



The Crankhandle

March 2017

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

Editorial

Welcome to the March 2017 issue of 'The Crankhandle'.

The Committee enjoyed a high survival rate at the AGM, only Ron announced that he wished to step down after six years as Treasurer. Our thanks to him for his contribution to the Committee and making sure the books were all in order. Hazel kindly accepted an uncontested nomination to take-over at the end of this financial year. Thanks, Hazel - you are ideally qualified and I'm sure you'll do a brilliant job.

In an unguarded moment at the AGM, I said I would welcome feedback on the format, content and style of 'Crankhandle'. Miraculously, I only received two concerns. Firstly, it seems that photos can become unstable when reading the Newsletter on an iPad – which I have hopefully addressed. The second was a preference for having HA7C events in the Events Diary section entirely in bold font. I have a personal dislike of the widespread use of bold text (and underlining as it happens!) so, I propose to invoke 'Editor's privilege' and stick with the current format - unless readers tell me they find it difficult to distinguish HA7C events. In which case I will back down.

There's not often much excitement where we live in the wilds of South West Herefordshire - but recently, a motorist broke-down outside our house and I helped him push his car to a safe position just off the road by our gateway. I lent him some tools and he used my compressor to ensure his fuel line was clear but we eventually traced the problem to a broken fuel pump. However, while this gentleman telephoned for a tow – his handbrake failed allowing his car to run down the drive and crunch-into both our VW and Austin Seven. Sadly, the A7 was shoved back into the garage and hit the bench, so it suffered damage at both ends. Oh joy!



The very latest fashion in starting handles

I realize of course, that *crankhandle* distortions are probably not an entirely new concept to our regular readers!

On a brighter note and I hope it isn't 'fake news' - but I recently heard that Burlen Ltd (SU and Zenith specialists) have announced they are about to launch a new fuel injection system that is mostly hidden inside an SU Carburetor. It is claimed that the system provides improved power, torque, drivability and emissions - now, that sounds just the thing for an Austin Seven.

Here's looking forward to the imminent clock change, lighter evenings and many more miles in the Seven.

I hope you enjoy the issue Bob

Secretary's corner

Hello Folks,

A few days after the very enjoyable Poston Mill lunch in February, organised by Carmen and Kip Waistell, I drove the Opal out of the garage, intending to go to Ross. Interestingly, I thought that the steering seemed stiffer than I remembered it but thought little more about it until I drove out of the drive about thirty minutes later. The drive for the first half a mile was frighteningly different, having to constantly correct the steering to maintain a straight line. I decided to go back home based on safety grounds, albeit, a little disappointed.

The following day I jacked the front of the Opal until the wheels were off the ground and was very surprised that the steering was just as stiff as when the wheels were in contact with the ground. I crawled under the front to see that the entire underneath was as white as an asbestos sheet. Clearly, salt was the culprit and my first job was to re-grease all the points on the steering mechanism. This done, I spent some time just turning the steering wheel, from lock to lock. As it started to ease, I pumped a little more grease into the nipples and then went for a test drive, this time actually reaching Ross. By the time I got back home, the steering felt 'normal' again - whatever 'normal' is on an Austin Seven!

I am astounded that the salt had acted so quickly, penetrating the joints that were already full of grease. Remembering the very enjoyable Club event at Poston Mill, I also remember the 'not so enjoyable' run home in the dark with the rain and lots of spray. It occurred to me that we had not had any rain for the previous few days but some very cold mornings with moderate frost. No doubt Herefordshire Council had spread a few tonnes of salt on the roads which had subsequently found its way to the underside of our Austins. The second job of course was to remove as much salt as possible from the chassis and under-body etc and re-protect everything.

On a totally different note, you would have read Eddie Loader's interesting article in the previous *Crankhandle* explaining the effects of Ethanol in petrol causing the petrol Sender in the tank to seize the float spindle. As Eddie pointed out, the tank normally has to be removed before the six retaining screws can be reached to remove the Sender. Whilst restoring my Opal, I cut an access hole in the boot floor immediately above the Sender, a little bigger in diameter than the Sender unit itself. It is now a very simple process to remove and replace the Sender without dropping the tank. The new access hole was closed off with a biscuit tin lid held in position with six self-tapping screws and then painted. It worked for me, so I put this forward as a 'Humble Hint'. Unfortunately, a new problem has arisen - we now have stale biscuits!

My apologies to all of you who were hoping for something Secretarial, for example, the revised constitution of the Austin Seven Clubs Association or Third-Party insurance cover for the HA7C. I refer you to the very comprehensive A7CA website for these matters – where you will find some excellent bedtime reading.

Happy Sevenning Michael W

Chairman's thoughts – (Choppen's chatter)



Well hello, I'm all behind with removing Dorothy's wings etc (sounds like you are dismantling an angel Ed) but the weather is getting better and I'm thinking maybe I should leave this until next winter! However, I don't want to miss any chances of driving her as I'm sure you will all understand.

We are really lucky being able to park at the Salvation Army car park on Club Nights but what has been bothering me of late, is the fairness of giving them donations. At the last meeting, nothing was brought in for them, now this was not a problem because I took some things over. Nevertheless, I was wondering if we could discuss this at the next meeting to ensure that the cost is fairly shared.

Not much else to talk about, I have booked a couple of shows for "Dorothy" and as I have said, I will be running my train The Sarah Siddons a couple of times a month at the Hereford Society of Model Engineers site at Broomy Hill. Come and find me and I will arrange a ride, it's good fun.

In my last 'Chatter', I asked (in a roundabout way) for new contributors for the "Crankhandle", have any of you stepped up to the plate? here is hoping.

That's all for now folks, hopefully see you on the 28th at The Richmond Club

..... Chops

Meet the committee

We are hoping to introduce Hazel Pescatore the Club's new Treasurer in the next Newsletter.

Club activities

AGM

The Club AGM was held on the 31st January at the Richmond Club in Hereford and we enjoyed an excellent turn-out of thirty-one members, almost half of the total club membership.



Treasurer's shock resignation causes disbelief

The AGM followed the usual routine of ensuring that members were happy with the minutes of the previous AGM, a discussion of matters arising, Committee reports, the appointment of Committee 'Officers' for the coming year and finally any other business.

Most of the Committee survived unscathed but Ron announced his wish to step-down from the position of 'Club Treasurer and Membership Secretary' at the end of the fiscal year. He had held the position for six years and felt it was time to resume a life of unencumbered full-time retirement. He was thanked by the meeting for his contribution and for ensuring the Club was left in a comfortably solvent position.

Suddenly in need of a new Treasurer, we were delighted to discover a willing volunteer (that's what we call someone caught by surprise and given insufficient time to think of a plausible reason to decline). Actually, it was known that Hazel was well versed in bookkeeping and financial matters, so we are delighted that she was happy to be formally elected and agreed to take-over in April.

Committee members gave brief reports on the financial position, membership numbers, events coordination, the newsletter and the meeting finished with the award of the 'Richard Youard Trophy' for an outstanding contribution to the club during 2016. This year, the award was deservedly won by Frank and Sue Sibly – very popular recipients. There were one or two items of 'other business' that included a thoughtful observation from Brian Bedford that the club had grown remarkably well from a meeting of four 'founding fathers' only eight years ago - to become the thriving and thoroughly enjoyable enterprise that we all now enjoy, with some 67 members (including partners). Well said Brian!

