



The Crankhandle

November 2015

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

Editorial

Welcome to the November 2015 issue of '*The Crankhandle*'.

Following a lovely summer of Austin Seven driving many of us are now into repair and restoration mode during the shorter daylight months. I'm certainly busy trying to improve the rather tatty RN saloon we recently acquired.

Sadly, Richard Youard recently died. He had been a club member since the early days of the HA7C and Ron Sadler, who was a great friend, has written some kind words in this Newsletter. Our sympathy and warmest wishes go to Felicity and the rest of Richard's family.

This Newsletter contains reports of a variety of successful HA7C outings that have recently taken place. We also have some technical interest, an update on the 2017 Eurotour together with a number of other articles that include DVLA's thoughts on historic vehicles and details of the new 'Richard Youard Trophy'.

Our club Secretary Mike Ward was chosen to represent the UK Austin Seven fraternity at the recent DVLA Historic Vehicle Event – fame at last for the HA7C?

As usual - my very grateful thanks to those members who have kindly provided accounts of club activities, articles of other interest and photographs – all these valuable contributions are much appreciated.

Please don't forget - this coming Tuesday (the 24th November) is our Richmond Club meeting.

Happy Christmas and I hope you enjoy the issue.

Bob

Secretary's corner

Hi Folks,

Those of you who were fortunate enough to be able to attend the last Club run of the season, 'The Wye Valley Wander', will know what a great day it was. As always, thoroughly well organised by Gill and Michael Harcourt and reported on elsewhere in this Newsletter. Since then, we have had the first Club Auction and the annual 'Mince pies and Mulled Wine' evening, hosted by Lyn and Stuart Howard at their home. You will see from the Events Diary that our next event is the Annual Meal on the 29th November. I often think that for such a relatively small Club, the HA7C does well in catering for all tastes. That said, your Committee would like to hear from you, the Member, about anything you would like to see in addition to what we already do.

I always enjoy our Committee meetings - as there are always such a diverse series of discussions on many different topics for Club matters. For sometime now, the Committee has been keen to have a mixed gender of Committee Members and an opportunity has arisen that may result in that happening. Officers of the Committee are occupied with their own tasks and the aspect of publicity has fallen between these tasks of late. To address the issue, we feel that there is an opportunity for a lady member to fill this role but this would not bar the gentlemen from putting themselves forward. The role can be as little or as much work as the post holder would want; at the very least, it would be to ensure that a simple sheet with Club contact details be available for Club members to have with them at Rallies and public events. We already have something along those lines that I use, but it requires updating. Occasionally, it would be advantageous to the Club to contact local newspapers about an event in which the HA7C is involved, this too would be part of the role of Publicity Officer. The committee would like to hear from anyone interested in fulfilling this post and in the first instance it may be that you would like to know more. In which case, please contact me and I shall be pleased to explain.

As many of you are aware, since the last issue of the *Crankhandle*, I took up an invitation to attend a meeting at DVLA at Swansea entitled the 'DVLA Historic Vehicle Event'. Primarily, this was to discuss the retained registration of historic vehicles that have been out of action and off the DVLA radar. Sometimes, it is a simple task if the original Registration document has been retained but on other occasions it is more complicated, for example, if an Austin Seven is made into a 'Special' i.e. a different body. The common term used by DVLA is the use of Form V765. I made some notes immediately following the meeting and have reproduced them in the next article. However, if anybody would like the more comprehensive version of the outcome (just produced by DVLA) - then I would be happy to e-mail this to you.

From time to time, Ron Sadler, our Treasurer and Membership Secretary, is asked by a Member, if he can supply them with another Member's contact details i.e. telephone number or address etc. This is fairly basic information and most Members probably do not mind. However, if you would prefer your contact details to remain withheld - then, please let Ron know and he will ensure that they remain so. Ron's contact details and those of the other Committee Members are included at the back of the Newsletter.

The next twelve months are going to be extremely busy for me - so I am looking for a volunteer for a simple task - the role of Secretary. The committee would be extremely grateful if any Member would put their hand up to carry out this task. If someone would like to try their hand, then they have the luxury of knowing that, if they want to, they can hand back the baton after a year. Please talk to me if you are interested.

In true Magnus Magnuson style, 'I will finish like I started' - the Committee have drawn up a comprehensive list for Club evenings through 2016, so keep an eye on the Events Diary.

Happy Sevenning Mike

DVLA HISTORIC VEHICLE EVENT

Held at the DVLA RL Development Centre, Swansea on 23rd September 2015.

The meeting was opened by John Vale the team leader of the Vehicle Registration Policy Section. There were eighty delegates present including the FBHVC and apologies were given for the remaining one hundred and fifty Club Representatives whose applications for attendance had been unsuccessful.

