



# The Crankhandle

## November 2016

### NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

#### Editorial

Welcome to the November 2016 issue of *'The Crankhandle'*.

Noticeably shorter days and getting cooler now, so probably less A7 motoring for most of us with our thoughts turning to maintenance, improvements and other interesting projects in cozy workshops.

In this Edition, we have reports of a short club run - the *'Autumn Amble'* and another episode of Kip and Carmen's amazing 'scooter' adventure. The continuing series of *'meet the Committee'* was due to give the low down on Eddie our Technical Adviser but sadly he was unable to meet the press deadline.

I can recommend the recently published FBHVC summary report on historic vehicles in the UK. It seems we have over a million historic vehicles, half a million of which are registered for road use and around 8% of the cars are Austins. The average annual mileage is reported to be over 1,000 miles and the total value of historic vehicles is estimated to be nearly £18 bn – mostly in Ron's garage I suspect!

Interestingly, the latest FBHVC Newsletter also points out that the Norwegian and Dutch Governments have both declared their intentions to ban the internal combustion engine by 2025. Let's hope we get back from next year's Eurotour in time!

I hope to see you all at the Bunch of Carrots on Sunday 27<sup>th</sup> Nov' and the Club Night Buffet Evening at the Richmond Club on Tuesday 29<sup>th</sup>.

Season's greetings from the Editorial team and I hope you enjoy the issue ..... Bob

## Secretary's corner

Hello Folks,

Since the last edition of the *Crankhandle* the weather has changed with the season. Although a lot cooler than September, there have been some really good winter sunshine days which have allowed some very pleasant Austin Seven motoring. One of my runs out was to Monmouth, which is only five miles away. Nevertheless, it was in glorious sunshine and suitably attired with the hood down, it was most enjoyable. Passing Henry Rolls statue in the main square, reminded me of one of Michael Harcourt's Club runs a few years ago when we lined up our vintage Austins for a photo shoot. While I was waiting in the traffic within sight of Mr. Rolls, a passer-by said 'your Seven is exactly the same as my first car and I paid £45 for it'. The traffic was still not moving so we were able to have a brief conversation. As we were preparing to pull away I said 'I only paid £17.10.0 for mine, so I must have got a bargain'!

Since 1968 when I bought my Opal, a lot of water has flowed under the bridge and there is a lot more interest in what we now call 'Vintage motoring'. This has been highlighted recently by firstly the National survey carried out by the Federation of British Historic Vehicle Clubs and secondly by the Government's Historic Vehicle Consultation document for Roadworthiness testing.

The FBHVC has issued a summary of the results from its survey which makes interesting reading. More than 8 million people in Britain have an interest in historic vehicles and over 23 million people see historic vehicles as part of Britain's heritage. The estimated value of historic vehicles in Britain is £17.8 billion and the national annual expenditure on historic activity is £5.5 billion. Also, an estimated 34,900 jobs are related to historic vehicle activity. So, you can see that the movement as a whole is not insignificant in either interest or financial standing. If you would like to read more, may I suggest that you look on the FBHVC website on [www.fbhvc.co.uk](http://www.fbhvc.co.uk).

Thank you to those of you who responded to my request for selecting an option for the level of roadworthy testing in the Government's consultation. I have to thank Ray Moses who first alerted me to the activity surrounding the consultation. The majority of you selected option 3 but a few preferred option 2, considering it to be more comprehensive. Again, more information about the consultation can be found on the Government's website on <https://www.gov.uk/government/consultations/roadworthiness-testing-for-vehicles-of-historic-interest>

So, you can see that since my last *Secretary's Corner* in the September edition of *Crankhandle*, two important bodies have been and still are, very active on the historic vehicle front. In simplistic terms, every time you use your Seven, you are playing an important part of a much bigger picture and I for one am pleased to be part of it.

Happy Sevenning ..... Mike.

## Chairman's thoughts – (Choppen's chatter)

One of the blessings at this time of year is the chance it gives me to connect with you my dear friends of the Hereford Austin Seven Club. I would like to wish you all the season's greetings and hope you have a really good Christmas and of course a happy and prosperous New Year.

We have had a busy year and I hope you've all enjoyed whatever outings you have been on with your Austin Seven.

Christmas lunch is on the 27th November 2016 at the *Bunch of Carrots*. If the numbers are correct we are up to twenty-two, I'm sure we have another six to eight people to add to this.

We have our last club night of the year on Tuesday 29th November at the Richmond Club. Mulled Wine, Mince Pies, Cheese, French Bread Sausage Rolls and goodness knows what. Please come along. We are also having a raffle so if you have a little prize please bring it along.

We then have the New Year's Day meeting at the *Royal Oak* near Much Marcle. If you've not been to this I can promise you it's a delight with some fabulous pre-war cars to see. By the way, your pre-war car is your entry pass. This will be followed by lunch at the *Full Pitcher* in Ledbury, contact Eddie Loader to tell him you are going please.

I had a great day on Sunday 13th November, Ron Sadler, Eddie Loader and myself went to the Classic Car Show at the NEC. What I do like is the other interests of members, for me it's also being a member of the Jaguar Enthusiast Club, and The Hereford Society of Model Engineers. Brian Bedford was at the show with his two police cars and is a member of the Police Vehicle Enthusiast Club. Another example and a great contributor is Kip Waistell who has a Riley and a Lagonda. I wonder who else in the Club has other interests? Perhaps we could get an article from you for the Crankhandle?