The following is a summary of the official minutes

1 Apologies for absence were received from Barbara & Ray Moses and Lol & Glenn Sanger

2 Minutes of the previous AGM held Tuesday 26th January 2016, were read by Michael Ward, proposed as a true record by Stuart Howard, seconded by Brian Bedford and duly signed by the Chairman Derek Choppen

3 Matters Arising - It is hoped that a Club Calendar for 2018 will be produced towards the end of 2017

4 Chairman's Report - Derek Choppen thanked the committee for their efforts and for working together so well as a team during the past year. He also thanked Members for their support and particularly that of Carmen and Kip Waistell for organising the French trip and the Poston Mill meet, Brian Bedford for the Ireland trip, Pat Caine for the visit to JCB and David Southcott for co-ordinating the Bromyard event

5 Treasurer's Report and Annual Accounts - Ron Sadler presented the Income and Expenditure accounts for the year 2015-16 that showed a net balance of £979 at 30th September 2016. It was proposed by Kip Waistell and seconded by Jason Moses that the accounts be accepted and Ron was thanked for the clarity of his accounts. Ron

informed the meeting that he would be stepping-down as Club Treasurer but would be happy to assist his replacement until the transfer of banking arrangements was complete

6 Events Co-ordinator's Report - Michael Harcourt gave his report, firstly thanking those members that had organised events in what had been a difficult year for him. He reported a healthy diary of planned events for 2017 with more to come. This included two Shed Nights at Sue and Frank Sibly's farm, the first of which is planned for Tuesday 9th May. David Southcott proposed that events could be presented in electronic form in the future

7 Newsletter Editor's Report - Bob Garrett thanked Members for their contributions and reported that he was now receiving more material which was most welcome but could always use more to help ensure a good variety of articles. He reported that besides distribution to the full Club membership, '*Crankhandle*' was also being sent to a number of other A7 Clubs making a total circulation of 67. Bob requested feedback on the content and style of the newsletter, in order that it best meets the requirements of members. He also added that he had been Editor for three years now and thought it might be a good idea if someone else could step forward at some stage (the room went unusually quiet at this point Ed)

8 Election of Officers for the Committee - The Chairman explained that although all committee places were open to new nominations, the present members were all prepared to stand for re-election except Ron the Treasurer. Kip Waistell proposed Hazel Pescatore for Treasurer. This was jointly seconded by Stuart Howard and Brian Bedford. There being no other nomination, Hazel was duly elected to take office on 1st April 2017. It was proposed by Gareth Prosser and seconded by Brian Bedford that the remainder of the Committee be re-elected en-bloc. There being no further nominations, the meeting unanimously agreed.

The new committee therefore comprises

Chairman - Derek Choppen. Secretary and Vice Chairman - Michael Ward. Treasurer, Membership Secretary and publicity - Hazel Pescatore. Events Co-ordinator - Michael Harcourt. Technical Advisor and Valuation Officer - Eddie Loader. Newsletter Editor - Bob Garrett.

It was noted that the Austin Seven Clubs Association changed its officers every three years and perhaps this may be something to consider for our Club in the future

9 The Richard Youard Award - The Chairman was pleased to announce that the Committee had selected Sue and Frank Sibly to receive the award for their contribution to the Club particularly by way of the Shed Nights during 2016. Derek Choppen will write to inform them and arrange to present the award

10 Any Other Business - 9.1 Kip Waistell was planning a visit to the Steam Museum at Swindon on 15th February, meeting there at 1030 am, followed by lunch at a local Chinese restaurant. 9.2 Stuart Howard reminded Members of this year's Bromyard event to be held on 2nd April (a) to drive the circuit and (b) to have a Club presence. 9.3 Kip Waistell offered to plan a visit to the Motor Cycle Museum in Birmingham if there is sufficient interest. 9.4 Stuart Howard mentioned that there was a talk on Herbert Austin and his life to be held at the Village Hall, Pembridge on Thursday 16th February at 7.30pm. 9.5 Brian Bedford reminded Members' that the Club had now been in existence for eight years and was pleased that the membership was still growing with three of the four founder members still in the Membership

11 Date of next Annual General Meeting - The next AGM will be held on Tuesday 30th January 2018.

There being no further business, the meeting closed at 9.20pm giving members the opportunity to view a 'sculpture' exhibition comprising exhibits constructed entirely from mechanical engineering items by Paul Thomas. Interestingly, one sculpture contained what looked like a perfectly serviceable flywheel ring gear!

..... Michael W

GWR Steam museum

There were not many takers for the Swindon Steam museum visit on the 15th February, in fact only four of us turned-up. The museum was incredibly interesting and brilliantly laid-out with a variety of GWR locomotives on show and an abundance of information on the design and manufacture of loco's, rolling stock, track and even stations. We were even able to walk underneath a Castle Class loco and see the details of the inside cylinders, crossheads, main crankshaft and brake mechanism. Ladies – you missed a treat!

The museum is housed on the site of the old Swindon works, the centre of GWR operations throughout its existence. The museum provided information that traced the Company's history – not only the design and manufacture of loco's etc but also the social history of its employees. There was an abundance of detailed information on offer – for example, the basic construction of steam boilers including how their tubes were fitted, how a double acting cylinder and its valve operate, how a Stephenson's Link provides forward and reverse and can adjust the 'timing'. There was

an exhibit that explained how ten different types of timber were employed in the construction of railway carriages. Another, explained signaling procedures and demonstrated difference between distant, near and ground signals; it even provided the opportunity to physically operate the signal and points levers in a signal box, to move a local train into a siding and let an express through. It soon became clear why GWR Signalmen needed intensive training and then have their skills re-examined on a regular basis.

Many of us will have polished an A7 connecting rod but we saw a lovely wartime photo of a lady GWR employee polishing a King Class locomotive con'rod that looked about twelve feet long – wow!

Eventually, we headed-off to the 'Hongxin Oriental Buffet' in the Pepperbox Hill area of Swindon for a delicious, all you can eat buffet lunch. The food was essentially Chinese but some Indian dishes were also available - the choice and variety of flavours were remarkable. Unbelievably, the cost was less than £10 a head *including* drinks.

A lovely day out Anon

Herbert Austin and the Longbridge story

A total of around 50 people attended a talk by Max Hunt at Pembridge village hall on 16th February 2017 kindly organized by Geoff Moore and the audience included fourteen members of the Hereford Austin Seven Club.

The speaker, a former history master lived not far from the Austin factory in Longbridge and his first car was a 1935 'Nippy'.

Max talked us through the life of Herbert Austin from his birth in Little Missenden in 1866 where from an early age he showed an interest in all things mechanical. After a short spell in Australia where he married and designed sheep shearing machinery, he came back to England to live in Birmingham and develop his interest in motor cars with the Wolseley Company.

In 1905, he branched-out on his own and bought an old factory site at Longbridge and before long he had 270 employees producing Austin Cars. In 1914, the factory took on a large number of women to make aircraft and armoured cars as part of the war effort.

In 1908, he bought Lickey Grange, which was to be his home for the rest of his life.



Sir Herbert Austin

After the first world war, he employed Stanley Edge, a young designer, to help design a small family car and in 1922 the Austin 7 was born. This car became very popular and remained in production until 1939. The basic Seven appeared in dozens of different guises over the years as tourers, saloons, vans, taxis and even racing cars! The factory also sold running chassis to other firms enabling them to produce a further variety of A7 based vehicles.

Herbert Austin had a reputation for looking after his workforce and in order to encourage more workers, he had houses built in Austin Village. The Second World War saw Hurricane and Lancaster aircraft being made at Longbridge but sadly Herbert died at Lickey Grange in 1941 after being knighted in 1938 for his contribution to the war effort.