Summary of discussion

The meeting was broken down into three parts:

- 1 Reconstructed Classics
- 2 Form V765 Applications
- 3 Authenticity of a Vehicle

- 1 In DVLA terms – ‘Reconstruction’ is the same as ‘rebuilding’ where some non-original parts may be used. However, ‘restoration’ means all original parts have been used – in particular, the body and chassis must both be original and evidence of originality is paramount. A new chassis will attract an age related plate. Perishables, i.e. tyres etc. do not count against keeping an original registration
- 2 The vehicle must be ‘complete’ when applying for a registration on form V765 to retain its original registration number; not just a rolling chassis. An authorised Club Representative must inspect the vehicle, not just see photographs. He or she must be the authorised signatory for the Club. The form must bear the Club’s stamp. A copy of an old style buff logbook authenticated by the Club is accepted by DVLA. As much information as possible is the key to acceptance of a V765 application
- 3 A Dating certificate can be issued by the Club to aid the application. This should clearly state the VIN/Chassis/frame/car number. The date of manufacture must be quoted clearly without doubt. The Club must state what material has been used to date the vehicle i.e. factory records. It must be specified if the Club has inspected the vehicle. If the Club Registrars records have been used, this must be stated. Authenticity by the Club must state that the vehicle has been built from original components

General - DVLA receive an average of 2,822 applications per year using form V765 and this is increasing year on year. There is a growing interest in vintage vehicles, which is why each application must be properly prepared in order to avoid delay and disappointment.

Questions - All delegates had tendered questions prior to the event. Each name had been put in to an envelope and drawn at random. There were about eight successful names drawn and their questions were heard. Mine was the eighth! On behalf of the A7CA, I asked ‘what was the position on Specials’? The DVLA representative said ‘it was unlikely that an original registration would be retained but each application would be considered individually’.

Record of Event. The DVLA will be issuing notes of the meeting taking into account all the points raised by delegates.

Mike Ward (Representing the HA7C and the A7CA)

Chairman's thoughts – (Choppen's chatter)

Is this winter? If so why am I still picking tomatoes out of the greenhouse?

A lot of things have happened since my last writing to you all, first of all as you may well know we lost Richard Youard, you will find some lovely words from Ron Sadler regarding Richard elsewhere in this Crankhandle. I met Richard two or three times and enjoyed the conversation which he clearly controlled, I think Ron said at times he felt he was in front of his headmaster.

We have had a productive committee meeting, and points noted will be discussed at our next club night.

On a lighter note - Christmas is just around the corner and I look forward to seeing you all at our festive meal at the Bunch of Carrots.

Finally, before Richard passed away he kindly donated to the club - a lovely model of an Austin Seven and asked that it be awarded annually to someone who has made an exceptional contribution to the club. No guidance was given as to how you win this prize - therefore, at our recent committee meeting we held a vote and unanimously decided a recipient for 2015.



The Richard Youard trophy

If you would like to know who the winner is – then please be at the next meeting Tuesday 24th November 2015 Richmond Club, our last meeting this year.

Derek

Treasurer's report

I am pleased to report that we have at last reached a membership of 50 (not counting Wives, Partners and Girlfriends who are also members). Not all this number have paid their subscription for 2015-2016 yet but I am hopeful that they will pay soon (they know who they are!)

The financial position of the Club remains very healthy we have over £1,000 in the Bank.

Ron

Farewell to Richard Youard (1933 – 2015)

On 24th October 2015 Richard Youard passed away aged 82. I first met Richard as result of him reading a brief note in the Hereford Times concerning the formation of the Hereford Austin 7 Club. As Richard lived close to me in Ruckhall I began to visit him regularly and in a short time we became good friends.

Richard was born and brought up on a farm in Kent. After attending Oxford University he became an articled clerk in the City firm of Slaughter and May. He soon became a Partner and remained with the firm until his retirement. He has been described as “one of the towering legal brains of his generation”. During his career he travelled extensively and we enjoyed exchanging tales of our travels. He was apparently an enthusiastic trumpet and cornet player in the Slaughter and May jazz band that featured for many years in the Lord Mayor's Show.

Although Richard was a very strong character he was, ironically, not one to blow his own trumpet and I did not realize the full extent of his achievements until after his death.

Although he was unable to attend Club meetings Richard maintained a lively interest in the activities of the Club and enjoyed reading *The Crankhandle* and the A7CA magazine.

