



The Crankhandle

September 2016

NEWSLETTER OF THE HEREFORD AUSTIN SEVEN CLUB

Editorial

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

Good news - I'm delighted to say that Hazel Pescatore has accepted an invitation to join the HA7C Committee, primarily to concentrate on publicity and communication. However, I'm confident she will contribute effectively on all matters and hopefully keep a bunch of rambling middle-aged chaps in-order. A very warm welcome to you Hazel.

In this edition we have reports of a voyage around the Bristol Channel on the *MV Balmoral*, an excellent article about Facebook by Jason & Hazel, another 'meet the Committee' article (this time – all you ever wanted to know about Michael Ward our Club Secretary) also the next installment of Kip and Carmen's amazing scooter adventure; so-far over 1,000 miles travelling west and they have only just reached Samarkand! We also have a technical article from Eddie (the Professor) explaining how to accurately set the static timing on an Austin Seven together with a brief note of his recent and very interesting 'Shed Night' talk.

We recently drove our Seven for nearly two hours in the dark, which gave me the opportunity to properly align the new 6V LED headlights. It seems very strange - being able to see for miles and even dazzle oncoming motorists when I'm a bit slow fumbling for the dipswitch. It is also very comforting to know that the dynamo now has a nice easy ride with the third brush turned down to produce a 'running' charge of about three amps. Switching-on the headlights nowadays causes no discernable movement on the ammeter - all very illuminating!

It seems that whenever I talk to any of our club members, it's not long before I hear something that I think would be of great interest to other members and well worth including in our Newsletter. So, can we all please share these snippets – I just need a few (or lots of) words that I can include. Come-on, let's hear what you are doing. I welcome copy in pretty much any format from various versions of MS Word to quill pen on parchment – joined-up or otherwise! Photographs are also particularly welcome, preferably in jpeg format but I'm happy to wrestle with other forms.

I hope you enjoy the issue Bob

Secretary's corner

Hi Folks,

My jottings for this edition are less 'Secretarial' and more 'Member'.

Well, I hope that you have been enjoying your Seven during this summer and making the most of the many weeks of sunshine. Unfortunately, I have not used the Windsor as much as in past years but that has been mainly due to any spare time that I have had, being spent on finishing off the Opal restoration. Although it has not got its new hood yet, that is imminent too. When I started to dismantle the Opal in November 2008, I knew that I had a mammoth task in front of me, but still optimistically thought that I may be able to do it in three or four years. Six months in, it became clear that that target date was definitely going to slip to the right. I made a conscious decision to make it a priority, *to do things properly*, because for the past forty years I had always done the bare minimum to keep the Opal on the road in legal condition.

Lifting the body off the chassis was a relatively simple job. The chassis was in very good condition as I had always given it liberal dosing's of old engine oil every winter. The body however, was another matter. Every panel was rotted, some to the extent that there was no profile left to copy. This was where my membership of the HA7C became invaluable - often I had barely started to explain a problem before someone came forward to offer help with photographs and measurements. I made cardboard templates for every panel that I repaired, which saved an enormous amount of time in the long term.

A similar situation evolved with the engine and other mechanical parts. I was advised to have the crankshaft crack tested before regrinding and balancing; something that I may not have thought of. I may never have realised that the rear brake levers were fitted upside down and had been since I had bought the car in 1968, had it not been for several Members advising me that *they did not look correct*.

Volunteers enthusiastically appeared for the first start-up of the rebuilt engine and also when the body was reunited with the chassis. I never did make up my mind if this was to have a laugh at my engineering or to be at the inaugural first turn of the refurbished crankshaft!

The moral clearly is, to listen to others much more experienced in all things Austin Seven, if you want to get the most out of your Membership. I cannot recommend enough to those who may read this and who are not Members of a Club, to join an Austin Seven Club. I did and I owe a lot to those who have helped and continue to help with my ownership.

Summer is always fairly quiet for the Secretary, so I thought that I would take that opportunity to bring you up to date with my restoration progress. I am now looking forward to joining you with an Austin that is much more the size that it should be for our Club.

Finally, would the committee please note that we propose to meet at 1830 hrs in the Richmond Club i.e. for an hour before next Tuesday's Club Night.

Happy Sevenning Mike.

Chairman's thoughts – (Choppen's chatter)

Autumn is here, so what to do as winter closes in? For me, I'm going to have the wings painted on 'Dorothy' (my Ruby), now this could be dangerous as I will remove them so they can be welded etc. The 'A' post on the driver's side looks as though it has some rust ingress and I hope it does not turn into a body off job. I may even install a three bearing crank engine as per original which seemed smoother.

We recently had a trip to Lundy on the Balmoral which really was a full day, Dolphins and Sea Lions (two) a plenty, tides delaying our arrival so we only had a short while to explore. In fact, a brisk walk, a quick Pasty, crisps and a drink before returning to the boat for a night-time run back to Penarth. It was lovely seeing all

the coastal lights from the middle of the Bristol Channel.

It was just as well, the HA7C company was good, the crew didn't seem terribly friendly.

Shed night was excellent, Eddie finishing his talk on hand tools, more details elsewhere in this issue. Actually, I think he should be rebuilding Frank's brakes by way of an apology for being critical of his work bench at the last meeting!!



Eddie & Ron admiring the ponytails

Much Marcle Serendipity at The Royal Oak was interesting, good food and great cars. I arrived late, Ron telling Eddie and I that it started at midday!!! So we missed some early starters, although this is one event that you are not obliged to stay at all day - many people come and go at will.

Lovely cars though and I think we should make a big effort next year as a club.

A primary school in Worcester recently discussed the writing of Roald Dahl and because one book mentions an Austin Seven – the

children wanted to see one in the flesh. So I took 'Dorothy' to show them and give them rides - they all seemed delighted, took lots of photo's and asked numerous questions. Unfortunately, I overheard a whisper that they had expected a 'proper' A7 – i.e. one with a chrome radiator surround. (Clearly, very discerning youngsters Ed)



Derek's children?

That's all for now folks see you on the 27th at The Richmond Club

Derek

Treasurer's report

Not a lot to report this month on the finance front but I would remind you that the end of the Club's year is drawing close. Your Club subscription for 2016/2017 is due by 1st October and you can pay by cash, cheque, or bank transfer. I will be happy to accept cash or cheque at the next Club meeting on 27th September, or if you would prefer to post me a cheque or pay by bank transfer - please email me at rsadler6@aol.com and I will reply with all the requisite details Ron

Meet the committee

The following article is the fifth in the series of 'Meet the committee' and this one introduces our esteemed Secretary, Michael Ward

My first recollection of the world was an old lady carving wood. Although vague at the time, it became apparent many years later that this was a memory of my time spent every day with a local gypsy family called the Balerinos. The 'old' lady, probably half the age that I am now, was probably carving clothes pegs outside her horse drawn caravan that was always parked on the triangle of grass outside the family home in Addlestone, Surrey. As it was still wartime, my Mother would leave me with the family each day before she went to work. My



Father was a time served clock maker in London and also an Auxiliary Fireman. Soon after, in 1947, the National Time Recorder Co. moved to St, Mary Cray near Orpington in Kent. My Father was general foreman and this is where I am sure that I got my taste to become an engineer, when I used to accompany him around the factory, often after hours.