Max continued the Longbridge story through the fifties and sixties when the factory was under the control of William Lord and the cars were styled by Pininfarina. Max discussed the work of Alex Issigonis, who developed the Mini, launched in 1959, and the successful Austin 1100. Max concluded the history of what was once Europe's largest car factory with the disaster that was British Leyland and the activities of 'Red Robbo'. One wonders what Herbert Austin would have made of the decline.

Max, an obvious car enthusiast himself, illustrated his talk throughout with an excellent variety of photographs.

Thanks Geoff for organizing a very enjoyable talk Ed

Members' activities

Complete restoration of a 1937 Opal

Members may recall an article in the September 2014 'Crankhandle' that described the arrival and unloading of my Opal project. The following notes are an update of progress made to date.



Proud owner of a lightweight floor panel

I purchased this vehicle from a fellow member of the HA7C and the condition could only be described as 'dire'. There were probably some who thought I might be 'one short of a full hand' to take-on this project, however, I took the advice of a restorer friend of mine, who said 'always buy a car that is all there'. In this case, after a careful inspection, I decided it was.

I have never done any major body work on cars before but have always wanted to try. The first job was to remove the wings, not too much of a problem as I just cut-off all the retaining nuts and bolts with an



One careful previous owner

angle grinder. The floor was just a thin piece of rusty metal riddled with holes that I have replaced with a new fabrication in 18 Gauge steel. This is not yet fitted, because the wings and doors will have to be temporarily assembled before welding the floor, to make sure everything is correctly aligned.



Ready for the new floor

The seat frames were in a particularly poor condition which is unusual because they are normally covered-up but the prize for the most corrosion was the seat frame to which the seats attach. This was almost completely rotted away and virtually unrecognizable.

Most surviving Austin Sevens have probably needed some welding over the years so I did not think this would be much of a problem - how wrong I was. As I had no knowledge of MIG welding, I initially found it difficult to achieve good results; my problem was keeping the weld on the joint and I kept getting two or three lines of weld that necessitated a lot of grinding. However, we are lucky to have a welding expert in the club (step forward Stuart Howard) who very kindly came over and correctly set-up my old Mig Welder. My other problem was burning holes in the metal – a common fault for beginners I believe. Happily, I made fewer holes as I progressed and also became better at filling them in.



New bottom edge welded in position

I was advised by a friend to get a new shroud for the MIG torch and obtain some dip wax which helps prevent dross from the weld clogging the jet. This has helped me develop a better technique and have now reached the amateur's final goal of hearing the 'frying bacon' sound when welding.



Serious repairs to rear wheel arch



Typical repairs to wings



Beautifully fabricated new cross members

The bodywork on the Opal required a great deal of work to cut-out badly rusted patches and weld in new metal, as can be seen in the photos.

I hope members find this first article of interest and I will provide a further update in due course.

Brian Wooster

Kip and Carmen's amazing scooter adventure

Here we have the next installment of Kip and Carmen's trip along the 'silk road' from Almaty on the Chinese border all the way back to the UK on scooters. Last month, Chapter 9 described their travels through Turkmenistan to the

Caspian Sea and now, Chapter 10 taking them through Azerbaijan to Astara on the border with Iran – and they are still not half way!



Wednesday 18 May

The boat is meant to arrive in Baku at 6.30am, but as we look out of our window, there is no sign of land at all, and the boat seems to be hardly moving. We enquire of various people what time the boat is meant to arrive, and get answers varying between 11am and noon. We eventually arrive at 1.15pm and enter the Customs Shed.

Carmen is concerned about going to Iran, so I have already decided we will try and get a Georgian visa, but not at the border, as it is 200 miles away and if we are unsuccessful, not only does it mean a 200 mile drive back to Baku, PLUS the next stage to the Iranian border, but also we may miss our visa deadline for leaving Azerbaijan and entering Iran. The Customs fellows are very pleasant but want to know where we will be exiting before letting us enter the country with the scooters. I say that our official invite refers to leaving via southern Azerbaijan into Iran but that we want to try and get a Georgian visa - can we leave it at that and leave via either? The answer is that we cannot and that we must say where our exit point will be before we can enter. I negotiate that they will allow us to get a taxi to the Georgian Embassy right away, leaving the scooters at the port, to see what is what visa-wise.

So off we go, and at the Embassy a helpful chap says yes, no problem, come back at noon tomorrow and you will get your visas by 1pm! Will you be here" I ask. "Yes".

Back to the port, where our papers are stamped with an exit via Georgia, and we are allowed to depart with Eric and Fanny. Lonely Planet recommends a hotel on the sea front and so we head there and get an excellent room with good view of the harbour. On enquiring where we can leave the scooters overnight, we are assured that they will be safe outside the entrance and that if we pay a chap standing nearby, he will look after them. This chap offers to clean the scooters for us and as they are looking a bit grubby, I agree, and we end up with a really splendid job, with Eric and Fanny looking like new. Cost \$10. A lot, but worth it. However, I should have known that the more you clean something, the more it rains. See tomorrow.

We have a rather spicy meal in a nearby Georgian restaurant, with excellent beers, then to bed, having listened to BBC World News and hearing that up to 750 dead as a result of a riot in Andijan, which we passed through a week or so ago, and that many people were fleeing over the border into Kyrgistan.

Our room is spartan, and guarded outside by a grumpy fat woman in bedroom slippers who shuffles about with a permanent scowl on her face, a real throwback to the Communist era. The wall paper is peeling, there is a clock hanging off the wall and leak stains on the floor.

Thursday 19th May.

We walked round the town a bit to kill time. Not much to look at really but we did see our first scooters since leaving Almaty. Arrived outside the Georgian Embassy at about 11.30 where we met up with a couple of young Americans who were from some Christian Foundation for the education of children. They told us they had been waiting two days for visas to enter Georgia and kept being fobbed off with promises.

On entering the Embassy, we found that our helpful gentleman from the day before was not, after all, on duty today. Instead, we were met by a rather abrupt fellow who said he was not sure when the consul might return but it would not be before 2pm.

Well that was that. I was not going to hang on in hope, so we said goodbye to the Americans, got on our scooters and headed south for the Iran border and the town of Astar. Oh dear, our Azerbaijan visas now say we are exiting via Georgia - so will we be allowed out of the country via Iran. Sweat, sweat!

As we exited Baku, a policeman waved us down. Now I should mention that we were always very careful to observe speed limits, but this fellow tried to fine us \$25 for speeding. I simply said "no we were not" and we were right in to "how many children" etc. It is amazing how one can communicate even when neither knows the other's language.

The countryside after Baku was pretty ghastly. Loads of oil platforms both out at sea and on the land, it just looked rather horrid. On our left the sea, on our right, flat scrub with hills behind. But it was fine and sunny at least.

After an hour or so, we were flagged down by three or four policemen, who looked at our papers, and said there was another check just up the road but it would be no problem. We thanked them, and drove a couple of hundred yards to a garage to fill up. This always took a while, even though we were far more adept now at getting all the kit off and on again. Then within a minute or two of setting off, we saw a barrier across the road and a couple of policemen. They waved us down, and one of them, a sort of Midnight Express guard- type with a big moustache, flashed his identity badge at me, said I was speeding and told me to follow him and his companion to his office, which I did. He then filled out a long form, and asked me to sign it. "Why" I asked. "You were speeding" and he demanded \$100. Although he probably understood little of what I was actually saying to him in response, he got the message that I was not going to pay, so we had rather an impasse. I then said "how fast were we going" to which he replied 120 kilometres an hour, which is about 70mph, in an 80 KPH zone. I beckoned him and said "follow me", taking him to the scooter and showing him the speedometer, from which it was obvious that 70mph with luggage was simply impossible.