I was really pleased with the reception Karen received at her talk and thank you all for coming along. I'm hoping that next year she will do a workshop where the ladies can make their own jewellery.

I will let you know a few things about Karen.

1. She will ask me what I want for tea? She then tells me I'm wrong!!!
2. I didn't know before I met her there was a wrong way to put milk and butter in the fridge
3. This is weird .....She always starts her talking with "Chops are you listening to me?"
4. If she ever gets on a bus or a train she always stands up, when I asked her why she does this? She says "I'm in a hurry"
5. I once told her I used to have the body of a Greek god, she spent the next ten minutes explaining where Buddha actually comes from.
6. She once said to me "I don't like you with the new glasses on."  
I said "sweetheart I don't have any glasses on"  
She said "True, but I do."

Hopefully see you all soon ..... 'Chops'

### Meet the committee

Nothing for this edition I'm afraid ..... Ed

### Club activities

#### Autumn Amble

On Saturday 22<sup>nd</sup> of October we had a short run to provide our Sevens with some gentle late season exercise.

We met at the Kilpeck Inn a few miles south of Hereford and kicked-off with hot drinks and a generous plateful of biscuits.



Assembling at the Kilpeck Inn

Unfortunately, both Michael & June and Stuart & Lyn suffered mechanical difficulties with their cars on the way to the pub - so were unable to join the run. This was disappointing for both couples but especially for Michael who had recently completed a skillful and painstaking seven-year restoration especially for this event! Disappointment too for the rest of us who were looking forward to welcoming the lovely Opal on its 'maiden voyage' and sharing the Champagne!

Kip's newly acquired Chummy initially showed some reluctance to join-in but after a short delay - twelve Austin Sevens set-off, followed by Tony and Lynne's elderly Riley and the very smart Jaguar of Glenn & Lol.

Thankfully, the weather was dry and we travelled along some very quiet and delightfully narrow lanes many of which sported a healthy crop of grass in the middle. We encountered one or two steep stretches and one very challenging sharp corner but the majority of the route was gentle going - through lovely unspoiled countryside.



That's it - keep it tight!

guidance is also repeated elsewhere in this Newsletter), so we were confident nobody could possibly get lost. However, when the leading cars stopped on a straight stretch for a photo call, around half of the convoy was missing! Thankfully, Derek had a satnav so was able to lead most of the reluctant breakaways to the lunch venue whilst one or two other stragglers were also successfully rounded-up.

After about half an hour, we made a brief stop near Skenfrith Castle and learned that Kip's Chummy was still misbehaving. We then witnessed the unusual sight of one Austin Seven towing another - all very entertaining.

Not long before this event, the Club had circulated some guidance on travelling in a convoy (the



Brian and Sue in an oversteering slide

Miraculously, all participants eventually arrived for lunch at the *Hunters Moon* in the small village of Llangattock Lingoed a few miles north east of Abergavenny; where we were delighted to be joined by Brian Davies who had travelled up from the Newport area in his two seater A7 to join us. Michael & June (never known to miss a lunch) having first towed their errant A7 home, also arrived in their X-Trail which turned-out to be fortuitous because they were able to tow Kip to the pub.



Can't find Eddie's wallet anywhere



HA7C at the Hunters Moon

Eddie didn't like the chips but everyone else seemed to enjoy their lunch and I thought we were looked-after really well.



Let's sit here all afternoon



Where on earth is the organiser?

Although the club event finished with lunch, several members spent some time exploring the lovely little white painted church next to the pub and others visited the delightful White Castle a couple of miles away.

There were thirteen Austin Sevens at the pub for lunch, two didn't reach the start and a further two were unable to attend due to prior commitments. This was by any standards an impressive level of interest for such a small club and it seems most enjoyed the day ..... Ed



A Newport Seven out for the day

### Club night 25<sup>th</sup> October – A talk by Karen

Karen very kindly gave us a wonderfully informative talk on designing and making jewellery.

She introduced the subject by explaining the history of the family business in Ledbury, how she had learned her skills from her father and how she now hopes to take the business forward. She also showed us a number of fascinating old photographs of the shop, indicating that it hasn't changed a great deal for many years and there were one or two very interesting photos of the harsh winter of 1947.

Karen then talked us through the different elements of the 'lost wax' process, where designs are first sculpted in a material not unlike plasticine, then after a series of different moulding procedures the items eventually emerge in the appropriate precious metal. These jewellery items are then polished and finally sent for Hallmarking at the Birmingham Assay Office. The whole process taking approximately six weeks from start to finish. Karen told us how she likes to take her design inspirations from the Herefordshire countryside and way of life, for example incorporating apples, pears, leaves and animals. We then looked at numerous lovely examples of Karen's finished work some of which comprised beautiful combinations of silver and gold.

Finally, Karen skillfully fielded a number of questions from the enthusiastic audience – although members surprisingly missed a great opportunity to learn more about Rubys, Pearls and Opals.

Inevitably, the ladies in the audience showed a worrying level of interest in Karen's finished products and had to be dragged away.