Both Primary school and Secondary education was a thoroughly enjoyable experience for me. Mostly, because I played lots of sport but also that there were no Maths and English after the age of thirteen. There were however double periods of science, metalwork and woodwork punctuated with my love of cricket and badminton. When I attained the age of fifteen, I received the calling, no not that one, the one that came via the Headmaster's secretary, summoning me to report to his study. I duly waited with a line of naughty boys and after a lifetime, was directed into his study. He looked over his National Health glasses and said 'well young Ward, it is about time that we parted company'. How on earth was I going to tell my parent's that I had been expelled? He went on relentlessly, 'if you leave now, Easter, you can get a job before the rush'. Sounded good to me because there were no exams to take, it was not that sort of school.

I immediately started applying for apprenticeships - Vickers Armstrong, English Electric, British Aircraft Corporation, the Ministry of Defence and Wiggins Teape. I went for the interviews and was amazed to be offered a five-year apprenticeship by all of them. My Father advised me to take the one offered by the MOD, as that gave 'a good pension'! I was only fifteen for heaven's sake and was not actually thinking about my pension for a week or two yet. However, none could start me until September so I had six months to do something else. I chose the MOD. Not for the pension but for the variety of training in electro-mechanical engineering. In the meantime, I joined Holograph Lighting as a trainee draughtsman in central London and had a wonderful time in the big 'smoke'.

My five years at Fort Halstead on the North Downs near Sevenoaks in Kent went far too quickly. It was a research and development establishment and had some fantastically equipped workshops and laboratories. On completion of my training, I was offered a job as a mechanical fitter in the wind-tunnel area. This suited me as I was about two years behind in my College work as I had had no school qualifications to give any exemptions. I failed my finals at the North West Kent College and re-sat a whole year at my own expense at Medway College before I passed.

Several key things happened during my school years and middle teens. As well as knuckling down, rather belatedly to my studies, my brother Brian bought an Austin Seven Chummy and when I was sixteen I bought a Lambretta motor scooter, which led me to meeting my future wife; at the time she was a fellow member of a newly formed scooter club that we both belonged to. The Chummy had a huge impact on me without me realising it. I was as keen as Brian to carry out any work on this little car that he had paid £5 for. But, he was not mechanically minded at all, so eager to learn, I tended to be given a lot of useful advice from my Father. A few years later Brian joined the RAF and the Chummy went with him.

When I was seventeen, my Mother died, so that only left Dad and I. He was an even worse cook than I was but we muddled through. Any spare time would be spent tinkering with various vehicles and Colin, a close friend and I decided on a whim, to take our scooters to Italy for a fortnight. We had already been on numerous rallies to Edinburgh and Llangollen, etc. so why not Italy? We also got very close to buying a short wheelbase Land Rover to travel around the world in, but because of his Police training and my apprenticeship, together with pressure from our parent's, we decided not to buy it.

This opened up another change in direction. When I was nineteen, Doreen and I got engaged and were married in 1966. Two years into marriage, when many of our married friends were having babies, I bought a 1937 APE Opal. I had known this car for about a year as it was owned by my boss; a twenty stone Major in the Royal Marines. I paid him £15 for it and an additional £2.10.0 for some new brake shoes, an engine and various other very worn spares. As I write this, we are preparing to go to his 90th birthday tomorrow

and as some of you will know, the 'Buggy' is now back on the road after its seven year nine month 'nut and bolt' restoration.

After having our first 'baby', the 1937 'Buggy', our daughter Susan was born in 1970 followed by Carol in 1973. We had a wonderful twenty five years of marriage before Doreen died suddenly at Christmas 1991. During that time and during the years that followed, I travelled extensively all over the world working for Royal Ordnance and latterly British Aerospace, carrying out In-Service support, Post Design Service and Surveillance of complex, high specification equipment systems. This often saw me in some very remote jungle and desert locations as well as most of the major capitals of the world. Additional to the job was a burglar in my room in Washington, a snake on my driving seat in Singapore, having a gun pointed at me by a taxi driver in Miami and being attacked high up in the Andes by a Condor, to name but a few. Interestingly, none of these appeared in the job specification.

During my time at Fort Halstead I was appointed to the Sevenoaks Bench in 1978 and performed the minimum number of sittings allowed by the Lord Chancellor; twenty six half days per year. I had resisted pressure from the Chief Engineer, who was deputy chairman of the Bench, to apply for the magistracy. I said to him that I thought it was far more suitable for retired colonels - before I realised that he was, yes, a retired Colonel. I was thirty four at the time and was responsible for 104 apprentices as well as industrial training and day release for the young industrial staff. I was welcomed with open arms by my colleagues on the Bench as I must have brought the average age down enormously. Two years later I was appointed to the Youth Court which was challenging but enormously rewarding. Fast forward twenty years to when I transferred to the Hereford Bench, I took on the further challenge of chairing a committee for West Mercia training for Magistrates. I retired from the Bench two years ago after thirty six years service and my prize possession of a parting gift from my colleagues, is a personalised illustration of my 1937 Opal.

I first sighted June at the Tower Ballroom in Blackpool but we did not meet until May 1994. I had just completed 26.4 miles of the Yorkshire Three Peaks Challenge. I could hardly walk after my day running up and down mountains but when I went to introduce myself she seemed to know all about me already and did not stop talking; I should have known then that I had just met my next challenge!

It is just remotely possible that there may never have been a Hereford Austin Seven Club had I not been appointed to the Bench. During my sixteen years at Hereford I met Stuart Howard and Phil Roberts, both Austin Seven owners. Stuart knew Brian Bedford and between the four of us we decided to give it a try, and form a Club. That was eight years ago and, as the saying goes, the rest is history.

I finished the restoration of the 'Buggy' just in time as thirteen weeks ago saw the commencement of the build of a new house for us in our present garden. Project managing this is another challenge but extremely satisfying when one sees everything coming together. That reminds me, I must go and check the dimensions of the new Motor House and workshop for the 'Buggy'.

Michael

Club activities

HA7C Facebook

We reported in the July 'Crankhandle' that Jason and Hazel had set-up a 'Facebook' page for the club < <https://www.facebook.com/herefordaustinsevenclub/> > and I can confirm that it is well worth a look.

However, they may have generously overestimated the level of computer literacy in some parts of the club when they said 'anyone can post to this page'. So they have kindly provided the following article about Facebook and how to get started. I am sure members will find this helpful - I certainly did Ed.

What is Facebook - and how can I use it?