He and his friend smiled, they tore up the form, and "how many children have you...where are you from..." and big smiles. Not a nice pair and undoubtedly a serious try-on. Be firm, be pleasant, smile, and do not get cross. It seems to work.

Off we set again, with waves and smiles, (but a cheeky parting remark from one of the policemen who says something to Carmen like "is it nice to spread your legs round the saddle"..in pidgin English so could not be sure!) with some way to go to the border. We suddenly came across green fields, but these quickly gave way to desert again and this time we were on our own. It is funny how sometimes we would have people about and other times we would be alone - no logic to it at all. A road is a road and you would think traffic would be constant. Then there was a complete change in scenery, with tree covered hills almost like rain forest, and unfortunately rain did start to fall and it became heavier and heavier. We had not decided where to stay and I had suggested we cross the border and find the first hotel ... unless we passed anything decent before the border, which we did not!

We arrived in the border town at about 8.45pm and it was dark. The rain was pouring down and when I asked for directions, we were directed off the tarmac road and down a ghastly mud track, made infinitely worse by lorries which suddenly appeared in large numbers, splashing us both from in front, and as they passed us. We arrived at the border post a few minutes after it had closed and were sodden and covered in mud. Ahead of us was a large metal gate through which we could see a messy lorry park full of lorries, lots of muddy puddles and no sign of life. On our side there were again lots of lorries and no sign of a hotel. Damn! We went into the customs hut where we were given a cup of tea, and out of the blue someone offered to lead us to a hotel.

By now the rain had abated somewhat, so off we set, driving slowly behind our guide who was on foot- no room for him on the scooters. We thought we would be taken to some lorry drivers' doss down, with Carmen the only female, or something like that. Instead, after a couple of hundred yards, we found ourselves outside a rather plush hotel surrounded by dingy buildings and being welcomed by a gentleman in a dinner jacket, who seemed very pleased to see us! Quite surreal, we being a mucky as we were, and the hotel being just about the most spotless we have seen our trip. Hotel Sindan it is called.

"Come and look at our rooms" he said, to which I replied that we would just like a simple room for the night.

Leaving our bags in the entrance hall, we followed the manager and one of his assistants up the stairs, dripping as we went. The first room was enormous, with four poster bed, bathroom and sauna. "250 dollars" says the manager. "Anything simpler?" We go to another room, almost as ornate, but no sauna this time...just a Jacuzzi. "\$150 dollar" "Look, we just need a simple room please, with a bath". We are taken to another large room, very pleasantly furnished, a huge bed, and a bathroom, "\$60". "Fine- we'll take it"



We are helped to take all the luggage to the room, hang our maps, papers, clothes, spare parts indeed everything ... up to dry and go down after a quick shower and change to eat. We are knackered, but the manager, who is 21 only, wants to practice his English on us and is not adverse in coming forward with personal questions - "how old are you?" A party of about 19 children come in to eat with their teacher and they behave like church mice- we hardly notice they are there. A good meal, chicken and roast potatoes (total \$8 plus \$1 tip), interrupted by two total power cuts and as there are no street lights, we are absolutely in the dark and cannot see a hand in front of our face. But these only last 10 seconds or so. We flop into bed exhausted.

Mileage Today 205 - Grand Total to date 2,390

Kip & Carmen

More of this adventure in the next *Crankhandle* Ed

Humble hints

1 - Rear axle

Having recently rebuilt an A7 rear axle for my RN Saloon, I thought members might be interested in the following hint. Before reading any further, you might be reassured to know that the car has covered nearly 2,000 miles since the rebuild and the axle runs quietly on both drive and overrun, it doesn't leak oil, the backlash seems to have remained OK and happily, there are no metal particles in the oil. So, although it maybe a dangerous thing to say - the exercise seems to have been successful.

Incidentally, the reason for the rebuild was that I needed a later 'Semi Girling' axle with detachable backplates in order to fit my much-loved hydraulic brakes, rescued from a previous car - sorry Barbara!

Before starting work, I tried to read-up on the subject and found the following to be particularly helpful

- Doug Woodrow (A7 Manual) - Section E
- Austin Seven Specials by L M (Bill) Williams – Chapter 5
- 750 MC Companion – Page 154 et seq
- Dorset A7 Club Website – Article originally from *the Bristol Austin Seven Club magazine 1983*
- Cornwall A7 Club Website – An article entitled 'transmission noise' by Malcolm Watts who acknowledges the assistance of Ian Moorcraft of the Bristol Austin Seven Club

These articles were interesting and tell you everything you need to know about obtaining correct gear tooth contact and the various adjustments. However, I couldn't find consistent advice on the required pre-load for the differential carrier bearings. Several articles agree the pre-load should be three to four thou', Jack French recommended 'considerable pre-load' and Austins reckoned 'slightly slack'. I didn't find words like 'considerable' and 'slightly' particularly helpful so I decided to go for the more specific 'three to four thou'. However, none of the articles I read explained exactly how this might be achieved. It then dawned on me that the adjusters are threaded 20 tpi and each has fourteen castellations, therefore simple arithmetic ($1/14 \times 1/20 = 1/280$ or 0.00357") tells us that a tightening rotation of one castellation on a single adjuster gives a pre-load of 3.6 thou. So, tightening both adjusters by half a castellation each from a position of just touching the bearings, achieves the desired pre-load. This approach also helps preserve the carefully set backlash.

The different articles offered a variety of suggestions for detecting gear tooth contact but I ended-up marking three groups of four or five teeth equally spaced around the Crownwheel. This provided plenty of contact evidence to examine and also reassurance that the crownwheel was running true. I tried several different materials for marking the gear teeth and obtained best results with slightly thinned Humbrol model paint.

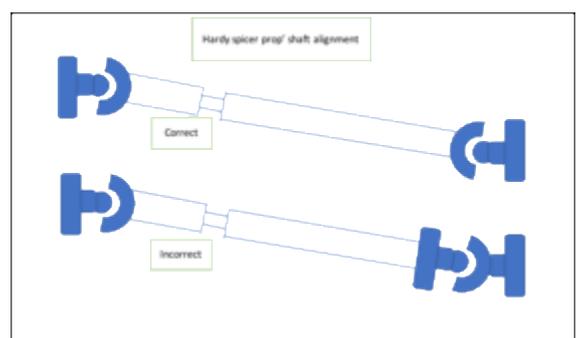
I also encountered a variety of suggestions for the repeated temporary assembly of the axle casings and torque tube between meshing tests. This is probably not critical so long as the assembled components are firmly attached each time but I used just two diametrically spaced bolts on the torque tube and four (the front and back pairs) on the axle case and this proved satisfactory. Strangely, Woodrow and others suggest using lock washers at all times but this is clearly unnecessary (arguably even a nuisance) for repeated temporary assembly. Of course, final assembly does require all bolts to be in position together with new spring washers.

I hope some of this helps if you need to re-build or adjust an A7 back axle.

2 - Prop shaft

I'm sure most members whose Sevens have Hardy Spicer prop-shafts understand the correct alignment of their universal joints. Unfortunately, I managed to assemble mine incorrectly and it caused a worrying noise and vibration - particularly noticeable when applying the power at around 45 mph.

The schematic diagram shows how the prop-shaft should be assembled. If necessary, any misalignment is simply corrected by separating the sliding spline joint and reassembling the shaft



components in their correct relative position.