He had owned the same Austin 7 PD Tourer for over 60 years but, as he had been confined to a wheelchair in recent years, the Seven had been little used. Not long after we became friends Richard asked me if I would like to use the PD. I said I would be very pleased to use it and began to re-commission the car. It did not require much work and I soon began to use it on the road. Many members will have seen the car on Club Runs including a couple of trips to North Wales and a memorable trip to France earlier this year. Richard was a very generous man and always agreed readily to any proposed activity involving the PD. He also much enjoyed hearing about the exploits of his car when I returned from these trips.

Richard had many interests; the cinema of the 1930's, 40's and 50's (which I shared), amateur radio (he was a licensed radio operator), jazz music and cars (he also owned a WW2 jeep and a Hillman Husky alongside more modern cars).

Although I knew Richard for only a small portion of his long life, he became an important part of my life and I shall miss him a great deal. I was pleased to be able to show him, just before he died, the completed Richard Youard Trophy that the Committee will be awarding at the AGM.

Richard is survived by - his wife Felicity, their three children and one grandchild.

Ron

Club activities

Wye Valley Wander - 2015

On Sunday the 18th October - with hoods up against the morning drizzle we set off for the Pilgrim Hotel at Much Birch for the start of the 2015 HA7C Wye Valley Wander. Roly Alcock was already there in his newly acquired box saloon and very soon, we were joined by the rest of the 'Wanderers'. There was a slight hitch because owing to a misunderstanding and an email which was not as clear as it could have been and appeared to have got lost in the ether anyway - Michael had not realised that Jason and his family would be taking part. Fortunately our worthy organisers managed to get the four extra people added to our lunch booking and they had a spare set of directions/quiz sheets, so all was well.

After coffee/tea and biscuits at the hotel we all set off at three-minute intervals in the direction of Wormelow, the first clue appearing within the first few hundred yards of our route. Our instructions consisted of 'tulip' diagrams for directions and pictorial clues, with fiendish questions about features, buildings, notices etc. on our route. There were clues in Much Dewchurch and Allensmore (one of which we managed to miss) and most of the little villages in the area.

Because we set off at intervals we only saw other cars when someone went wrong or took an unusually long time to sort out the answer to a question on the sheet. In one village, we were accosted by a local man who could not understand - why we were all so interested in the notice board on the village hall.

Three or four cars gathered at Preston on Wye while the crews queued to read the number in the telephone kiosk and check out the village hall, but we were soon on our way and spread out again.

At Bredwardine we turned left at the pub and up what seemed like an almost vertical hill. Several crews, including me, were forced to get out and walk. Resisting the temptation to take a look at Arthur's Stone,

we carried on over the hill, with eyes peeled for semi-hidden signs and other features, missing a sign for a B & B at one of the road junctions.

On arrival at the Castlefields, our lunch stop and the end of our 'wander', we found that Jason and family were already there. Fortunately there were no penalties for arriving early (or late). One by one the rest of the participants joined us in the bar where we all relaxed with a pre-lunch drink and Michael and Gill battled with the question and answer sheets. The last car arrived in the nick of time, just before we were called for lunch. Bob, Heather, Karen and Derek joined us for the meal that was enjoyed by all.

After lunch Michael and Gill announced the results. The winners were Jason and family in the Pearl Cabriolet (you could say they had an advantage, with two extra spotters in the car).

We thoroughly enjoyed the event and so, I believe did all the other participants. We appreciate that a tremendous amount of work had gone into the planning and preparation, and must thank Michael and Gill for another very memorable Wye Valley Wander.

Barbara Moses.

Wye Valley Wander or 'Wonder!' – Version 2

Some say that car treasure hunts are a wonderful way to spend a day with friends in friendly competition, wandering country lanes in search of clues while spending the best times of our lives driving our Austin Sevens! Others don't agree and prefer to do other things, luckily for me and Janet we are of the former persuasion and as a consequence spent the most amazing day out on the 'Wye Valley Wander' in the countryside to the west and north of Hereford exploring countryside which was hitherto totally unexplored territory!

The great day dawned and with a full tank of petrol we set off from Church Stretton to cover the 50 miles through very misty Shropshire and Herefordshire lanes to the start point at the Pilgrim Hotel where we were met with welcoming smiles and a warming cup of coffee and biscuits. Michael gave a briefing and after collecting clue sheets (plus a sealed envelope with our ultimate destination for those who get lost), we drew lots for the order in which we were to start. By good fortune, we drew No1 position and hared off through the back lanes behind the pub to make sure we were well ahead of the other treasure hunters who would be spaced out at 5-minute intervals behind us. This looks like a well-prepared route said Janet - turn right here she said, 'no I said the directions definitely say we ought to go straight on'. After ending up 3 miles out of our way, I muttered something about not always being right and retraced our wheel tracks back to the by now pretty obvious way marker.