Facebook is a popular free "[social networking](#)" website that allows registered users to create profiles, upload photos and video, send messages and keep in touch with friends, family and colleagues. The site is available in 37 different languages and includes public features such as:

- Marketplace - allows members to post, read and respond to classified ad's
- Groups - allows members who have common interests to find each other and interact
- Events - allows members to publicize an event, invite guests and track who plans to attend
- Pages - allows members to create and promote a public page built around a specific topic
- Presence technology - allows members to see which contacts are online and chat

Within each member's personal profile, there are several key networking components. The most popular is arguably the Wall, which is essentially a virtual bulletin board. Messages left on a member's Wall can be text, video or photos. Another popular component is the virtual Photo Album where photos can be uploaded from the desktop or directly from a [smartphone](#) camera. There is no limitation on quantity but Facebook staff will remove inappropriate (So no Eddie selfies then Ed) or copyrighted images. An interactive album feature allows member's contacts (called "friends") to comment on each other's photos and identify (tag) people in the photos. Another popular profile component is status updates, a feature that allows members to broadcast short announcements to their friends. All interactions are published in a 'news feed', that is distributed in real-time to the member's friends.

Facebook offers a range of [privacy](#) options to its members. A member can make all his communications visible to everyone, he can block specific connections or he can keep all his communications private. Members can choose whether or not to be searchable, decide which parts of their profile are public, decide what not to put in their news feed and determine exactly who can see their posts. For those members who wish to use Facebook to communicate privately, there is a message feature, which closely resembles email.

So how do I register?

Go to www.facebook.com, and fill in the boxes.

Name,

Email address,

Create a password (Combination of upper case lower case and numbers are the best.)

Birthday (This is not public)

Gender.

Click "Create account"

You will then get a second page asking if you would like Facebook to search through your email contacts, to check if any are on Facebook. This is entirely up to you.

There is a link to a tour of Privacy settings, so you can select how much you want to share.

You can upload a picture from your computer to the site that will be on your page, to identify you.

There is also a search box to type-in names to search through Facebook.

Whilst doing this page, an Email will be sent to you to prove that the email address you have input is correct. Click the "Confirm your account" button. Facebook will pop up again with a box to confirm registration.

You are now on Facebook. Well done!

Now search "Hereford Austin Seven Club" and click on a "like Page" button, they are in the top right hand corner of each "post" (Boxes down centre of page)

Jason & Hazel

A day trip on the MV *Balmoral*

On 31st August eleven HA7C members met at Penarth and set-out for a day at sea on the good ship *Balmoral* to visit Lundy Island. We were a little surprised by the popularity of this excursion because although it was not a cheap outing - the boat was jam packed with passengers.

The *Balmoral* was originally built in 1949 as an Isle of Wight ferry but now belongs to the 'White Funnel Line'. In winter 2002, *Balmoral* received new engines - a pair of Danish-built 6-cyl turbocharged diesels (this information specially requested by Gill ... Ed) and although modern, they have a very traditional look and suit *Balmoral's* engine room. She is one of the last surviving ships of her type and following a £300,000 refit, was launched back into service during 2015 offering coastal day excursion cruises all around the UK.



After a five-hour voyage that included a quick stop at Ilfracombe – we arrived at Lundy Island. Sadly, because the 'cruise' was running late reportedly due to headwinds, we had only a little over an hour on the



island. This was just sufficient to climb up to the 'village' for a drink and a quick lunch.

We returned, again via Ilfracombe and disembarked in Penarth at around 10.00pm. Most of us then faced a drive of over an hour to get home - so it seemed like a very long day. Lots of fresh air though and happily we didn't run out of conversation.

Our thanks to Michael & Gill for organizing a very interesting outing Ed

The Three Cocks Vintage Show

The HA7C was again allocated its own 'compound' and a fine turn-out of Austins were on display – mostly Sevens but kept in-order by a Twelve Tourer. It was also great to be joined by some members of the South Wales A7 Club.



Glen & Lol in the Swallow

The weather remained mostly fine so Bryan W' was able to fire-up his famous 'field kitchen' providing a seemingly endless supply of delicious hot dogs. Gill and Michael provided bacon sandwiches and Derek brought some delicious cheese. A fine diet!



Our younger members awaiting lunch

We wondered if the low cloud ceiling might preclude the usual highly acclaimed aerobatic display. However, the pilot was made of stern stuff and carried-out two sessions of breath-taking aerial



manoeuvres – all surprisingly close to the crowd. Interestingly, the display was enhanced this year by the plane leaving a smoke trail – not unlike Eddie's Ruby but much faster! Absolutely brilliant!

The show included the usual displays of other makes of interesting cars, traction engines, tractors, motorbikes and stationary engines. Several members took the opportunity to enter the main 'ring' to show off their cars and be interviewed

but one of the most popular events was watching all the youngsters engaged in a tug-of-war with a traction engine – highly entertaining. There were numerous stalls selling pretty much anything you could imagine – but we all seemed to be more attracted to old car parts and tools.

After a most enjoyable day that included a bacon sandwich, a burger, several hot dogs and one or two beers, - my idea of 'Five a day' - it was time to leave the excellent company of all concerned.

Wonderful fun Ed

Members' activities

Glenn's Swallow Saga - Episode 33

I now have a great respect for upholsterers and trimmers. It has been quite frustrating to pull, stretch and tack the leather over the seat backs. The vynide (rexine as was) proved to be a good match for the leather and was used for the inner trim panels.

With the assistance of a very helpful lady with a sewing machine, to sew the pleats and piping, the seats were finally finished. I must say I am very pleased with the end result.

All the carpets have been cut, edged and fitted in royal blue to match the moquette on the seat backs and braiding around the trim.

The end is now in sight. Regards ... Glenn



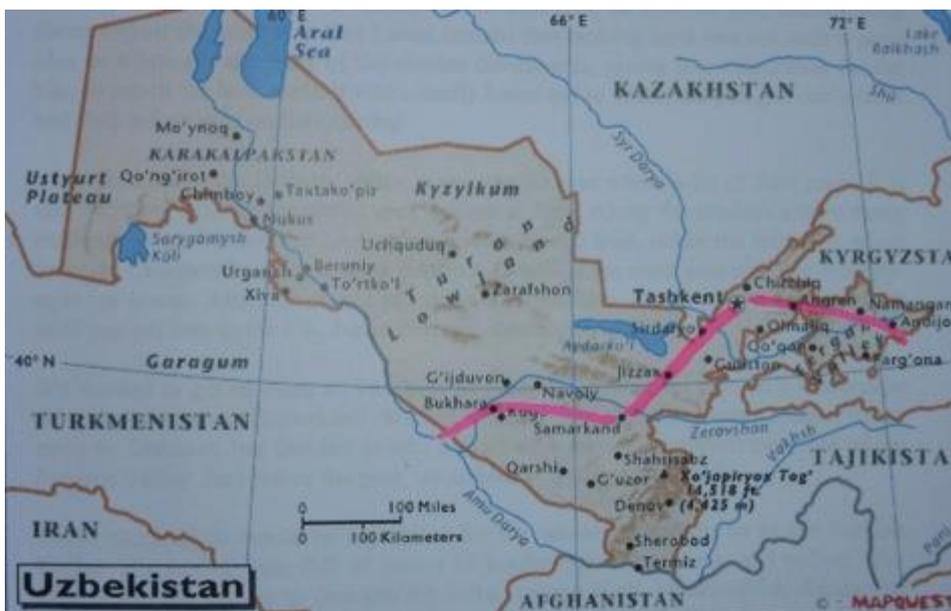
Kip & Carmen's scooter trip

The July 2016 Newsletter contained Chapters 5 and 6 taking them to Andijen. Here we have Chapter 7 describing three days on the 'Golden road to Samarkand'.