For readers with an enquiring mind – there is an excellent mathematical analysis on the Cornwall Austin Seven Club Website written by Geoff Hardman, that explains exactly why an incorrectly aligned shaft causes these unwanted vibrations Bob G

Computers

Breaking news for anyone thinking of buying a laptop computer - Eddie perhaps?

It has recently been confirmed that Mac computers now support Windows and here we have the evidence



Other clubs

Other club newsletters

Readers probably realise that I regularly receive Newsletters from a number of different A7 clubs around the UK because I occasionally mention articles that I think might be of interest. Please remember, these items can easily be read because most clubs publish their Newsletters on-line, as of course do we Ed

Dorset A7 Club

The DA7C March 2017 Newsletter contains an excellent article by Roger Bateman, describing how to fit the later Semi Girling brakes to a 1932 RN Saloon.

Also, Dr Ian Mason-Smith of the DA7C sought the views of the *Department for Transport* regarding the fitment of LED lights to our Sevens. As might be expected, the reply was liberally sprinkled with 'Teflon' comments but did include the following ...

- The vehicle must comply with the UK's national Road Vehicle Lighting Regulations. These do not specifically require automatic levelling or washing but do state that headlamps must not be used so as to cause dazzle or discomfort to other road users
- If a driver decides to use LED headlamps without fitting automatic levelling or washers he must take the responsibility for ensuring that the aim is correctly adjusted to compensate for the loading condition of the vehicle and that the lamps are kept clean
- In general, DfT does not advise fitting high intensity lights to vehicles without automatic levelling or washers since without these it is likely that the vehicle will be used in a condition where it will dazzle other road users
- The Department cannot give an authoritative interpretation of the law which is a matter for the courts. Enforcement of road traffic law is an operational matter for individual Chief Police Officers and their officers can issue verbal warnings, fixed penalty notices or report the motorist for formal prosecution

So, at least they are not saying LED lights should not be used.

A7CA Archive – The project team is holding another Open Day on Sunday April 2nd at the Archive home at the HQ of the Triumph Sorts Six Club, Main Street, Lubenham, LE16 9TF. The Archive will be open between 10am and 4pm and there will be displays of the various collections we hold. Members of the Archive Project team will be on hand to help you explore the collections and talk about our progress with the Project so far and our plans for the future. Teas and Coffee will be available and there are a couple of decent pubs in the village that do food for those of you looking for something more substantial.

See also the Archive Newsletter No 3 on the A7CA website that covers recent acquisitions and an interesting article on Gordon England.

Federation of British Historic Vehicle Clubs

The following notes are selected from the FBHVC Newsletter No 1 2017 because they might be of interest to members. The full Newsletter can be found on the FBHVC website www.fbhvc.co.uk

LEGISLATION - Bob Owen

DVLA

It is good to be able to start off the New Year with a bit of good news. As Ian sets out in his following piece, we had a really excellent meeting with DVLA staff, including not only several of Paul Johnson's registration team but also the senior DVLA representatives who had attended the meeting between Sir Greg Knight, the chairman of the APPHVG, and John Hayes, Minister of State at the DfT, which I mentioned in the last edition for 2016.

It was good to note that their understandings of the meeting corresponded pretty closely with mine, in that we all recognised that, while DVLA has a duty to ensure all registration matters are dealt with properly and correctly, they do wish to assist in the preservation of our motoring heritage, and have no wish to make unnecessary difficulties.

We really do look forward to a good and collaborative working relationship with DVLA in the coming period. I wish to deal here with two of the points which have in the recent past caused our members most concern.

Originality of Bodies

As you are all aware we have had a great concern, shared not just by individual applicants for V765 and age related registrations, but also by a number of people who have over many years traded in the production of representative bodies for some vehicles, where a vehicle was clearly identifiable from its chassis but the existing body was not worthy of restoration, that DVLA would not consider itself able to permit the granting of a registration to such a vehicle, no matter how good the restoration. We have as you know debated the matter extensively with DVLA, and we know that concerns were being expressed that the Federation was making no useful progress on the matter. But these things take time and this is where we now are.

We have reached an understanding with DVLA on how the treatment of replacement bodies on chassis will be dealt with through their different schemes. DVLA accept that original bodies may properly be replaced, not least because bodies deteriorate and may need replacing over time.

For vehicles applying under the V765 Scheme for the recovery of an original registration number, the applicant or supporting club should set out clearly the nature of the replacement body fitted, especially if the style is different to that quoted on a supporting original log book, which of course must always be supplied if available, as it is DVLA's preferred primary evidence of the identity of the vehicle. The application should demonstrate that the replacement body is one that could have been placed on it from the outset or is of a style which historically has become associated with the marque.

A supporting club should also provide similar information for applications for an age-related registration number, supported by dating evidence/certificate.

If this is done, DVLA should normally give favourable consideration to the application.

It follows from this that vehicles which, by reason of the completeness of their original rolling chassis components, appear entitled to apply for an age-related plate **should not** be submitted as reconstructed classics.

The reconstructed classic category is confined to vehicles created from a collection of parts which did not originally belong to one vehicle. Reconstructed classics will continue to be subject to strict rules in which the body cannot be new but must be contemporary with the other components which have been used to create the vehicle.

We will be continuing to liaise regularly with DVLA on this matter and if any applicant considers that an application, whether for a re-registration under V765 or a dating certificate supported registration, has been rejected, despite appearing to the applicant to comply with these rules, then they should approach us and we should be able either to explain the situation or discuss it with DVLA.

It must be recognised that all these applications are based on evidence provided and information already held at DVLA. A rejection certainly does not imply a lack of care by DVLA and it will sometimes be the case that an application might need to be subject to careful review or further information.

We will be working with DVLA to develop a valid glossary of terms used to identify bodies which we will share with

you when available.

Accurate V5Cs and the Vehicle Enquiry System (VES)

We have reported at length on this issue over the months. I recognise that, seen from outside, it might have appeared as if DVLA was wilfully deciding not to correct inaccurate descriptions of vehicles in their database, and thus on the Form V5C, usually by running the 'Make' and 'Model' information together in the 'Make' box. But it has never seemed likely to those of us dealing with the matter that DVLA staff were simply being difficult. Following our meeting in Swansea, I am satisfied that we really do understand the current position and it is also clear that DVLA understand our problem.

The default position for entries onto the DVLA database is dependent upon manufacturers' codes which DVLA does not itself create. A code is supplied, indirectly, in respect of each new model of vehicle. This code automatically populates the fields of the database which appear as boxes D1 and D2 on the V5C. They may well populate other fields as well. It would be logical that they did.

As we all know, there are vehicles without codes, (mainly historic, but there might be others). In respect of these, it is possible for a DVLA officer to identify the vehicle by manually completing Box D1 *only*.

Normal practice is that, if a vehicle keeper applies for an entry on the register, and on the Form V/55/5 shows both a Make and Model, that information can only be entered into the same field, which shows as Box D1.

While this has been annoying for those seeking historical accuracy in their registration details, it did not matter for the purpose of the registration system while the database was essentially for the use of DVLA and such bodies as the police. However, with the introduction of the VES it now affects the operation of the service, as you cannot search for a vehicle affected by this problem unless you know exactly what appears in Box D1 of the Form V5C, as that records exactly what is in the database. Not everyone with a proper need to search for the vehicle details on the VES will have access to the V5C.