Muttering a few utterances under my breath....'What was that you said?' said Janet...nothing dear... we resumed the correct route in hot pursuit of the rest of the field who were by now way ahead of us. I now took everything Janet said as gospel, and we soon made up for lost time picking off clues one by one while gasping in astonishment as we saw other treasure hunters passing us by on the other side of the road. How could Janet be wrong? I thought.

Three quarters of the way around Michael and Gil had very thoughtfully included a 1:4 hill. Now everyone knows an RN is the heaviest A7 ever made and with the heaviest driver in the club at the wheel it was soon quite obvious we weren't going to make it. 'Do you want me to get out?' enquired the missus. Yes please. And so it was with a lot of groaning and grinding somehow or another she and I actually managed to climb our way to the top to be greeted by Ray Moses who congratulated me on climbing the hill, especially in an RN and explained that Barbara had also had to alight for the same reason. Feeling quite chuffed, for this was praise indeed, Janet soon came puffing into view and we carried on to find the Castlefields* pub near Bredwardine at the end of the route and a wonderful meal which had been laid on for us by Michael and Gill.

Sadly after all our efforts we could only manage 5th, but as I always say when I lose 'It's the taking part and not the winning that counts'.

Thank you Michael and Gill for a superb morning's ramble through the lanes and we're just sad that only six of us actually took part. The work that goes into these events is truly staggering, Michael explained they followed the route 3 times to make sure all was OK as well as researching the clues and producing the clue sheets. Frankly, that day I think they deserved more support. Our good friend Derek is the superb head of the club but, and I think we all will agree, Michael and Gill are truly the backbone of it.

A massive thank you to them both, thank you to all others who were there on the day for sharing it with us and we look forward to another very exciting year with the Hereford Austin Seven Club.

As we live quite a long way regrettably we had to leave the party early arriving back by 6.30 having covered nearly 130 miles on our great day out.

Best wishes to all, a merry Christmas and a Happy (and safe) New A7 Year

Graham and Janet Baldock

*PS we enjoyed the meal at Castlefields so much we went back there with friends the following week – well recommended!

Many thanks to Barbara, Graham and Janet for the above articles – I'm afraid your easily confused Editor forgot who had been asked to provide copy for this event Ed

Christmas Lunch - Bunch of Carrots - Sunday 29th November

Please don't forget the club Christmas Luncheon. You have all been sent the ordinary Sunday menu as well as the Christmas menu itself. For vegetarians, there is a suitable option is on the Christmas menu.

I am intending to send the complete HA7C booking list and menu choice to the pub a week before the lunch itself, in order to give them ample time to prepare. So please let me have your choice by Monday the 23rd November at the latest. Just before I send the list, I will send all of you a copy for you to check, and rectify any mistakes.

If in the meanwhile you have any queries, do phone the Bunch of Carrots on 01432-870237, and ask to speak to Katherine.

Michael Harcourt

Mince pies and mulled wine

Stuart and Lyn hosted a very enjoyable evening at Eversley House on 15th November and on behalf of all who attended, our thanks for their wonderful hospitality.

The evening was as usual, most enjoyable, Stuart Lynne and Ruby laid on a super spread, the raffle went really well and most people seemed to win a prize. Thanks again Stuart Lynne and Ruby.

One or two photo's follow



These Daimler sweaters are all the rage you know



Ladies patiently awaiting a dance



More mulled wine? - Yes please!



Amazing! - I use those welding rods too



Hands up if you want a quiz



A fine figure of a man!

Recent HA7C trip to France

Readers will already know that our recent trip to Normandy was brilliantly organized by Kip and Carmen who had taken a great deal of care to entertain us and ensure we had a full programme of very enjoyable trips and visits. The 'tourists' showed their gratitude by presenting our Falaise hosts with a vine tree – figuring there was just about enough space in their garden to accommodate a specimen of this size.

Of course, transporting trees is not an obvious A7 attribute, but Michael and Gill came to the rescue and can be seen in the photo' delivering the tree.

We understand Kip and Carmen were delighted and very quickly organized a planting ceremony.

..... Ed



Eurotour 2017

The organisers recently issued Newsletter No 4 regarding the Tyrol 17 day Adventure giving details of dates, daily journeys and overnight locations. Non-returnable deposits have been requested and details of further installments given.

There are fifty Austin Sevens going in total and five of them are from the HA7C – brilliant!