Our very grateful thanks to Karen for giving us a wonderfully interesting insight into an area of 'Engineering' of which most of us had absolutely no previous knowledge or experience ..... Ed

## Convoy guidance

The following notes, produced by the Committee, are intended to help everyone enjoy driving in a convoy on Club outings, whilst showing consideration for other motorists and trying to ensure that nobody gets lost. The notes are largely 'common sense' but we gratefully acknowledge that the idea was inspired by a similar article produced by the Dorset A7 Club .....

- Try to keep within sight of the car in front whilst allowing space for modern vehicles to overtake where it's safe
- If you need to stop – try to alert the person in front by flashing your headlights (or perhaps waving a candle if that's brighter)
- Keep an eye on the car behind and if it disappears from view – slow down. If it still doesn't appear, then stop. Hopefully the car in front of you will realize you have stopped and so on up the line
- Similarly - when you turn off at a junction, check that the car behind has seen you. If not, stop and wait until they can see where you've gone
- If you decide to leave the convoy, please tell someone
- If you find you are being choked by burning oil fumes – try following someone else
- Organizers – Please make sure everyone knows the location of the lunch stop and that all participants have the mobile number of the convoy leader

..... Derek et al

## Possible future HA7C events

Kip has kindly put forward the following ideas for possible future events .....

1. Trip by modern cars to Coventry Motor Museum
2. Trip by moderns to Gaydon Motor Museum
3. Trip by ancients to Severn Valley Railway at Kidderminster
4. A weekday trip to the Swindon GWR Museum, followed by £7 all you can eat Chinese lunch in West Swindon
5. Trip by ancients to Bourton on the Water Motor Museum in morning followed by trip to the Snowhill collection (more than 5,000 items of almost everything from mousetraps to Samurai armour) in a Jacobean mansion near Broadway in afternoon
6. Trip in moderns (or ancients perhaps) to the Kite Feeding centre near Rhyadder
7. French Rally in ancients centred on Falaise, and incorporating Ouistreham one day Rally- during late July
8. French Rally in ancients centred on Falaise, and incorporating Festival of Yesteryear at Domfront, during mid-August
9. French Rally in ancients to Puy du Fou History Park, with Bressuire Ancients Grand Prix weekend afterwards – On Wed, Thurs, Fri, Sat and Sun of last weekend in June 2018
10. Trip to Bristol in moderns to visit Brunel's SS Great Britain, and perhaps an afternoon in Bath to relax in the Roman Baths
11. Trip to Cardiff area in moderns to visit the Big Pit and the 18th century iron works
12. Trip in moderns to the Telford Victorian Village

Please let Kip or Michael H know if you would be interested in any of these suggestions or would like to add some of your own. Even better - perhaps you would be prepared to organize something?

We might also consider an outing to the Jet Age Museum (free parking and free admission) at Staverton between Gloucester and Cheltenham. The display contains a replica of the Gloster E28/36 the UK's first jet aeroplane - that we understand required an A7 motor to start the jet engine .... Ed

**Members' activities**

**American A7**

I found this photo' in a book called "Cars and the Movies" that came with the PD from Richard Youard.

The caption for the photo says it is Buster Keaton and his two sons in a 1928 American Austin but I think it a bit later than that and is a Bantam. The date of formation of the American Austin Co is variously quoted as 1927 or 1930 and I suspect that the design in the photo is a bit advanced for 1928  
..... Ron



**NEC – Classic car show**

One or two photos taken by HA7C members at the 2016 NEC Classic Car Show .....



RAF Austin Seven



Military Seven



Not all policemen are getting younger



A lovely A7 Nippy

**Kip & Carmen's scooter trip**

The September 2016 Newsletter contained Chapter 7 - getting to Samarkand. Here we have Chapter 8, travelling to and exploring Bukhara, still in Usbekistan.

Chapter Eight - Bukhara

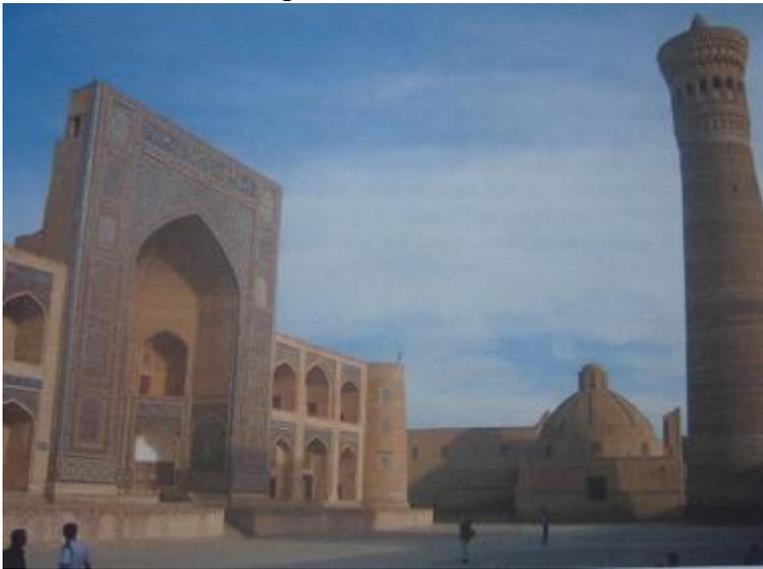
Tuesday 10 May

We left Samarkand at 8.30am. Within 50 yards I nearly fell off after hitting a stone. Ugh!