Chapter 7 - 7th to 10 May

We wanted to get to Samarkand, so we got up early missed breakfast (cakes and water from night before seemed to be keeping us full) and were away by 7.30 feeling somewhat soggy in the wet clothes of the night before.

There was a small pass of about 2500 metres to negotiate, and then we descended into Tashkent, about which we need say no more. 90% of Central Asia's traffic must be there!



After Tashkent, it was a long flat straight road, not so golden, and full of police check points. In fact, we had thirteen, twice having three checkpoints within sight of each other- and no road other than the one we were on...so why on earth did not one check suffice? No problems at all, in spite of warnings of police looking for cash, but we got a bit fed up with saying where we were from, where we were going to, where we lived, how do you explain "England" when it is not mentioned on your passport, Manchester United,

Chelsea, children and grandchildren....and keep smiling through, even though it was very hot and stuffy in all the gear, and we just wanted to reach Samarkand.

Two of the checkpoints just waved us through, three gave us the full works of checking papers, writing down our details, questions/answers.

The road from Tashkent was shown on the map as a “motorway” and a lot of it was very wide, with a central barrier. But comparison with a UK motorway would be impossible...in Uzbekistan, they are places for people to sit and talk, you dodge animals- sheep, cows, goats and horses in particular- cars and bikes are occasionally being driven on the wrong side of the road, there are potholes, and grooves which snatch at the scooters’wheels and send you off in a different direction to where you are aiming. There were plenty of strawberry sellers, but we did not indulge, mainly because we did not want to risk tummy upsets. Then as we approached Samarkand, the road began to climb a bit, between rolling green hills, and at the roadside we passed many stalls selling honey in a variety of pots, mostly huge, with adjacent trailers parked presumably permanently, on which were perched many bee hives. We would have loved to get some honey, but just did not have room for such large pots..what we tasted in Samarkand was of fabulous texture, colour, taste and aroma. Was the “Golden Road” indicative of Honey!



As we came into Samarkand, we passed the earthen ruins, covering a huge area, of the old Samarkand known by Alexander the Great, largely unexcavated. Then before we knew it we were beside a market, and there in front of us was a mosque built for Tamerlane in. It is huge, and sadly damaged by earthquake. However, repairs are in hand, and a lot of rebuilding. Another rather sad thing is that the standard of present day workmanship is pretty shoddy, especially the renovated tilework which tends to be covered with grout and cement...it would be so easy to wipe it off! In sight of the mosque I called Mum and Dad, a lump in the throat, as this was really THE thing we had aimed to reach..Samarkand.

Our route to our hotel was blocked by a barrier, but a policeman waved to us, and beckoned us through, moving the barrier aside. We went on half a mile or so, and saw ahead of us the complex of buildings which appears on all postcards of Samarkand, known as The Registan. On postcards/photographs, the rather more modern buildings surrounding this fabulous centre piece are omitted, and indeed it is easy to omit them when photographing. But what one might think is a complex in the middle of nowhere is in fact a complex surrounded by a modern city. Still, very impressive, if somewhat cold compared with a European Gothic Cathedral.

Our hotel was down a side-street, close to the Registan, and from the outside not at all impressive. However, it was recommended by Lonely Planet, and yes, they had a double room free for us. We were invited to drive the scooters into the central courtyard, which on two sides had compartments consisting of a divan, around and on top of which were placed rugs of glorious hue, so that you were covered in on three sides, with one side open to the courtyard. On each divan was a low table, and this food and drink would be placed, and you were expected to sit cross-legged around three sides of this low table. OK for Asians but a bit difficult for a stiff Englishman. We parked our scooters under one of the two large mulberry trees in the courtyard, and were shown up an open staircase to our room- very pleasant, if a bit smelling of damp.

After a welcoming cup of tea, nuts, and raisins, in one of the “compartments” we went off to have something to eat down town. We had soup, malva (meat dumplings), 3/4 pint of yoghurt, a loaf of bread, radishes, and two huge beers for just under £3 total . The Registan was just over the road, and as the last tourists were leaving we decided to have a quick look. The complex consists of three medressas, or

religious colleges, built between 1400 and 1700, overlooking a central square, so open on one side. By the time we approached the buildings, they were being roped off for the night, but a guard offered to let us climb one of the minarets for 10\$, outrageous, but it meant we could clamber around in the roof of one of the medressas and see the interior construction, as well as climbing the tower for a view of the city.

In a way I now feel we have “made it”, though in reality we have not covered 1/3rd of the distance yet. This day’s driving was pretty monotonous- after Kyrgistan we have not really had that much by way of scenery to look at, and we had some rain in the afternoon, so once again arrived at our destination on the soggy side.

Miles covered 264

Total to date 1104

1\$ = 1080 Uzbek som

Room 40\$ a night with afternoon tea and breakfast

After a good night’s sleep, and a bit of a lie in, we came downstairs for a breakfast of yoghurt, omelette, hard boiled egg, toast, bread, and the usual olives, tomatoes and cucumber. Then we walked back toward Tamerlane’s mosque, and the Central Bazaar. A lot of fruit and veg on sale by ladies with a lot of gold teeth, a cream cheese and yoghurt department (smelled a bit rancid), spices, hats, honey. They sell sugar in brown cones of crystals, which local bees love as much as the local people judging by the number swarming over the counters. We buy an Uzbek hat, which had, and still has, a most peculiar and rather unpleasant smell. Nothing else on offer by way of souvenirs, very few obvious tourists, and certainly no carpets.



We then wandered down back streets using Lonely Planet’s rather inadequate map, trying to find a rather obscure tomb and instead finding the tomb of Tamerlane himself. Central Asia seems to love very blue domes on their old buildings, and the tiles are also predominantly blue- though of a darker hue. There is a lot more variety of colour on a bunch of local ladies coming to see the tomb, who gladly agree that we may take a video of them and then they all line up on the steps leading down to the square round the tomb, so that Carmen can take a photo. With her new digital camera she is able to show the ladies not only

the photo, but also blown up parts to show each individual. Lots of golden smiles...gold fillings are very much de rigeur here!