The photo shows Neuschwanstein castle - an optional excursion on Day 6. The castle is in Bavaria and was built by King Ludwig II also known as the 'Fairytale King'. Ludwig was a great admirer of Wagner and the castle was built in Wagner's honour. Neuschwanstein literally means 'New Swan Castle' referring to 'the Swan Knight' - one of Wagner's characters.

Can't wait Ed



Members' activities

A Swallow saga - episode 32

With the headlining now finished the newly painted doors could be fitted. The glass, channels, pre-tensioning roller, locking mechanism and door handles were all reinstalled after first being removed prior to painting. Thankfully all went together perfectly and with the scuttle air vents (made by my very good friend Ted) now fitted she is starting to look more like the finished article.

Next up, is the interior trim and that should be easy shouldn't it???



Regards Glenn



Artistic interest

I recently had this picture painted of my Ruby (Dorothy) and I'm delighted with the result. So I wondered if other members might also like to consider capturing their car (or cars) in this medium.

A fair amount of licence and imagination enabled the artist Tony Coppin to paint Dorothy outside my home at How Caple.

If anyone is interested in getting a painting of their own car, then phone me on 01989 740315.

Derek Choppen

Technical Interest

Austin Seven Starter Motors 1929 – 32

(Sounds like a Mastermind specialist subject Ed)

These motors are the ones that replaced what has become known as the 'bacon slicer type' and are similarly mounted inside the car over the gearbox. They are becoming rare and are expensive at Autojumbles.

All is not lost however. If yours fails a cheap replacement for armature and field coils can be found in Ruby type starter motors. The parts that are unique to the 29–32 type are the end plate carrying the brushes, the bendix drive gear assembly and the terminal on top of the main body. The main difference to the Ruby type is that the earlier rear mounted motor rotates in the opposite direction.

To convert a Ruby starter you need the earlier end plate and brush assembly. The orientation of this is critical so note the position in comparison with your failed earlier starter. You will also need to transfer the bendix drive. The Ruby one designed for opposite rotation needed for a front mounted starter,

Some of the 29-32 starters used a ball bearing at the drive end flange. Most of this type I have found to have cracks in the bearing housing, so it is best to use a Ruby type that has a plain bearing and is more robust. The mounting holes have the same spacing.

The terminal on the body is a button contact on the Ruby type and a threaded terminal on the earlier design. The button can be drilled and tapped with care or a suitable brass bolt modified. Retain the insulation to isolate the terminal from the main body.

Field coil leads may have to be extended to match the earlier end plate and brush assembly. If the field windings are sound in the original motor the body can be used with a Ruby armature.

The Ruby armatures seem to be more robust than the earlier type and will withstand regular use at 12 volts. The earlier type tends to fail due to a breakdown of insulation between the windings and the shaft.

Thankfully there are plenty of Ruby type starter motors around for reasonable prices so adapting these for earlier cars is not depleting the stock of Ruby type spares by any significant amount.

Ray Moses

The Austin Seven and the start of the Jet Age

It has often been stated that the first jet engine produced by Frank Whittle used an Austin Seven engine as a starter motor. Examination of photos of the prototype jet engines on test at Power Jets of Lutterworth shows a larger engine. At first I thought it maybe a Big Seven engine but further reading on the subject revealed it to be a BSA 10 hp car engine.

This proved to be less than satisfactory so a self contained alternative had to be found. A search of local scrap yards located a pair of magneto Austin Seven engines complete with gearboxes out of which one good assembly was built. This, together with the prototype jet engine was sent to Gloucester to the Gloster Aircraft Company at Brockworth for further testing and installation in the E28/39 prototype.

The Austin engine was mounted on a trolley with a small gravity fed fuel tank and a flexible drive connected to the gearbox output shaft where the prop shaft would normally be. An auxiliary jet fuel pump was driven by belt from the fan belt pulley. The other end of the 8ft long flexible drive was connected to a bevel box at the front of the jet engine and then via a centrifugal clutch to the jet engine main shaft. Cooling arrangements for the Austin engine, if any, are not known.

The Austin engine was hand started as this required no battery. The gearbox was put into top gear, driving the jet main shaft at about 1,000 rpm. The trembler coil ignition of the jet engine was switched on as was the main fuel supply. When the Austin engine speed was increased to 2,000 rpm the jet engine would run on its own, up to about 17,500 rpm, the centrifugal clutch having disengaged by this point. For later testing of the jet engine development versions - an electric motor was used as the Austin engine developed more power than was needed.

Britain's first jet flight was officially on May 15th 1941 at Cranwell. Rumour has it from people who worked at Brockworth at the time that it actually flew before that from the Gloster airfield - unofficially.

To the best of my knowledge the Austin starter engine has not survived, but I once acquired as scrap from a Gloucester engineering firm a 3 speed gearbox with a very unusual prop shaft drive fitting. Was it the remains of that engine assembly?