While it is generally agreed between us and DVLA that it would be best if the Model could be entered separately the current system architecture simply does not permit manual entry into Box D2. And as DVLA are in the course of updating their system software and hardware, it is not currently possible for them to request system alterations. They are however giving serious consideration to including an ability to make a manual entry into Box D2 as part of the requirements for the system when it is 're-platformed'.

In the short term this is bad news for those of us who have a vehicle with no manufacturer's code but would like the vehicle Make and Model details to be accurately shown for simple reasons of historical accuracy. I am afraid this is simply not currently possible.

Obviously, if it is in some cases not possible to complete Box D2, the operation of the DVLA database does not require an entry in Box D2. Indeed I myself have two cars in respect of which V5C Box D2 in their V5C is blank. We have the assurance from DVLA that, if any keeper wishes to ensure that their vehicle will be searchable on the VES, and it currently is not because Box D1 shows both Make and Model combined, it will be possible to apply to have the database, and thus the V5C, amended to show only the Make, in Box D1, leaving Box D2 empty.

There is no compulsion on anyone to take this course of action, but it is available.

I would also recommend that people making new applications for registrations, particularly in respect of older overseas vehicles, which are likely not to have relevant codes, do not complete the Model portion of the V55/5, though I would recommend that if you choose to do this you explain in writing what you have done, to avoid the application simply being rejected for incompleteness.

If I hear of any progress on the inclusion of the ability to have manual input into Box D2 I will let you know.

Roadworthiness Testing

I set out in the last Newsletter in some detail how the Federation had responded to the Consultations on Roadworthiness Testing from the Department for Transport (DfT)

We have as yet no indication of what conclusions DfT has drawn from the responses to its consultation. So we do not know if the DfT will proceed with its preferred option, a right to exemption from MoT testing for 'Vehicles of Historic Interest' over 40 years old. As we explained, we were concerned that the proposal, and particularly the proposed use of the existing '8 point rule' to decide upon what constituted such a vehicle, were not fully thought out, that the proposed distinction was difficult to make and indeed that the 8 point rule was not really suitable for the assessment of vehicles which had not been disassembled, as most would not have been. On the assumption that DfT will probably proceed with providing the right to exemption as they intended however, we have written to DfT directly asking that they discuss the issues with us before they are implemented. We will be seeking the support of the APPHVG in getting such a dialogue under way.

Low Emissions Zones

We are aware that members are constantly concerned that the roll-out of Low Emission Zones, currently being rebranded by the Department of the Environment Farming and the Regions (DEFRA) as Clean Air Zones, as they affect more than the emissions from vehicles, will cause constraints on the use of their historic vehicles. The signs remain good that our special position as the protectors of heritage is recognised in government, of whichever political stripe. There have been two recent developments, both of these good.

The first is that in its move to bring forward the implementation of the proposed Ultra Low Emissions Zone in London and to extend its boundaries, initiated by the current Mayor, Transport for London (TfL) has nevertheless been clear that vehicles in the historic registration class remain exempt. There was concern that in the interim measure, to introduce an 'Old Vehicle Surcharge' into the existing London Congestion Charge until the ULEZ is in place, historic vehicles were not to be excluded. This was not truly illogical as historic vehicles have of course always been liable to pay the London Congestion Charge itself. However, following their initial consultation, TfL recognised the inconsistency with ULEZ policy and their current proposals, set out in the implementing legislation, do introduce an exclusion from liability for the surcharge.

The Federation, in response to a second consultation from TfL setting out these proposals, has asked that a method be found of extending the exemption to vehicles from overseas, particularly as we are aware that schemes in several neighbouring countries do offer such an exemption to visiting historic vehicles.

Interestingly, their logic is that these charges are an economic encouragement for people to change their non-compliant vehicles, and that this does not apply to vehicles deliberately preserved for the purposes of historic heritage.

That same argument to justify the exemption of historic vehicles has been produced in the consultation which DEFRA and DfT together issued in October to cover future Clean Air Zones, the first of which are slated to occur in Birmingham, Leeds, Nottingham, Derby and Southampton. The proposals provide a common consistent framework for local authorities to follow in setting up these Zones and make clear that departures from the framework would need to be approved centrally.

The Federation responded positively to this consultation, again requesting that a method be found to exempt visiting foreign historic vehicles as well. We also sought confirmation from Government that they would not readily accede to a local departure from the policy on exemption of historic vehicles set out in the framework.

There has been some concern expressed by some members that in making these responses the Federation has simply confirmed our support for the proposed exemptions on the basis put forward by the authorities, rather than restating the arguments about the small numbers of vehicles involved and the likely rarity of their taking advantage of the exemption. That must be a matter of judgement, but in our view, it is better, in consultation responses where we agree with the proposal, simply to express that agreement.

DVLA - Ian Edmunds

As anticipated we met with DVLA in late November last year and following the discussions between the Federation and the Minister, John Hayes, this meeting was attended not only by our regular contacts but also by more senior staff from the Agency. It proved to be very friendly and constructive, indeed what had appeared to be an impossibly long agenda was completed with positive progress on many topics. Bob has reported on major items from this in his column so I will pick up on some more detailed issues.

DVLA were at pains to assure us that although they were surprised by the continuing volume of applications to register historic vehicles under the various available schemes they did not consider it to be a problem. They reported around ten late conversion applications per year and about 2000 V765 applications.

In response to a question DVLA clarified their attitude to dating and other information sourced from the internet. Wikipedia is *never* acceptable as a reference but other sources will be considered on their merits. The onus is on the supporting club to explain the origin of the information and why it should be considered reliable. We were told that on occasion DVLA merely receive a screen print from an unspecified website with no further explanation. In a general discussion around the detail of the current DVLA requirements for documents to support registration applications Agency staff agreed with us that these were not always entirely clear or easy to find. It was explained that DVLA have no control on the layout of the *gov.uk* website. We stressed that FBHVC are always ready to help in any way they can and some suggestions were put forward concerning ways in which we might be able to assist with bringing these requirements to the notice of clubs and individual members. DVLA have undertaken to review the whole subject and in addition to look again at the wording of their rejection letters. They readily agreed that any lack of clarity and subsequent confusion only serves to make the process more difficult for all concerned.

It was also explained to us that in a small number of cases DVLA have information on their record for a particular registration of which the applicant is not aware. For instance, they cited an example where a vehicle being submitted for a V765 already had been noted for late conversion, but the current owner did not know. This can affect how DVLA process the application and the conclusion they come to. We again requested greater transparency in these cases to assist the applicant to understand the process.

Regular readers (if there are such people!) may recall that we were informed that for the first three months of 2016 the frequency of vehicle inspections for registration applications supported by dating certificates would be increased as DVLA wished to improve their knowledge of the process, particularly with reference to the period of validity for dating certificates. This exercise was completed and indicated that in just over a quarter of cases the inspection showed up discrepancies of one form or another. Thus DVLA have concluded that dating certificates will continue to only be accepted for up to 12 months after their issue. It should be remembered that registration applications supported by dating certificates refers to vehicles of all ages, not just historic.

We were able to obtain clarification on one point which has, I know, quite rightly caused much concern amongst historic vehicle owners. In the case of a vehicle considered as a reconstructed classic, and in some other instances where DVLA have reason to question an existing chassis/frame number, a 17 character DVLA VIN will be issued which must be stamped onto the vehicle. Any existing chassis/frame number must be scored through to cancel it but it is **not** necessary to remove or obliterate the old number.

Other points to come up in discussion included the possibility of a second DVLA clubs' meeting to follow on from that of September 2015 not least so that those who applied to attend but were excluded because of numbers would get a chance to have a direct interface with DVLA. We were told that this is still very much a possibility but that DVLA wished to consider some of the points the Federation had raised with them before going out again to the clubs. Obviously, we will keep you informed on this.