The tomb itself is a bit cold in atmosphere, and the stone blocks on the floor are not the actual grave of Tamerlane and others of his family but mere markers. The real graves are down below in a crypt, which we visit, and it is VERY plain for such a character. The tomb was apparently opened some years ago, hair was found still attached to the skull, and one leg was shorter than the other- Timur the lame. Tamerlane. True!

We lunch at our restaurant of the evening before, then back to the hotel to give Eric and Fanny a service-checking tyre pressures, oil levels in engine and gear box, coolant level. For some reason, Fanny has too much oil in the engine, so I try to loosen the drain plug to let some oil out, and suddenly the whole plug

pops out, under pressure from a large spring. I try in vain to push the plug back, but find that my index finger has no strength in it...presumably because of gripping the handle of the scooter too hard. As I write this in August 2005, my index fingers are still a problem, as they cannot give any pressure, and are rather numb. Weird. So 1 1/2 pints of oil ends up on the hotel courtyard floor, and I have to go off and find paper to mop and clean it up, then refill Fanny to the correct level.

As we walk about, I cannot help noticing the standard of building work- it really is pretty awful. A rather ornate building is going up near the hotel and the windows will have arched tops, presently supported to a small extent by wooden formers. However, these are mostly very rickety, not much cement is used between bricks, and so many are "drooping" and looking very loose. Bricks arrive on site jumbled any old how in the back of lorries, and are then unloaded simply by tipping the back of the lorry, so that they just fall to the ground, getting chipped and broken in the process. Before each brick is laid, it is picked up by a worker, and taken to a grinding machine where- without any dust protection- the facing sides are squared off and flattened.

Back to another restaurant we have found, near the Registan, for beef kebabs, which were scrummy, a large loaf of bread, a large beer each at a cost of \$4. Tea comes with the meal, and is served from an outside boiler. Our waiter, wearing a somewhat grubby, formerly white overall, goes out with his teapots to the boiler, and fills them there. It looks absolutely lethal, steam coming off from everywhere...but the tea tastes very good.

Monday 9th May. Our last day in Samarkand, and we go off first to get some petrol and money. Then off to Daniel's tomb, (18 feet per ...) another complex of tombs (did not go in) the Registan, and the market, where I bought an extremely comfortable pair of sandals for just \$7. I am wearing them at the moment as I type this.

I notice that so many people have perfect teeth, and still very few people with glasses. A local says it is all down to natural and untainted food- yet Lonely Planet says there is a big problem with contaminated food, especially by DDT. We both have the runs by now, and find a chemist selling Immodium at a fraction of the cost it is in England. But then a waitress in our hotel, who works in the summer in order to pay for her dental studies at university the rest of the year, works from 7am till 11pm every day of the month for only 100\$ a month. Still, what I mean is that the pills were extremely cheap for us. 20 pills cost £1.10, whereas in UK 6 cost over £2. Gave Eric and Fanny a wash, and found my right hand now pretty numb. Cannot really think why as I have only had a similar problem once before and that was gokarting, when I held the wheel too tightly and it took ages for the feeling to come back in my hands. But is have been looking at HOW I hold the handlebars, and my index fingers are not even curled round the bar. Odd!

Kip & Carmen

More of this adventure in the next Crankhandle Ed

Technical corner

A7 Ignition Timing

The Austin Seven engine's capacity is nominally 747cc and it develops around 10.5 to 17 BHP depending on the model. Although this sounds small, it is sufficient to give acceptable performance provided the engine is correctly timed.

According to the Austin Motor Company – static ignition timing is set by – Rotating the engine so that No1 cylinder is on compression stroke and position the 1/4 flywheel timing mark 1.25 to 2" before top dead centre. If the car has a manual advance/retard lever, this should be set to maximum advance (although some prefer the mid position). Slacken the distributor body clamp and rotate it so the points are just about to open.

This method is of course correct but can be difficult and time consuming particularly on early engines where the starter motor assembly has to be removed to expose the flywheel timing marks. It is also difficult to visually judge the exact position of points opening – which can lead to timing inaccuracy.

From experience, the following method employed by garages to set the static engine timing on any petrol engine is easier, quicker, more accurate and does not involve exposing the flywheel

- Remove No1 sparking plug (nearest the radiator) and set cylinder No1 on compression by rotating the engine and placing a finger over the plug hole and feel for compression developing (some people find this easier with the plugs from cylinders 2, 3 and 4 removed)
- Set No1 piston exactly at top-dead-centre using a thin wooden dowl (to prevent any damage to the piston crown) inserted through the plug hole
- Renew or re-face the contact points and set to 12 thou' (0.012"). If the distributor has been removed, replace it in the correct position with the flat side of the body facing mid way between cylinders 1 and 2. When entering the distributor into the dynamo to engage the skew gears – make sure the fibre heel on the contact points is mid way between cam lobes
- Connect a low wattage lamp between the low tension terminal on the side of the distributor and a convenient earth point. If the ignition is now switched-on and the fibre heel is mid way between cam lobes (i.e. the points are closed) – the test lamp will remain unlit
- With the ignition still switched-on, slacken the clamp at the base of the distributor body and very slowly turn the body anti-clockwise whilst observing the test lamp. When the cam approaches the fibre heel, the points will start to open and the test lamp will light immediately the points separate. It is useful to repeat this several times to determine the correct static timing position. Having done this – tighten the distributor retaining clamp bolt. The engine should now start-up and run reasonably well and the final fine adjustments should be done with the engine running at fast tick-over by one of the following two methods
- If you are old enough to have worked on engines before the advent of electronic tuning devices (i.e. when sweets were on ration!) you will be able to make fine timing adjustments by simply listening to the sound of the engine. This is impossible to explain in writing but can be learned by years of practice
- Alternatively make a series fine timing adjustments by trial and error. This is the easiest and most-common method but tends to be more time consuming. Make small rotational adjustments to the distributor (Note - coil ignition is much more sensitive to timing changes than a magneto) and carry-out a road test (preferably including a hill) after each adjustment. Note - to advance the timing, rotate the distributor anti-clockwise and of course clockwise to retard. Try to reach a compromise between best performance and a smooth engine note. Over-advanced engines will sound harsh, feel rough and vibrate under load. Excessively retarded engines will be noticeably down on power, can sound rough and may run rather hot

For the above guidance to be effective – all the components of the ignition system must be in good working order e.g. Plugs, gaps, distributor cap, plug leads, rotor arm, condenser and distributor spindle bearing etc. You can also obtain a good indication of whether the static timing is about right by turning the engine over slowly by hand with the ignition switched-on. You should feel the lightest of kickback through the starting handle as each cylinder fires.

Correct ignition timing may lead to excessive noise if the engine main bearings are worn, in which case it may be desirable to run the engine slightly retarded.