For 100 miles of the 185 to Bukhara, we have terrible roads. Tarmac, but very ridged and bumpy, so you can imagine I was worrying about oil pipes working loose again. Then we were onto good roads for the final stretch, but by then I was feeling distinctly odd....dizzy and weak. Probably dehydration I thought, as it was very hot, and I can tell you that motor cycling gear is extremely stuffy. So I made myself drink half a litre of water, and soon felt better.

Five police checks en route, but only two stopped us.

The evening before was the only time we tried to book a hotel, and so having been told all was OK, we expected no problems. However, on arrival in Bukhara, and having found the hotel in a warren of old lanes in the centre, the very pretty receptionist told us that we could not get our bikes into the central courtyard, so we would have to go to their other "branch" further out of town.



This proved impossible to find...we could see it on the map, but just could not find how to get off a very busy main road over to where it was. Whilst consulting the map yet again, a car pulled up and a young man asked what we were trying to find. "Our hotel" I said, to which he replied that his father owned a hotel, it was much more convenient than the one we trying to find, and was in the old part of the city. "Follow me"...and off he dashed with us trying to keep up.

At a cross roads where we were turning left, I nearly knocked over a cyclist coming from the opposite direction, and whose path we had to cross. I just did not see him.

It became very clear that Bukhara was a lot less spoilt than Samarkand, indeed after we reached the old city, we hardly saw a modern building again. The hotel was near to the central square, in which was a large pond surrounded by water jets, and with a fountain in the centre. We learned that Bukhara had once been full of these ponds, but the Russians filled them in during the late 19th century as a measure against mosquitoes. During our stay, we came across several being dug out and restored.

Our hotel was once again nothing to look at from the outside, but very pleasant inside. It was in what used to be the Jewish part of the city, but now little remains of their presence. There was a small synagogue nearby, but what was once a large presence is now very much reduced. Independence did not help, indeed it made the remaining Jews feel even less welcome and more left. This was to be of relevance to us the next day, when, we were told, some Americans were arriving

The hotel owner and his family made us very welcome, we had tea with them and then the evening meal- lots of rice and mutton. Very tasty, if a bit on the greasy side.

A bit "knackered" today to tell the truth, so bed was very welcome.

Mileage today 185

Total 1289

Hotel per night, with breakfast, is \$40..about £35.

Wednesday 11 May

At 7.30am we were woken by the most awful noise, then realised it was some sort of trumpet blaring, and drums. I got up quickly, and went out to the balcony and looked down into the courtyard. In one corner was a group of musicians, including a drummer and a fellow blowing raspberries down an enormous-probably eight feet long- brass horn...the rest of the yard was filled with the owner and his family and a party of some 30 American Jews - dancing ... if one could call it that. They held their hands in the air and shuffled in circles, many of the men wearing trilby hats askew. These were the Americans we had been told about- Bukhara Jews who had left 15 years or so ago, and returning for the first time. One man came up to the terrace outside our room, and just peered in saying "when are you going, I'd like this room". The others were not much better - one would say hello, or good morning, and get no response. They appeared to be very surly.

We had a very good breakfast in a splendid family room away from the Jewish huddle with the most gorgeous tasting and textured honey. Absolutely delicious.

Then we set off for a walk round the town, which is really most impressive, and unspoiled. Lots of ancient medressas huddled up against ancient markets. We come across a beautiful brick minaret, which the guide book says was the only major edifice left standing by Genghis Khan when he sacked the city in the 1200's, as he was so impressed by its beauty. It certainly is quite something, with a complicated brick design throughout its height of some twenty metres, and we understand its foundations are rushes, in order to give flexibility in earthquakes. This may be apocryphal however, as having been built in 1120 or thereabouts, no doubt the rushes have long since perished...or maybe not! We see one or two fabulous rugs, but do not enquire about price as there certainly is no room on the scooters. Beyond the minaret, we enter Registan Square, on one side of which is the ancient citadel. It was here that two British Captains Stoddard and Connolly were beheaded in the 1850's. One Captain was being held prisoner by the local Emir for whatever reason, and the other was sent out to try and find out whether he was alive or dead, and if alive, to try and get him freed. However, the Captain did not appreciate the man he was dealing with, for the Emir was upset that he did not dismount before riding into the citadel, and even more displeased to receive a letter of enquiry not from Queen Victoria but from one of her minions. The unfortunate Captain was thrown in gaol to accompany his colleague, where they festered for a time before being led out, made to dig their graves, and then executed. The citadel itself is not so impressive, and was unfortunately heavily damaged by the Russians...but it is being restored.

Back to the hotel after lunch, for a snooze, then to the central square, just 100 yards or so away from the hotel, for drinks, sitting beside the pond. It is surrounded by mulberry trees, and several locals were up in the branches snacking on the fruit, like a tribe of monkeys. A beer for me, tea for both of us, and a large plate of nuts to nibble cost just \$3.

Our evening meal was taken at the hotel, with our hosts, and I played the pipes with our host and his family dancing. They are charming, and have made us most welcome.