Information for this article was gleaned from an Aeroplane Monthly article and a visit to the Jet Age Museum at Staverton, Gloucestershire.

Ray Moses.

Other clubs

Austin 7 Clubs Association

A report on the A7CA meeting on Sunday 4th October ...

I attended the meeting on the 4th October not only as an officer of the A7CA - but in the absence of anyone else from the club, as the representative of the HA7C.

This was very much a 'catch up' committee meeting at which the agenda was mainly administrative, however there were a few very important points which were brought up that I need to share with you.

1) Under the new 'terms and conditions' which have been put in place by RH insurance under their new management, rather than 'no changes' it has been pointed out that one new condition has been inserted whereby financial compensation to family members in the event of an accident will not be available to anyone over the age of 70. As most of us know a lot of us (and our families) are over 70! This point was spotted by Dave Orange of the EA7C - to whom we owe a huge debt of gratitude. This very concerning matter has been conveyed to our RH representative Emma Airey who we understand will be taking the matter up with the underwriters.

2) Also on RH matters, it has been reported that's owing to a computer glitch, some owners have been receiving their insurance reminders three weeks after their insurance has expired. It is possible that by the time you read this the matter has been resolved, but meantime please check your insurance is up to date and hasn't expired!

3) The complete archive of original Austin Seven material being stored at Lubbenham has been saved after a rather nasty flood, some items were slightly water damaged but otherwise all was OK much to everyone's relief. Subsequently the decision has been taken to scan in all documents and archive them by scanning them in and digitising them. They will then stored on hard drives and will be available on the A7CA website for member clubs perusal. To help us out in this we have squired the services of Fay McCloud who has recently moved from being the archivist at Aston Martin to Jaguar. She will be meeting Phil Baildon and others at Lubbenham to give us the benefit of her expertise and wisdom in these matters. Phil will report progress at the next meeting.

There was discussion about the future storage of the original documents once the material has been scanned and one suggestion that may very well be followed up - is to approach Warwick University who already hold much of the original Austin factory documents. The original A7 material could then be accessed by appointment.

The next meeting of the A7CA will, because of building work at Gaydon, take place at Lubbenham on Sunday 10th January. I personally will not be able to attend as I may be enjoying sailing the high seas somewhere abroad (tickets not booked yet) but if anyone else would like to represent the club on that day please step forward and let our chairman or secretary know.

Many thanks Graham Baldock

Austin Seven Owners Club

Useful tip contained in the A7OC October Magazine - Never use electricians insulating tape in a motor car as the adhesive is not oil resistant. Self-amalgamating tape can be used, or if you plan ahead, you can use heatshrink - either adhesive lined for strength or just plain.

Our thanks to the A7OC for this tip.

Bristol Austin Seven Club

Another interesting tip that cat litter is useful for soaking up spilt oil. Clean new litter I presume?

Our thanks to the BA7C for this.

Federation of British Historic Vehicle Clubs

The following notes are selected from the FBHVC Newsletter No 5 2015 because they might be of interest to members.

The full Newsletter can be found on the FBHVC website www.fbhvc.co.uk

UK LEGISLATION

There is not a great deal new to tell you this edition, which is not to say that nothing is happening.

The Federation is continuing to attempt to get clarity from DVLA on the number of new initiatives and reinterpretations of which we told you in Newsletter 4-2015.

And we are continuing with our work in the political arena to try to get some order into what, seen from the position of the Federation, is a rather disorderly set of changes which are ill-defined, not properly explained, if explained at all, by DVLA and which are not always properly thought through.

We understand some of the imperatives which have induced DVLA to undertake this rethink. But we do not think DVLA fully understands how serious the consequences some of the changes they are proposing could be for the historic vehicle movement in the UK. In particular we do not believe they fully appreciate the effect they could have on projects which have been proceeding in the normal way with no expectation of the obstacles which might be placed in their path at the very end by changing approaches for DVLA. No doubt they will have gained some understanding in the course of their event at Swansea on 23 September.

By the way, I need to make it clear that the Federation had no input into the selection of attendees at that very oversubscribed meeting. As I write this, we still do not know who the attendees will be. We know very many of our member clubs, some of considerable significance to the movement, did not make it this time. We know DVLA intend to have a further event early next year, to which as many as possible of those whose applications were not successful this time will be invited.

Consequences of Discontinuance of the Tax Disc

Plain English disease seems to have struck the DVLA. With one exception (the contents list under refunds) everything refers to tax ending when you 'sell' or 'buy' a vehicle. It is really hard to find out that tax actually expires whenever you transfer registered keepership. Nowhere, except in that contents list, is the word 'transferred' used.

