later stages of his life.

### Eddie Loader



## Fuel Stability Additive Test Results.

The Federation of British Historic Vehicle Clubs has announced the results of its fuel stability additive test programme. The research was designed to test the anticorrosive properties of proprietary additives claiming to provide a high level of protection against potential corrosion of fuel systems, including tanks, pipe-work and fuel metering equipment on historic vehicles caused by the addition of ethanol into petrol.

**VSPe Power Plus**, **VSPe** and **EPS** from Millers Oils; **Ethomix** from Frost A R T Ltd; **Ethanolmate** from Flexolite all received an 'A' rating in the research which enables all these products carry an endorsement from the FBHVC. The endorsement is in the form of the FBHVC logo and the words 'endorsed by the FBHVC as a fuel additive for protection against corrosion in metals'.

All additive manufacturers and suppliers were approached in 2011 to provide test samples for this research which was designed to simulate storage in a vehicle's fuel tank for a twelve month period.

The FBHVC's conference last October majored on the effects of Ethanol in petrol with presentations from industry experts. It identified three issues to be considered: corrosion, compatibility and combustion. The Federation was then represented at Fuel Stakeholders meetings with the Department for Transport.

For details of these products you can contact the following:- Millers' Oils: [enquiries@millersoils.co.uk](mailto:enquiries@millersoils.co.uk) their website is: [www.millersoils.co.uk](http://www.millersoils.co.uk) . Frost A R T Ltd: [order@frost.co.uk](mailto:order@frost.co.uk) website: [www.frost.co.uk](http://www.frost.co.uk) Flexolite: [sales@flexolite.co.uk](mailto:sales@flexolite.co.uk) website: [www.flexolite.co.uk](http://www.flexolite.co.uk) Sorry, but I have no telephone numbers.

## **Three Castles Run – 22<sup>nd</sup> April 2012**

April 22<sup>nd</sup> was national 'Drive your old car day' and an intrepid group of members enjoyed a run through some delightful Welsh border countryside. The route was skilfully planned by Michael H - to take-in an impressive itinerary of castles, countryside and calories.

The border raiding party comprised a healthy total of nine cars, including five Austin Sevens, an Austin Heavy Twelve, a not too modern Riley Kestrel Saloon and two modern cars to sweep-up any casualties.

We all met at the Symonds Yat garden centre where there seemed to be no shortage of conversation and after a few photo's we set off in fine weather on the A40 to Monmouth in a well behaved convoy. Here we eluded the attention of any parking officials and carefully assembled the cars on the double yellow lines in the town centre beneath the statue of Charles Stewart Rolls. We parked here long enough for a photocall and to pay homage to one of the founders of that great marque of cars, although interestingly it seems his passion was aeroplanes as evidenced by the statue.

The rumoured appearance of a mass press attendance proved groundless so we moved-on. From Monmouth, we travelled on a much quieter road that ran parallel to the busy A40 heading towards Raglan and the first of our three castles.

As we arrived at Raglan castle the forecast light rain arrived and without any noticeable discussion, the entire party suddenly abandoned its interest in the intellectual nuances of 15<sup>th</sup> Century castle architecture and headed swiftly for the tearoom. Here, the modest sized catering facility coped remarkably well and with good humour to the sudden invasion.

We were running a little late at this stage, so had no time to explore the castle but it definitely looked worth a return visit.

Briefly, for interest – Raglan castle was thought to have possibly started life as a motte and bailey castle in Norman times and the current structure to have followed around the 15<sup>th</sup> Century. Held on behalf of Charles 1 during the English civil war but taken by parliamentary forces in 1646 and subsequently put beyond military use. Since then the castle was for some time a source of building materials, later seen as a romantic ruin and nowadays a tourist destination (unless it's raining when the tearoom seems the greater attraction).

From Raglan we cruised through some delightful Monmouthshire countryside and stopped for a brief view of Clytha castle sitting on a small hill surrounded by trees.

Unfortunately we were unable to approach this eye catching crenellated gothic folly but it is pictured in the photo' on the left.

Originally built in 1790 and refurbished in 2007, Clytha castle is now leased by the Landmark trust (from the National Trust) and is available as a holiday rental.

From Clytha we headed roughly south and after struggling to overtake a group of remarkably fast cyclists, we turned off into some delightful countryside.

Having covered some 28 miles in total and not having seen a pub for over an hour, it was a great relief to arrive at the Hall Inn for lunch. This was an excellent pub a mile or so north of Usk, where we enjoyed generous helpings of delicious food and very friendly service.

Suitably refreshed, we set off on the short distance to Castle number three at Usk. Here we saw the remains of a Norman castle now privately owned and retaining good evidence of its original form. The adjacent gardens contained a splendid collection of unusual WW2 artefacts such as mines and rocket nose cones etc.

Eventually it was time to leave, and we headed generally a little north of east along interesting country lanes towards Llanishen. These lanes were delightfully twisty, quite steep in places and had a healthy crop of grass in the middle. Here a number of sevens needed several goes at the steepest sections and at one stage Stuart even persuaded Lynn it was necessary for her to get out and walk. Fortunately, Lynn was quickly rescued by Glenn & Lol in the Riley saloon but seemed in no hurry to give-up her new found comfort and return to the Seven!