Kip & Carmen

More of this adventure in the next *Crankhandle* ..... Ed

## HA7C member's cars

Congratulations to Kip and Carmen on a new addition to their family.

They couldn't resist this absolutely delightful Chummy at a recent Herefordshire Auction.

The registration is PK 3289 and understandably the car is now called 'Nelson'.

Similar reasoning to Ron's PD being called 'Jelly' I suppose!  
..... Anon



## Humble hints 1

An interesting and potentially useful '*Lucas Technical Service - Overseas Technical Correspondence Course*' that at a quick glance looks as if it should cover most electrical topics except how to get the 'smoke back into the wires'. It covers – Batteries, starter motors, coil ignition, generators (and their control), wiring and lighting and can be found at .... [http://www.justbrits.com/Articles/lucas\\_course.html](http://www.justbrits.com/Articles/lucas_course.html) .... David Southcott

## Humble hints 2

Various sources suggest slightly different A7 valve tappet clearances. However, for engines containing a standard camshaft - there seems to be a consensus that the inlet valve clearance should be 0.006 inch and exhaust valves 0.007 inch when cold (as per Doug Woodrow). It seems both clearances are assumed to tend towards 0.004 inch when the engine is hot.

We all know it can be a little difficult to get a precise setting using a single feeler gauge – especially when groping around under the inlet/exhaust manifold and I was recently reminded that it's much easier to use a pair of feeler gauges 0.001 inch either side of the desired clearance as 'go/no-go' gauges. For example, when aiming for an inlet valve clearance of 0.006 inch – check that a 0.005 inch gauge can be easily inserted but not a 0.007 inch gauge. I have found this method makes the job much easier ..... Ed

## Other clubs

### Pre War A7 Club

Advertisement – '*A Comprehensive History of the Austin Seven Grasshopper*', hardback – second edition.

Following on from the success of the first edition, the Authors continued to research the cars as well as being contacted by many readers who contributed much new information. In the light of this extra material it was decided to review the book and this has resulted in an expanded new edition. In doing so the opportunity has also been taken to update significantly, where available, the post war history of the remaining cars up to the present day.

The book has now been published in hardback and will be a welcome new addition to the library shelves of those interested in sporting Sevens.

Available now at £23 collected or £26 post paid, from: Graham Beckett, 77 All Saints' Lane, Nettleham, Lincoln. LN2 2NJ [gabeckett@tiscali.co.uk](mailto:gabeckett@tiscali.co.uk) Please make cheques payable to: *Pre War Austin Seven Club Limited*.

## Federation of British Historic Vehicle Clubs

The following notes are selected from the FBHVC Newsletter No 5 2016 because they might be of interest to members. The full Newsletter can be found on the FBHVC website [www.fbhvc.co.uk](http://www.fbhvc.co.uk) Where you can also find a very interesting Summary Report of the FBHVC 2016 National Historic Vehicle Survey.

## **Editorial**

Geoff Lancaster

The late great Spike Milligan used to quip that, “just because you know you’re paranoid, it doesn’t mean we’re not all out to get you!” In the quieter moments of reflection, it sometimes feels like this at the Federation. Why this obsession with defending our rights of highway access? Is it really necessary that we should expend so much effort and money on a pastime that isn’t really under any significant threat in our free society?

Well, a number of things have cropped up since our last FBHVC News which have served to confirm to me that we are not wasting our time on your behalf. Firstly, there is the ongoing saga of Ultra Low Emission Zones. In the UK our LEZ and ULEZ regime has so far been focussed in London and around a levy charging model. In other European cities such as Paris and Amsterdam it involves outright bans. Should it ever spread to Venice it will only be of concern to users of Amphicars and Schwimmwagens!

The second item that aroused my attention was a footnote to one of the new ministerial appointments, that of my own MP, the Rt Hon John Hayes MP. As a minister in the Department for Transport and a member of the All Party Parliamentary Historic Vehicle Groups he seems well placed in Government. However, one of his tasks will be to report on the Government’s view of new technologies in transport and in particular the much vaunted autonomous vehicle. Now this may or may not present a threat to our members. Be assured we shall be engaging with him during his deliberations.

The final example that presented itself happily does not directly affect us in UK but may have profound effects across the pond. The US Environmental Protection Agency is trying to ban the conversion of historic road cars for racing on the grounds that it alleges they come under its jurisdiction within the Clean Air Act. Our counterparts have challenged this in Congress with some success but the EPA still maintains its opposition to modification of historics for racing.

If you still think I’m paranoid, look to the horizon. The Norwegian and Dutch Governments have both declared their intentions to ban the internal combustion engine by 2025, and India is discussing the feasibility of introducing an electric only fleet by 2030. Now who’s paranoid!

## **Legislation**

Bob Owen

It is actually not a surprise, given that there has been so much general political turmoil over the last two months, that there has been no progress on DVLA matters since the last Newsletter, though I realise it must be frustrating for those still affected by current DVLA policies. As Ian tells you, normal day-to-day contact with DVLA on specific matters continues nevertheless. I need to ask you to bear with us for a further period. We have not in any way ceased our efforts, nor do we intend to do so.