We also returned to the topic of vehicles whose V5C bears the note 'Declared new at first registration' but which were nevertheless actually manufactured some time before they were registered. DVLA have agreed to reconsider the meaning of 'new' in the context of VED exemption.

DVLA also informed us that while they still require an inspection of the particular vehicle in question to support a manufacturers heritage certificate they are now able to use SGS for these inspections rather than burden the club. These inspections are required because the heritage certificates are only extracts from the manufacturers records and basically state that a vehicle with the stated chassis number was manufactured on the specified date, it is necessary in addition to ensure that the vehicle exists and is what it is claimed to be.

In closing I will pass on another snippet of information that might help someone, this was gleaned from correspondence with DVLA prior to our meeting. Vehicles originally registered in Northern Ireland but on which there has been no activity on the record for a number of years may not have had their record automatically migrated

to the DVLA system. However, DVLA do have the ability to search the archive records held in NI.

FUEL NEWS - Bob Owen

The Federation responded to the recent Department for Transport consultation on Amendments to the Renewable Transport Fuel Obligations Order expressing our concerns about the use of fuel containing ethanol in historic vehicles.

We have just received a letter from DfT which includes the following statements, which we think we should share with you.

‘You [FBHVC] note that the protection and requirement to make available E5 in the Motor Fuel (Composition and Contents) Regulations has not been required as E10 has not been rolled out. You also ask that all possible steps will be taken to ensure the continued widespread availability throughout the United Kingdom of a petrol fuel grade with no more than 5% ethanol, and when E10 might be introduced.

We are in regular contact with suppliers on the potential roll out of E10 and there are no immediate plans to roll out that E10 in the UK, and we aim to consult this year on proposals to amend the Motor Fuel (Composition and Content) Regulations to ensure an E5 petrol grade is made available in the event that E10 is rolled out in the UK.’

This should serve to allay fears of a rapid introduction in the UK of E10 fuel and phase out of E5.”

Club Insurance Scheme

Having met with both Aston Scott and Peter James Insurance during the year I am pleased to be able to report that FBHVC continues to support these two insurers for all aspects of club insurance. As reported in earlier newsletters we have looked carefully at how clubs can obtain insurance for critical parts if they are involved in the sale of these and particularly to the USA and Canada. I am pleased to be able to report that both Aston Scott and Peter James can provide this cover if requested.

My recommendation is to think what cover your club needs and get more than one quote to make sure you get the right cover at the best price for your members.

HERITAGE - Keith Gibbins

Now the festive season is past we can get down to looking at the amazing number of activities that are open to us in 2017, including Drive it Day in April and Heritage Open Days in September.

For Drive It Day we will be making posters available which can be downloaded from our website www.fbhvc.co.uk and printed in a variety of sizes to suit club needs, and to which you can add your event details. Once again Dragonfly Design have rally plates, both dated and undated, at competitive rates for FBHVC members. Tel: 01832 710071, www.dragonflyhouse.co.uk.

Market Place – For sale

New running board rubber covers – bought for an RN Box Saloon from the Seven Workshop. However, I cannot use them because my doors have dropped too far – cost £57, yours for £30.00

Chassis cow horns – pair for Box saloon or Tourer, excellent condition - £10

Wheels & tyres – Pair of 3.5 x 19, Good wheels and tyres hardly worn - £20 each (or £35 the pair)

All items + postage at cost, or you are welcome to collect from near Hay-on-Wye (tea or coffee included)

Bob Garrett – 01497 831310 – fatcontroller.bob@btinternet.com

‘Stirling’ Vertical Air Compressor - standing approximately 30 inches high and 15 inches diameter. Ideal for instant air jet for cleaning etc. Free standing so can be left on the floor or on the bench. 13amp supply required. Ex Dental Surgery but no air drill or chair included! Free to a good home.

Michael Ward - 01600 890902 - m.ward789@btinternet.com

Events diary

The activities introduced in **Bold Type** are events organised by HA7C members - the remainder are events organised by others that may be of interest. This is not a complete and final list because events and dates may change throughout the year but I will try to circulate regular updates.

March

- **Tuesday 28th-- Monthly meeting**, Richmond Club, 7.30pm. N&N
- Friday 31st-Sunday 2nd April---Practical Classics Classic Car & Restoration show. NEC Birmingham.

April

- Sunday 2nd --Bromyard Speed Festival -- (from their website) "Bromyard Speed Festival is a street motoring event to be held in the centre of Bromyard. It is a celebration of the rich motoring history in and around Bromyard. Around 100 to 120 historic, vintage and public interest vehicles relevant to Bromyard, will take part in a street parade through the town centre, from the Town Square on Broad Street, returning via Rowberry Street. Each class of 10-12 vehicles will drive around the circuit for a period of 15–20 minutes with a leading pace car used to determine safe circuit speeds. Commentary will come from a Public Address system on the street. When not on parade the vehicles will be held in paddocks in the town's two main car parks where they can be open to public view. Trade stands and other attractions will complete the offering and provide a fun day out for the serious motoring fan as well as the casual enthusiast.
*Further to e-mails to all members, it may be possible for HA7C members to enter. Enter on line, or contact David Southcott.
- Sunday 2nd --Madley Miglia will offer a non-competitive navigation rally involving the three valleys; Grey, Olchon and Wye. Further details with a booking form have been published in an 'all members' e-mail.
- Saturday 8th--Pre-tour Meeting, British Motor Museum, Gaydon. Meet at 2.00 pm. This is a meeting for those booked on Eurotour 2017 in June.
- Sunday 9th --Malvern Festival of Transport. Owners of classic cars can enter this event in advance. Passes which allow 2 adults and 2 children can be ordered from Classis Shows for £4 per pass. Entry forms can be obtained by emailing info@classicshows.org or phoning 01484 667776. Normal admission price £8, kids 7-14 £3.
- Monday 17th-- Coleford Festival of Transport, Coleford, Gloucs.
- **Sunday 23rd- Drive it Day. A venue kindly suggested by Michael Ward, this Drive-it Day will be a visit to Hop Pocket Craft Centre and Shopping Village, Bishops Frome**, approximately half way between Hereford and Worcester, and South of Bromyard. Meet at the Pilgrims Hotel at 10.30 for a short run through Hereford City Centre to the Village. Lunch there, followed by some retail therapy in the opportunities provided, and then depart for home. (I shall publish the lunch menu in a separate note nearer the time).
- **Tuesday 25th-- Monthly meet, Richmond Club**, 7.30pm. N&N
- Saturday 29th--Sunday 30th. Border Counties Vintage Club Steam and Country Show at Vauxhall Fields, Monmouth. Classic Cars, trade stands and steam engines & exhibits. If you wish to enter your car, pre booking is essential. Tel: 07966 117936.