Eddie Loader

Thanks Eddie – perhaps we can persuade you to follow this article sometime with additional information about dynamic timing – in particular, different auto-advance curves and simple testing with a strobe? Ed

Shed night

Eddie the Professor (thanks Sue) entertained an enthusiastic audience of HA7C members on the 20th of this month in Frank and Sue’s luxurious and superbly appointed workshop/barn (Grand designs, eat your heart out). Eddie’s talk continued his previous theme of explaining the correct use of hand tools and as usual, contained numerous gems of invaluable advice that covered *inter alia* the following topics ...

- Further information on file selection and when to use chalk on files
- The use and care of High Speed Steel drills
- How to remove stubborn studs (and how not to!)
- A special tool rarely seen out of captivity - to clean stud holes in A7 heads etc
- How to make your own paper gaskets including the use of ‘bell’ punches
- The range of different A7 thread types and the reasons for their use
- How to make your own thread cleaning tool from a HSS hex’screw
- Marking-out, including how best to hold a centre punch
- The correct use of taps & dies and the selection of tapping drills (see also following Humble Hint)

Thanks Eddie – yet again, tons of really useful information, very well prepared and explained. Also, very importantly - our grateful thanks to Frank & Sue for their excellent hospitality, endless tea & coffee and delicious food – much appreciated Ed

Humble hints

Aggressive petrol

It is well known that ethanol in petrol can attack a wide variety of materials - and it was recently discovered that the soldered joints in some carburettor floats had been adversely affected. This can compromise the float’s ability to control the flow of petrol - thus allowing excess fuel to either be wasted or even enter the engine in certain carburettor configurations. Both scenarios are undesirable, so it might be a good idea to occasionally check the integrity of our floats.

It seems that Ethanol resistant floats are available for some carburettors but they are understood to be reassuringly expensive at around £30. Ed

Drill sizes for tapping

To supplement the information on drill sizes for tapping discussed at Eddie’s talk, members might find the following tables useful. Although many people manage with a single given tapping drill for each thread size, it is good practice to select a tapping drill that gives an appropriate percentage thread engagement for the material in question. Table 1 gives the ideal percentage thread engagement for different materials and Table 2 offers a range of tapping drills for different percentages of BSF thread engagement.

Table 1 – Recommended thread engagement percentages for tapping different materials

Material	Percentage Engagement
Copper	65 to 70
Aluminium Alloys	Around 70
Gunmetal	Around 75
Rolled Brass	70 to 80
Cast Brass	80 to 85
Mild Steel	75 to 80
Cast Iron	Around 85

Table 2 – BSF Tapping and clearance data. Please note that quoted drill sizes are a mix of imperial, metric and number. Equivalent sizes can be found in numerous sources including the well-known Zeus Tables

BSF Thread			Clearance		Tapping	
Overall Diameter (In)	TPI – Threads per inch	Thread Depth (in)	Clearing Drill	Clearance on diameter (Thou)	Tapping Drill Dia	% Engagement (E)
3/16 0.1875	32	0.0200	No 12	1.5	No 23	84
			No 11	3.5	5/32	78
					No 21	70
					No 20	66
7/32 0.2188	28	0.0228	5.6 mm	1.7	No 15	85
			No 2	2.2	No 14	80
			5.7 mm	5.6	No 13	74
					No 12	65
1/4 0.2500	26	0.0246	6.4 mm	2	No 4	83
			6.5	6	No 3	75
			F	7	5.4 mm	70
					No 2	59
9/32 0.2812	26	0.0246	7.2 mm	2.3	C	80
			L	8.8	6.2 mm	75
					6.3	67
					1/4	63
5/16 0.3125	22	0.0291	8 mm	2.5	G	88
			O	3.5	17/64	80
					6.9	70
					7 mm	63
3/8 0.3750	20	0.0320	V	2.0	O	92
			9.7 mm	6.9	P	81
					8.3 mm	75
					8.4 mm	69
7/16 0.4375	18	0.0356	11.2	3.4	3/8	88
			11.3	7.4	V	85
					9.7 mm	78
					9.8 mm	73
1/2 0.500	16	0.0400	12.75	2	11 mm	84
			12.8	3.9	7/16	78
			12.9	7.9	11.2	74
					11.4	64

Notes:

1 – Thread depth (d) = 0.64/TPI

2 – Core diameter = OD – (1.28 x Pitch)

3 – Pitch = 1/TPI

4 – For a given % engagement (E), the tapping drill size = Screw Dia (D) – (2 x d x E/100)

I can include similar tables for Whitworth, BA and other thread forms in the next Newsletter if readers find these data of interest Ed

Other clubs

Federation of British Historic Vehicle Clubs

The following notes are selected from the FBHVC Newsletter No 4 2016 because they might be of interest to members.

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

EDITORIAL

Geoff Lancaster

Resignation seems to be the word of the moment with the country voting to resign its membership of the EU, the Prime Minister, the entire shadow cabinet and the leader of the victorious UKIP all resigning, even Chris Evans has fallen on his sword after the Antiques Roadshow polled twice as many viewers as the final episode of new Top Gear! And what does all this mean for us? You might assume turmoil would best express the consequences of all this, but that in practice is not the case. Inertia is the word that best describes our situation. Quite simply in the absence of

leadership at the top, nobody is prepared to stick their neck out and make a decision. Hence progress on pretty much every portfolio on which we are working is stalled.

We are still waiting to see when the much heralded consultation on the EU Roadworthiness Directive will emerge from the Department of Transport. It will come, and indeed the timetable for its adoption into UK law precedes the expected date of Brexit. For the time being though it's inertia.

We have submitted a very comprehensive report and critique on the current workings of DVLA supported by submissions of members who have experienced 'difficulties' in dealing with this government agency. Bob Owen will report on the response to this more fully in his report in this issue. Suffice to say once again, inertia.

There are important changes in the pipeline to the nature of the funding of apprenticeships. If enacted these changes will radically affect the strategy we adopt as we roll out our FBHVC Apprenticeship in Historic vehicle restoration. But will Brexit effect the introduction of this?

We are not a political organisation and the Federation took an early decision to maintain a neutral stance over the recent referendum so what I shall say now is in no way a political statement, merely a statement of fact. I have been constantly asked by journalists ever since the vote what will be the effect of a withdrawal from the EU on the historic vehicle movement. The answer is we simply don't know. Nobody does. Rather uncharacteristically the British public have voted to take a giant leap into the unknown.

All we can say to our members is that we remain vigilant, in fact even more so to ensure that the fallout from this somewhat chaotic situation in no way infringes on the rights of historic vehicle owners to use their vehicles on the highway.

LEGISLATION Bob Owen

At this time of turmoil, it would be nice to be able to tell you that we are on the way to reaching a satisfactory conclusion with DVLA on the issues, primarily the question of the originality of bodies on V765 and Age Related vehicles, which have arisen since DVLA closed their local offices. Sadly I cannot yet do so.