Nor is there much else of a Governmental or administrative nature to report on. Again this is not surprising. Looking forward, we have just responded to an initial consultation, issued by the Department for Transport and the Centre for Connected and Autonomous Vehicles, on the way forward towards driverless cars and goods vehicles.

It is of course entirely proper that Government should be giving serious thought to the need to prepare for what will be a change in the way of using our roads which is unprecedented, I was going to say in our lifetimes, but in fact I mean *ever*.

Humankind has never until now considered handing over responsibility for how we undertake road journeys to a machine, either in whole or in part. Of course, it started quietly a long time back with cruise control systems. Anyone who has driven using these systems on a motorway will know it does significantly change the style of driving, in that instinctive and often imperceptible reactions to the conditions on the road in front have to be replaced by conscious decisions, such as overriding the cruise control or indeed disabling it by applying the brakes or changing gear. Already we have lane keeping mechanisms, parking aids both passive and active, speed sensing devices and intelligent lighting systems.

But the initial Government consultation appeared to the Legislation Committee, as we considered it, to be perhaps too focussed on the technological and indeed financial benefits to be accrued to the United Kingdom by the active encouragement of autonomy, up to full autonomy, in vehicles. It seemed relatively unconcerned with the fact that it is going to become increasingly important to consider the effects on 'conventional' vehicles, which include essentially all of our current members' vehicles, as a driverless cars and trains of lorries in intelligent 'convoy' encroach in significant numbers onto the roads.

Perhaps most worrying is the fact that the writers of the consultation refer to a 'transition phase' after which they seem to see driven vehicles as a thing of the past. That, were it true, would signal the end of use of our historic vehicles on Britain's roads, which is what we in the Federation claim to be all about.

The goal of totally driverless cars will doubtless be promoted as being the way to achieve great strides in road safety, but Britain's record on road safety is already fairly good, if never perfect, and that gain would come about at the cost of an immense reduction of freedom, which would affect many more people than us, the historic vehicle enthusiasts.

Clearly the Federation cannot be, nor do we wish to be, Luddite about the inevitable increase in driverless vehicles, but we will be at the forefront in reminding everyone that this is not only a technically but socially vast change, which needs to be handled by Government with great care and sensitivity. Our interests will be only a small part of those which need to be taken account of. We will make sure they are not forgotten.

Diabetes: changes for PCV and HGV drivers at DVLA  
James Fairchild

The Federation have been made aware of a DVLA medical change that occurred earlier in 2016.

For people driving historic buses/coaches/trucks we first need to consider which of our licence categories we are using at a particular time. The article below will assist you in doing that.

The change only affects people using vocational licences (i.e. category C C1 D or D1) and only people on the sulphonylurea or the glinide group of tablets.

The old rules were a finger prick test twice a day (at times relevant to driving). The change is that a finger-prick test is now required every two hours.

Writing in Route One magazine Dr Phil Thornley says: "It is inconvenient for a lot of PCV drivers to have to pull over every two hours to do the test but fortunately there are now new medicines that don't run the risk of causing a low blood sugar level. Go to your doctor and ask if he can change you onto a different medication that doesn't require finger prick testing".

The full article in Route One can be read online at [www.route-one.net/articles/Driving/Are\\_you\\_in\\_danger](http://www.route-one.net/articles/Driving/Are_you_in_danger)

We can only echo the advice to make an appointment to visit your own doctor to clarify whether this change is relevant to you or not, and whether it may be appropriate to consider changing medication or not.

## **DVLA**

Ian Edmunds

Although as Bob notes elsewhere the more fundamental aspects of our discussions with DVLA have temporarily fallen victim to the greater upheaval in Westminster there are one or two operational level updates to pass on to you.

We have received a few reports recently regarding problems in providing adequate dating evidence for vehicles which were originally exported in CKD form and have now found their way back to the UK. The manufacturers' records, even if available, will only record the date the set of parts left the factory whilst DVLA are requesting evidence of when that set of parts was assembled into a complete vehicle. In many cases the assembling company,

often a subsidiary of the manufacturer, no longer exists and neither do their records. If the foreign registration documents show the original date of manufacture/assembly that will normally be adequate but unfortunately, particularly it seems in Africa, they often don't.

As this is all part of the larger issue of DVLA on occasions requiring excessive documentation, I don't have a simple answer to this problem, so we simply have to warn potential purchasers of such a vehicle that they should search for as much evidence as possible in the country of first sale to support the original build and/or first registration date.

Another warning concerns DVLA inspections of vehicles. As you know these inspections are now subcontracted to SGS and are conducted at no charge at the owners' premises. However, it seems that recently DVLA have decided to have vehicles inspected in circumstances where they have not done so in the past. Examples have been vehicles which have been inactive for a long period when DVLA have wished to have inspections carried out prior to issuing new V5Cs. In my opinion there is no fundamental objection to this. If the vehicle is what it purports to be and if the owner has nothing to hide there should be no problem. Difficulties have arisen where owners have commenced restoration work concurrent with their application to DVLA with the result that SGS have then claimed they cannot inspect the vehicle because it is incomplete! Whilst we have disputed this refusal to inspect with DVLA the advice to owners has to be to complete the paperwork before dismantling the vehicle.