So innocent fathers, widows and partners of those unable to drive anymore, who simply send off the front page of the V5C duly completed to change the registered keeper don't know that they are cancelling the tax immediately DVLA receives the form. Nor indeed do they know when DVLA receives it, as in some of the cases listed above, the transfer takes an unacceptable time to complete. Suggesting that enforcement action will not occur until they have been reminded is not good enough, as it remains illegal to drive an untaxed vehicle. The Federation will, on behalf of all vehicle users, continue to campaign to have all the relevant DVLA publicity corrected.

DVLA

This will be a short contribution as there is very little I can add at the moment to the lengthy report from our meeting with DVLA in the last issue. We continue to have concerns over various aspects of historic vehicle registration and are following these up both directly with DVLA and with the All Party Parliamentary Historic Vehicle Group. Any progress, or indeed any problems, will be published in future Newsletters as they appear.

My thanks to several members who contacted me to express doubts over the item in the last Newsletter concerning non-reflective number plates. In fact that information *is* correct and I am grateful to DVLA for supplying this detailed explanation.

The previous Regulations on the display of registration marks had only ever permitted vehicles manufactured before 1973 to use black and white number plates. However, the changes to the law in 2001 which introduced the new (and current) number plate format directly linked the pre-1973 vehicles with those which were in the historic tax class (which had the same dates). This meant that when the changes to the historic tax class dates were announced in recent Budgets, this had the unintended consequence of amending the display Regulations to allow additional vehicles to display black and white plates.

For those wanting chapter and verse the detailed provisions in Schedule 2 Part 2 of The Road Vehicles (Display of Registration Marks) Regulations 2001 state that 'VEHICLES REGISTERED ON OR AFTER 1ST JANUARY 1973 AND BEFORE 1ST SEPTEMBER 2001' must have white and yellow reflective plates, either of the current design or the previous, but Regulation 18 provides that exempt vehicles shall be treated for these regulations as registered before that date, so they therefore fall into Schedule 2 Part 3 'VEHICLES REGISTERED BEFORE 1ST JANUARY 1973' It should be noted that DVLA publication INF 104 has not yet been amended to reflect this situation.

Judging from my correspondence there is currently some frustration with the activities of DVLA. In my opinion they are struggling to adapt their procedures to address some very real difficulties of the present situation and some of the solutions that are being proposed we do not consider acceptable. As noted above we continue to make

representations about these at all levels but at the same time we should remember that all of these historic vehicle activities are but a tiny part of a very large organisation, and a non-profitable part at that! Although it doesn't always feel like it in many ways DVLA are doing us a favour in accommodating our strange vehicles and problems.

EVENTS AND TECHNICAL

Things are starting to quieten down a little now the darker evenings and inclement weather are with us once again. Nevertheless, it doesn't stop us from getting the 2016 calendar out and pencilling in some dates from the 2015 calendar. Those scenic and classic tour dates won't change much from 2015 for 2016 so now's your chance. If you didn't manage to get out on one or two of last year's series then make sure you do in 2016; they are great fun. A visit to the HRCR website http://www.hrcr.co.uk/Scenic_Tours/ will provide you with further information.

You may not wish to enter Le Jog, a full-on rally for historics in early December, but you could always offer your services as a marshal. As the rally travels from Land's End to John o' Groats it must come fairly close to where some of you live! Have a look at www.heroevents.eu/Events/LeJog/2015/ for an overview of the event and www.heroevents.eu/Events/MarshalSignup/?e=547f47ab19d7d945d1df7b30 to sign up as a marshal. I can assure you that you will see a great cross-section of historic cars on the event as the entry list contains many of the international crews that compete regularly on the top UK events. I hope to see you out and about on this great winter event.

Also don't miss the HRCR Open Day on Saturday 16 January at Gaydon. This is always a good day out (free too!), especially if you want to see what various organisers are putting on for our enjoyment during the coming year.

HERO/CRA's Winter Challenge to Monte Carlo returns once again in February 2016. This is always an enjoyable event and, as well as visiting some of the famous roads frequented by the WRC Monte, you could get the opportunity to practice your driving on snow. A real adventure and should not be missed; I hope I'll see you there.

A little further afield and Bart Rietbergen's Winter Trial to Norway springs to mind. This has a Trial class and a less difficult Club class. Having done a few of Bart's events over the years I can recommend them so please have a look at www.thetrial.nl.