May

- **Tuesday 9th —1st Shed Night. 7.30 pm at Riddings Farm.** A chance to learn more about your Seven. Kindly hosted by Frank and Sue Sibly and features a talk kindly given by Eddie Loader on an aspect of A7 maintenance or repair. This talk is on the subject of brakes, with hopefully a live demonstration on an actual car.
- **Wednesday 24th--- A Visit to the Big Pit, Blaenavon, near Abergavenny. 10.30 am.**
Meet at Waitrose in Abergavenny at 10.30 for a cup of coffee, and then drive the short distance to the Big Pit. A working Coal Mine from 1880 to 1980, it is now a museum. The visit will take approximately 4 hours, and will include an underground tour lasting approximately 1 hour. Lunch is available in the original Miner's canteen. (I shall publish the menu in a separate note nearer the time). There is also a coffee shop and Museum. As a Group, we get the following benefits:
Free entry (£3-00 p&d parking charge), 10% off in Miners Canteen and coffee shop on a minimum spend of £5 per person, 10% off in the Museum shop on a minimum spend of £5 per person, Guided tours Behind the scenes tours and conservation demonstrations, available on request. Complimentary refreshments for coach drive.
To book your place, please ring Eddie 01432 356841 or e-mail MH.
- **Tuesday 30th-- Monthly meet, Richmond Club**, 7.30pm. N&N. A talk kindly given by Eddie "My early Motoring".

June

- Saturday June 3rd to Monday June 19th – Eurotour 2017. 5 club members are taking their Sevens amongst 48 in total for this Event. However, there are currently 3 spaces left. Contact Graham Baldock, gbwork@tesco.net for advice if you wish to go.
- Saturday 10th-Sunday 11th—Gloucestershire Motor Show. A 2 day show for Pied Piper Charity. Pre 1975 Classic Cars. Arrive before 10.00 am to 5.00 pm. (You cannot leave before then). I have entry forms, or contact office@piedpiperappeal.co.uk. Tel 0300-4226119.
- **Tuesday 27th --Monthly meet, Richmond Club, 7.30pm** 'Bring your Car' night for the group photo.

July

- Sunday 2nd – National A7 Rally at Beaulieu. This year's special display features the 'jewels' – Ruby, Opal and Pearl
- Saturday 22nd -- Sunday 23rd--Much Marcle Steam Rally, Much Marcle.

- **Sunday 23rd--Ouireham Day Rally near Caen (attended by members in 2015) which this year will be on July 23rd...**A7 members will be welcome, and can book their attendance via Kip. Depending on when people want to come over, he can organise a two or three-day rally - again would those interested please let him know.
- **Tuesday 25th—Monthly meet, Richmond Club, 7-30pm.** It is hoped to engage an expert to give us a talk on Austin 7's. More when we know what form this might take.
- Friday 8th-- Sunday 30th—Welland Steam Rally, Welland, Worcs.

August

- Sunday 13th—Three Cocks Steam Rally, Three Cocks, Hay-on-Wye.
- **Tuesday 29th—Monthly meet, Richmond Club, 7.30pm.** N&N.

September

- **Tuesday 12th—2nd Shed Night 7.30 pm at Riddings Farm. A chance to learn more about your Seven.** Kindly hosted by Frank and Sue Sibly and features a talk kindly given by Eddie Loader on an aspect of A7 maintenance or repair. The subject of this talk is tba by Eddie.
- **Tuesday 26th— Monthly meet, Richmond Club, 7.30pm.** N&N.

October

- Sunday 8th-- Malvern Festival of Transport. Owners of classic cars can enter this event in advance. Passes which allow 2 adults and 2 children can be ordered from Classic Shows for £4 per pass. Entry forms can be obtained by emailing info@classicshows.org or phoning 01484 667776. Normal admission price £9, kids 7-14 £3
- **Sunday 22nd—Wye Valley Wander. Probably the last run out of the year.** A run along the lanes of the Wye Valley at this beautiful time of year. Details are not yet finalised.
- **Tuesday 31st—Monthly meet, Richmond Club, 7.30pm.** Further to Karen's fabulous talk on the making of jewellery last year, she has kindly agreed to provide a workshop to actually make some of the items she sells in the shop.

November

- **Sunday 26th—Annual Christmas Lunch at the Bunch of Carrots, Hampton Bishop, Hereford. 12.30 for 1.00 pm.**
- Sunday 26th November: Malvern Drive-in Classic Car and Bike Jumble. (Drive-in means you can take your classic car and park it in the showground but you still have to pay the full admission charge - adult £7, kids 7 - 14 £2.50)
- **Tuesday 28th— Monthly meet, Richmond Club, 7.30pm.** Last scheduled meet of the year. Following the popularity of last year's "Mulled Wine & Mince Pies evening", it is proposed to repeat this year.

December

- There are no meetings this month.

Updated 22-03-17 and please don't forget - if there is something you would like included in the Diary for other members to enjoy, please let me know.

Michael Harcourt ... gpandmh@sky.com

Tail Lights

European masterpiece

It seems the European Court of Justice in a moment of genius, recently stated that '*Compulsory motor insurance should apply to any vehicle being used anywhere, for any purpose for which it was intended*'. This will obviously prove expensive for motor racing members but now I'm wondering about the cost of *third party fire & theft* for the garden tractor or perhaps a battery assisted bicycle. Still, two years to go then they are 'off the gig'.

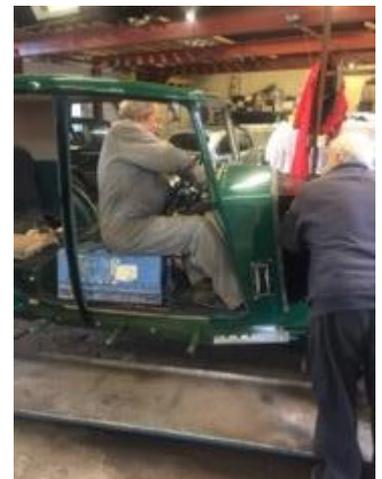
January quiz

The mystery car featured in the last issue (and shown again on the right) is in fact a Riley but sadly there were no correct answers – so the prize money will roll-over. Incidentally, the handsome young mechanic posing at the wheel is none other than our very own Gerwyn - modelling his rather fetching 'onesie'.



Latest quiz – Can you identify the occupants of the Chummy on the left?

Clue – the two gentlemen are both world famous.





One from the HA7C archive

Easy to see why they are no longer called 'air hostesses' but can you identify the club member in this photo?

Rather lovely A7

I thought readers might like to see the following photos of a lovely Austin works two-seater - recently spotted enjoying an outing in the Lake District. It will be noted that the owner/driver is wearing an authentic Austin Seven beard. He also says this is his only car, he has owned it for many years and reckons he's done nearly a million miles. We all know that lines of longitude get closer together as you head north from Herefordshire but it sounds like there is either a serious problem with the gearing on his speedometer or this gentleman has a rather loose grasp on reality....



Finally

Have you ever been guilty of looking at others your own age and thinking, I'm sure I can't look that old? Well, you'll love this one from Pauline Lloyd

My name is Alice Smith and I was sitting in the waiting room for my first appointment with a new dentist. I noticed his dental diploma displayed in a frame on the wall which bore his full name.

Suddenly, I remembered a tall, handsome, dark haired boy with the same name who had been in my secondary school class some 30-odd years ago. Could this be the same guy that I had a secret crush on, way back then?

Upon seeing him, however, I quickly discarded any such thought. This balding, grey haired man with the deeply lined face was far too old to have been my classmate. Nevertheless, after he had examined my teeth, I asked him if he had attended Morgan Park secondary school.

'Yes, yes I did' he beamed with pride.

'When did you leave to go to college?' I asked and he answered 'in 1965, why do you ask'?

'You were in my class!' I exclaimed.

He looked at me closely, then the ugly, old, bald, wrinkled, fat, grey haired, decrepit, unpleasant bastard asked

..... 'What subject did you teach?'

Just one more then

You don't often see philosophical advice in Car Club Newsletters, but I couldn't resist this

'If your cup is only half full – you probably need a different bra' Ed

HA7C Committee contact details

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