Some months ago, we were contacted by the new owner of a classic car who was rather perplexed by the reaction of DVLA to his perfectly normal request for a V5C in his name. To cut a long story short, after some correspondence with DVLA he eventually persuaded them in a phone call that there was nothing strange or suspicious about this car and duly received the V5C. Whilst he has understandably asked me to not to identify him or the car the moral of the story is that polite persistence can pay off.

A member was apparently recently told by DVLA that although a V62 (Application for a Vehicle Registration Certificate) enquiry had shown that the vehicle in question was not on the record the £25 fee was not returnable. I have confirmed that is incorrect. DVLA tell me, "If we don't have a record of the vehicle we cannot action the request, therefore it is fair to refund the £25, or not cash it". They also suggested that the person applying should be sure the vehicle is on the record before they apply. I reminded them that although in theory it is possible, in fact very easy, to do so by means of VES we know that for a number of historic vehicles a simple VES search will not produce a result because the 'Make' is incorrectly recorded on their system. Without access to the previous documents (whether V5 or V5C) it is impossible for the applicant to identify how the vehicle Make is recorded in the system. Thus, although a V62 enquiry is not the intended method to ascertain if a vehicle is on the registration record in practice it may be the only way.

You may recall that some months ago I reported a problem with the latest iteration of the online MoT system in that it would not accept non-alpha/numeric characters (eg /, \*, \etc). DVSA assured us they were aware of the problem and that if the tester entered the chassis number without the non-alpha/numeric characters the system would search and find a match. We had heard of no further problems until recently. We have now had one instance reported to us where the tester did just that and satisfactorily completed the test but the keeper later received a letter from DVLA querying the discrepancy between the chassis number on their record and that recorded by the MoT tester. At the time of writing this is still very much on-going but I would hope to report a conclusion in the next Newsletter.

You may be aware of a recent consultation issued by DVLA referring to reforms in the VED process to identify the price of the vehicle. We have clear written confirmation from DVLA that this refers solely to brand new cars registered from 1 April 2017 and does not affect vehicles in the historic tax class.

My thanks to the member who drew our attention to an MoT problem with black and white/silver registration plates. We reported correctly last year that the date up to which these plates were permitted had become linked to the historic tax class; that is 40 years old. Thus, currently vehicles manufactured before 1 January 1976 are permitted to use black and white plates. However, this revision to the Regulations has not yet reached the MoT Testers Manual where the cut-off date is still quoted as 1 January 1973. DVSA have informed us that the manual will be revised ASAP but until it is the MoT status of vehicles manufactured between 1 January 1973 and 1 January 1976 which are fitted with black and white plates will have to be established on a case by case basis. It may unfortunately be necessary on occasion to explain this to an individual tester.

Finally, I would like to close with a plea! Many clubs and individuals contact me for advice with problems they have encountered in attempting to register their historic vehicles. That is absolutely fine, it's part of what I'm here for, and I always attempt to respond to the best of my ability. A large proportion of my correspondents keep me informed as to the final outcome of their particular problem, but some do not! Whatever knowledge and understanding I may have of the practicalities of the registration system is to a large extent derived from the joint experience of all historic vehicle owners. The more feedback I receive the more I will know! So, please, if you contact the Federation for advice report back with the final outcome, even if the advice proved to be completely wrong it will at least avoid that mistake being repeated.

The direct email address is [vehicles@fbhvc.co.uk](mailto:vehicles@fbhvc.co.uk)

### Market Place – For sale

**A7 Front axle** – Later type for deeper radius arms with additional bolt - very decent condition. Needs good home! Let's haggle

Bob Garrett – 01497 831310

**1927 Austin Heavy 12/4 Windsor** - Good paintwork but not concours, burgundy over black. Used regularly and very reliable. Many trophy's won over the years and a 'head turner' at shows. Very good interior. Spent until 1990 in South Africa when Tony Smallbone, the 'Heavy Austin' guru purchased it, before selling it on in 1991. Moving house so lack of space forces reluctant sale. £14,500. More details and photographs available.

Michael Ward – 01600 890902 [m.ward789@btinternet.com](mailto:m.ward789@btinternet.com)

### Market Place – Wanted

A distributor for a 1936 Mk1 Ruby. My old one is totally worn out. Good price paid.

Michael Harcourt 01600-891345

### Events diary

Please note the activities introduced in **Bold Type** are events organised by HA7C members - the remainder are events organised by others that may be of interest to us.

This is not a complete and final list because events and dates may change throughout the year also the speakers at our monthly meetings may not yet have confirmed their availability. Therefore, our meeting activities may be subject to change. I will also try to circulate regular updates.

#### **November**

Sunday 27<sup>th</sup> – **HA7C Annual Christmas Lunch at the Bunch of Carrots, Hampton Bishop, Hereford. 12.30 for 1.00 pm.**

Tuesday 29<sup>th</sup> - **Monthly Meet, Richmond Club, 7.30 pm – Buffet evening.**

**December** - No meetings this month.

The following is a preliminary version of the 2017 Events Diary .....