We passed Whitebrook and emerged from the lanes to briefly join the A466 and cross the river Wye at Bigsweir bridge. Once back in England, we headed through the Forest of Dean past St Briavels, Clearwell and Coleford to the Yat rock and back over the R Wye at Huntsham bridge. We finally arrived at the Old Court Hotel (just opposite the Garden centre from which we had started) having covered approximately 60 miles. Here we tucked into a generous and delicious cream tea.

A most enjoyable outing, and on behalf of all concerned I would like to thank Michael and Gill for their brilliant planning and organisation.

Bob Garrett

**My sincere apologies to Bob.** Due to my incompetence on the computer, I was unable to reproduce the photographs that he referred to. Thank goodness that your Editor is only temporary!!

### **Humble Hints.**

A Three Handed Job. When replacing a set of Brake Shoes it is useful to be able to hold both shoes in situ while assembling the springs. Why not try an elastic band as your third hand as seen in the photograph below? This allows you to have both hands to exert the necessary pressure to expand the spring.



## Events Diary Summer 2012

### MAY

19/20th Beaulieu Spring Autojumble  
25/26/27 Vintage Nostalgia Show, Wilts  
**29th Talk by Martin Gough of Penrite Oils for your Classic.  
Richmond Club. 8.00pm.**

### JUNE

2/4th Stroud-on-the Water.  
2<sup>nd</sup> Madley Classic Car Show. Colin Barratt 01981-250108  
2/3<sup>rd</sup> Dymock Festival. [www.dymockfestival.co.uk](http://www.dymockfestival.co.uk)  
2<sup>nd</sup> Stroud Classic Car Show.  
10<sup>th</sup> London to Brighton Classic Car Run  
**17<sup>th</sup> Three Pubs Run. Entries please asap.**  
22/23/24th Annual Rally Thornbury, Bristol. BA7C  
22/23rd Hereford Model Engineers Open Day, [www.hsme.co.uk](http://www.hsme.co.uk)  
23<sup>rd</sup> Shobdon Airfield, Herefordshire. Spitfire fly-past  
24<sup>th</sup> Midsomer Meander, Dymock, Gloucs. Martin Daykin 01531-890928. 74 or 112 mile meander. Pre 1990 cars . £45-00 /car.  
**26<sup>th</sup> Club meeting. Richmond Club. 8.00pm.**

### JULY

**1<sup>st</sup> BBQ at Eversly House.** 12.30 for 1.00. £5-00 pp for food. Plus Raffle prizes please.  
6/7/8th Le Mans Classic. Held every 2 years. What about 2014??  
7/8<sup>th</sup> International Air Tattoo , Fairford. Gloucs.  
8<sup>th</sup> How Caple Show. BBQ and Dog Show. How Caple. Hereford  
**20/23<sup>rd</sup> 90<sup>th</sup> Anniversary celebration of the Austin 7.** Warwick.  
22<sup>nd</sup> Penallt Classic Car Show, Penallt. Monmouth  
29<sup>th</sup> Malvern Classic Car Show, Malvern.  
**31<sup>st</sup> Monthly Meet Evening.** Karting at Weobley, Herefordshire, followed by pub dinner.**Entries please.**

### AUGUST

5<sup>th</sup> Talgarth and Brecon Run  
12<sup>th</sup> Three Cocks Show, Hay-on-Wye.  
**14<sup>th</sup> Morgan Factory Visit.** Contact Eddie Loader for details  
18<sup>th</sup> Purton Open-air Maritime Museum visit (free entry), followed by pub lunch.Purton Gloucs. Meeting place tba. **Entries please.**  
19<sup>th</sup> Monmouth Festival.  
27<sup>th</sup> Orcop Show. Orcop Herefordshire.  
**28<sup>th</sup> Club Meeting.** Richmond Club.  
29/2<sup>nd</sup> Dorset Steam Fair. I tried to get entry for our cars but they were full, but if you might be interested for next year, let me know and I will try again.

Michael Harcourt.

## **Committee contact Numbers.**

Chairman: Stuart Howard. 01432-353100  
07971-536950  
[stuarthowardpsbh01@yahoo.co.uk](mailto:stuarthowardpsbh01@yahoo.co.uk)

Secretary: Mike Ward. 01600-890902  
07939-539926  
[m.ward789@btinternet.com](mailto:m.ward789@btinternet.com)

Treasurer: Ron Sadler. 01981-250365  
07775-753412  
[rsadler6@aol.com](mailto:rsadler6@aol.com)

Events Co-ordinator: Michael Harcourt. 01600-891345  
07836-225723  
[gpandmh@btinternet.com](mailto:gpandmh@btinternet.com)

Technical Advisor: Eddie Loader. 01432356841  
07817361921

A7CA 90<sup>th</sup>. Anniversary Co-ordinator: Pat Caine. 01547-528776  
07966387815  
[patcaine1948@yahoo.com](mailto:patcaine1948@yahoo.com)