We prepared, with the assistance of many of our members, a detailed and carefully researched Position Paper primarily to explain to DVLA why we considered that the questioning of bodies was in conflict with all past policy and practice. This Paper went back to the origins of legislation on vehicles, from the Motor Car Act of 1903 and the Roads Act of 1920. We found the policy on bodies as set out in the Ministry of Transport Handbook of 1965 (that a vehicle other than a monocoque is defined by its chassis and closely related components specifically not including the body) and demonstrated that in the creation of the various particular processes such as V765 there has been no definable point at which that policy has been altered. The Paper also reaffirmed the Federation's opposition to, and disapproval of, any attempt to create modern replicas, counterfeits or vehicles which are otherwise not what they purport to be.

This has not yet done the trick, and we have not yet reached a solution. We are now investigating ways of progressing this issue other than simply through direct negotiation.

We can assure you all that the Federation has not given up on this subject, which is vital to so many of our members. So, at the moment, we ask that you be patient and allow us to progress as we see best.

DVLA Ian Edmunds

Unfortunately, I have to start by telling you that overall DVLA policy issues have not yet progressed as we would like. Bob Owen comments on this in his section.

Inactive registration records

Meantime I have a few updates on individual issues. Firstly, it appears that some correspondents have gained the impression from DVLA that inactive registration records are in some circumstances deleted. I have a clear reassurance from the Agency that inactive records are not deleted. We believe there exist some archive files within DVLA to which long-term inactive records may be transferred.

Continuous Insurance Enforcement

From the correspondence we receive it seems that there may be some confusion regarding the operation of Continuous Insurance Enforcement (CIE). We are indebted to DVLA for this up to date explanation of how the system operates.

Uninsured vehicles are identified by comparing DVLA records against those held on the Motor Insurance Database (MID) and once they are identified CIE places a strong emphasis on compliance (getting people to do what the law requires).

First the Motor Insurers' Bureau (MIB who are responsible for MID) sends them an Insurance Advisory Letter (IAL). This letter is a warning and sets out the keepers options:

1. Insure the vehicle
2. Contact their insurer, if they have insurance to find out why there is no record on the MID.
3. If they are no longer the keeper, notify DVLA,
4. Make a SORN declaration.

In addition to these four options listed in the IAL there is also a possibility that the vehicle has been destroyed in which case that should similarly be informed to DVLA.

If the registered keeper does nothing, DVLA will take enforcement action and issue a Fixed Penalty Notice (FPN). If the FPN is not paid, Court action is an option. However, the FPN gives customers the chance to dispute the FPN for reasons such as insurance being in place, the vehicle having been disposed of or a Statutory Off Road Notification (SORN) having been declared for the vehicle. Disputes are investigated by enforcement clerks to establish if there has been any error on the part of the insurer (failure to update the MID, or a MID entry with the incorrect registration number assigned) or a delay in processing a SORN or disposal notification within DVLA. Where it is established the keeper took action to ensure the vehicle is compliant with CIE prior to the FPN issue, the case is closed and the keeper will hear no more on the matter.

The key point to remember is that the IAL is an important document and should you receive one it is necessary to take the appropriate action. It is easy to check free of charge if a vehicle is on the MID at <http://ownvehicle.askmid.com/> You should also ask your broker or insurer specifically about the MID. Confirmation that one is in fact insured is not enough, from our information it appears that one of the major historic vehicle insurers, not brokers, has an on-going problem keeping their MID entries up to date, so it could be worth checking your vehicle/s.

Number plates

Finally, 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.

EU LEGISLATION

After The Referendum

Bob Owen

Before you read this, remember it is about legislation, and whatever your Leave or Remain view, keep calm!

I think some explanation may be useful. Nothing has changed. There have as yet been no changes to legislation. The referendum is close in effect to a General Election; it decides the policy the Government should follow.

So the United Kingdom is at present a member of the EU and subject to all its laws and regulations. We have to 'resign' (presumably by invoking Article 50 of the Lisbon Treaty) and even then resignation will take time.

As yet we are at the early stages of the establishment of Government policy on how to engineer withdrawal from the EU. This could affect the areas of interest of the Federation; a decision to seek continued membership of the Single Market could mean a large proportion of laws remain unchanged. Alternatively, a decision to go for a less structured free trade regime would provide more freedom for the removal of EU laws.

What is certain is that traffic laws, and in particular those relating to historic vehicles, will have little or no influence on how these decisions are taken or what they are.

Let's start with the things which do not need to change at all. First and most important is the registration system. It is national, set up and operated by the UK Government for Great Britain (England Wales and Scotland) and by the Government of Northern Ireland for Northern Ireland.

Both parts are largely operated by DVLA, though DV(NI) does the actual procedures in Northern Ireland. Thus the registration systems do not need to be changed on account of the referendum.

This includes V765, Age Related, Reconstructed Classics etc.

The Federation will, exactly as it already does, work with DVLA to obtain the best possible arrangements for historic vehicles that we can.

Low Emission Zones and Ultra Low Emission Zones are already wholly devolved to local authorities. While over the coming years the sources of data which local authorities use to reach their decisions might change, it seems unlikely the science of either climate change or the effect on public health of diesel emissions will change so much that these local authorities will cease to wish gradually to impose constraints on motor traffic in urban areas. The Federation will continue to work, as it has successfully so far, to maximise the level of exemption which can be obtained for historic vehicles.

Generally, things which are affected by EU law may or may not change. Where EU law currently covers a matter which will still need control in the UK, relevant UK laws may not be changed. As there will be an immense pressure on the Civil Service, and particularly on Parliamentary draughtsmen, to change those laws which really do have to be changed, matters which are seen as fairly suitable for adoption without change will inevitably have a low priority.

Vehicle standards are partially affected by EU law. This will almost certainly effect the operations at least of DVSA over the coming period. We do not know how and it is pointless to speculate. The Federation will meet with challenges in this area which affect historic vehicles as they arise.

Chemicals remain wholly subject to the provisions of REACH. It is to be expected that the substance of these Regulations will remain in place though procedures would probably change. Redrafting is probably an unnecessary effort, as the need to control dangerous chemicals is such that they would only have to be replaced by something similar. It is possible that the introduction of new substances might be slowed in respect of the UK, and the Federation will be keeping a clear eye on any developments which could affect the keeping, sale maintenance or repair of historic vehicles, just as we have when it was an EU matter.

We know that many of you have over the years been involved in the export of vehicles into, and import of vehicles from, the EU. Almost certainly the formalities will change and become more extensive. But again we do not know and it is pointless to speculate.

The area which you will all be aware is currently being affected by EU legislation is Periodic Roadworthiness Testing. The Directives concerning this subject remain currently in force. The UK Government has been considering how exactly to incorporate the 2014 Directive into the laws of the United Kingdom. The directive was not seen as particularly contentious, so it may be that the Department for Transport will continue to work to adopt its terms into the laws of the United Kingdom. Or they may not. We do not know. The Federation has got itself ready to deal with the consultation we were expecting to be issued earlier this year, should it appear. But again, it may not. We will attempt to find out.