#### **January**

**Sunday 1<sup>st</sup>**—New Year's Day. Classic Car meet at the Royal Oak, Much Marcle, 10.30am followed by a **lunch at 1.00 pm at the Full Pitcher, Ledbury, hosted by Eddie.**

**Saturday 14<sup>th</sup>**— **A winter excursion to the Golden Valley hosted by Kip and Carmen for lunch at the Poston Mill, Vowchurch. Followed by an invitation to The Old House for coffee.**

**Tuesday 24<sup>th</sup> - AGM and Monthly meeting, Richmond Club, 7.30pm.** The agenda is: minutes of the last meeting, the election of Chairman and committee members, and a general meeting.

### February

**Tuesday 28<sup>th</sup> - Monthly meeting, Richmond Club, 7.30pm.**

### March

**Tuesday 28<sup>th</sup> - Monthly meeting, Richmond Club, 7.30pm.**

### April

**Sunday 2<sup>nd</sup> - 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 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 provided by a PA 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 will 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." HA7C members can enter on line or contact David Southcott.

**Saturday 8<sup>th</sup> - Pre-Eurotour Meeting 2.00 pm** at the British Motor Museum, Gaydon.

**Sunday 23<sup>rd</sup> - Drive it Day.** The club itself has nothing yet planned for Drive-it Day, although there are many events hosted by others. But we could organise a day for members. This will most probably be basically a drive to a venue, lunch, then home. Would anyone like to do anything? Get in touch? Details of meet, run and venue will be then published.

**Tuesday 25<sup>th</sup> - Monthly meet, Richmond Club, 7.30pm.**

### May

**Tuesday 30<sup>th</sup> - Monthly meet, Richmond Club, 7.30pm.**

### June

Saturday, June 3<sup>rd</sup> to Monday, June 19<sup>th</sup> – Eurotour 2017. Five club members are taking their Sevens amongst 48 in total for this Event but entries are now closed. However, there is a small waiting list. Contact Graham Baldock, [gbwork@tesco.net](mailto:gbwork@tesco.net) for advice if you wish to go on the waiting list. There is however no guarantee you will be successful in going.

**Tuesday 27<sup>th</sup> - Monthly meet, Richmond Club, 7.30pm 'Bring your Car' night for the group photo.**

### July

**Tuesday 25<sup>th</sup> - Monthly meet, Richmond Club, 7-30pm.**

### August

**Tuesday 29<sup>th</sup> - Monthly meet, Richmond Club, 7.30pm.**

### September

**Tuesday 26<sup>th</sup> - Monthly meet, Richmond Club, 7.30pm.**

### October

**Tuesday 24<sup>th</sup> - Monthly meet, Richmond Club, 7.30pm.**

### November

**Sunday 26<sup>th</sup> - Annual Christmas Lunch at the Bunch of Carrots, Hampton Bishop, Hereford. 12.30 for 1.00 pm.**

**Tuesday 28th— Monthly meet, Richmond Club, 7.30pm.**

## **December**

**There are no meetings this month**

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**

### ***Household goods on the move***



Interesting photo' of David and Linda's recent move from Horsham.

Not much room for their other furniture but never mind.

## **Quiz time**

Does anyone know what car this is?

Answers on a postcard please & the usual prizes.



Some people have absolutely no idea how bad the roads have become in Herefordshire!

## **Almost finally**

Five gentlemen in an Audi Quattro arrived at the ferry checkpoint in Harwich, Essex.

Tracey, in her brand new uniform, stops them and says "I can't let you on the ferry. It is illegal to have 5 people in a Quattro. Quattro clearly means four so one of you will have to get out and stay behind."

"Quattro is just the name of the car," the driver replies disbelievingly. "Look inside - this car is obviously designed to carry five persons."

"You cannot pull that one on me - this is Tracey you're talking to she replies with a smile - "Quattro definitely means four. You have five people in your car and you are therefore breaking the law. So, I can't let you all onto the ferry - it's more than my job's worth."

The driver is now very cross and replies angrily, "I've had enough of you. Please call your supervisor over - I want to speak to someone with more intelligence!"

"Sorry," responds Tracey, "but Sharon is busy with those two blokes over there in the Fiat Uno."

#### **And finally .....**

A friend of mine has two tickets for the Formula 1 final race of the season the Abu Dhabi Grand Prix, at the Yas Marina circuit on the weekend of the 25th - 27th November. They are box seats and include flights, hospitality, and hotel accommodation.

He didn't realise when he bought them that this is the same day as his wedding.

If you're interested and want to go instead of him ..... it's at St Johns Church, Worcester at 2.15pm on the 26th.

Her name is Janet. She'll be the one in the white dress.

#### **And really finally .....**

If you don't know what introspection is - you need to take a long, hard look at yourself.

#### **HA7C Committee contact details .....**

<b>Role</b>	<b>Name</b>	<b>Telephone</b>	<b>Mobile</b>	<b>E-mail</b>
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Secretary	Michael Ward	01600 890902	07939 539926	m.ward789@btinternet.com
Treasurer	Ron Sadler	01981 250365	07775 753412	rsadler6@aol.com
Events Coordinator	Michael Harcourt	01600 891345	07836 225723	gpandmh@sky.com
Technical Advisor	Eddie Loader	01432 356841	07817 361921	quillpen@stoneage.com
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HA7C Facebook ..... [www.facebook.com/herefordaustinsevenclub](http://www.facebook.com/herefordaustinsevenclub)

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