By the time you read this the 2015 FIVA General Assembly will soon be upon us. This takes place on 23-24 October in Krakow this year. Hopefully I and others can persuade the FIVA Members gathered in Krakow to accept the proposals for the revised FIVA Structure and Statutes. If we don't, I and a few others will have worked since last November for nothing. Let's hope we can win the day via the democratic process.

It won't be too long before the lighter nights are with us once again and we can enjoy our historics in the better weather too. Meanwhile, for now, I guess it's back to the garage to make sure they really are fit for purpose when we take them out on their next outing.

Market Place – For sale

Parts for 1931/32 (small door) Tourer –

- * **Windscreen** – Two-piece with top opening frame – all recently re-chromed complete with side irons and wing screws (lower glass cracked – but easily replaced)
- * **Side screens** – Set of four in pretty good condition
- * **Door** – Passenger side - complete with door catch, top alloy cover strip, door card and recently re-chromed handle

All items – one careful recent owner – let's haggle.

Bob Garrett - 01497 831310

1931 Austin 7 RM - For restoration, rolling chassis completed, no major rust problems with bodywork. All correct documents are available. Price £3,500 ONO or am willing to break for spares. Rolling chassis with correct documents (ideal for Ulster project). Price £3,250

Brian Davies Tel: 01495 244843 (Pontypool) or Mob: 07855 499775

1932 Austin 7 RN Saloon - restoration 95% completed, all components overhauled. All correct fittings. Original documents and new Swansea V10C. New leather interior and only minor work to complete restoration. Offers in excess of £5,000.

Stuart Phillips, Chairman SWA7C Tel: 01792 234605 (Swansea)

Market Place – Wanted

Does anyone have two spare knobs for the Battery and Toolbox lids that fit an Opal, Ruby, Pearl, etc.? Many thanks.

Mike Ward - Contact details on back page.

Events Diary for 2015

Updated November 2015. Please note the activities listed in **Bold Type** are events organised by HA7C members and Items in standard type are events organised by others that may be of interest to us.

This is not a complete list of Events, and will be added to throughout the year as fresh events are notified to me. For that reason, the dates of events may be subject to change.

November

Tuesday 24th-- Monthly meet, Richmond Club, 7.30pm.

Sunday 29th-- Annual Christmas Lunch at the Bunch of Carrots, Hampton Bishop, Hereford. 12.30 for 1.00 pm.

December

There are no meetings this month

If you are organising an event, or know of something that might be of interest to HA7C members, please let me know.

Michael Harcourt ... gpandmh@sky.com

Humble Hints

Steering wheel alignment

There does not seem to be a standard or preferred way of refitting a steering wheel to get it aligned with the road wheels. I say this, because I have travelled in a few Austin Sevens and other vintage cars, where the Steering Wheel spokes do not line up vertically. Of course, some might say, does it matter anyway as there is always 'play' in the steering to a greater or lesser degree!

I think it is good if you can get it as near correct as possible and that is why I thought that I would share my humble attempt with you. At the moment, I have not yet fitted tyres, so the wheel rims are solid enough to give good guidance. As in the picture, my Opal is still on axle stands so this makes it much easier. Using a piece of 1"x 5" prepared timber that is nice and straight and long enough to extend beyond the rear and front wheel, I 'G' clamped it to the rims and repeated this on the nearside. My Opal steering wheel has the upright spoke at twelve o'clock and it was relatively easy to locate the splines in the desired position.



I am sure that there must be alternative ways, but I was pleased with the result of this method.

Mike Ward.

Tail Lights

A quick puzzle

OK - so we are all very familiar with SU carburettors – but do you know what SU stands for? Answers on a postcard please - the usual prizes will be awarded for correct answers.

Health & safety

Please remember - eye protection should always be worn when using an angle grinder



Finally ...

A man and his wife were woken-up at 3 o'clock in the morning by a loud pounding on the door...

The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push. "Not a chance," says the husband, "It is three o'clock in the morning." He slams the door and returns to bed.

"Who was that?" asked his wife. "Just some drunk guy asking for a push," he answers.

"Did you help him?" she asks. "Are you kidding? NO, I did not. It's three o'clock in the morning and pouring with rain outside!"

His wife said, "Can't you remember about three months ago when we broke down and those two guys helped us? I think you should help this poor man, and you should be ashamed of yourself!"

The man does as he is told (of course!), gets dressed and goes out into the pouring rain. He calls out into the dark, "Hello! Are you still there?"

"Yes," comes back the answer.

"Do you still need a push?" calls out the husband. "Yes! Please!" comes the reply from the darkness.

"Where are you?" asks the husband.

"Over here on the swing!" replies the drunk.

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Please note that the views expressed in the HA7C Newsletter are not necessarily those of the Club, Committee or Editor.

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