I trust these ramblings make things clearer as to the present position and the immediate future. If they do not, please do contact me on legislation@fbhvc.co.uk and I will try to explain more clearly any issue on which you feel unclear.

FIVA

The Federation was fully engaged through FIVA in EU matters right up to the date of the referendum, with the UK taking a particularly active part, for instance, in the discussions regarding control of firearms.

The following items on EU affairs are the most recent in the series of matters on which we have regularly advised you. They bring you up-to-date on the business of the EU regarding historic vehicles, right up to the date of the referendum.

European Parliament Historic Vehicle Group meeting

The EPHV Group met on 1 June. The main item on the agenda was the availability and access to vehicle data and data protection. Members showed great interest in the Belgian Federation's data system and its use to help retrieve stolen vehicles, and questioned whether action was possible to address the fact that data availability and access varies greatly between Member States. The meeting also presented an opportunity for FIVA to provide the members an update on other current issues including the European Commission's work to draft guidance for Low Emission Zones (see previous EU issue updates). The Group members agreed that they will write to Commissioner Bulc to urge early publication of the chapter about 'exemptions' which is expected to note that historic vehicles can be exempted from LEZs. The Group will then also use all opportunities to promote the Guidance to Member State authorities.

European Parliament Committee discusses the proposal to amend the Firearms Directive The European Parliament's Internal Market Committee members have had initial discussions on the 800+ amendments which have been tabled to the proposed amendment to the Firearms' Directive. Many take the view that deactivated weapons should not be covered by the Directive – this would address the concern of owners of historic military vehicles which have deactivated weapons attached to or as a part of the vehicle. Due to the large number of amendments and the Committee's desire to agree a clear position to facilitate later negotiations with the European Council and Member States, the vote on the amendments has been postponed until July.

FIVA's Legislation Commission has already asked ANFs to contact their MEPs who are members of the EP Internal Market Committee to encourage them to support the relevant amendments. The action will need to be repeated prior to the Committee's July vote. FIVA's Legislation Commission will contact ANFs at the appropriate time.

EP Committee study calls for a ban on diesel vehicles in cities to meet pollution limits

A study commissioned by the European Parliament's Environment Committee has concluded that Member States that are failing to comply with EU air pollution limits should consider banning diesel cars in cities, or at least reduce the number of diesel vehicles. The research showed that in 2014 two thirds of Member States had breached limits for pollutants such as nitrogen dioxide (NO₂) and particulate matter (smaller PM_{2.5} and larger PM₁₀) set in the EU Ambient Air Quality Directive. The study also predicted that full compliance with the Directive across all EU member States will not happen until 2030; that NO₂ remains a particular problem as 18 countries – including France, Germany, Italy and the UK are still above the 2010 limits; and that a complete ban on diesel vehicles in inner-city areas – as well as greater support for public transport – is now required for failing Member States to comply with the Directive. But the report also acknowledged that banning diesel vehicles would require a 'huge effort' from policymakers as they would need to reverse tax policies developed during the years of diesel promotion.

Analysis of emissions' defeat devices

The environmental lobby group Transport and Environment said it has identified three new car emission defeat devices after analysing government investigations by Germany, France and the UK into the VW emissions scandal. They were: a 'thermal window' defeat device that switches off pollution control technology in low ambient temperatures; a 'hot restart' cheat, which enable the car to produce higher emissions after a warm engine restart because EU law only requires tests for cold restarts; and a device allowing some car models to switch off the exhaust treatment system two minutes after the lab test has finished. The Group has accordingly called a more comprehensive investigation to force carmakers to come clean on their emission strategies.

Market Place – For sale

Rear Springs – Pair for an early 1930s A7 Tourer or Special perhaps – 5.5” static camber & 6 Leaves, therefore too soft for a Box saloon (I discovered) in good condition and complete with recent bushes - £50 to a good home.

Bob Garrett – 01497 831310

Brian James Trailer – The trailer is an A(S) Series single axle trailer with a frame size 5’7” x 11’ long and a 1 ton carrying capacity, it is equipped with a 1 ton manual winch, a locking coupling head, a high capacity jockey wheel, lightweight aluminium ramps, a spare wheel and bolt-on wheel chocks. The sale will include 4 nr ratchet tensioners & wheel straps.

The trailer was purchased new in 2005 and has covered less than 750 miles. It is in ‘as new condition’ with fully working lights and brakes.

The trailer was purchased by the late Richard Youard (a former member of HA7C) in order to move his Austin 7 from London to Hereford.

The price is negotiable but offers should reflect the current price of such a trailer.

Ron Sadler - 01981 250365 or 07775 753412 to arrange an appointment to view.

Market Place – Wanted

A hood for a 1930 Chummy, front seat cushions and any rear seat upholstery. The car will be used for trialing - so *any* tatty cast-offs would be fine.

Jon Yeeles - 01743 791104

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.

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

September

Tuesday 27th - **Monthly Meet, Richmond Club, 7.30 pm.**

October

Sunday 16th - Prescott Breakfast Club 09.30 for a N&N and breakfast at Prescott.

Possible Autumn Amble – Probably a Saturday - details to be announced

Tuesday 25th - **Monthly Meet, Richmond Club, 7.30 pm.**

November

Friday 11th — **Mulled Wine and Mince Pies?** (to be confirmed)

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

Tuesday 29th - **Monthly Meet, Richmond Club, 7.30 pm. A talk by Ron Sadler**

December - No meetings this month.

Michael Harcourt

Tail Lights

Last month's quiz



The model shown was an Austin Apache – popular in South Africa some years ago.



Health & safety

Continuing our theme of health and safety matters ... they say smoking can damage your health and now we see why!



And finally

A catholic priest in Hereford was being honoured at his retirement dinner after 25 years in the parish. A leading local politician was chosen to make the presentation and make a short speech. Sadly, however, the politician was delayed – so the priest decided to say a few words of his own whilst they waited.

The priest began by describing his dismal first impression of the parish all those years ago when hearing his first confession - a man admitted he had stolen a television but managed to lie his way out of trouble with the police. He went on to confess that he had stolen money from his parents, embezzled from his employer, had an affair with his friend's wife, taken Class A narcotics and slept with his sister.

The priest went on to say that thankfully, after this horrific start – he eventually came to discover it was a fine parish - largely populated by good loving people.

At this point, the politician arrived, apologised for being late and made the presentation. He then commenced his talk, saying 'I clearly remember the day our parish priest arrived – in fact I had the honour of being the first person to go to him for confession'.

Alright - just one more then....

Allegedly overheard at a talk by the Herefordshire Police Crime Commissioner

'Crime in multi-storey car parks is wrong on so many different levels'

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